



Buckingham Town Council

Town Council Office, Buckingham Centre,
Verney Close, Buckingham, MK18 1JP
01280 816426
office@buckingham-tc.gov.uk

Town Clerk: Claire Molyneux

PLANNING
COMMITTEE

Wednesday, 15 April 2026

Councillors,

You are summoned to a meeting of the Planning Committee of Buckingham Town Council to be held on Monday 20th April 2026 following the Interim Full Council meeting in the Council Chamber, Cornwalls Meadow, Buckingham, MK18 1RP.

Please note that the meeting will be preceded by a Public Session in accordance with Standing Orders 3.e, 3.f, and 3.g, which will last for a maximum of 15 minutes. A member of the public shall not speak for more than 3 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 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. Minutes

To note that the minutes of the meeting held on 23rd March 2026 will be presented at the next meeting.

4. Planning applications

For Member's information the next scheduled Buckinghamshire Council – North Buckinghamshire Planning Area Committee meeting is on Wednesday 22nd April 2026 at



Twinned with Mouvaux, France;



Neukirchen-Vluyn, Germany



Valmadrera, Italy

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.

2.30pm. There is no scheduled meeting of the Strategic Sites Committee (new calendar will be available in May).

Additional information provided by the Planning Clerk.

[PL/178/25](#)

To consider a response to planning applications received from Buckinghamshire Council and whether to request a call-in.

1. PL/26/00946/HB 32 Nelson Street, MK18 1DA
Listed building application for replacement of front elevation windows.
Franklin
2. PL26/01704/FA 16 Lenborough Road, MK18 1DJ
Two storey rear extension.
Draper
3. PL/26/01770/SA 110 Western Avenue, MK18 1LW
Certificate of Lawfulness for proposed extension of shared dropped kerb and turning the front garden into hardstanding.
Green
4. PL/26/02193/FA 9 Hare Close, MK18 1EN
Garage conversion, porch extension & change to rear fenestration
Cunnington

The following two applications may be considered together:

5. PL/26/02059/FA 14 Well Street MK18 1ET
Single storey extension to rear/side of property adjoining a latter extension to the original older part of the property. Alterations to kitchen and side hall layout with relocation of windows to suit new layout. Removal of first floor balcony, door and monopitched tiled canopy roof. Doorway and roof made good with materials to match existing. Replacement gutters and downpipes from grey uPVC to black uPVC, and part fascias to white PVC where noted to rear.
6. PL/26/02060/HB 14 Well Street MK18 1ET
Listed building consent for works comprising a single storey extension to rear/side of property adjoining a latter extension to the original older part of the property. Alterations to kitchen and side hall layout with relocation of windows to suit new layout. Removal of first floor balcony, door and monopitched tiled canopy roof. Doorway and roof made good with materials to match existing. Replacement gutters and downpipes from grey uPVC to black uPVC, and part fascias to white PVC where noted to rear.
Patterson
7. PL/26/02338/FA 5 Holton Road, MK18 1PQ
Replacement of existing conservatory with new single storey brick extension with monopitched roof and rooflight.
Bridges
8. PL/26/02458/PAPCR 1A & 1B Cornwall Place, High Street, MK18 1SB
Prior Notification under Class MA of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development (England))

Order 2015 for change of use of ground floor (part) and first floor from Class E to 3 flats (3 x 1 bedroom/1 person).

Eurocent (Buckingham) Ltd.

5. Planning decisions

To receive for information details of planning decisions made by Buckinghamshire Council.

Approved

Application	Site address	Proposal	BTC response
PL/25/5000/FA	22 Lenborough Close	Part 1-/part 2-storey side and rear extensions	No objections
PL/25/5633/AV	Swan Business Centre, Osier Way	Move totem sign to new position to permit Osier Way street realignment	No objections
PL/26/01527/KA	12 Chandos Road	Fell to ground level 1 Elder & 1 Apple	E-no objections A-oppose
PL/26/01529/KA	22 Moreton Rd	Works to trees	No objections
PL/26/01823/KA	Land adj. to 11 Castle Street	Crown lift elm up to 4m	Oppose (and request for TPO not approved)

Part approved/Part refused

Application	Site address	Proposal	BTC response
25/6526/TP	2 Bostock Court	Fell to ground 1 Willow: approved, too close to house and would need very heavy pruning regularly – detrimental) and 1 Horse Chestnut, (approved: significant decay throughout). Fell 3 Cypress and 4 Crack Willow: refused; no compelling justification for felling and damaging the amenity of the area and riverbank.	No objections (but asked for replacement planting)

Withdrawn

Application	Site address	Proposal	BTC response
PL/26/0140/TP	4 McKenzie Close	2 x Lime; reduce by up to 2m all over.	(Withdrawn before meeting)

6. Action reports

6.1. Regular Actions update

Minute (filing date)	File application responses
621/25 (26/3/26)	5 via Parish Channel 3 as email attachments (1 Certificate of Lawfulness, 1 application decided that day (26/3), and one was no longer in the in-box even though an extension of time had been agreed).
From 20 th April agenda (26/3/26)	2 tree applications for which no extension could be agreed (decision deadline was 16 th April).

7. Buckinghamshire Council consultations

The closing date for responses to each of these is 12th May 2026.

