



# Buckingham Town Council

Town Council Office, Buckingham Centre,  
Verney Close, Buckingham, MK18 1JP  
01280 816426

[office@buckingham-tc.gov.uk](mailto:office@buckingham-tc.gov.uk)

Town Clerk: Claire Molyneux

INTERIM  
FULL COUNCIL

Wednesday, 27 November 2024

Councillor,

You are summoned to an Interim meeting of the Full Council of Buckingham Town Council to be held on Monday 2<sup>nd</sup> December 2024 at 7pm in the Council Chamber, Cornwalls Meadow, Buckingham.

Please note that the meeting will be preceded by a Public Session in accordance with Standing Orders 3.e and 3.f, which will last for a maximum of 15 minutes. Members of the public can attend the meeting in person. If you would like to address the meeting virtually, please email [committeeclerk@buckingham-tc.gov.uk](mailto:committeeclerk@buckingham-tc.gov.uk) or call 01280 816426 for details.

The meeting can be watched live on the Town Council's YouTube channel here:

<https://www.youtube.com/channel/UC89BUTwVpjAOEIdSifcZC9Q/>

Claire Molyneux  
Town Clerk

## AGENDA

### 1. Apologies for absence

Members are asked to receive apologies for absence.

### 2. Declarations of interest

To receive declarations of any personal or prejudicial interest under consideration on this agenda in accordance with the Localism Act 2011 Sections 26-34 & Schedule 4.

### 3. Committees: Cllr. Allen

To agree Cllr. Allen's request to become a Member of the Town Centre and Events Committee, the Environment Committee and the Planning Committee.

### 4. Planning Application

To consider a response to the following planning application and whether to request a call-in.

24/03426/AOP Land South of Bourton Road, Buckingham MK18 7DR

Outline application (all matters reserved apart from access) for residential development up to 220 (including affordable dwellings), pre-school/nursery (E/F1), SuDS attenuation, public open space including children's play area, access arrangements off Bourton Road and associated landscaping, infrastructure and ancillary development.

*Bloor Homes and D&A Verey*

Briefing notes from the Planning Clerk are attached

[IM/104/24](#)



*Twinned with Mouvaux, France; Neukirchen-Vluyn, Germany*

Members are reminded when making decisions that the Public Sector Equality Duty 2010 requires Members to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Act, advance equality of opportunity between people who share a characteristic and those who don't, and to foster good relations between people who share a characteristic and those who don't. All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk can send you a copy of any minutes, reports, or other information. To do this, send a request using the contact details set out above.

**5. Neighbourhood Plan recommendations from the Working Group**

To receive a report from the Compliance and Projects Manager.

[IM/105/24](#)

**6. Charges at Western Avenue car park**

To receive a report from the Committee Clerk.

[IM/106/24](#)

**7. Chair's announcements – for information only**

**8. Date of next meetings:**

Full Council: Monday 16<sup>th</sup> December 2024

Interim Council: Monday 6<sup>th</sup> January 2025

**To:**

All Councillors

BUCKINGHAM TOWN COUNCIL

INTERIM FULL COUNCIL

MONDAY 2<sup>nd</sup> DECEMBER 2024

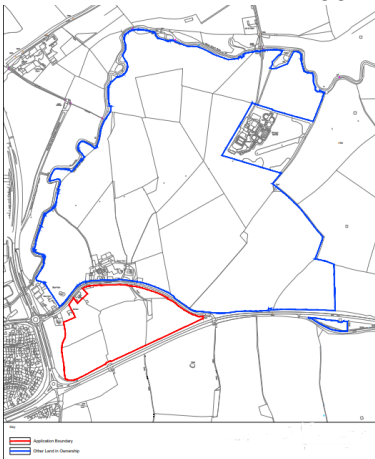
Additional information on Planning Application

Contact Officer Mrs. K.

McElligott Agenda 4

**24/03426/AOP**

Land South of Bourton Road, Buckingham MK18 7DR  
Outline application (all matters reserved apart from access) for residential development up to 220 dwellings (including affordable dwellings), preschool/nursery (E/F1), SuDS attenuation, public open space including children's play area, access arrangements off Bourton Road and associated landscaping, infrastructure and ancillary development.  
*Bloor Homes and D & A Verey*



