



# BUCKINGHAM TOWN COUNCIL

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Town Clerk: Claire Molyneux

FULL COUNCIL

Wednesday, 25 January 2023

Councillors,

You are summoned to an Extraordinary meeting of the Full Council of Buckingham Town Council to be held on Monday 30<sup>th</sup> January 2023, following the Precept meeting 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. Major Planning Application

To receive, discuss, and agree a response to:

**23/00178/AOP** Outline planning application (with all matters other than means of access reserved) for a residential development of up to 300 dwellings (including affordable housing), employment space and associated infrastructure.  
*Rainer Developments Ltd. and John Cowley, Piers Cowley and Jennifer Rosson*  
(Response date 17<sup>th</sup> February)

Members received the Clerk's report.

[BTC/138/22](#)



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.

**4. Chair's announcements**

**5. Date of the next meeting:**

Interim Council:	Monday 27 <sup>th</sup> February 2023
Full Council:	Monday 30 <sup>th</sup> March 2023

**To:**  
All Councillors

**Buckingham Town Council****Extraordinary Full Council****Monday 30<sup>th</sup> January 2023****Additional Information on Major Planning Application**

Contact Officers: Mrs. K. McElligott, Planning Clerk, & Mrs. S. McMurtrie, Town Plan Officer

**23/00178/AOP**

Outline planning application (with all matters other than means of access reserved) for a residential development of up to 300 dwellings (including affordable housing), employment space and associated infrastructure.

*Rainer Developments Ltd. and John Cowley, Piers Cowley and Jennifer Rosson*

(Response date 17<sup>th</sup> February)



Location Plan (Lace Hill incompletely shown)



Site Plan – the broken line along the northern edge is a bridle path.

Members will note that the plan differs from that discussed at Full Council on 28<sup>th</sup> November 2022 in that it includes a small employment area in the north-east corner

For the benefit of those Members not completely au fait with the Neighbourhood Plan sites, a map is included as the last page of this report. The Neighbourhood Plan covers the period 2011-2031 and VALP 2013-2033, so undermining the forward planning for the area by taking away all but 1.7ha of the employment expansion site is imprudent.

This is Site Q, designated for employment use in the Neighbourhood Plan (VALP: BUC020) and is the field immediately south of Wipac on the London Road; its northern edge is the existing Industrial Estate, its eastern edge is on the A413 facing Benthill, and the southern edge mainly follows the stream until it meets the line of the railway (which continues along the western edge of the Wipac and Tesco sites to the bypass and Railway Walk) and has been left as a green corridor as can be seen in the site plan. The site slopes fairly steeply from north-west to south-east.

As this is an Outline application, there is no detail of the housing styles and sizes and the layout is indicative; the access is discussed below (p.4). 300 dwellings are to be provided: the site plan appears to show four L-shaped blocks of flats with parking courts, detached houses with garages round the perimeter, with link-semidetached and terrace blocks in the middle. The terraces have on-street parking. 35% of these will be Affordable Housing. The northeast corner is allocated for employment units similar to the existing estate's. A list of documents submitted will be found on p.6.

The land is in agricultural use, and its only recorded planning applications are

1. 80/01018/AV INFILL OF DISUSED RAILWAY CUTTING BY TIPPING CONTROLLED WASTE AND WASTE FROM MINES AND QUARRIES AND FARM WASTE  
Approved November 1980

This is mentioned in the Heritage Assessment (¶4.49, p25) but without the detail of the infill materials.

2. 10/02596/AEL To replace old damaged and deteriorated [*electricity*] poles and to upgrade conductors and replace 11kv line  
Certificate granted January 2011

The latter still exists and is marked on the utilities drawings, though the operator is now Western Power rather than Central Networks East. It runs from the point where the line of the railway crosses the bridle path SSW to the site boundary at the stream, and then turns SE across the neighbouring field.