To discuss a Town Council response to the following consultations and agree to delegate any submission to the Planning Clerk:

7.1 Parking standards for new developments.

[PL/179/25](#)
[Appendix A](#)

7.2 Design code.

[PL/180/25](#)
[Appendix B](#)

8. Chair's announcements – for information only

9. Date of the next meeting: Monday 18th May 2026

To Planning Committee:

Cllr. T. Allen Vice Chair
Cllr. F. Davies Town Mayor
Cllr. L. Draper
Cllr. J. Harvey
Cllr. H. Haydock
Cllr. A. Mahi

Cllr. J. Mordue Chair
Cllr. R. Newall
Cllr. L. O'Donoghue
Cllr. R. Stuchbury
Cllr. M. Try
Buckingham Society Co-opted Member

BUCKINGHAM TOWN COUNCIL

PLANNING COMMITTEE

MONDAY 20th APRIL 2026

Additional information on Planning Applications

Contact Officer: Mrs. K. McElligott, Planning Clerk

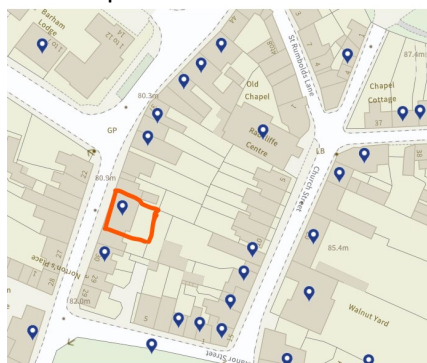
1. **PL/26/00946/HB** 32 Nelson Street, MK18 1DA
Listed Building application for replacement of front elevation sash windows
Franklin



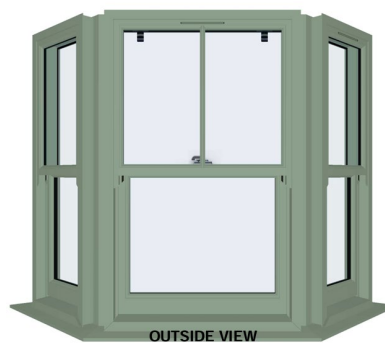
Location plan



Street elevation (applicant's photo)



Adjacent Listed Buildings



Replacement bay window

The site is the Grade II Listed former Royal Oak pub on the east side of Nelson Street between the junctions with Tingewick Road and Manor Street. There are a number of adjacent Listed Buildings and it is in the Conservation Area. The relevant part of the Official Listing is:

... 3-window range. Central C20 door with moulded wood surround and cornice hood on console brackets, flanked by C19 canted bay windows... 12-pane sash windows to 1st floor with moulded wood surrounds. Rendered plinth, cogged brick eaves and 2 flat-roofed dormer windows.

The application form explains their proposal:

We propose to replace the existing timber sash windows on the front elevation. The intention is to install a high-quality timber-alternative sash window that closely matches the style, proportions, and appearance of the existing windows, while significantly improving thermal and acoustic performance.

The current windows are very old and, due to their age and condition, allow substantial noise ingress from the adjacent heavily used road and result in considerable heat loss from the building. Although the glazing was upgraded from single to double glazing by a previous owner

in 2014 under Listed Building Consent reference 14/02770/ALB, the original frames were retained. We now consider that the overall window system on the front elevation requires replacement to address these ongoing issues.

We propose to use the Charisma Rose sash window from the Rose Collection by Roseview. This range has been specifically designed with heritage buildings in mind and places a strong emphasis on traditional detailing and authenticity, making it well suited to listed buildings and conservation areas. The windows feature slim sightlines, run-through horns, mechanical joints, and traditional putty-line detailing, resulting in an appearance that is virtually indistinguishable from traditional timber sash windows, even at close range. The proposed windows would replicate the existing sash windows in appearance while benefiting from modern manufacturing techniques and materials.

The proposed colour is Chartwell Green externally with White internally, to match the existing windows. In addition to improvements in thermal and acoustic performance, the replacement windows would enhance security, which is an important consideration given the property's location adjacent to a busy road with high pedestrian footfall.

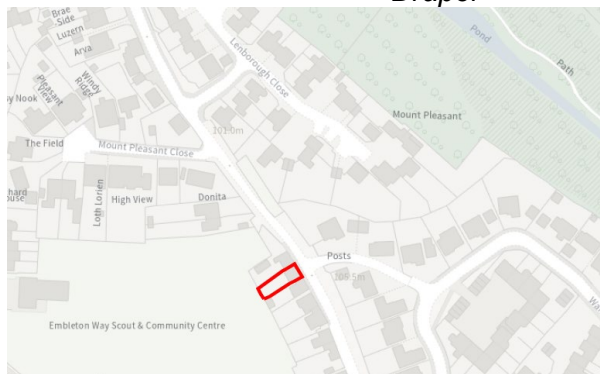
The proposed windows would also provide improved ventilation. As the building is of considerable age, it does not currently comply with the requirements of Approved Document F, and the replacement windows would offer a further benefit in this respect while remaining sensitive to the historic character of the property

Among the documents submitted are detailed drawings of all the proposed new windows *[all the front ones including the dormers]*, and of the window 'furniture' including an 'anti-jimmy bar'. The duplication of the external view has been queried; I suspect that one is supposed to be the white interior view. At time of writing, there are no Heritage comments on the website. The look-alike plastic timber frames may not be acceptable.

Recent Property History

1	14/02770/ALB	Removal and replacement of existing single glazing panes with double glazed units.	Listed Building Consent
2	20/04195/ALB	Internal alterations including the demolition of four partitions	Refused
3	21/01491/ALB	Internal works and external render and paintwork	Refused
3a	21/00118/REF	Appeal against refusal	Appeal Allowed
4	23/03651/VRC	Variation of condition 3 (description wording) relating to application 21/01491/ALB allowed on appeal 21/00118/REF	Listed Building Consent

2. PL/26/01704/FA 16 Lenborough Road, MK18 1DJ Two storey rear extension *Draper*



Location plan



Site plan



Front elevation (Google)

The site is one of a line of cottages on the west side of Lenborough Road between Mount Pleasant Close and the pedestrian access to Aris Way. It is the second one from the northern end (№14 to the north and №19 to the south) and is opposite the bollarded entrance to Waine Close. It is not in the Conservation Area or close to any Listed Buildings.

