



# BUCKINGHAM TOWN COUNCIL

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Town Clerk: Mr. C. P. Wayman

18 July 2018

Councillor,

You are summoned to an Interim meeting of Buckingham Town Council to be held on **Monday 23rd July at 7pm** in the Council Chamber, Cornwalls Meadow, Buckingham.

Mr. C. P. Wayman  
Town Clerk

Please note that the Full Council will be preceded by a Public Session in accordance with Standing Order 3.f, which will last for a maximum of 15 minutes.

## AGENDA

**1. Apologies for Absence**

Members are asked to receive apologies from members.

**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. Co-option of Town Councillor**

To receive presentation from the following candidates:

3.1 Anthony Ralph

3.2 Tom Humphries

3.3 Oliver Rosevear

3.4 Simon Wells

Appendix A

Appendix B

Appendix C

Appendix D

**4. Interim Town Clerk & RFO**

To confirm the appointment of Nina Villa as Interim Town Clerk and Responsible Finance Officer

**5. New Cemetery and Allotments**

To receive and agree the Masterplan and Heads of Agreement document **Appendix E**

**6. MAJOR PLANNING APPLICATION – AMENDED PLANS**

17/04668/ADP Land north of A421 Tingewick Road [*actually Land north of A421 and both sides of Tingewick Road*]

Approval of the details of the external appearance of the buildings, the landscaping of the site, layout and scale for each phase or part of the development together with discharge of conditions 2 (phasing) and 6 (design code)

*BDW North Thames*

*Amended plans: Design Statement and Design Code; Site Plan; Accommodation Schedule (total no of dwellings now 382)*



Twinned with Mouvaux, France



Members are reminded to declare any prejudicial interest as soon as it becomes apparent.

All Committee documents can be found on the Buckingham Town Council's website. Alternatively, the Clerk send you a copy of any minutes, reports or other information. To do this, send a request using the contact details set out above.

6.1 To receive a letter from Mr. Hayman of MPC addressing Members' concerns expressed in responses

**Appendix F**

6.2 To receive, discuss and agree a response to the revised Design Code and reduced housing numbers (*due to the size of the file the report will only be printed on request. Please find an electronic copy at the following web address: [www.buckingham-tc.gov.uk/?p=4505](http://www.buckingham-tc.gov.uk/?p=4505)*)

**7. Chairman's Announcements**

**8. Date of next Meetings:**

Full Council

Monday 13<sup>th</sup> August 2018

Interim Council

Monday 10<sup>th</sup> September 2018

To: All Councillors

## Appendix A

I have lived in Buckingham for over 30 years with my wife of 51 years, Carol. We have two children and two grand children. The major part of my career has been in technical sales and marketing in the storage and materials handling industries (SMH). This has included a period running the sales training department of a major SMH company and as a shareholder and deputy managing director of a company specialising in the mass storage and handling of garments. Dealing with major projects has led to a layman's working knowledge of planning issues, albeit from an industrial point of view and of course financial planning and control.