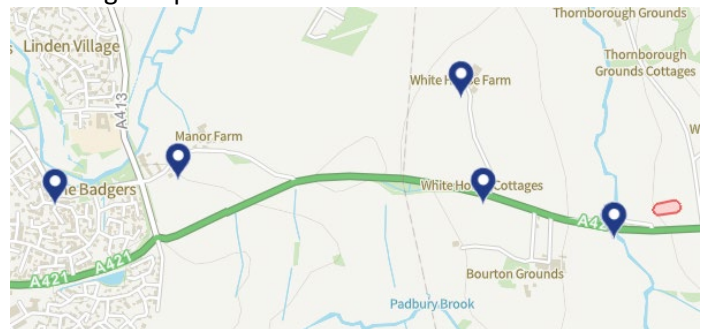
Location plan



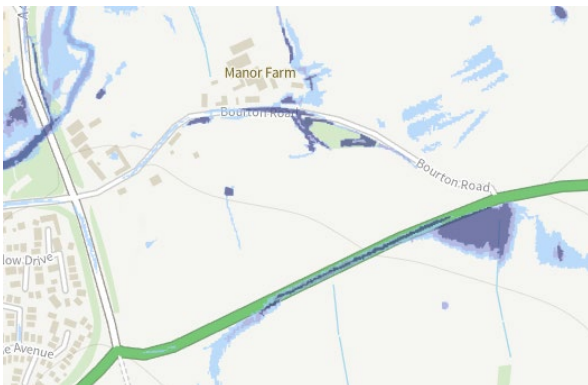
Existing site plan



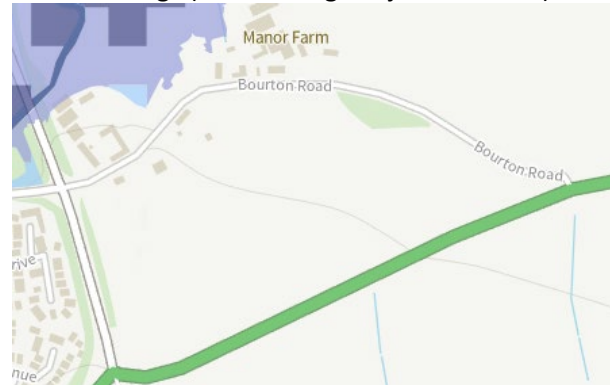
Aerial view



Closest Listed buildings (Rose Cottage adjacent to site)



surface water flooding; (the higher the risk, the darker the blue)



river water flooding (Flood Zone 1)

The site is 10.58ha in area and comprises four fields separated by traditional hedgerows between the Bourton Road east of the bypass (the old Bletchley road) and the A421 and reaches almost to the bypass at the SW corner; The Bernwood Jubilee Way runs N – S through the land between the bypass and the western site boundary and it connects to the Lace Hill bridleway with a Pegasus crossing. There are existing houses between the site and the Bourton Road bypass roundabout (from west to east: 1 & 2 Home Farm Cottages, High Croft, and Rose Cottage which is Grade II Listed). Home Farm and Manor Farm lie north of the Bourton Road, and to the east is the new solar farm; to the south of the A421 is all fields. The site is currently pasture and slopes down SW → NE.

Members have received presentations from the developers on 18<sup>th</sup> July 2022 and 16<sup>th</sup> September 2024.

The site is not an allocated site within the existing or revised Neighbourhood Plan, and is within the NP boundary but not the settlement envelope.

The proposal is for

- Up to 220 homes of which 25% will be Affordable (up to 55); the residential development area 6.22ha making an average density of c.35dph (Lace Hill is 33dph, St Rumbolds 41dph). Tenure mix can be discussed at the Reserved Matters stage. 35% would be (up to) 77 dwellings.
- Houses on the higher land to the west will be no more than two storeys high; towards the east there could be some of 2½ storeys, with bungalows behind the existing houses on the Bourton Road. Rose Cottage will have a landscaping buffer between it and the estate, and nearby houses will be no more than 1½ storeys.
- Up to 60 place pre-school/nursery. The Executive Head of Lace Hill has recorded her support (Appendix B of the Planning Statement).
- New access from Bourton Road, and an emergency access provided further along. The eastern end will remain closed off. The speed limit along the Bourton Road east of the bypass is confirmed as 40mph, but the developer may discuss a reduction to be introduced via a s278 agreement.
- 4ha of green infrastructure (38% of the site).
- 5ha of offsite habitat creation, publicly accessible, to help deliver up to 73% Bio Net Gain.
- New pedestrian and cycle routes and footway/cycleway improvements to Bourton Road including a new Toucan crossing to cross the bypass, and improved access to the Pegasus crossing.
- 'Bespoke' terrace frontages.
- Some rear parking courts.
- Siting the Nursery by the main entrance 'enables linked trips from the nursery to the business/café area at Manor Farm'.

