



# Buckingham Town Council

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Town Clerk: Claire Molyneux

INTERIM  
FULL COUNCIL

Wednesday, 21 February 2024

Councillor,

You are summoned to an Interim meeting of the Full Council of Buckingham Town Council to be held on Monday 26<sup>th</sup> February 2024, following an informal meeting of the Full Council 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/UC89BUTwVpjAOEldSffcZC9Q/>

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. 22/02689/ADP: Osier Way Phase I, amended plans

To discuss and agree a response to the amended plans for this application.  
To receive the Planning Clerk's Report on the changes.

[IM/155/23](#)

### 4. Car parking charges/changes consultation response

To receive a report from the Compliance and Projects Manager.

[IM/156/23](#)

### 5. Chair's announcements

### 6. Date of next meetings:

Full Council: Monday 18<sup>th</sup> March 2024  
Interim Council: Monday 22<sup>nd</sup> April 2024



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.

**COMMITTEE IN PRIVATE SESSION****Exclusion of public and press**

**RECOMMENDED** In terms of Schedule 12A, Local Government Act 1972, the following items will be likely to disclose exempt information relating to establishment and contractual matters and it is, therefore, **RECOMMENDED** that pursuant to the provisions of the Public Bodies (Admissions to Meetings) Act 1960 the public and press be excluded.

**7. IT contract**

To receive a report from the Town Clerk.

[IM/157/23](#)  
[Appendix A](#)

**8. Cemetery – amendment to the land purchase transfer agreement**

To receive a report from the Town Clerk.

[IM/158/23](#)  
[Appendix B](#)

**To:**

All Councillors

## BUCKINGHAM TOWN COUNCIL

## INTERIM FULL COUNCIL

MONDAY 26<sup>TH</sup> FEBRUARY 2024

## Additional information on Planning Application

Agenda 3: to discuss and agree a response to the Amended Plans for the following application:

22/02689/ADP

**Land at Osier Way, MK18 1TG**

Erection of 121 dwellings along with landscaping, garages, roads and all ancillary works (Phase I) following outline permission ref. 19/00148/AOP  
*Vistry Wates (Buckingham) LLP*



Location plan (from 19/00148/AOP) with Phases and Affordable Housing clusters (red rings) and accessible units (black dots). Ignore these as they have been changed at the Detailed application stage. The rectangular building in the grey area towards bottom right is the Natco spice factory, and the housing estate top right is Mount Pleasant. Gawcott Road and the Gawcott Fields houses at the left hand side.

The site is the large area east of the Gawcott Road, and bounded to the north by the bypass and Osier Way as far as the Lenborough Road (where Osier Way becomes Top Angel). Phase I is the easternmost area separated from the later phases by a thick belt of woodland. It is accessed from Osier Way between the spice factory and the goods yard entrance for the new industrial building on the triangular site south of it (22/01498/APP, approved 22/4/23).

This application was submitted in July 2022 (considered 23/9/22 Interim Council), with additional documents added in August/September/October; Amended Plans submitted in April/May 2023 (→ Interim Council 24/4/23); and September/October (→ Planning 9/10/23; minor changes to comply with the September approval of the Design Code); and November 2023, and the current batch in January/February 2024.



New site plan layout; red dots are Affordable dwellings. Red tracking is to prove a refuse wagon has room to turn in the junction.

Members have Opposed the application and amendments on each occasion and their responses are in the [Appendix](#).

The Amended plans have been generated by the very detailed 28<sup>th</sup> November 2023 response to the Design Code from the Landscape and Urban Design Team. The officer has made suggestions for improvements in layout, grouping and house types and materials colours and distribution, and noted where the drawings did not comply with the Code policies or AVDC Design SPD, requiring correction.

This has necessitated a number of drawings being updated to conform with the new site layout (but with no other changes) and reconsultation with the usual consultees. 10 plots which were Affordable Housing are now market housing, and 10 Sale plots now have Affordable Houses on, which makes no change to the total, but does have an effect on the 'clusters'. There is no new response on the website yet from the AH officer, but previous responses indicate that they consider the 16 dwellings (which include 4 maisonettes and a flat-over-garage) on the first side street on the west side of the main access and the 10 dwellings on the second side street to be two clusters as they face different streets. 15 is the maximum for Affordable houses in a cluster.