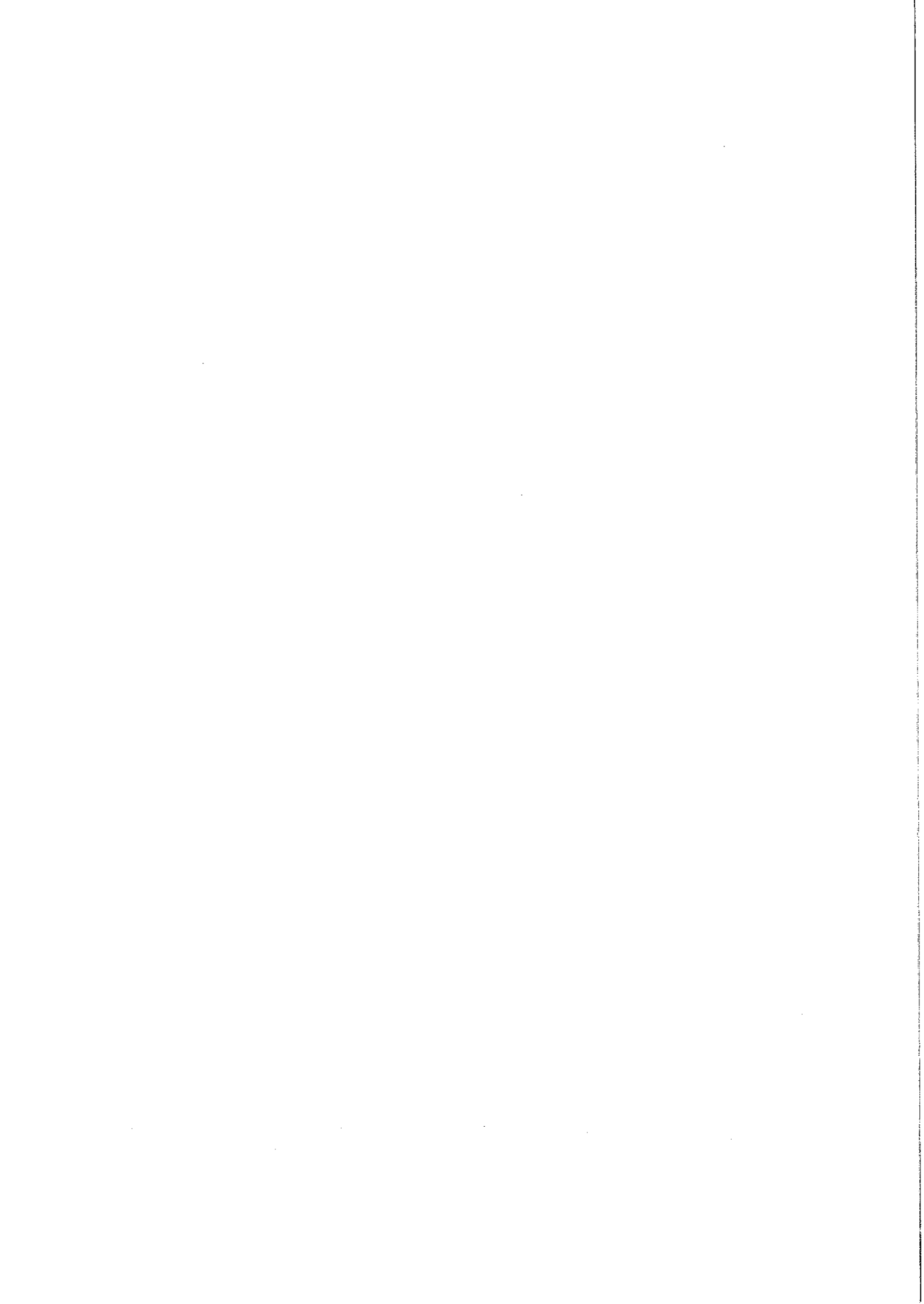
Since retiring in 2007 I have become increasingly conscious of the importance of what we have in Buckingham and how it would be easy to lose it. I also see the need to carefully evaluate the coming changes; Unitary Local Government, the east-west corridor and the expansion of Buckingham, to take advantage of the best of the new whilst protecting the best of the old.

Whilst the sentiments in the previous paragraph are fine enough, I came to the realisation it is necessary to make a contribution towards those aims being achieved. So about a year ago I started attending some Council meetings and in particular, I have regularly attended Planning Committee meetings as a member of the Public. This has enabled me to become familiar with how the Town Council works and to studying planning matters in detail. By seeing first hand some of the complexities involved in the work of the Council and recognising in them many of the issues I have faced and have been tasked to solve during my working life, it has become logical that I should look to stand as a Town Councillor as and when, an opportunity arises.

The Albert Einstein quote "The more I learn, the more I realize how much I don't know" has the ring of truth about it. Consequently I have recently joined the Buckingham Society to increase my knowledge and understanding of Buckingham in a wider context; both its history, the environment and the contemporary pressures being faced. As a member of the Society's planning group I am gaining a valuable additional perspective on the way Buckingham is developing and what needs protecting.