The developers have noted that both the made and revised Neighbourhood Plan policies are for 35% Affordable Housing and (Planning Statement ¶ 3.5.1) *"The policy context may therefore change during the determination period and the Applicant will review any changes that may emerge."*

A Septic tank in the NW of the site will have to be removed, and it is possible that there is asbestos in the remains of buildings that will need special disposal techniques.

Matters reserved for future determination: Layout; Appearance; Scale; Landscaping.

## Utility Statement

### Electricity

Both underground and overhead connections to Bourton Road; sufficient capacity

### Gas

There is a main along the A413 but the intention is to use air source heat pumps

### Water

Drinking water supply OK

Foul water – there are no sewers on or within the vicinity of the site, but there is capacity and a point of connection according to Anglian Water. This does not reflect what AW said re Walnut Drive.

### Telecoms

Both Gigaclear and OpenReach have networks in the area "In line with current building regulations a gigabit-ready telecoms infrastructure will be deployed for this development."



### Illustrative Masterplan.

The children's play area is the dark green oval in the paler green triangle at the eastern end. It is c.450m from the houses in the SW corner and c.320m from those in the NW corner by Rose Cottage. Note that Image 4.2 in the Transport Assessment shows this play area at the easternmost point of the triangle, even further away from the housing.

Comparison with the 'existing' site plan above shows that most of the existing field hedges are retained. The key is not clear on the road surfacing – the grey may be tarmac and the beige block paving, perhaps. The change of surface at junctions is to aid traffic calming.

Houses have little or no front garden, and the minor roads/culs-de-sac are shared-surface. Where there is a public path along a frontage, this is often crossed by several 'private drives' serving 3 or 4 houses; the lack of front garden means that emerging vehicles will have very little vision of path-users. There is some kerbside parking, and a couple of parking courts but the majority is on-plot side driveway space. Very few of the houses along the A421 boundary are shown as having a garage.

There is no indicative plan of the Affordable Housing areas yet.



The principal access, terraces fronting the Bourton Road with parking courts, and the L-shaped nursery school with car park. The key labels the blue area as 'Duck Pond', and there are two other smaller ponds in the open space areas. The lack of a continuous access path between the block of three houses and the long terrace will be a nuisance for postmen and other delivery drivers, and it is to be hoped that the boundary treatments for rear gardens will not block surveillance of the parking bays at their far end or in courtyards. This point is also made by the TVP Crime prevention advisor.



### Traffic & Travel

Design & Access Statement p11:

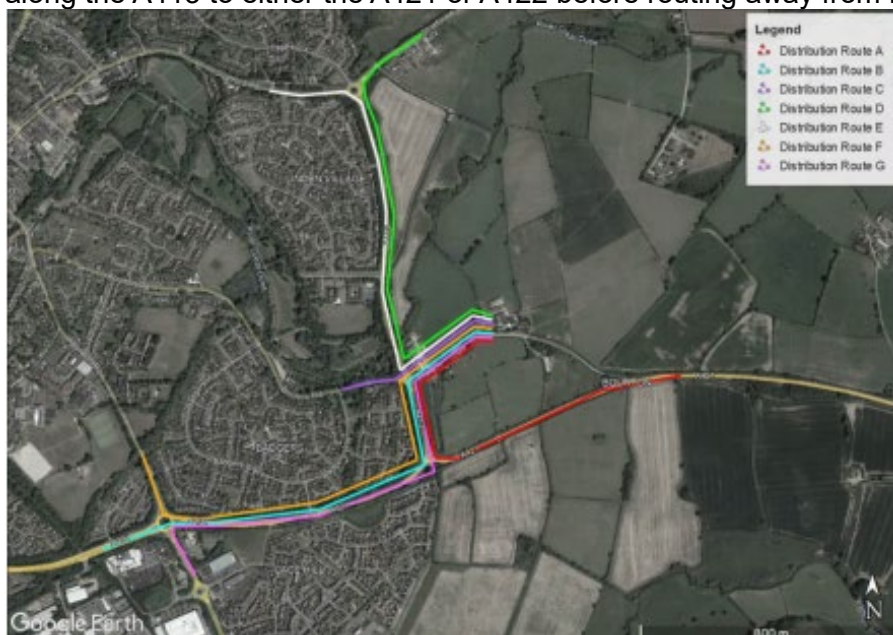
“The development provides a unique opportunity to better link Lace Hill with Bourton Park, joining up existing networks and communities on the eastern side of town. The extended active travel network, new public open space, duck pond, play areas, farm shop and café, and a new pre school nursery all provide destinations and meeting places for social interaction and cohesion.”