### **BNDP Policy EE1 – Allocate land for employment development**

The Neighbourhood Plan entry reads:

Land at site Q is allocated for 10 hectares of new employment development. Employment development will be located on that part of the site closest to Buckingham Industrial Estate. The southern edge of the allocation will comprise a landscape buffer to protect the views between the site and the Padbury Valley. The remainder of Site Q is allocated as a reserve employment allocation. This will only be developed should it be demonstrated that further employment development is necessary. The development of employment land must accord with the following requirements

- Appropriate vehicular access from existing sites or minor roads
- A pedestrian / cycle link must be provided to proposed or existing cycleways
- Improvements to pedestrian / cycle links into Buckingham
- New footpaths or cycleways on site should be overlooked but not dominated by buildings and well lit so that users feel secure
- Positive building frontages and landscaping must overlook the site access.
- Have a buffer between the proposed employment land and any existing housing provision to ensure that new buildings are not overbearing on existing buildings

**VALP Table 16 (p203) Key employment sites** lists Buckingham Industrial Park as one of thirteen Key Sites in the Vale and the associated policy is

### **E1 Protection of key employment sites and enterprise zones**

Key employment sites will be protected through the following criteria:

a. Within key employment sites (listed above and identified on the Policies Map) applications for appropriate class E, B2 (general industrial), B8 (storage and distribution) will be permitted. Other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses.

b. The use of key employment sites for employment purposes other than appropriate class E, B2 and B8 may be appropriate, if it can be proven that the use provides on-site support facilities, or demonstrates similar economic enhancement to appropriate class E /B2/B8 uses. Such development will not prejudice the efficient and effective use of the remainder of the employment area.

c. Main town centre uses that do not fall within appropriate parts of use class E, or other uses that do not fall within use classes B2 or B8 will not be supported, except as ancillary facilities to service a key employment site. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character, (such as car showrooms, tyre and exhaust centres, or trade counters), may be permitted on employment sites which have good access to a range of transport options.

d. Other uses that do not provide direct, on-going local employment opportunities will not be permitted.

However this site is not considered as part of the Key site even though it abuts it along its entire northern border.

The VALP entry continues:

### Other employment sites

....

6.9 Proposals will have to provide evidence that employment use (appropriate class E, B2 and B8) of the site is no longer viable through relevant marketing information, and feasibility or viability studies. The following information will be required:

- copy of sales particulars including any subsequent amendments made
- details of the original price paid, date of purchase and the new guide price
- schedule of advertisements carried out, with copies of the advertisements and details of where and when the advertisements were placed, along with an estimate of the expenditure incurred from advertising
- the confirmed number of sales particulars distributed, along with a breakdown of where the enquiries resulted from, for example from the For Sale/To Let board, advertisements and websites
- websites used to promote the property/site together with details of links to other relevant sites, number of hits and if the council's Sites and Premises service has been used and on what date it was registered
- details of the number of viewings including who and when;
- resulting offers and comments on the offers
- details of the period when a "For Sale/To Let" board was displayed, or, if not, the reasons behind the decision
- timetable of events from the initial appointment of the agents to current date
- details of agency/joint agency appointed including contact details
- date property/site brought to the market, and
- copies of accounts for the last five years.

An **Employment Land Statement** document has been submitted with evidence of commercial property deals done in Buckingham and the wider area over the last few years, which states (§15.4, p11):

Seven years have now passed since the BNDP was made, during which time **the prominent allocation has attracted no interest from developers or prospective occupiers.** *[their emphasis]*.