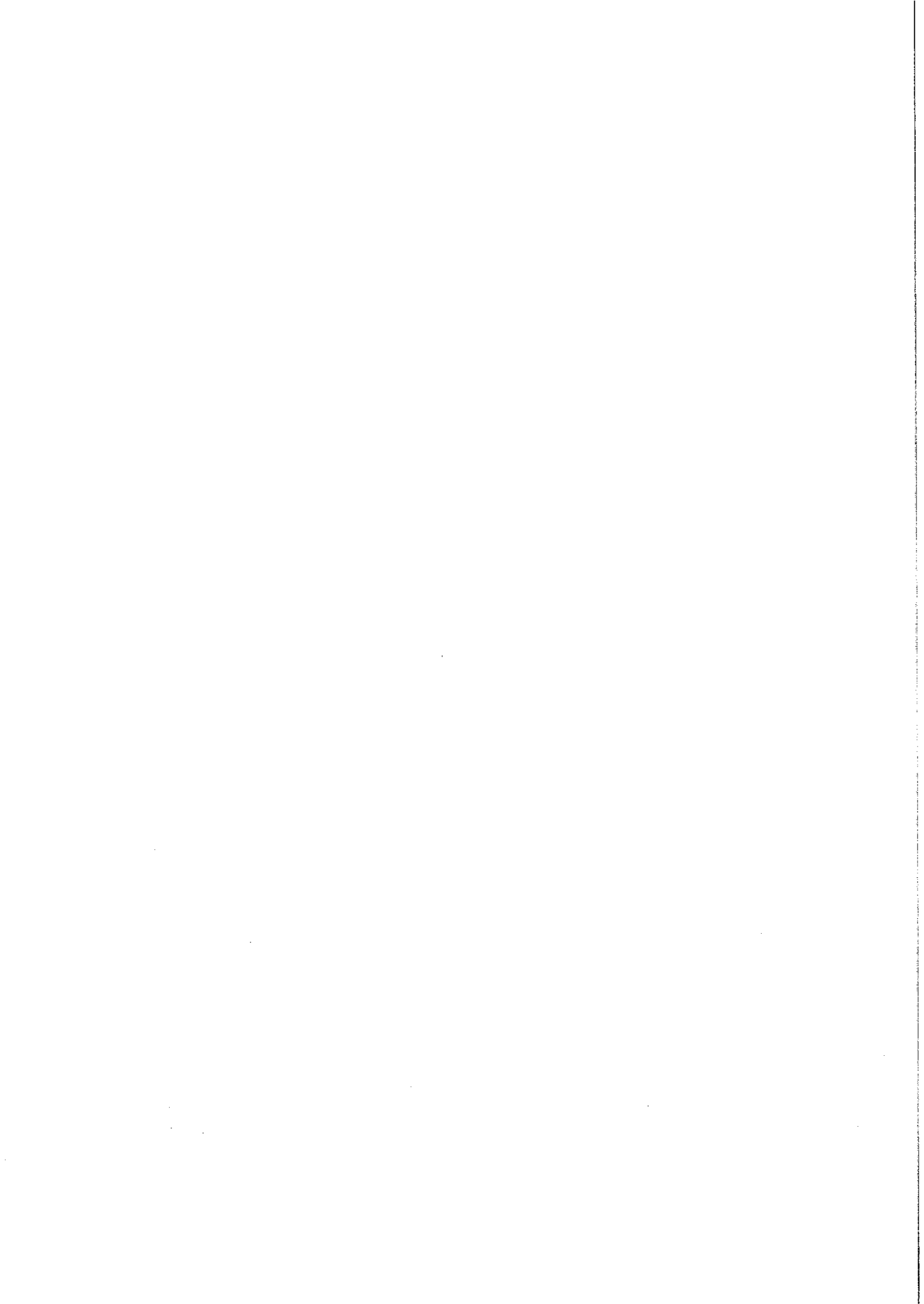
And so what for me started out as a desire to "find out a bit more about planning", has now led to me to make this application to fill the Casual Vacancy on the Buckingham Town Council.

Anthony Ralph  
7<sup>th</sup> July 2018



I would be interested in the vacant role of town councillor. Having been born in the town and now running two businesses here I think I would be an ideal candidate.