Transport Assessment:

“IMPACT ON THE BUCKINGHAM TOWN CENTRE

5.5.1. As shown in Section 5.4, *[which includes assessments of various junctions]* the traffic generated by the Proposed Development is anticipated to have a minor or negligible impact on the local highway network junctions that have been agreed with BC Highways as requiring assessment.

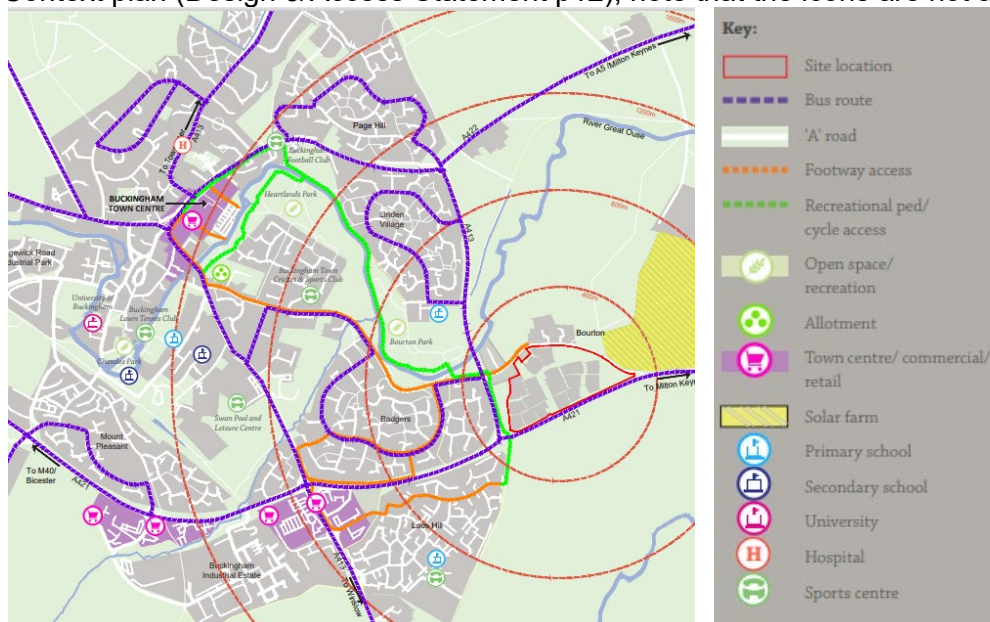
5.5.2. The location of the Site means that the majority of the Proposed Development traffic will route along the A413 to either the A421 or A422 before routing away from Buckingham.



There is very little residential development traffic that would route to/from the town centre; estimated to be up to 5% of trips based on the traffic distribution assumptions derived from the 2011 Census, as summarised in Table 5-7, this would comprise eight two-way vehicles in both the AM and PM peak hour.

5.5.3. The accompanying FTP sets out a package of measures to facilitate and encourage the use of sustainable transport for trips to/from the Proposed Development, particularly local trips, such as to the town centre. These measures include the off-site public transport and active travel schemes, which are detailed in Section 4.2 of this TA, which will also benefit existing transport network users.”

Context plan (Design & Access Statement p12); note that the icons are not always precisely placed



Circles show isochrone distances from site. I am surprised that High Street/Market Square is considered a 'recreational cycle route' and that the (safe & traffic-free) existing cycle link from the Heartlands to the green bridge into Cornwall's Meadow has been omitted. Purple dotted lines are bus routes and the green lines cycleways.

The nearest bus stops to the site are unmarked request stops on the bypass at the school end of Burleigh Piece. There are no footpath links to either north or south bound stop, or a safe crossing place between the two, and though the Bernwood Jubilee Way is referenced: this runs between the hedgerow and field boundary on the east side of the bypass and is unsurfaced and unlit.

The bus services listed in the Transport Assessment are not accurate or complete (the return 132 service is missing, and not all the Banbury services pass this stop, or go all the way to and from Banbury):

Service No. (Route)	Service Provider	Day	Approximate Service Times- Buckingham	Max Frequency/ Service Level
<b>Bourton Meadow School (Southbound Bus Stop)</b>				
80 (Akeley – Brackley)	Stagecoach	Monday - Friday	07:40	One per day
		Saturday	No Service	
		Sunday	No Service	
151 (Akeley – Thornborough via Buckingham)	Redline	Monday - Friday	11:42	One per day
		Saturday	No Service	
		Sunday	No Service	

There is no note to show that the 80 runs on Northants. schooldays only.