However, there is no evidence in the document that the site was ever advertised for sale, and is a field in agricultural use with other similar fields to the south of it and on the east of the A413 south of Benthill, so does not stand out as for available for development. At the time the BNDP was made, Osier Way and Moreton Road III were not included as developable sites for housing and in fact since 2015 the number of houses has increased as follows (none of these sites has any on-site community facilities other than open-air play space):

#### Sites in the BNDP:

Site H (north of Tingewick Road) & G (south of Tingewick Road) 17/04668/ADP	398 (from 382)
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#### Sites added by VALP

Moreton Road Phase III (20/00510/APP)	130
Land off Osier Way (19/00148/AOP)	420

#### Smaller sites (approved)

Nursery Bungalow, Brackley Road (bungalow was demolished) (16/00991/APP)	3 net
Land at Chandos Road (Midwinter Court & 21 Waglands Garden) (16/01413/APP)	11
Land at Manor Beeches, Avenue Road (16/01562/APP)	3
Land to rear of Grand Junction (16/03302/APP) assisted living flats on Care Home site	14
Land adjacent to Verdun, Western Avenue (Templeman Place) (17/02324/APP)	4
Site of Scout Hut, Adams Close (19/01103/APP)	4
Land at Verney Close (20/00483/APP & 22/01173/APP)	8

#### (no decision yet)

Land adj. 73 Moreton Road (19/00902/ADP)	12 (from 13)
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Land between 38 Moreton Road and old Police Station (22/02137/APP)	7
Land at Station House, Tingewick Rd. (22/02324/APP) (inc. renovation of Station House)	8 new +1*
Land at Foundry Drive (22/02988/APP)	16

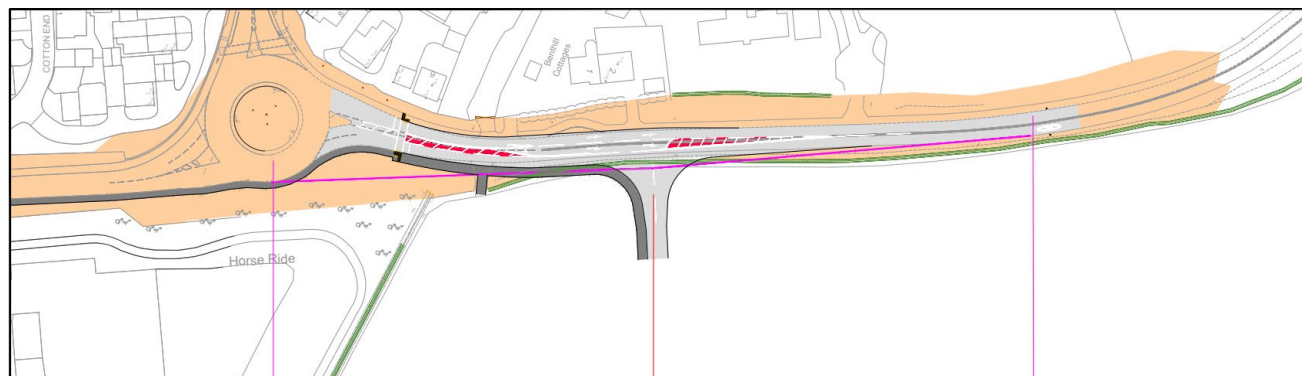
From the employment point of view, Walnut Drive in Maids Moreton should be included 170

Disregarding the number of new flats generated by conversions, this is a total of 1165 approved dwellings + 44 with decision pending (\*as Station House is not currently in a habitable state) which could mean 1800+ economically active adults requiring employment – and 300 children needing school places. Adding 300 more houses, which Buckinghamshire Council says we do not need, is going to put a strain on the infrastructure of the town, and increase commuter traffic because we do not have that many job vacancies, and the Economic Development Areas at Silverstone and Westcott are not accessible by public transport or reasonably direct and adequate roads.

## Access



Site boundary in red Proposed access added in blue



The 40mph limit is to be relocated here ↑

Overview of the proposed works to the A413 from the southern Lace Hill roundabout to the bend south of the entrance to the Benthill Farm complex.