Tom Humphries





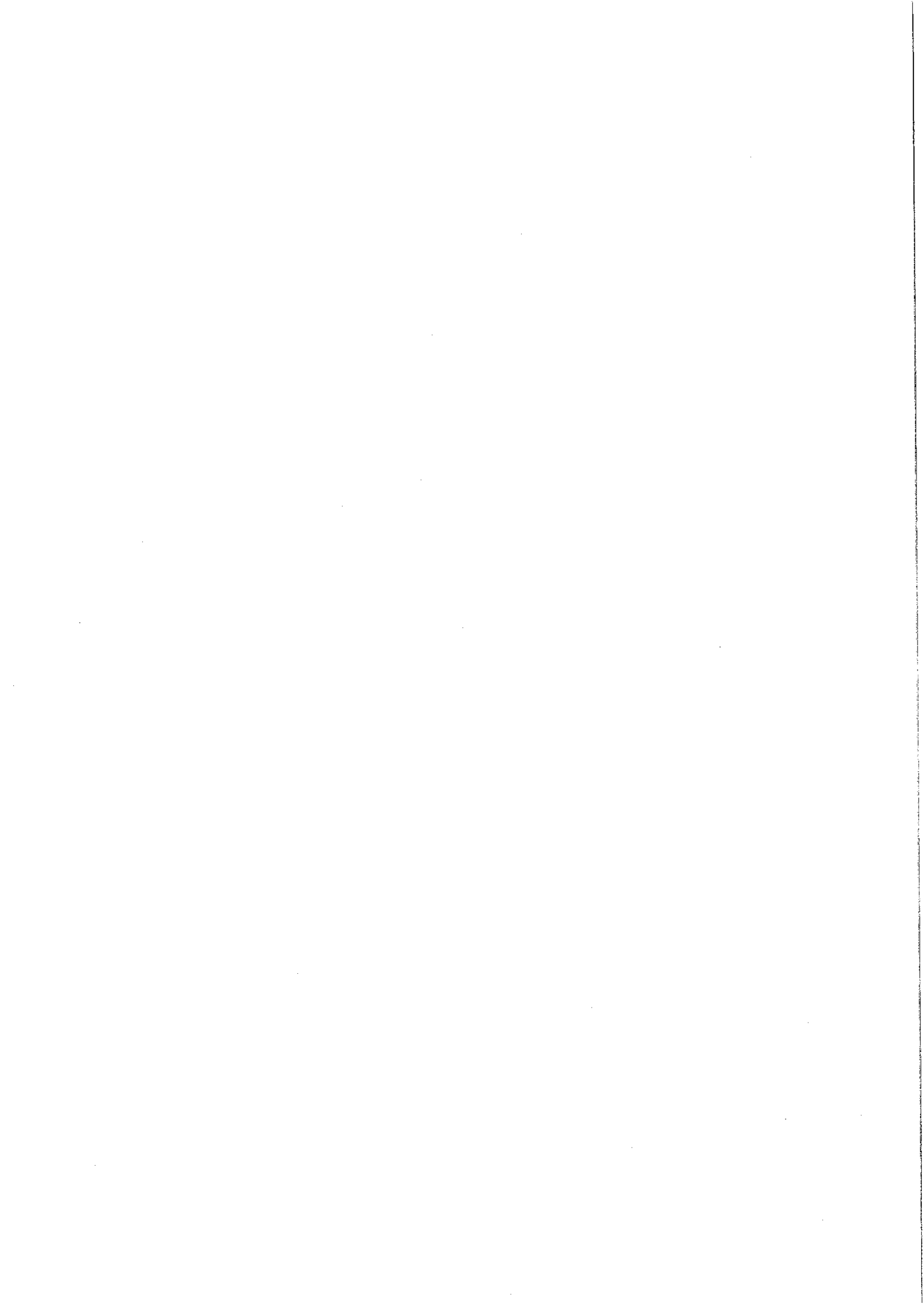
## OLIVER ROSEVEAR

I've lived in Buckingham for three years with my fiancé's and three young children (Aged 2, 3 & 5). For the past 8 years, I have worked as the Head of Environment for the UK's largest Coffee Chain and am a passionate environmentalist who recognises the value of building strong diverse communities. As part of my roles I work with both local and national government to drive the sustainability agenda.

Prior to moving to Buckingham, I lived in an Oxfordshire market town where I ran a campaign to raise funds to for the town park which resulted in a £70,000 revamp. I also arrange several litter picks to help improve the local environment.

With a young family I am keen to ensure that Buckingham becomes a thriving community with something to offer for all residents. I want to ensure we have a diverse retail offering with a mix of both local and national business to ensure residence have choice and availability. I'm keen to ensure business sees Buckingham as a town of choice creating investment, jobs and opportunities for everyone. Buckingham has had a long tradition of offering a fantastic education system and I feel its key we continue to deliver and grow in this area. It's also essential that we create the opportunity for events to bring the community together and build a sense of pride and community across the town.

I believe my appointment to the town council would bring a new perspective on how families view the town and how we can grow to create a clean, caring and community minded town.





Simon Wells  
Age: 57  
Resides: Waine Close, Buckingham.

Dear Councillors,

I have lived in Buckingham for over 22 years and worked for an Aylesbury Company as European HR Director for 17 years and then as General Manager of the Cumberland Pencil Company.

I have an MA Hons in Political Science from Dundee University.

I retired in mid 2017 and since then have finally been able to undertake community based and charity projects.

My wife Margaret volunteers with Phoenix Rising (An adult learning difficulty group) based at Wicken and works with TVP and the Safe Driving Team speaking to schools across the county about road safety, particularly the 17 and 18-year age groups.

I am the Chairman of the Milton Keynes and Buckingham Hearing Dogs for the Deaf branch.

I sit on Education Appeal Panels for Bucks CC as a lay member.

I am the manager of the Buckingham Rugby Club 2<sup>nd</sup> XV.