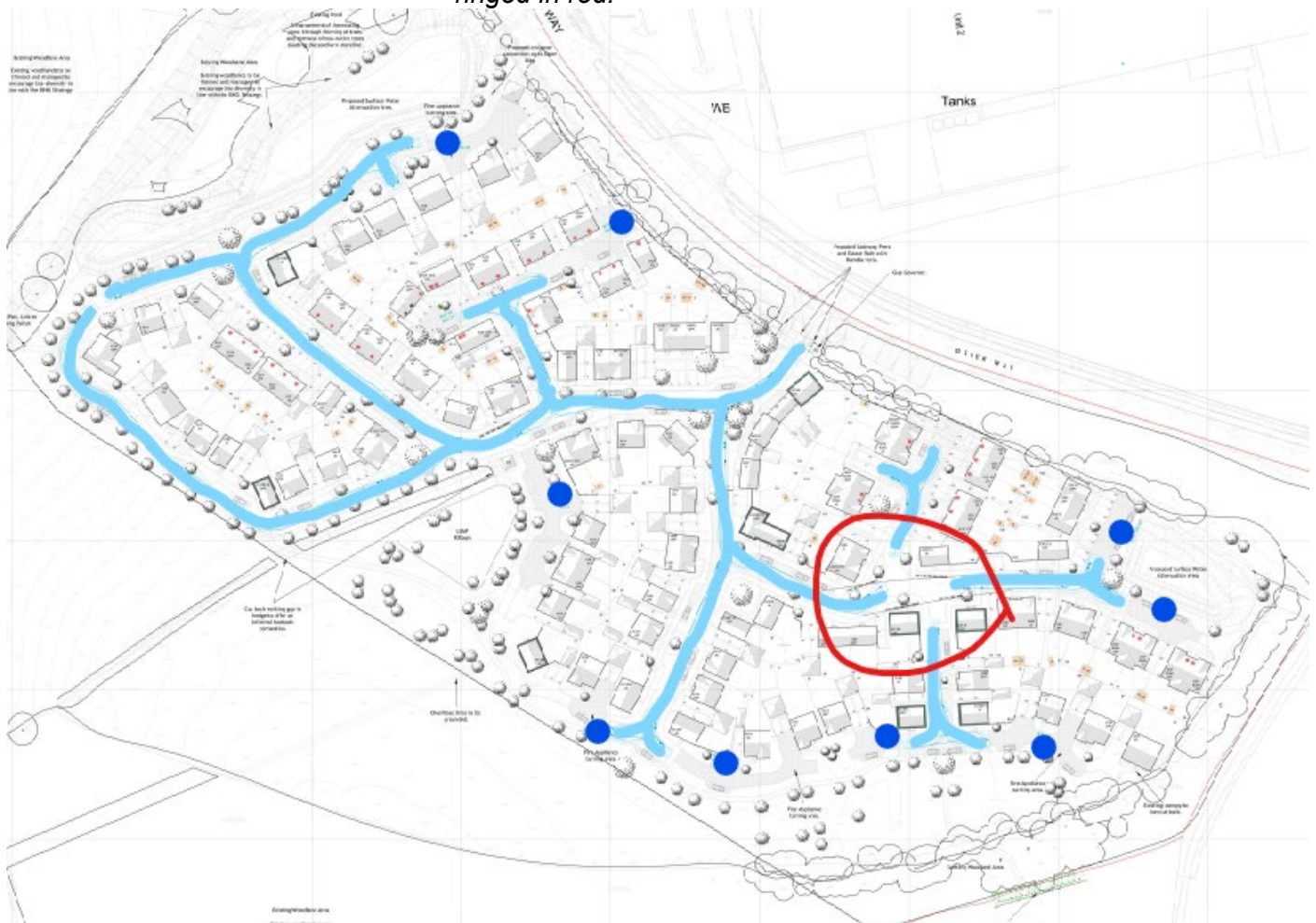
The principal new drawing is the Site Layout (Rev.W) above, and the drawings below are redrawn to match the new layout with changed house types

- Materials Layout (Revision H)
- Car Parking Strategy (Rev. J): *253 private on-plot parking spaces [driveways and garages]*  
*45 visitor/opportunity spaces (kerbside)*



13 garage spaces [presumably to rent or buy extra to on-plot garage]  
311 in total [calculation based on house sizes gives 310.5]