The missing 132 Service to Brackley and Banbury from Buckingham would read

132 Buckingham – Brackley/Banbury	Redline	Monday-Friday	11.24 (Tesco, London Rd.) 13.24 (Brackley)	two per day, but only one to Brackley
		Saturday (Brackley and Banbury)	12.50 & 13.43 Banbury 16.28 Brackley only	Two per day plus one finishing at Brackley
		Sunday	No service	

Service No. (Route)	Service Provider	Day	Approximate Service Times- Buckingham	Max Frequency/ Service Level
<b>Bourton Meadow School (Northbound Bus Stop)</b>				
151 (Thornborough – Ackley via Buckingham)	Redline	Monday - Friday	09:38	One per day
		Saturday	No Service	
		Sunday	No Service	
80 (Brackley – Akeley)	Stagecoach	Monday - Friday	16:17	One per day
		Saturday	No Service	
		Sunday	No Service	
132 – (Banbury – Buckingham)	Redline	Monday -Friday	<del>11:02 &amp; 12:57</del>	<del>Two per day</del>
		Saturday	<del>09:47 &amp; 16:05</del>	<del>Two per day</del>

Correct version:

132 Brackley/Banbury – Buckingham Banbury Saturdays only	Redline	Monday - Friday	12.59 (from Little Tingewick to Overn Avenue 14.52 from Brackley)	Two per day, only one from Brackley
		Saturday	09.49 (from Brackley) 16.07 (from Banbury)	Two per day, only one from Banbury
		Sunday	No service	

“3.4.4. These nearest bus stop to the Site is served by three local bus services which are limited in frequency but provide connectivity to Buckingham centre, Akeley, Brackley [sic] and Thornborough.” This is an optimistic statement – one bus a day, not at a time useful for work or school, or having a suitable return service, is not going to entice residents out of their cars. The likelihood of any residents requiring a bus to Thornborough at 07.40, returning at 9.38 is vanishingly small. The Framework Travel Plan includes plans for upgrading the existing bus stops with shelters and RTPIs in Appendix D, but gives no assurance that a more frequent service, at useful times, can be implemented.





The Framework Travel plan also give targets for reduction of vehicle use:

**Table 6-1 – Objective 2 Target Over Five Years**

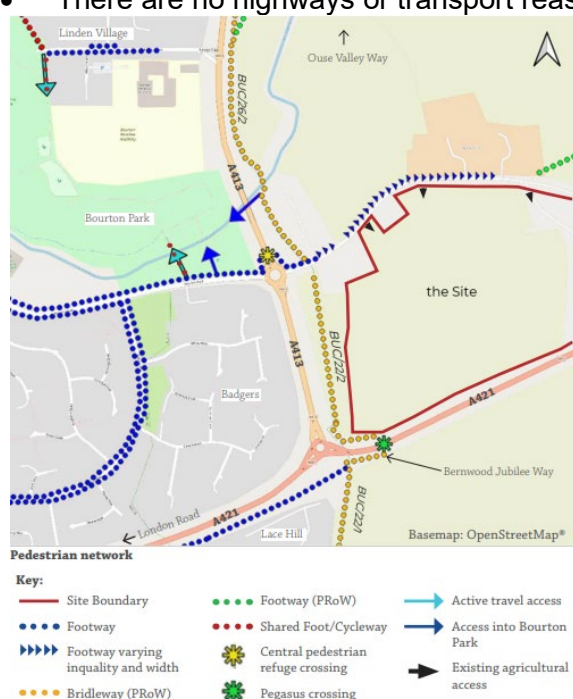
Year	1	2	3	4	5
Percentage decrease in SOV mode share	0%	1%	2%	2%	2%
SOV mode share	71%	70%	68%	66%	64%

(SOV = Single Occupancy Vehicle)

This seems more achievable than the 10% set for the Moreton Road estates, which also have a one-a-day bus service (plus a steep hill to climb on foot or bicycle).

The Transport Assessment concludes (p47) with:

- The aim of the TA is to assess the impact of the Proposed Development. The assessments of junction capacity show that the Proposed Development traffic would have a minor impact at two local junctions which can be mitigated via contributions to the Buckingham Transport Strategy. The Proposed Development is shown to have good accessibility to local services and facilities with the package of measures set out within this TA and the accompanying FTP.
- There are no highways or transport reasons why planning permission should not be granted.



Pedestrian and cycle links; differentiation between paved and unpaved, and lit and unlit, routes would have been useful. For example, the footway marked along the southern side of the bypass does not even have a desire line, let alone a paved surface, and cannot be compared with the footways each side of Badgers Way. As an alternative route to Lace Hill Academy, it is no better than the unsurfaced and unlit bridlepath. It does give a direct walking route to Tesco, though.