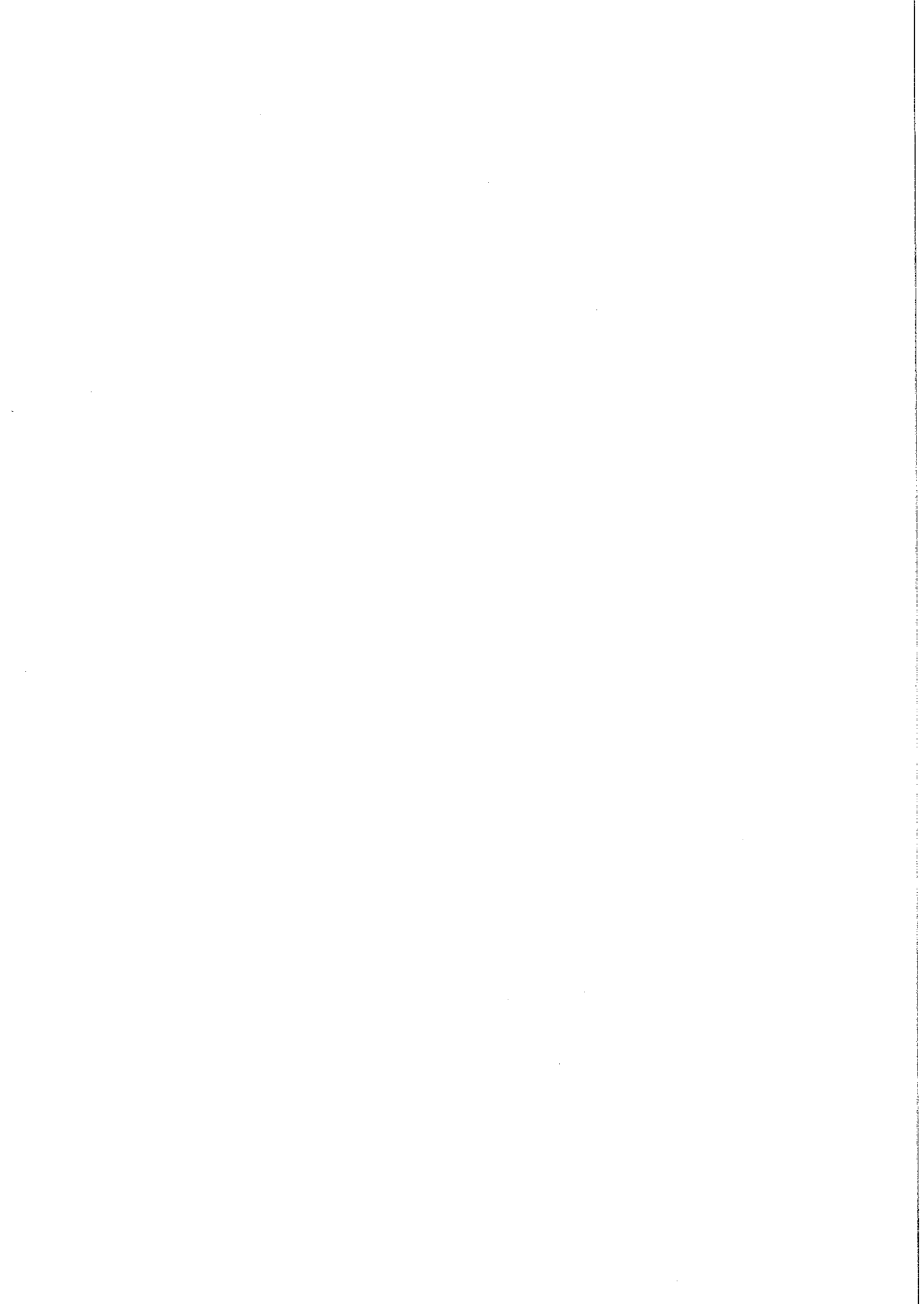
I work with Margo Parfitt and her team at Buckingham and Winslow Young Carers as a volunteer driver and sports co-ordinator at the Young Carer sessions on Friday evenings.

I have a strong sense of fairness and justice and experience of operating in matrix organisations. Additionally, I support strong local democracy and would look to redress some of the Aylesbury centric bias that real or imagined seems to disadvantage the North of the County.

I recognise elections for town councillors are due in 2019 but would welcome the opportunity to learn about local council activities through the short-term co-option route with a view to seeking election in 2019 to legitimise participation.

To be able to support my local town and its population and preserve the unique nature of Buckingham and contribute firm foundations for our young people would be an added bonus.

Simon Wells



**NEW CEMETERY AT BUCKINGHAM  
HEADS OF AGREEMENT**

**1. Background**

As part of long-term discussions with the local planning authority and Buckingham Town Council, Hallam Land (on behalf of New College) has submitted a planning application for the site for a new cemetery. The area extends to 6.2 acres and is shown on the attached plan. For the sake of completeness, there are two other elements that need to be considered as part of the Heads.

- Planning consent has been granted for a residential development of land to the northeast (ref 15/01218/AOP); and as part of this development, a new roundabout will be constructed on the A421 where it meets Tingewick Road. The development site has been sold to Barratt David Wilson (BDW), which will be responsible for the construction of the new roundabout. The access to the new cemetery will come from that roundabout.
- The planning application for the cemetery includes a proposal to provide land for a new allotment site for Buckingham, extending to 2.47 acres. Development of the new cemetery and its access will need to take account of the possible development of a new allotment site in due course.

New College has agreed in principle to sell the site of the new cemetery and allotment area to Buckingham Town Council on the terms set out in the Heads of Agreement.

**2. Parties**

2.1 **Vendor:** The Warden and Fellows of New College, Oxford, OX1 3BN.

2.2 **Purchaser:** Buckingham Town Council

3. **Property:** i) The land coloured blue and green labelled "C" on the attached plan and extending to approximately 6.2 acres.  
ii) The land coloured yellow labelled "A" on the attached plan extending to 2.47 acres.

4. **Price:** For i) the sum of £62,000  
For i) and ii) the sum of £87,000

**5. Access**

The Purchaser will be granted a right of way over the access route from the roundabout southern stub (to be built by BDW) to the Cemetery site, together with all necessary rights to construct and maintain a vehicular and pedestrian access, within a corridor of x metres.