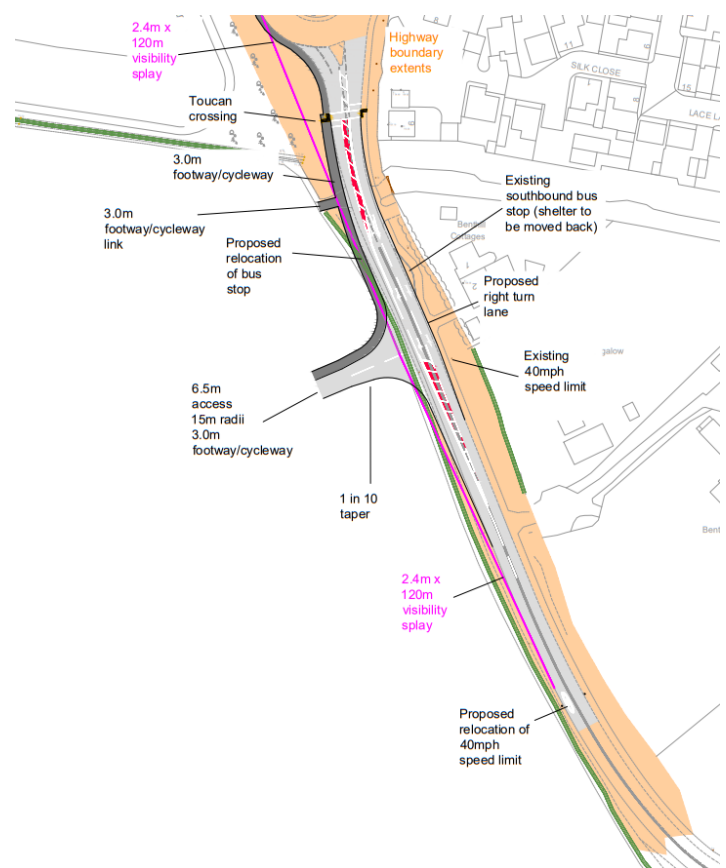


The southbound bus stop and Benthill Cottages; the access road will be opposite their driveway. The bus shelter is to be moved back, and the northbound bus stop moved to be approximately opposite it.



Proposed Footpath Link

(Not to same scale)



Site Access

The new footpath will link up with the existing one at the Tesco/Wipac roundabout and it looks as though the Pegasus crossing will be retained, with its fencing moved away from the road to accommodate the footpath. South of the Lace Hill roundabout there will be a Toucan crossing (for pedestrians and cyclists, like the bypass ones by Tesco) to allow cyclists to access the existing Buckingham-Winslow cycle path, a pedestrian/cycle link path into the industrial area, and the bus stops. Traffic for the industrial area will share the road access with the housing.



View from the south: the northbound bus stop, current 40mph limit and Benthill Cottages. The bridle path runs along the edge of the woodland top left and then follows the road edge north to a Pegasus crossing between the two Needlepin Way roundabouts. It then passes between Cotton End and the drive-thru Costa across Lace Hill to the east of the Care Home and emerges on the bypass.



The proposed access point from the south. The white centre line in the foreground will be replaced by a 'ghost island' ie a long wedge shape with painted hatching to aid vehicles turning right. The 40mph limit is to be resited to the south of the entrance to Benhtill Farm and The Bungalow.

### **Documents submitted**

These can be accessed via

[23/00178/AOP | Outline planning application \(with all matters other than means of access reserved\) for a residential development of up to 300 dwellings \(including affordable housing\), employment space and associated infrastructure | Land West Of London Road Buckingham Buckinghamshire \(aylesburyvaldc.gov.uk\)](#)

Drawings:

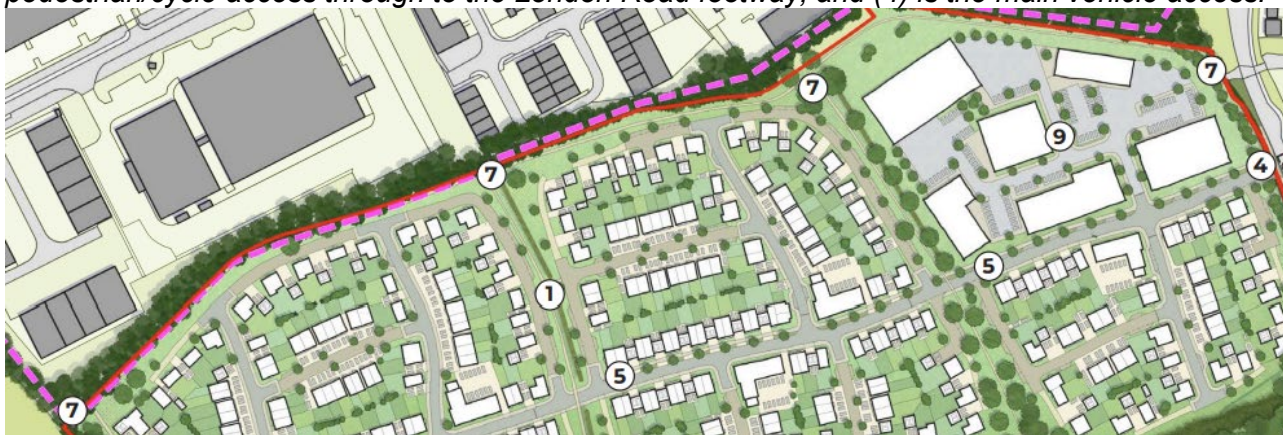
- Location Plan
- Illustrative Masterplan
- Proposed Site Access
- Proposed Footway Link
- Site Access and Visibility Splays



- Tracking Diagrams for Refuse Vehicle (in and out from each direction)

## Documents:

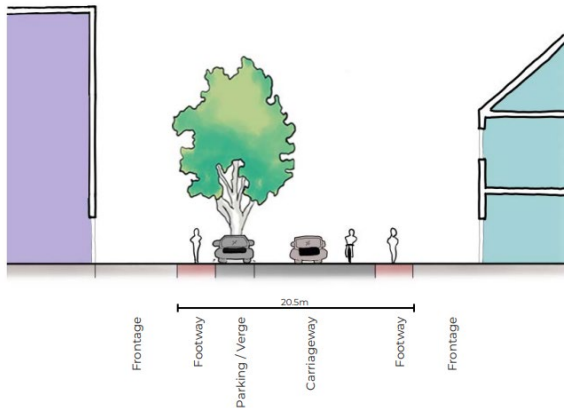
- Arboricultural Impact Assessment *There are no existing trees or hedgerows within the site; all are on the boundaries, with several TPO'd trees (mostly Ash), groups of trees, woodland and hedgerows especially along the stream at the south, and one 'Veteran' tree – an oak – on the western boundary. The Groups and Woodland is mainly Ash, Hawthorn, Blackthorn And Field Maple, with other broadleaf trees. One tree only will have to be felled – a hawthorn in Hedgerow 3 along the A413 where the access is proposed. The AIA also contains the usual Tree Protection measures.*
- Archaeological and Heritage Assessment *A comprehensive overview and mapping of Heritage records for the area shows nothing much on the site, which has probably been in continuous agricultural use only, and the geophysical survey conducted in September showed some evidence for ridge-and-furrow ploughing in a north-south direction, but the major magnetic reaction is due to the old railway line and its infill with spread due to subsequent ploughing. There are possible places where clay was quarried, but no evidence of kilns on the site, and the other survey results can be interpreted as due to items included in manure, bits of fence wire or buried pipework. The survey showed no areas likely to require a dig to establish a cause of an anomaly.*
- Design & Access Statement (uploaded in 4 sections) *the facilities plan on p17 shows petrol stations in Station Road and Well Street, The Mitre as a restaurant, Grenville in Brookfield Lane, and makes no differentiation between schools and university sites so that there is a plethora of mortarboard icons giving a very false impression of how many schools we have (the map does not stretch to Page Hill). P18 offers under **Urban form** "Buildings are mostly 2 storey, with some mid century bungalows as well as some 3-4 storey houses and apartment buildings in estates such as Page Hill and the Badgers;" and all the illustrations on p19 are of Lace Hill. P37 shows three pedestrian accesses (7) onto the bridleway – one at the rear of the Angelvale cul-de-sac off Top Angel, one at the end of the green lane behind Homestall and one at the end of Hillcrest Rise. It is not obvious whether there are matching accesses into the Industrial Estate (there is an informal one at Homestall) and I would hazard a guess that the Police's Design Advisor will have concerns about these. The other (7) is a pedestrian/cycle access through to the London Road footway, and (4) is the main vehicle access.*