The following improvements for pedestrians and cyclists (4.3.6) are:

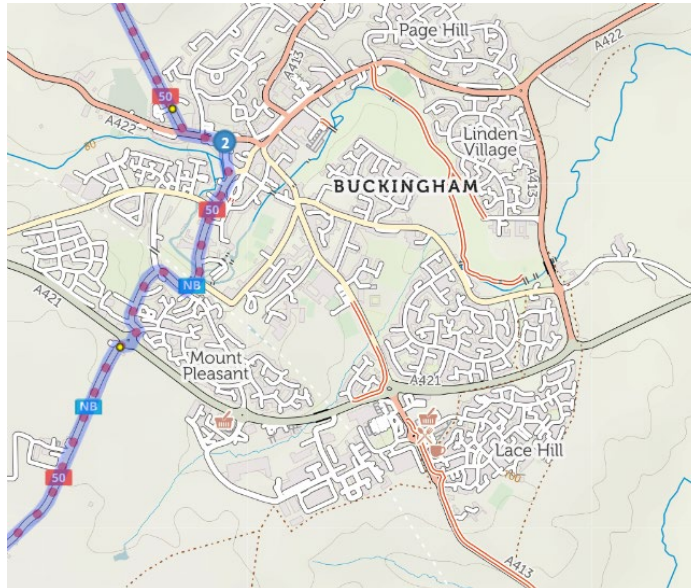
- 3m shared foot/cycleway on (east) Bourton Road on the north side of the carriageway for approximately 215m from the roundabout. Cyclists then join the carriageway.
- 2m footway on (east) Bourton Road on the south side of the carriageway for approximately 85m from the Site's vehicular access routeing westwards.
- Uncontrolled crossing points with buildouts and marked with dropped kerbs and tactile paving at key locations to facilitate crossing of (east) Bourton Road.
- A section of 3m shared foot/cycleway on the northern arm of the A413 on both sides of the carriageway extending along Bourton Road (west of the A413) on the northern side of the carriageway to the vehicular access to Bourton Park carpark.
- A toucan crossing of the A413 on the northern arm of the A413/Bourton Road roundabout.

A Toucan crossing is a controlled crossing cyclists are allowed to ride across, like the one between the Lidl/Tesco bus stops. The Framework Travel Plan (appendix D) gives the location for this crossing, and the new bus stops, see plan above.:

Much is made of the possibilities for sustainable and active travel, including (as usual) the proximity of National Cycle Route 50 (3.4.14.):

“The nearest Sustrans21 National Cycle Network (NCN) route is Route 50. This routes through the east of Buckingham on an on-road route and provides a connection towards Winslow and Daventry and the wider NCN network, providing links further afield to destinations such as Leicester”.

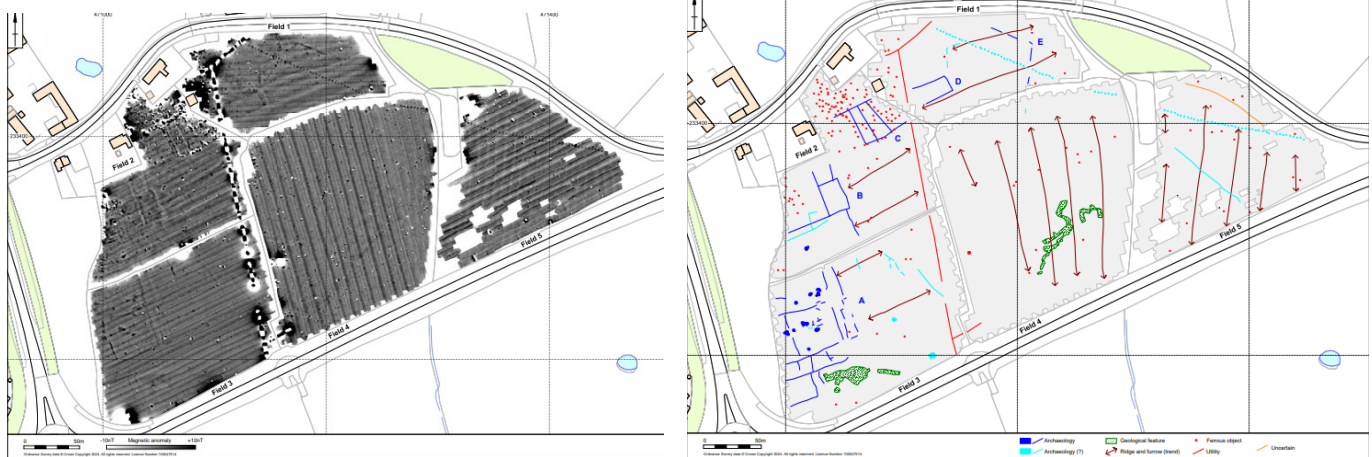
Route 50 enters town via Stowe Avenue and goes via Hunter Street to Gawcott Road and parts south. This is not ‘east’ of the town, so nowhere near the site, and does not connect with any of the existing cycle



network within the town.