**6. Purchaser's Obligations**

- 6.1 To build the road from the roundabout to the cemetery site in accordance with a specification agreed with the Vendor.
- 6.2 The Purchaser will erect and maintain fences along the boundaries marked with inward facing 'T' marks within three months of completion, to a specification approved by the Vendor.
- 6.3 The Purchaser will engage a specialist contractor to advise on any remedial work required in relation to land drainage.
- 6.4 The Purchaser will pay the College's reasonable legal costs relating to the transaction.

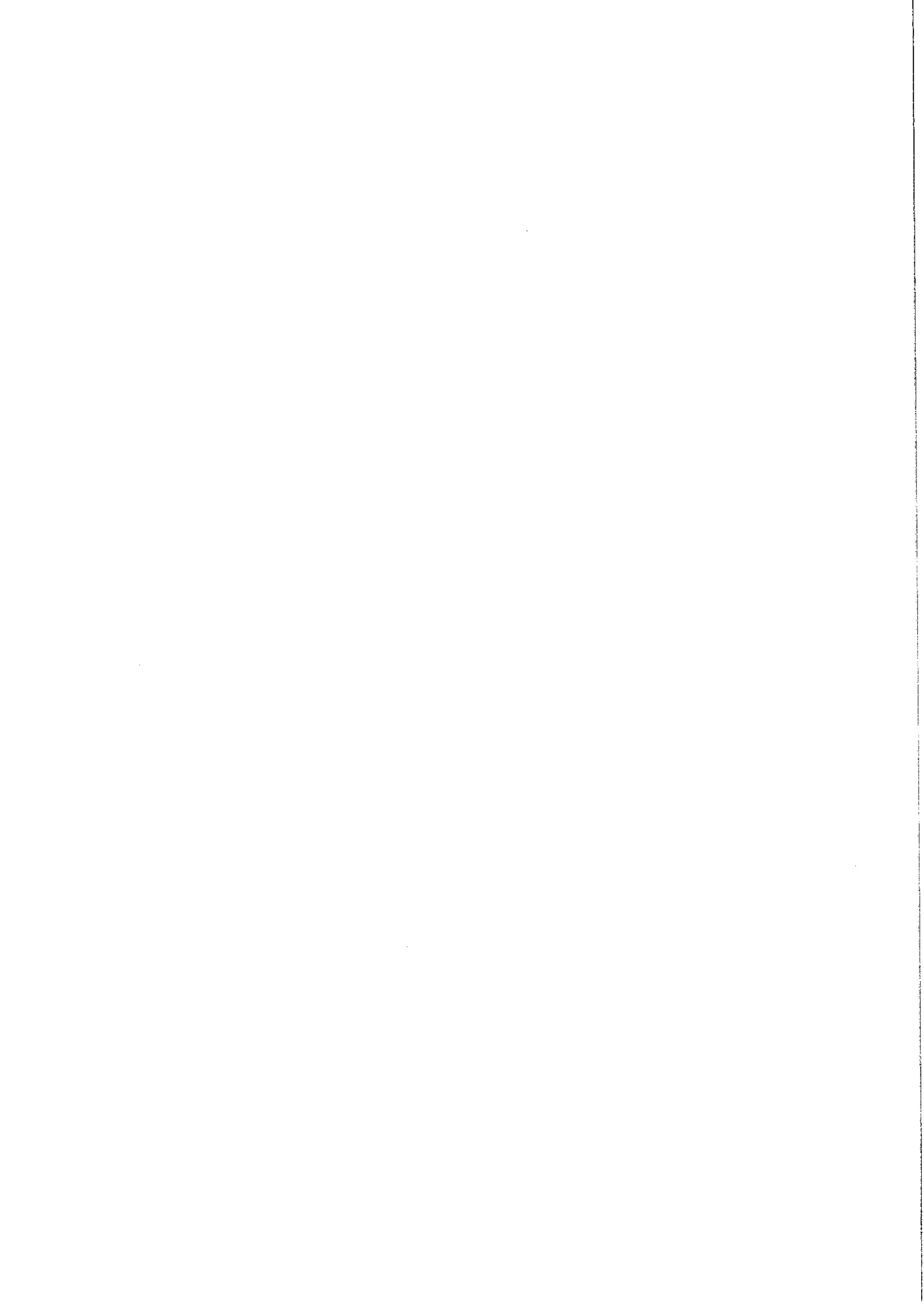
## **7. Restrictions**

- 7.1 The cemetery Land will only be used as a public cemetery. There will be a prohibition on all buildings or other erections, with the exception of conventional grave stones, and the building up to 250m<sup>2</sup> allowed for in the planning application.
- 7.2 The allotments will only be used as public allotments and will be subject to restrictions as to size of sheds/structures etc.

## **7.3 Rights Reserved**

The Vendor reserves the right to alter the route of the access road at its own discretion and cost.