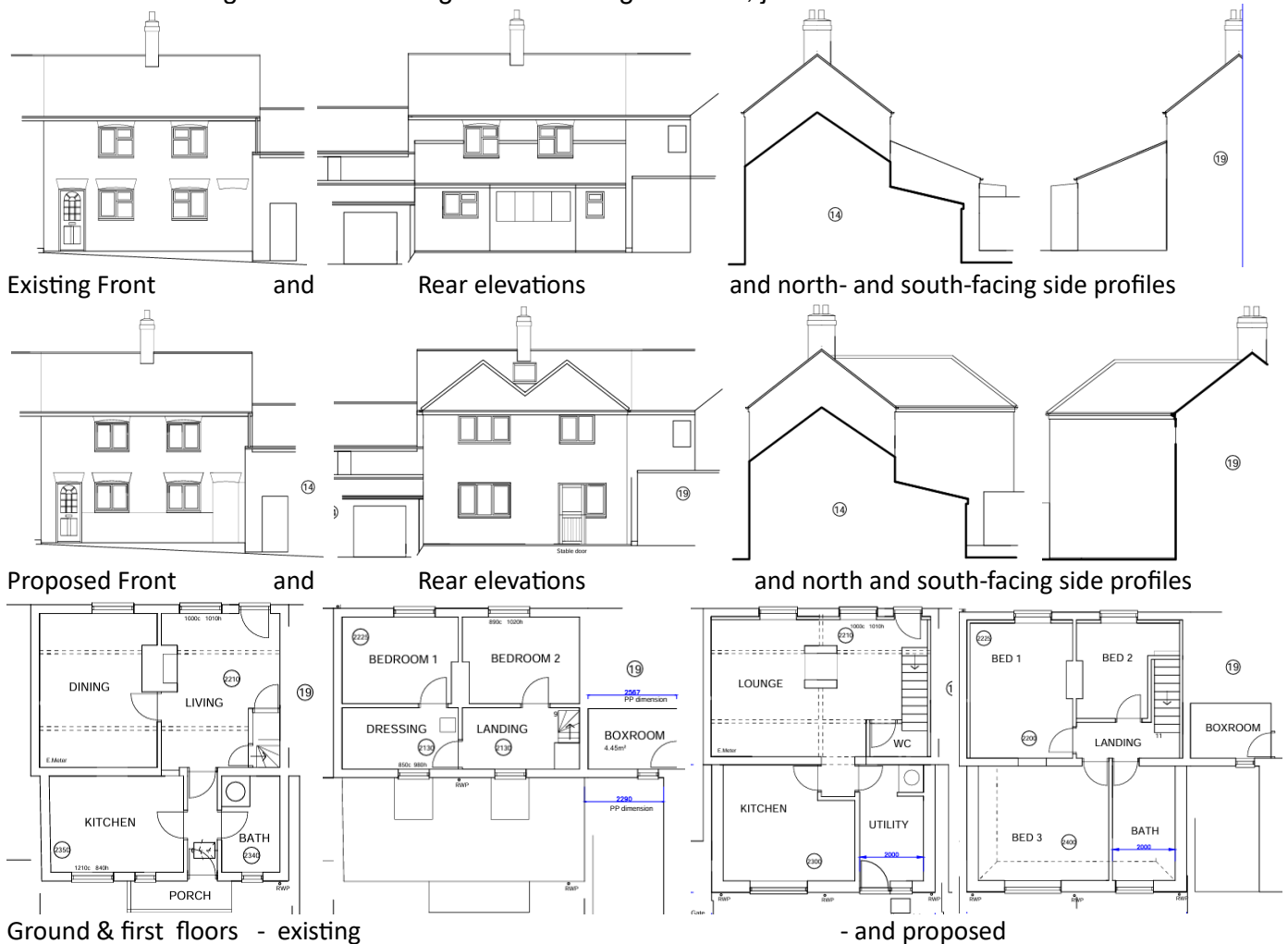
The accommodation is currently:

(ground floor) a living room, with a fireplace in the side wall and an enclosed square spiral staircase in the rear corner, and a dining room in the original building, and a kitchen and bathroom in a single storey rear extension with an enclosed porch at the back door, and
 (first floor) two bedrooms, dressing room and a large landing. Bedroom 1 is accessed via the dressing room.

The proposal is to

- combine the living and dining room by removing the dividing wall (but leaving the fireplace and chimney);
- make a new straight staircase starting from opposite the front door and against the party wall to a much smaller landing at the top;
- add a downstairs WC under the new stairs, in the back corner where the existing staircase is currently;
- extend the back wall of the existing extension to approximately the line of the porch outer wall and continuing it upwards to form a second storey with a double gable roof and a skylight to the attic in line with the valley;
- thus enlarging the kitchen and the former bathroom which will become a utility room with a stable door to the garden with a small side window; the kitchen will have a 3-pane window to match the new window in the bedroom above;
- incorporate the passage to the back door into the kitchen (no door to the exterior in the kitchen);
- amalgamate the master bedroom with the dressing room allowing direct access to the landing;
- reduce the floor area of the landing and add the remaining area to the second bedroom, which is losing the space occupied by the new stairwell;
- add a third bedroom and a bathroom in the new extension.

The ridge of the gable roofs is subsidiary to that of the main house. The windows in the new extension will have the same degree of overlooking as the existing windows, just from further out.



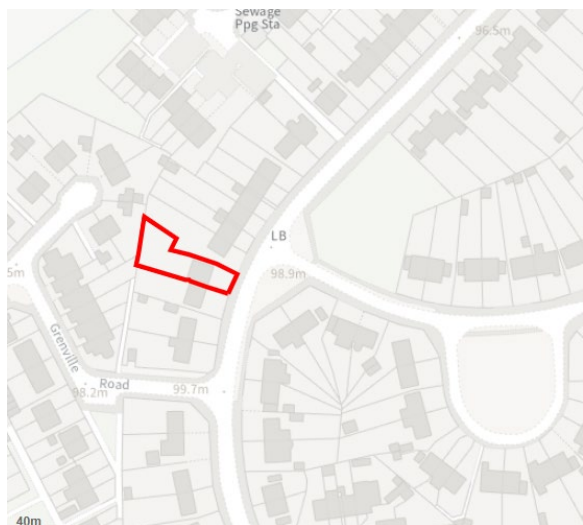
Property history

90/02165/APP	SINGLE STOREY REAR EXTENSION	Approved
--------------	------------------------------	----------

3. **PL/26/01770/SA**

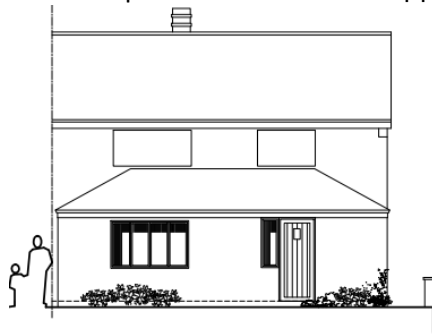
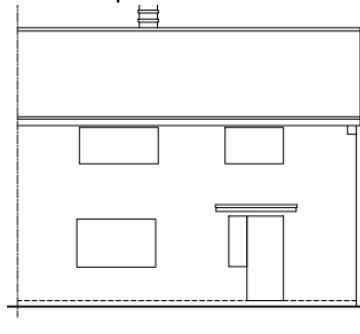
110 Western Avenue, MK18 1LW