- Levels and Drainage Strategy (Rev G)
- Boundary treatment Layout (Rev.H) street-side boundaries will be 1.8m brick walls to match house garden boundaries 1.8m close board fences  
0.9m hoop-top fence around play area  
2m acoustic fence along garden boundaries on Osier Way, with 1.2m estate rail fence in the gaps between stretches of acoustic fence  
1.5m timber post-and-rail stock fence along the southwestern boundary with the fields
- Street scenes A-C (Rev B) and D-F (Rev A) These show variations in ridge height, as we requested and are reproduced with their predecessors for comparison at the end of the report. I have to admit that I was unable to work out what effect the 'Client's comments dated 09.01.2024' have had.
- Planting Schedule and 1 of 8 to 8 of 8 Landscaping Detail drawings
- S106 Open Space Land Scheme
- House plans and elevations 18 house-types affecting 34 of 40 affordable plots and 43 of 81 Sale plots have been changed.
- Waste & Recycling Strategy (Rev. J) see drawing below; there are 9 places where the bin lorry will not reach, and residents will have to haul their bins to and from a collection point. The Waste & Recycling officer's critical comments are below. The Planning Officer is contacting the applicant about the gap ringed in red.



Waste & Recycling Strategy drawing

Light blue lines are the refuse wagon swept path

Dark blue dots are bin collection points where residents will take their bins to be collected by the binmen for emptying

New document:

November 2023 Addendum to the Arboricultural Implications Report

*Conclusion:* On the basis of our assessment, we conclude that the arboricultural impact of this scheme is of negligible magnitude

The Tree Officer's comments are below.

New (post September consultation) responses from

- **Landscape & Urban Design** (28<sup>th</sup> November 2023) *The Design Code emphasises the need for a notable uplift in character, this has not yet been fully achieved, nor has attention been paid to 'Buckingham Vernacular' (the V&D Statement). Criticism is made of roofshapes, window styles, chimneys not being on gable ends where they would create interest, blank side walls on corner buildings, non-compliant front gardens, lack of street trees, buildouts not every 40m as required, some streets with garden walls both sides; the suggested brick colours, no use of slate or clay tiles in the focal area, random use of materials – no co-ordination; vistas terminating in an electricity substation or garage, building line staggered by more than 1m, some buildings more than 9m from the neighbour, others too close back to back; SuDS features too angular, should be more natural shapes; plus a side of A4 devoted to criticisms of individual plots.*
- **Anglian Water** (25<sup>th</sup> January 2024) Contains the following:
  - Foul Water
 

We have reviewed the applicant's submitted, Flood Risk Compliance Report and Maintenance Plan Mar 23, and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.
  - Surface Water
 

We have reviewed the applicant's submitted surface water drainage information, Flood Risk Compliance Report and Maintenance Plan Mar 23, and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible.
- **SuDS** (12<sup>th</sup> February 2024): *No objection to the Reserved Matters application for Phase I. The amendments do not affect the principles of drainage. The technical details are secured by Condition 14 of the AOP and so do not form part of this application.*
- **Parks & Recreation** (14<sup>th</sup> February 2024) *Though the calculations include an area of hedge planting and part of a SuDS embankment in the area calculations (not allowed), the officer finds the resulting distribution acceptable.*
- **Recycling & Waste** (15<sup>th</sup> February 2024): *The comments made by W&R in Sept'22, April'23 and Oct'23 still stand unaddressed. The new drawing shows long resident and collection crew distances and 6 places where the wagon will have to reverse, which is not safe. Collection Points are not the preferred solution, and kerbside collection from the front of the plot causes less neighbour friction. They request that the site 'be made more permeable to 26t vehicles' which would reduce drag distances for both residents and crews, avoid the need for turning heads or reversing.*
- **Trees** (15<sup>th</sup> February 2024): *Not Acceptable – the applicant has failed to address previous comments. Overall size and growth patterns of trees have not been adequately considered. Overall lack of street*

trees, and too many are cherries. The importance of incorporating underground rooting apparatus has been ignored, so trees may not thrive – details will be required. [Their underline]

Street scenes

The 2024 drawings are dated 15/01/24 and the revision label states “Drawing updated following Client comments dated 09.01.24”. There are no revisions on the September 2023 drawings.  
Key:



Gateway Scene A

September 2023 original



Gateway Scene A

January 2024 Rev B





Gateway Scene B

September 2023 original



Gateway Scene B

January 2024 Rev B



Gateway Scene C

September 2023



Gateway Scene C

January 2024 Rev B



Street Scene D

September 2023 original



Street Scene D

January 2024 Rev A





**Mews Scene E**  
September 2023 original



**Mews Scene E**

January 2024 Rev A



Private Drives Scene F

**Private Drives Scene F** September 2023 original



Private Drives Scene F

**Private Drives Scene F** January 2024 Rev A

KM

21/2/24

**Buckingham Town Council**  
**Interim Full Council**  
**Monday 26<sup>th</sup> February 2024**

Contact Officer: Steve Beech, Compliance and Projects Manager

**The Buckinghamshire Council (Off-Street Parking Places) Order 2021  
(Amendment No 2) Order 2024**

**(Response to the Consultation on proposed alterations to parking hours and charges)**

## **1. Recommendation**

1.1. It is recommended that Members approve the draft response to Buckinghamshire Council's Parking Consultation, which **OPPOSES** the proposed changes for the reasons set out.