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Buckingham Town Council  
Planning

By email

9 July 2018

Dear Katherine,

Following on from the submission of additional information to support application 17/04668/ADP, we wanted to use this as an opportunity to highlight where (in the revised plans) we have sought to address the concerns which have been raised by Buckingham Town Council in relation to previous submissions.

As members will see, the layout has been amended and improved to create more space around and within the development. The number of homes within the layout has now reduced to 382 from the original 400 to allow this additional space to be created. Alongside this a substantial Design Code has been created to illustrate how the scheme will reflect Buckingham itself.

To assist members, we have drawn upon town council responses dated 19 February and 11 April 2018, noting comments lodged 6 June 2018, to highlight where we have made change.

#### **Responses to feedback**

*It was felt that little reference had been made to the Vision and Design Statement SPG; the design was monotonous, with uniformly coloured bricks and roofs. Buckingham had a variety of brick colours and slate and tile roofs and this estate would be the first sight of the town for travellers from the west and should reflect the styles to be found in the town.*

- Our response: The revised Design Code has now sought to cover this area in greater detail, varying the form and design of the individual properties to reflect the styles found in the town.

*Members were against block paving for streets; it did not stand up to wear, was difficult to relay properly after roadworks, and would not be adopted. There was no guarantee that the 20mph speed limit would be implemented or enforced, and the block paving was stated not to be adequate for higher speeds; all roads should be built to adoptable standards.*

- Our response: Modern areas of block paving, which is encouraged not only in offering a change in surface to indicate junctions or changes in speed (indicating shared surfaces), also offers a more permeable surface which is encouraged as part of the Sustainable Urban Drainage System. The block areas are designed to adoptable standards and to be hardwearing. It is our intention that the road system within the development will be adopted.

*Criticism was also made of shared surface streets; experience at Lace Hill showed that these were unsafe, as people parked right up to walls and frontages, forcing pedestrians into the roadway. At the very least differently coloured tarmac could be used to mark off a footway.*

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- Our response: The Design Code now covers this in more detail. These short streets will be lightly trafficked residential streets 5.8–6.8 metres in width. They will include a single surface material in a variety of colours/textures and include reduced kerb heights, which would still provide a means for visually impaired people to navigate by and create some demarcation.

*It was not clear from the document how 'private drives' were to be separated from continuation streets of another category; the one just inside the B access, which provided a much more direct route to the housing on the 'green lane' on the western perimeter, was of particular concern as it would be taking as much traffic as the other roads connecting with the access points without their strength of construction. If there was to be a physical barrier preventing this it should be stated, and reasons given.*

- Our response: The Design Guide now covers this element. These lower category streets run along the perimeter of the development parcels and the open spaces where one-sided development occurs but are not 'private'. No physical barriers will be used, the roads will be designed to discourage all but very local traffic.

*None of the Affordable Housing had a garage and thus the social housing could be readily differentiated from the sale housing, contrary to the principle of tenure blindness.*

- Our response: The affordable housing has been built to the specifications required by Housing Associations. As car ownership is often lower for Housing Association tenants, housing associations prefer parking courts or spaces over garages, as this has a lower maintenance attached which is important when managing properties to keep rents affordable. Not all private homes on the development have garages, as these are mostly provided on the larger family homes.

*Pre-planning advice quoted had also discouraged the use of parking courts, yet this had been ignored.*

- Our response: Parking courts are only used now for the apartments all other parking is either on plot or parking to front of terraced dwellings.

*Garages should be wide enough to house and open the door on a modern car (generally over 2m wide including mirrors) or they would not be used, leading to on-street parking to the detriment of the general appearance of the street scene and the safety of residents.*

- Our response: The dimensions of the garages provided are: 6m x 3m.

*There was no indication of how 'allocated parking' would be implemented; this could be a potential cause of conflict between residents.*

- Our response: Parking allocation plan has been provided all spaces will be clearly indicated and numbered.

*The NEAP was too far from housing to ensure surveillance, leading to concerns about the safety of unaccompanied children.*



- Our response: Planning condition 3 confirms that development must be in "substantial accordance" with the parameter plan, and the NEAP / sports provision has sought to achieve this, albeit we have sought to move this closer to the residential areas. See *latest site layout*

*The distance from the rear of some terrace houses to the street – for the hauling of bins for collection - was in some cases over 50m, well in excess of the guideline length, and might lead to bins being left at the front of the house, or being taken through the house itself.*

- Our response: The revised site layout has been tracked to ensure that AVDC's new fleet of Mercedes refuse trucks can use all of the adoptable roads. Loop roads have been employed to ensure ease of access to all properties all as discussed with BCC at the pre-application stage. If there are specific areas of concern, we'd welcome the chance to discuss with the town council.

*Referring back to Lace Hill, where two points of access had been deemed necessary but only one was operational when the housing was largely occupied, it was asked that both accesses and the connecting road be constructed and available for use from the start of works.*

- Our response: Both accesses will be available for use from the start of the works. One initially for construction access and one for sales access. Both will be used for access once the site is complete.