Certificate of Lawfulness for proposed extension of shared dropped kerb and turning the front garden into hardstanding
Green



Location plan

photo taken for 2024 application



EXISTING FRONT EAST ELEVATION

PROPOSED FRONT EAST ELEVATION

2024 proposal

Site plan and other details still unavailable at 14/4/26

The site is the more northerly of a pair of 3-bed semidetached houses on the western side of Western Avenue between Adams Close and Grenville Road, and almost opposite the opening to Overn Avenue. The houses each side of № 110 are fairly uniform in design with flat fronts and a triangular pediment over the front door; most have front lawns and a hedge or paling fence. № 110 changed its front appearance with a full-width extension in 2024, and it looks from the photo taken at the time that its frontage was already paved then. This area is rather higher than next-door's driveway (see the steps in the photo, presumably originally intended to make the postman's walk more direct).

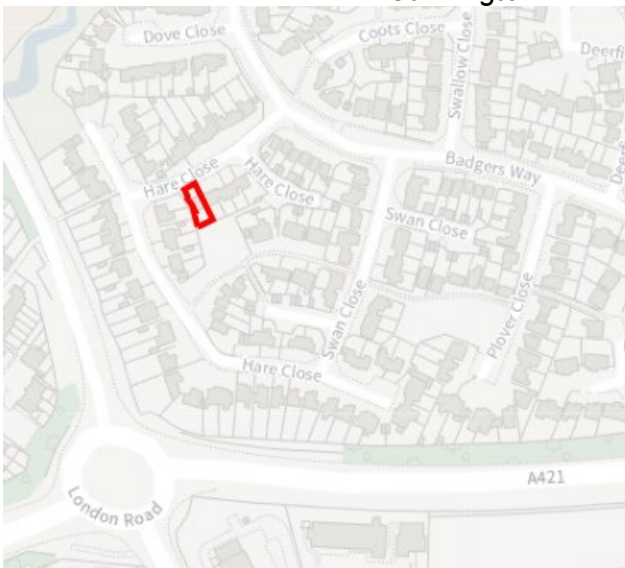
Two of the documents originally supplied could not be opened; the case officer could not open them either and has requested replacements. Neither of the remaining documents give any indication of the width of the proposed dropped kerb.

Property history

1		20/01099/APP	Two storey rear extension	Approved
2		24/00402/APP	Householder application for proposed single storey front extension with associated internal and external works	Approved
3		PI/26/01770/SA	Cert/Lawfulness extension of dropped kerb, hardstanding on front garden	Pending consideration

4. PL/26/02193/FA

9 Hare Close, MK18 1EN

Garage conversion, porch extension & change to rear fenestration
Cunnington

Location plan



Site plan



Google 2009

The garage with the white door belongs to №11, the end house behind the close-board fence

The site is the end house on the first part of Hare Close, before it divides into two and becomes parallel to London Road. Nos 1-9 form a link-detached terrace, with single-storey garages between them; no planning applications for any of the other houses this side of the street have been located. №9 has the garage of №11 joined to it and projecting rather further forward, see illustration above. The house was built as 3-bedroomed, but the smallest (over the front door) which is 1.95m x 2.06m is barely big enough for a single bed, and was described as 'existing box room' in the 2003 application, and 'home office' in the 2015 application.

Note that the photo is dated 2009 and is no longer accurate; the 2015 application drawings show the driveway extended into the lawn to accommodate another vehicle (while leaving a strip of grass between it and the neighbouring driveway) thus providing the three parking spaces required for the proposed extended dwelling (garages were always counted, whether usable or not) and since 2015 the porch has been enclosed with a side window, and a new door, no application traced.

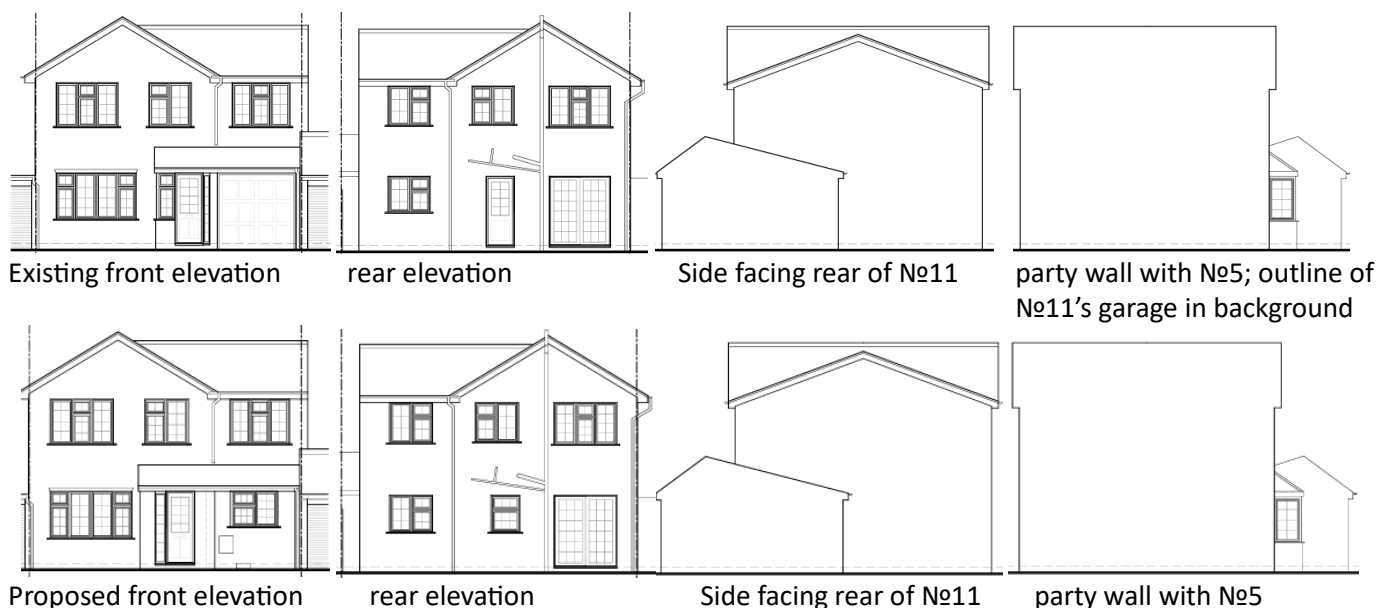
The frontage in this application is described as gravel, and is shown with a small dividing strip along the boundary with №7. The site width including driveway is c.7m – the minimum standard for parking bays is 5m x 2.8m so there will not be enough space for 3 vehicles within the curtilage.