### Archaeology

A magnetometer survey of the five fields shows mediaeval ridge-and-furrow and very little else of note.



KM  
27/11/24

**Buckingham Town Council****Interim Full Council****Monday 2 December 2024**

Contact Officer: Compliance and Projects Manager

**Neighbourhood Plan Working Group recommendations****1. Recommendations**

1.1. It is recommended that Members accept and agree the recommendations of the Buckingham Neighbourhood Plan Working Group as detailed in this report.

**2. Background**

2.1. The Regulation 14 consultation ended on 2 October 2024 and since then Officers and our consultants ONH have been reviewing the significant amount of feedback.

2.2. The Working Group have reviewed the relevant documentation and make the recommendations below. A link to the documentation used by the Working Group is contained in a separate email as it may contain information that could identify individuals and/or specific organisations.

2.3. The Working Group's recommendations take into account the need for considerable expediency to move to Regulation 16.

**3. Table of Recommendations**

Number	Policy	Recommendation
1	HP1/Appendix A	Subject to any amendments on site capacity assessments, it is recommended that Policy HP1 should be updated accordingly as "up to 1264 new homes".
2	HP1/SEA	It is recommended that Officers are delegated, in consultation with the Chair and Vice Chair of the Working Group, to review the outcome of these arrangements and to amend the supporting text of Policy HP1, and the SEA accordingly.
3	Overall plan	It is recommended that Officers are delegated to oversee the checking of spelling, grammar, formatting, and overall sense-checking of the final Neighbourhood Plan documents and submission, and to make any other minor amendments identified but not previously reported. Any significant issues or amendments will be brought to the attention of either the Working Group or Full Council as necessary.
4	Design Code	It is recommended that Officers are delegated to review the matters raised by Buckinghamshire Council in consultation with ONH and Mr Roger Newall and to amend the Design Code accordingly.

5	CLH2	It is recommended that additional stakeholder engagement is undertaken with the Canal Society directly to discuss the detailed provisions made on the use class for the visitor centre and to seek advice from ONH regarding the broadest realistic use category that should be successful.
6	CLH2	It is recommended that the policy and supporting text is amended accordingly. This should include reflecting the indicative timescale within the supporting text and technical evidence as supporting evidence.
7	CLH4 and HP4	It is recommended that Policies CLH4 and HP4 are amended accordingly.
8	DH2	It is recommended that no changes are made to the proposed Local Heritage Assets List.
9	DH4	It is recommended that the changes requested by Buckinghamshire Council are made to Policy DH4 accordingly.
10	EE3	It is recommended that the requested minor amendments are made and the wording of Policy EE3 amended accordingly.
11	EE3	It is recommended that no additional sites are included in Policy EE3.
12	ENV5	It is recommended that no amendments to Policy ENV5 are made with respect to the request from Buckinghamshire Council.
13	ENV5	It is recommended that the car park is removed from the Local Green Space site E.
14	HP2	For the purpose of clarity it is recommended that the supporting text of Policy HP2 is amended accordingly.
15	HP2	It is recommended that the wording of Policy HP2 is amended accordingly.
16	HP3	It is therefore recommended that a request to update the technical summary note, currently Appendix B, accordingly in readiness for the submission is made to the relevant land agents providing a copy of BC's representations in this respect; further discussions on green infrastructure solutions, including urban greening are held; and delivery expectations are clarified.
17	HP3	It is also recommended that the updated concept plan replaces Plan 1 in NP2.

**Buckingham Town Council**  
**Interim Full Council**  
**Monday 2<sup>nd</sup> December 2024**

Contact Officer: Committee Clerk

**Western Avenue Car Park charges**

**1. Recommendations**

1.1 It is recommended that Members note this report.

**2. Background**

2.1 Cllr. Stuchbury submitted a motion to Full Council (353/24) to review the historic AVDC decision to remove parking charges from the Western Avenue Car Park. It was agreed that an officer's report, with this collated information, would be put to this Committee.