*A surfaced footpath from the estate via the St Rumbold's Well area to the proposed foot/cycle path along the Scenic & Railway Walks was necessary so that children could walk dry-shod to school. The existing public footpath to Gawcott Road was not a convenient route to schools and involved unsafe sections on the way into town. The construction should acknowledge the likelihood of historic matter lying under the route chosen.*

- Our response: A new footpath route has been provided which avoids areas of historic and archaeological interest. The final surfacing of the path will be agreed with the local authority however it will either be a hogging path or a raised tarmac path. See revised site plan

*No landscaping should be done until the necessary archaeological work has been completed. Care would need to be taken over drainage of the site, as the current waterlogged conditions were beneficial to the preservation of organic remains.*

- Our response: This is noted and will be respected by our works programme.

*The difficulties experienced by Highways in maintaining efficient drainage via the Tingewick Road culvert (not in Council ownership) and its capacity crossing the line of the railway were noted as a concern to be addressed in relation to the rate of outflow from the attenuation basins.*

- Our response: The surface water drainage system will not use this culverted route – the water will instead drain through to the northern parcel and further upstream from there.

*A broadband service to all homes should be available on occupation, not many months later, as at Lace Hill.*

- Our response: This has been noted and we will work with contractors to provide.

*An Equality Impact Assessment was requested to measure disabled access and road safety in particular, but also suitability of housing for residents with special needs.*

- Our response: The road layout has been designed to adoptable road standards, which considers road safety in particular as well as access for impaired users.

*It was hoped that the bypass roundabout would be completed early to alleviate problems generated by the construction traffic.*

- Our response: Works on the roundabout will likely start during the summer, before works on the site itself are likely to begin.

*Concern was expressed about Anglian Water's view that the foul sewage capacity was inadequate, especially if unadopted roads implied unadopted sewers.*

- Our response: Anglian Water has confirmed with us that the system has the planned capacity to deal with the a scheme of up to 420 homes. As always, there will be some improvement and upgrading that will occur to the existing system.

*The lack of attention to the heritage assets and archaeological remains were censured. Further investigation was needed to establish the extent of these, and interpretation boards installed in the park area to establish local recognition. Care was needed with the landscaping proposals so that nothing underground was damaged.*

- Our response: The scheme has been designed from the outset to accord with the approved outline plans. The open space plan (Page 20) demonstrates that the heritage assets have appropriate protection. Regarding provision of interpretation boards, the S106 includes contributions to Sports and Leisure Projects and in particular including "improvements to the St Rumbolds Well site including access to it..." This could therefore be used for the provision of boards or other suitable materials to increase understanding of the site.

*Concern was expressed that there was no proposal for a safe crossing from Area 1 to Area 2 and its play areas, park and access to the cycle network, nor is there a footpath to the south side of Tingewick Road until the junction with Westfields, so all Area 2 residents wishing to walk into town this would have to cross to the north side.*

- Our response: The proposals include pedestrian refuges to assist in crossing between the three parcels of land, and these have now been agreed with the Highway Authority. This allows the safe crossing of the road, allowing the crossing to be split between the two lanes of traffic.

*Access to the footpath and cycle network along the old railway line and hence the senior schools and employment areas would be across a busy 50mph road; to encourage use of the network it was suggested that the original railway arch be reopened, perhaps via a S106*

*contribution. If it does not meet support then a pedestrian crossing must be installed close to the access points with a linking paved footpath across the accesses on the south side to the crossing point (and any future bus stops, should a service along Tingewick Road be created to serve these estates).*

- Our response: Following discussions with the Highways Authority, 3 pedestrian crossing points (refuge islands) have been provided on the revised site layout. All to ensure the safe crossing of Tingewick Road Together with the pedestrian access being provided across St Rumbolds Park providing a link to the Railway line

*There was some duplication of equipment in play areas, including the one item suitable for a disabled child (and both of these roundabouts were sited on the grass matta surfacing), and there was nothing to provide sensory experiences apart from the Loudspeaker. There was also concern about unsuitable materials and lack of litter bins.*

- Our response: The revised landscape scheme will incorporate the revised equipment request by by AVDC officer, which seeks to address these concerns.

*It was noted that no tree documents have bee submitted by the applicant, although trees are a material consideration in the planning process.*

- Our response: This information is available on AVDC website or from officers and is located within the ARBORICULTURAL IMPACT ASSESSMENT & METHOD STATEMENT.

*There was no affordable housing scheduled for Area 1.*

- Our response: The revised distribution shows affordable housing in both areas.

I hope that these amendments address the concerns raised by the Town Council, we are more than happy to provide further detail if councillors wish. The information outlined has been submitted to officers as part of the additional information recently submitted.

We hope that this addresses the reasons for objections in full.

Kind regards



Daniel Hayman

On behalf of Barratt Homes