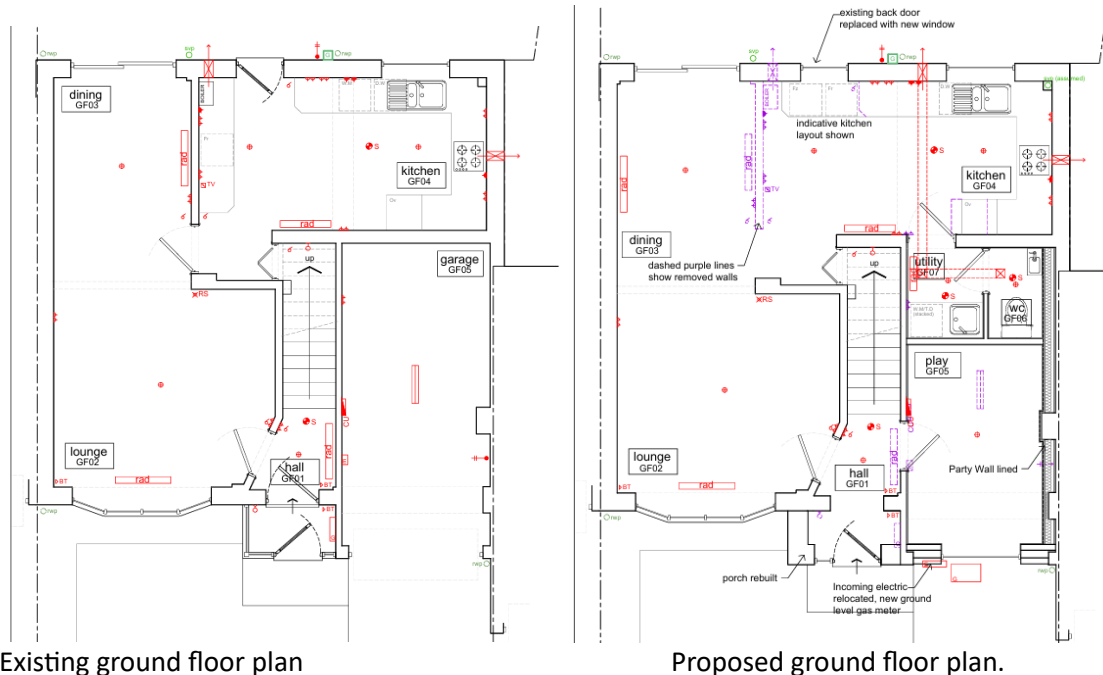
Two previous applications have been approved – both intended to extend the building footprint behind the garage to form a kitchen extension, and build over most of the garage and new extension to form a master bedroom with ensuite bathroom. The drawings for the later application show that the earlier one was not implemented, even partially. The lean-to porch roof which continued over the front of the garage was retained.

The current application seeks to:

- Remove the wall dividing the dining room from the kitchen
- Remove the back door and replace it with a wall and window; extend the kitchen units across the former opening (the dining room has sliding patio doors to the garden)
- Remove the garage door and replace with a brick wall and window
- Install insulating lining to the party wall of the garage
- Make a doorway in the rear wall of the garage and build a partition wall to cut off approx. 1/3 of the garage and install a utility room and cloakroom in this space
- The remainder of the garage is intended to be a playroom
- Make a new doorway into the playroom part of the garage at the bottom of the stairs
- Remove the existing front door to the hallway
- Rebuild the porch with wall thickness to match the main house walls and raise the floor height to match the hallway, moving the front step to the new front door
- Rehang the new front door with its hinge on the garage side
- Move the meter cupboard (currently in the porch) to the new front wall of the garage

The lounge and bow window, the stairs and first floor are unchanged. New windows will be in the style of the existing, and the materials will match those of the existing building





Existing ground floor plan

Proposed ground floor plan.

Planning history

1	79/01573/AV	Badgers Estate Phases 2 & 3 (231 dwellings & ancillary works)	Approved
2	03/02522/APP	First floor side and two-storey rear extension (not implemented)	Approved
3	15/00685/APP	Two storey side extension and first floor extension over existing garage to provide additional living accommodation	Approved

The following two applications may be considered together

- 5. **PL/26/02059/FA** 14 Well Street MK18 1ET
 Single storey extension to rear/side of property adjoining a latter extension to the original older part of the property. Alterations to kitchen and side hall layout with relocation of windows to suit new layout. Removal of first floor balcony, door and monopitched tiled canopy roof. Doorway and roof made good with materials to match existing. Replacement gutters and downpipes from grey uPVC to black uPVC, and part fascias to white PVC where noted to rear.
- 6. **PL/26/2060/HB** Listed Building consent for works comprising a single storey extension to rear/side of property adjoining a latter extension to the original older part of the property. Alterations to kitchen and side hall layout with relocation of windows to suit new layout. Removal of first floor balcony, door and monopitched tiled canopy roof. Doorway and roof made good with materials to match existing. Replacement gutters and downpipes from grey uPVC to black uPVC, and part fascias to white PVC where noted to rear.