## **2. Background**

- 2.1. Buckinghamshire Council has proposed changes to parking arrangements in Buckingham, and the introduction of parking arrangements for Winslow Railway Station. Details are shown in section 3 below.
- 2.2. The consultation was advertised in the small ads of the *Advertiser* on 24 January to run from 23 January to 18 February. The Town Clerk has secured an extension to 27 February to facilitate a response from this Council.
- 2.3. At the Planning Committee of 5 February it was resolved (Min. 579/23.2) "that Officers will draft a response to the Consultation which will be presented to Full Council at the Interim Meeting on 26<sup>th</sup> February. The response will OPPOSE the changes and will include... points made by Members, and any others that are identified."
- 2.4. Whilst the proposed draft response may not be exhaustive, it is written to provide a broad scope of feedback across various aspects of the adverse effects on Buckingham, its economy, and its residents of the proposals.

## **3. Information – proposed changes**

### **1. Cornwalls Meadow:**

- Existing classes of vehicle 7 (EVs) & 9 (all except commercial vehicles and trailers) changed to class 9
- Extend the period when charges are due from 08.00 – 17.00 Monday – Friday to 07.00 – 19.00 Monday – Saturday
- Change Saturday/Sunday/Bank Holidays from free-of-charge to a flat fee of £1.70 for the day

**2. Western Avenue:**

- Existing classes of vehicle 7 (EVs) & 9 (all except commercial vehicles and trailers) to class 9
  - Change from free-of-charge all day to chargeable between 07.00 and 19.00 as follows:
 

up to 3 hours	£0.70
up to 4 hours	£1.20
up to 5 hours	£1.70
over 5 hours	£2.70
- Sundays and Bank Holidays £1.70 all day

**3. Stratford Fields**

Removed from the Order

**4. Swan Pool**

- Classes 3 (Blue badge), 6 (Minibuses over 12 seats) & 8 (passenger and goods vehicles under 7500kKg unladen weight) to be changed to 6, 7 (EVs) and 8
- Mondays-Friday 8.30 – 17.00 changed to Monday-Saturday 07.00 – 19.00
- Sundays & Bank Holidays – free-of-charge all day changed to a flat fee of £1.70 for the day

**5. Proposed arrangements for Winslow Station Car Park**

- Class 9
- Open 24 hours every day; 07.00 – 21.00 chargeable
- Up to 1 hour £0.90
 

2 hours	£1.70
3 hours	£2.20
4 hours	£2.70
9 hours	£6.10
Over 9 hours	£8.10

Blue badge parking free of charge in designated bays

Season Tickets available

1 month	£143
3 months	£284
annual	£1,065

**6. Comparisons with other nearby stations shows**

	Aylesbury Parkway (apcoa)	Bletchley (Saba)	Bicester North (apcoa)
Weekdays	£3.00 per day	£6.40 (to 10am) £4.60 after	£8.50 peak £5.50 off-peak £1.00 evenings (after 6pm → 2.30am)
Saturdays	£3.00 per day	£4.60	£5.50
Sundays	free	£4.60	£5.50
season tickets			
weekly	£13.00	£21.20	
monthly	£50.00	£78.40	£133.00
quarterly		£222.50	£399.00
annually	£525.00	£869.60	£1,390.00



#### 4. Draft Response

Buckingham Town Council recognises the importance of raising revenue to balance council budgets, including a contribution from on- and off-street parking, where appropriate.

However, this Council **OPPOSES** the proposed changes for the reasons set out herein:

- **Legality and Scrutiny**

The proposed changes include the extension of chargeable hours and the introduction of charges on additional days. This Council understands that where such amendments are proposed, a FULL public consultation should take place. This view is supported by comments made by Cllr. Broadbent, Cabinet Member for Transport, when answering a question from Cllr Stuchbury at the Budget Scrutiny meeting on 8<sup>th</sup> January 2024. Cllr. Broadbent confirmed that though charges could be varied as desired, changes to the tariff structure, including hours when charges were applicable, required a full public consultation. [Budget Scrutiny Inquiry Task and Finish Group - Monday 8 January 2024, 10:00am - Start video at 2:00:32 - Buckinghamshire Council Webcasting \(public-i.tv\)](#). (Time stamp within video 3:27:00 to 3:31:00.)