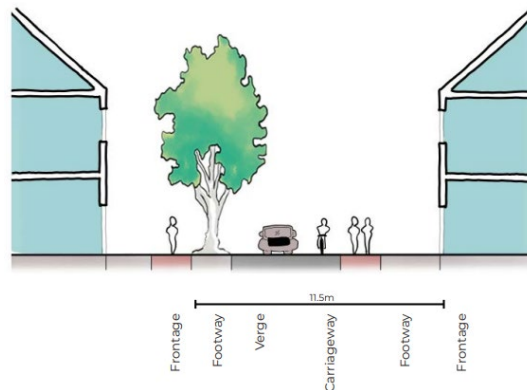
*P38 – Placemaking; a straight spine road with (shared surface) side roads off it in a rectangular grid even with 'Nodes' and 'Landmark Buildings' scattered along the spine road do not automatically create a distinctive place (their term, much repeated, is 'distinguished'). The red 'focal point' icon in the key does not feature on the drawing anywhere, which is a shame as the text says "The focal points provide areas where residents can host communal activities and come together in safe, overlooked and generous outdoor spaces for gatherings, recreation and leisure activities. Focal spaces can also contribute to the creation of legible and memorable places, aiding all members of society." Nevertheless these meeting places are all open-air, as usual.*

The different street types are:

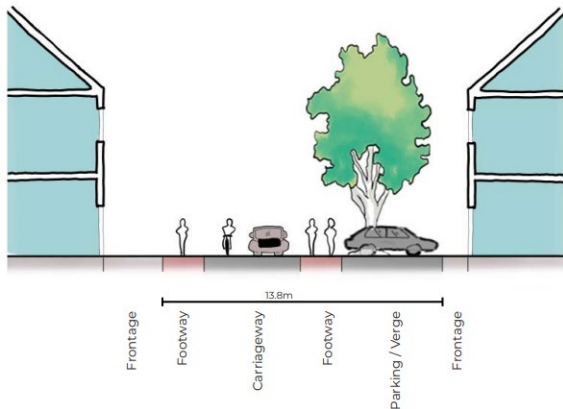
Spine road – east (from the access)



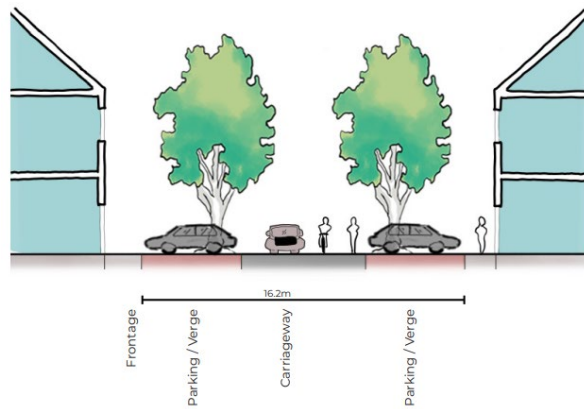
Spine road west (carriageway is 1m narrower)