Patterson



Location plan

Nearby Listed Buildings



Front Elevation



Side (south west) Elevation

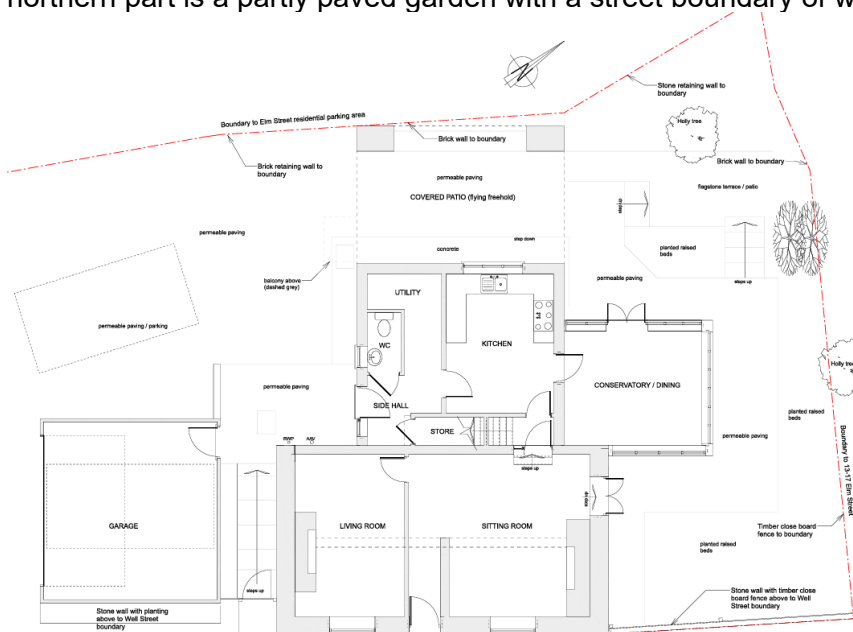


Side (northeast) Elevation

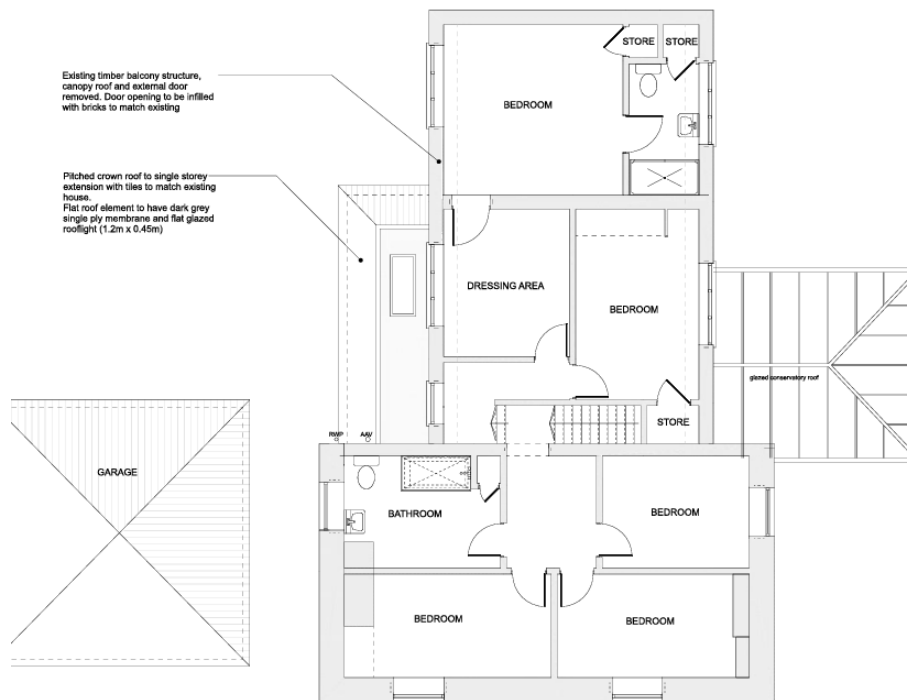
Applicant's photos. See below for further photos taken 9/4/26

The site is a Grade II Listed building on the west side of Well Street between Elm Street and the Methodist Church. Immediately to the north is No 13, with the curved corner to Elm Street, to the immediate south a pair of three-storey Victorian or Edwardian semidetached houses; the eastern front is directly onto the footpath, elevated well above the road at this point, and to the rear is the garage court for Moat House flats. It is in the Conservation Area.

The older, front, part of the house (18th century with some 19th century alterations) is rectangular; about 50 years ago it was extended backwards with a wing which extends almost to the rear retaining wall which supports the garage court level. The height difference is such that the only part of the extension visible from behind is the blank brick wall gable end, from the roof gutters upwards. The extension was permitted on the grounds that it was largely invisible from the public realm. The far end is effectively a car-port size void with bedrooms over, and a small balcony with a pitched tiled roof (of a different slope to the main roof) on the south side. A conservatory was built onto the north side of the extension in 2002. The house sits centrally in a large plot, with the southern part paved over between the building and the southern boundary, with a double garage close to the house and a lean-to against No 16's side wall, double gates giving access from the street (see photo below) and a stone wall along the pavement edge – both dating from 1991. The northern part is a partly paved garden with a street boundary of wood panel fence over a similar stone wall.