**3. Information**

3.1 A Proposal by Cllr. Smith was made to support the Buckingham Traders Association in its effort to secure two hours free parking in Buckingham (23<sup>rd</sup> July 2012 minute 224/12).

3.2 Letter received, dated 14<sup>th</sup> August 2012, from Cllr. Roberts, Cabinet Member for AVDC, explaining the severe financial constraints facing the Council in the forthcoming years, and noting that the income (£28,000) that would be lost contributes towards the £202,000 operating costs for the car parks in Buckingham.

Cllr. Roberts suggested an amendment to the tariff at Cornwalls Meadow (30p for 2 hours parking on a 6 month trial), accompanied by the removal of all tariffs from Western Avenue and Stratford Fields car parks to encourage visitors to the outer areas of the town. He states that 'in addition this meets the interests of equity of treatment to Council Taxpayers and car park users throughout the District.'

3.3 A second letter was received from Cllr. Roberts, dated 29<sup>th</sup> August 2012. This expressed concerns about the suggestion made by Cllr. Harvey for 2 hours free parking and an increase from 70p to £1 for 3 hours at Cornwalls Meadow. While noting that this could result in a neutral cost, he raised concerns about this being a big step from free parking for 2 hours. Cllr. Roberts made a further suggestion to reduce the tariff for parking for up to 3 hours from 70p to 50p at Cornwalls Meadow car park, with the Western Avenue and Stratford

Fields car parks becoming free parking. Cllr. Roberts proposed that a 6 month trial period, monitored on a monthly basis, was the best way forward.

- 3.4 At the Full Council meeting on 1<sup>st</sup> October 2012 (minute 406/12), the above letters were discussed and it was agreed unanimously that a response be made reiterating the points made by Cllrs. Harvey and Smith, that Western Avenue and Stratford Fields car parks be free for long-term parking, and that Waitrose be asked to subsidise the first two hours free at Cornwall's Meadow.
- 3.5 Mr. Wayman, Town Clerk, wrote to Cllr. Roberts on 10<sup>th</sup> October 2012, thanking him for the generous offer of making Stratford Fields and Western Avenue car parks free for users. The letter also stressed that all Councillors present were against the proposed parking charges for Cornwall's Meadow and supported the cost neutral option suggested by Cllr. Harvey. Mr. Wayman also stressed that discussions should be held between the District Council and Waitrose about Waitrose contributing to the costs of running a large car park that services their store.
- 3.6 At the Full Council meeting held on 11<sup>th</sup> March 2013 Cllr. Harvey put forward a Motion regarding the trialling of new parking tariffs for Western Avenue, Stratford Fields and Cornwall's Meadow car parks. The Motion called for the new scheme to be properly and transparently evaluated, and for the Town Council to lead discussions, with the town's traders and AVDC, to examine the viability of introducing a complementary scheme whereby local retailers might offer to refund the new 50p costs in return for a shopper spending a set amount (minute 796/12).

A separate Motion by Cllr. Lehmann was also Carried at the meeting which stated that the Council remains opposed to the introduction of a charge.

- 3.7 A meeting was held on 17<sup>th</sup> April 2013 with Cllr. Roberts, Cllr. Harding (Parking Services Manager), the Town Mayor, the Town Clerk, Councillors, members of the Buckingham Traders Association and representatives from Waitrose. The following points were made at the meeting:

...The Town Clerk added that until 2009/10 the Town Council had paid an annual fee to the District Council, rising over the years to about £27,500 to keep the parking free (this was equivalent to c£5 per annum per household); at the end of the agreement, AVDC raised the required payment to £120,000 (£40/household) which Members felt untenable. He mentioned this because there had been letters to the press about the matter (from residents unaware of the history).

...The Town Council had suggested a refund scheme in which traders would pay 50p to shoppers in exchange for a car park ticket. The Traders Association was not in favour of this, however, because profit margins on

small sales would not cover it. Mr. Wallis, Chairman of the Buckingham Traders Association, had canvassed views at the previous night's Traders Association meeting, and these split 80% - 20% in favour of the 3-hours-for-50p. Mr. Wallis felt that the free car parks on the edge of town, plus the short-stay limited return spaces in Market Hill would encourage people into the town.

Cllr. Harvey said that the trial must be properly and transparently evaluated; furthermore the free parking at Western Avenue and Stratford Fields must be publicised on the entrances to the town.

Mr. Wallis asked what action would follow if traders found that the trial period hit footfall and profits. Mr. Harding said that the scheme would be looked at afresh; there would be surveys on different days but not large scale and all day.

3.8 The changes came into effect on 15<sup>th</sup> July 2013.