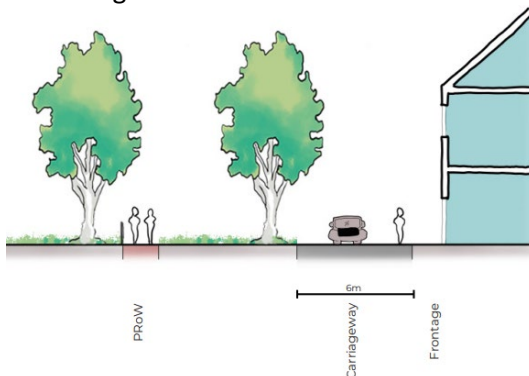
Secondary street



Shared surface street



Edge street



Green corridor



Buildings along the spine road may be 2½ storeys high at a density of up to 40 dph (dwellings per hectare), but in general buildings will be 2-storey with perimeter houses at 30dph and the 'inside' areas at 35dph (Lace Hill is 32dph). The industrial buildings will be up to 11m high, like the existing units to the north, and either single storey or with a mezzanine, according to client requirements.

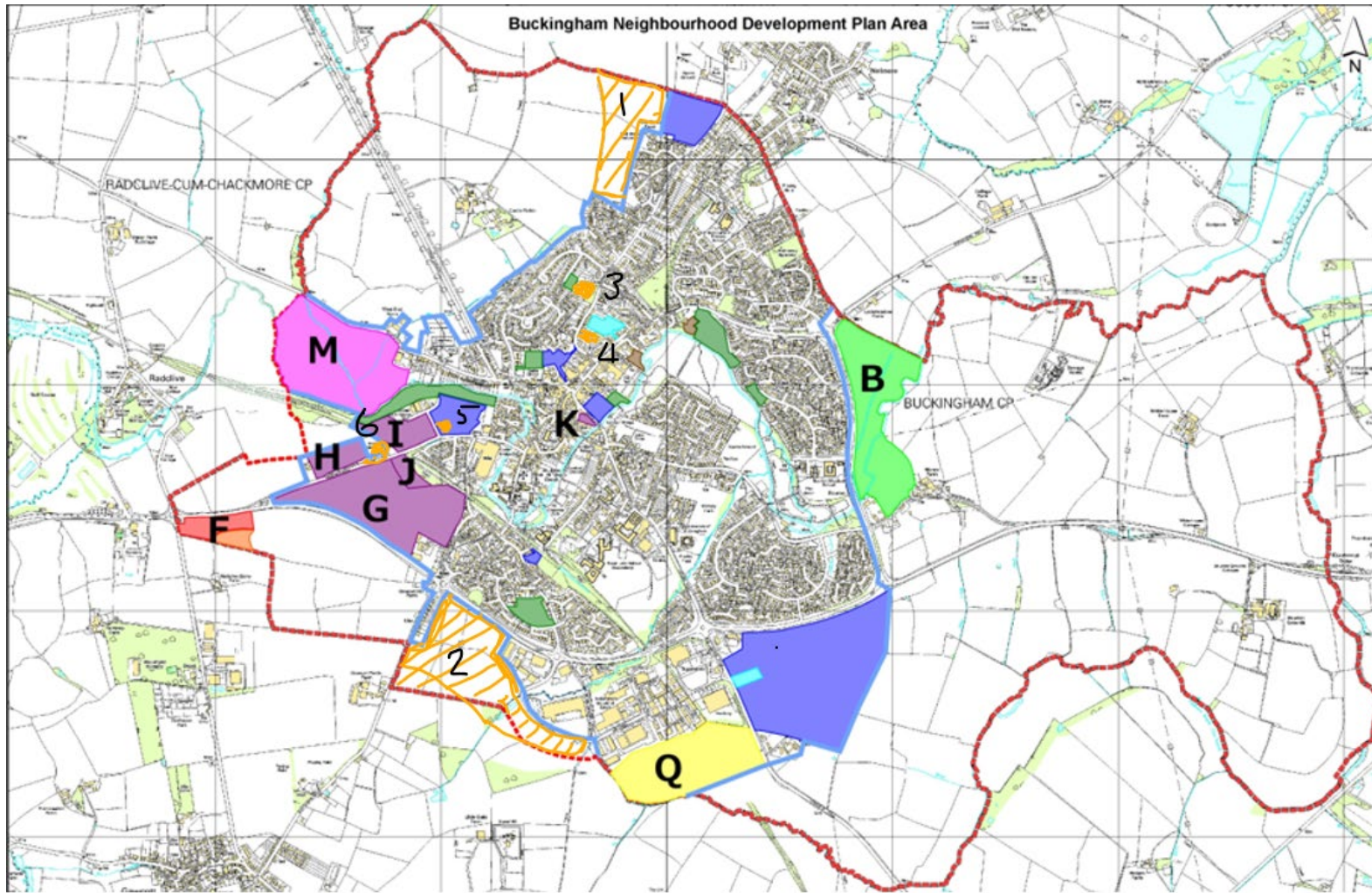
- Desk Study [of soil conditions etc on the site] 200pp uploaded in 2 sections Very comprehensive; the surface layers are mainly glacial till (which they note may contain sizeable boulders, as we have found in the Cemetery; however house foundations are relatively shallow, so not a serious problem). I admit I have not yet had enough time to read this thoroughly.
- Employment Land Statement see comments on p3 above.