Existing ground floor plan



Proposed first floor plan

The proposal is to

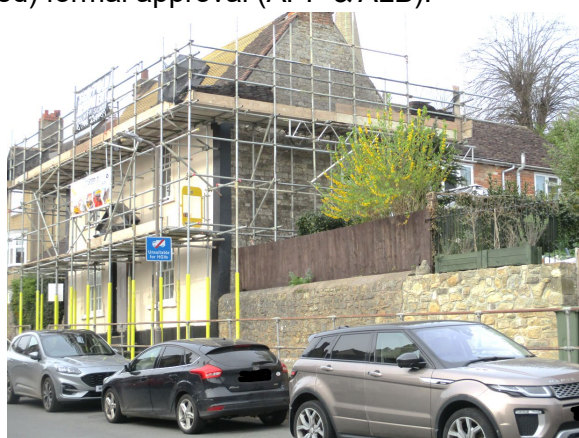
- Remove the balcony and its roof; fill in the doorway and make that part of the roof uniform with the main roof.
- On the same length of the south-facing wall, extend the kitchen southwards almost to the original house wall, at ground floor level only, with a crown pitched roof over (sloping sides, flat top) with a skylight panel in the flat bit. The kitchen, utility and WC areas will be rearranged, and a larger lobby created inside the new 'back' door. The windows will be altered and resized but remain white-painted timber, and the cloakroom one will be obscure-glazed. The new door will also be timber and painted white.
- Replace the grey guttering and downpipes with black.
- Replace the timber fascia boards (under the eaves) with uPVC fascia.
- Matching tiles and bricks are specified.

None of the above affects the older part of the house.

It is of concern that when I went to take my own photos the front part of the building was encased in scaffolding and the roof tiles removed and staced tidily for re-use, front and rear. It appears the roof timbers are being replaced. I have not located a Listed Building application for this work and have reported it to Buckinghamshire Council. We recently had an application for similar works on the roof of a Listed Building in Castle Street which required (and has received) formal approval (APP & ALB).



Street elevation



North side elevation



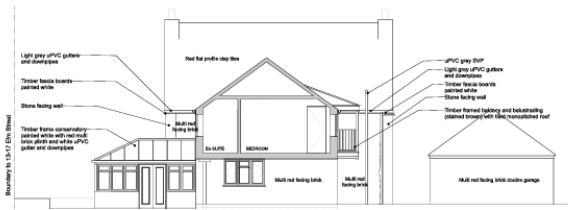
1978 extension viewed from Moat House flats' garage court, and the balcony to be removed



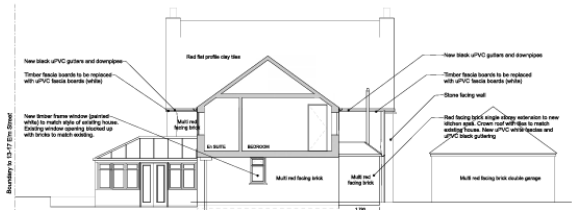
Street elevation showing garage (right) and lean-to (left)



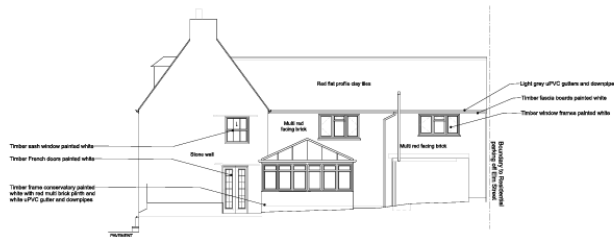
Vehicle access from Well Street (Keep Clear is outside Methodist Church)



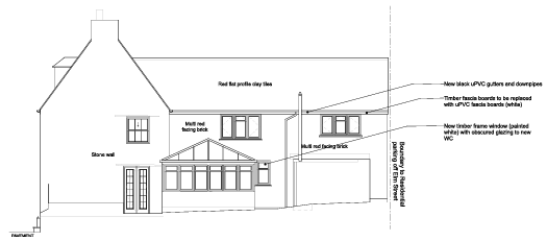
EXISTING REAR ELEVATION (section through flyover)
1:100 @ A1



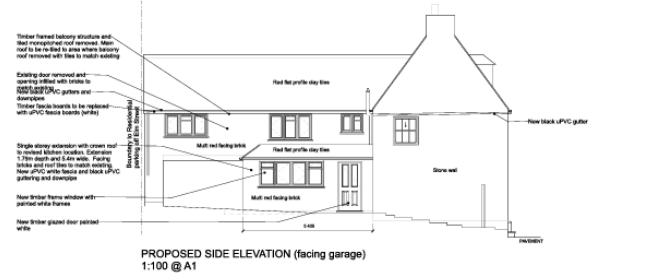
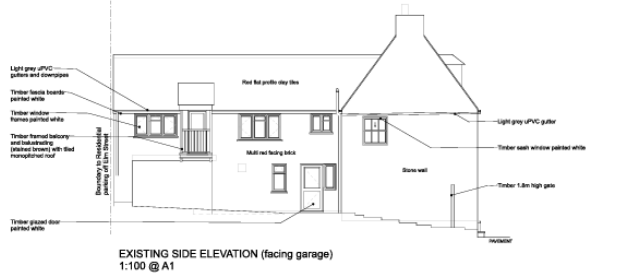
PROPOSED REAR ELEVATION (section through flyover)
1:100 @ A1