The current consultation was not widely publicised. It was advertised in the small ads of the *Advertiser* on 24 January to run from 23 January to 18 February. We believe that the response is therefore likely to be unrepresentative, and that the 3-week response period is too short.

The changes are due to be implemented on 1 April, which leaves little time for the Council to agree any alterations made to reflect consultation responses.

- **Budgetary Evaluation**

There appears to be no evidence from Economic Development on the pros and cons of raising revenue by extending the chargeable hours and days. This Council believes that the proposals will actually *reduce* the overall revenue.

If Parking Services staff will be patrolling the car parks until 7pm and on Sundays and Bank Holidays, to levy fines on those who have parked without paying, have the costings of the additional hours been balanced against the likely revenue? Few will come into town to buy a Sunday paper if they have to pay £1.70 to park – they will go to a supermarket or petrol station where no parking charges apply.

- **Economy**

This Council believes that the proposals will have a dire effect on the economy of Buckingham town centre shops, businesses, and venues.

Many people who work locally shop in the town centre before and after their working hours, and extending the charging period at each end of the day may lead to them using the out-of-town supermarkets, or those nearer their homes.

Some people who work locally, especially those on low or minimum wages may rely on the two edge-of-town car parks being free of charge. Some who work in the evening economy may now have to pay for parking if they start before 7pm.

- **Displacement of Existing Parking**

The proposals will lead to more parking on residential streets in the surrounding estates.

Many town centre residents currently park overnight in the public car parks, due to lack of kerbside alternatives, but leave for work before the current start time for charging.

Likewise, drivers out for the evening may leave their vehicle in the car park overnight to avoid drink-driving, and collect it the following morning, possibly after 7.00, especially at a weekend. If they are likely to be fined, there is an increased chance they will go elsewhere, or risk driving home.

- **Public Events and Local Democracy**

Public attendance and participation in town and council events is strong. The town council, together with partner organisations put on and support numerous public events that are likely to be adversely impacted by the proposals, most of which are held on Saturdays, Sundays, and early evenings that will all now incur parking costs.

Public Events that will be adversely affected include:

Remembrance Parade  
BandJam music event (which both take place on a Sunday)

Christmas Light Switch-on (which are turned on at 17.30 on a Thursday)

Christmas Parade  
Both Charter Fairs (all held on Saturdays and previously benefitted from a free parking arrangement with Buckinghamshire Council)

Buckingham Community Centre Trust will be adversely affected when taking bookings which will reduce the Trust's income and will lead to increased costs and inconvenience to hirers.

Events held at the Community Centre that will be adversely affected will include:

Neo-natal clinic clients ('baby-weighing')  
 Blood Donor session attendees  
 Vaccination Clinic attendees  
 The annual Community Pantomime (cast & stage staff have to be there before 19.00) and other theatrical/musical shows and dances  
 Buckingham Annual Food Fair, Craft Fairs, Art Exhibitions, etc.

### Local Democracy

The Annual Town Meeting (held at 18.30 on a Thursday)

Public attendance at Town Council meetings and working groups as meetings commence at 19.00, so prior arrival is essential for Members, Officers, speakers, and members of the public.

- **Winslow Railway Station**

Proposed parking charges at the new Winslow station are much higher than other local stations; this will have a negative impact on the number of people who choose to take the train rather than driving. An 8-hour working day plus onward travel to a place of work will almost always exceed the 9-hour threshold for a day rate, and the savings made by driving to Bletchley or the Parkway will outweigh the convenience of catching the train in Winslow.

- **General observations**

The north and south of the county have different demographics when considering off-street carparking, and harmonising the chargeable periods over the county as a whole takes no account of the difference between the commuter belt and the market towns with no rail service, a scant bus service and hinterlands with villages with no access to shops or other services, so residents have no alternatives to car use.

It appears that Western Avenue is no longer allowing Class 7 vehicles, so are the changing bays to be discontinued when we need more not fewer such facilities?

The Swan Pool carpark (location 14) is listed as Aylesbury, it is in Buckingham.

Buckingham Town Council's view is that the overall effect is extremely likely to significantly damage the Buckingham town centre economy by driving people away from the town centre to out-of-town free parking, increase on-street parking on adjacent roads and residential estates, and reduce public participation in town events and local democracy.