- Flood Risk Assessment and Drainage Strategy *Members will be relieved to learn that there is a low probability of tidal flooding on the site. However the ground conditions will not provide adequate surface water disposal by infiltration (soakaways) so a SuDS system is proposed with attenuation ponds discharging into the stream at the bottom of the slope. Domestic drainage – see Utilities comment below.*
- Landscape and Visual Appraisal *the southern boundary has extensive open space, accommodating three play areas, swales and attenuation basins, wildflower meadows and new hedgerow and tree planting. Yes, an agricultural field is lost, but their view is that housing looks better than industrial buildings. Much is made of the play areas (ringed in red) being overlooked by housing.*



- Noise Impact Assessment *left to Environmental Health to assess*
- Planning Statement
- Preliminary Ecological Appraisal *left to the Ecology Officers to comment on*
- Statement of Community Engagement
- Transport Assessment } *contain the usual inaccuracies: for example Verney Park under Leisure*
- Travel Plan } *(both Chandos & Bourton Parks are outside the standard walking isochrone); the 133, 80, 83 and 131 bus do only have one trip each way, but the 133 only runs on Tuesdays and the others only run on school/college days*
- Utilities Assessment *No gas, electricity, water or broadband currently on site, but connecting points all nearby. Clean water from the London Road main, sewage disposal via the Hillcrest Way main. Surface Water to be disposed of via a SuDS system and attenuation ponds into the stream.*





Orange hatching: sites added by VALP -

Orange dots: small sites, awaiting decision -

**1** Moreton Road Phase III (20/00510/APP);

**3** Land adj. 73 Moreton Road (19/00902/ADP)

**5** Land at Foundry Drive (02988/APP)

**2** Land off Osier Way (19/00148/AOP)

**4** Land between 38 Moreton Road and old Police Station (22/02137/APP)

**6** Land at Station House (between H & I), Tingewick Road (22/02324/APP)

Site **B** is designated for Leisure use; Site **F** is the cemetery & allotments (15/01242/AOP); Sites **G** & **H** are St Rumbolds Fields (17/04668/ADP); Site **I** is the remaining part of the Tingewick Road Industrial Estate; Sites **J** & **K** – no development proposals yet; Site **M** was a reserve site, but judged unfeasible without the implementation of the Western Bypass; Site **Q** is designated for employment use. Sites shaded in blue are those which were approved during the Plan process (from the top: Moreton Road Phase II; Summerhouse Hill; Candleford Court; Clarence Park; Station Terrace (The Siding); Lace Hill)

The red line is the Plan Area boundary; the blue line is the Settlement Area boundary; the Town Council opposes development outside the blue line