EXISTING SIDE ELEVATION (facing 13-17 Elm Street)
1:100 @ A1



PROPOSED SIDE ELEVATION (facing 13-17 Elm Street)
1:100 @ A1



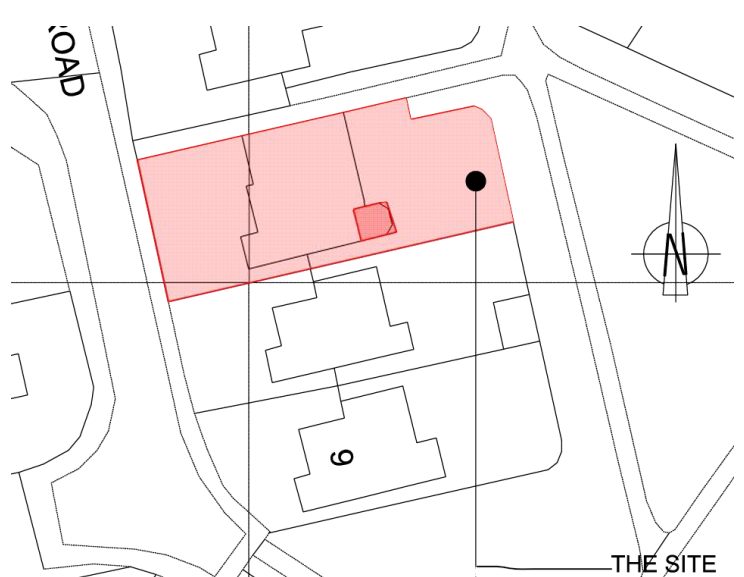
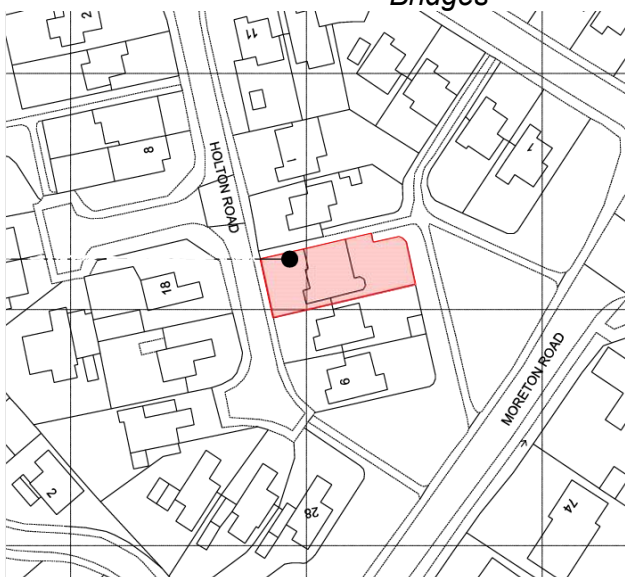
Planning History

77/01588/AV	DINING RECESS TO SIDE IN RETURN OF BUILDING	APPROV
78/01651/AV	EXTENSION TO EXISTING HOUSE AT REAR	APPROV
87/01381/APP	GARAGE AND FLAGPOLE	APPROV
87/01445/AAD	FLAGPOLE	Withdrawn
91/00596/APP 91/00597/ALB	RAISE HEIGHT OF STONE WALL TO TWO AND A HALF METRES ABOVE PAVEMENT AND INSTALL A WOODEN ENTRANCE GATE	APPROV APPROV
02/02360/APP 02/02362/ALB	Conservatory	Approved LBConsent

7. PL/26/02338/FA

5 Holton Road, MK18 1PQ

Replacement of existing conservatory with new single storey brick extension with monopitched roof and rooflight
Bridges



Location plan

Site plan

The site is a 4-bedroom detached house with integral garage on the east side of Holton Road, the middle of five originally identical houses, though most have now replaced the side porch with an extension. The garage projects forward of the main house, and has a single-pitch tiled roof over the projection. A public path runs along its northern boundary and connects with other paths and the Moreton Road, and this section of Holton Road is a short cul-de-sac with a turning head. A single-storey side extension was added

in 1988 and houses a new front door and hallway, an office, utility room and cloakroom. The existing conservatory was added to the rear of the dining room in 2002. There is a paved area at the rear of the house, and access to it and the garden is via the conservatory.

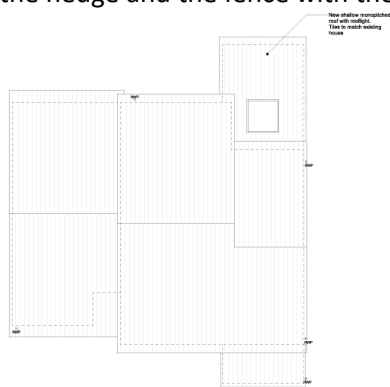
The proposal is to demolish the conservatory and replace it with a single-storey extension as deep and wide as the conservatory, but rectangular rather than polygonal. It will have sloping roof with a skylight in it, a double door to the patio area on the north side and a three-panel window looking east over the garden. No change will be made to the street elevation of the house, and materials and window styles will match the existing.



Front elevation. The public path is on the left, between the hedge and the fence with the trellis



Rear view



Proposed roof plan



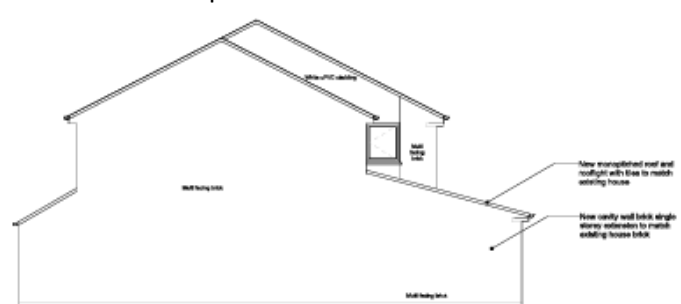
Street elevation (no change from existing)



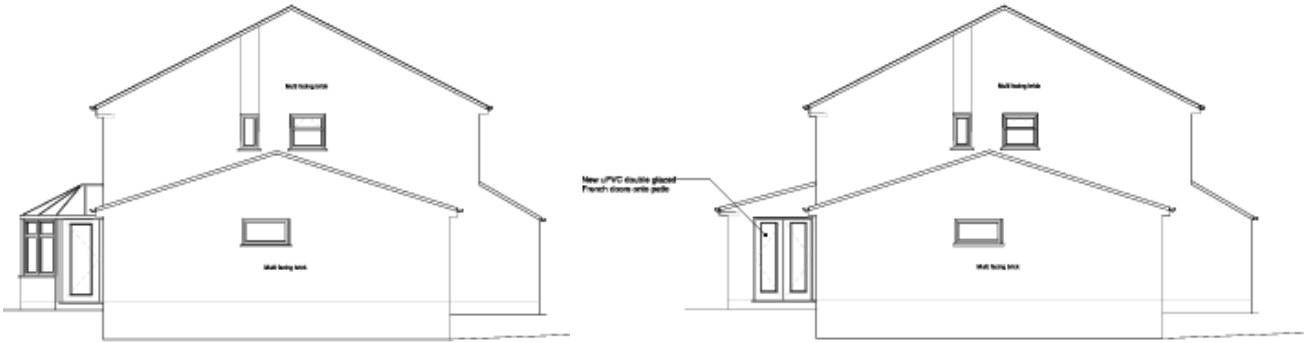
Existing rear elevation



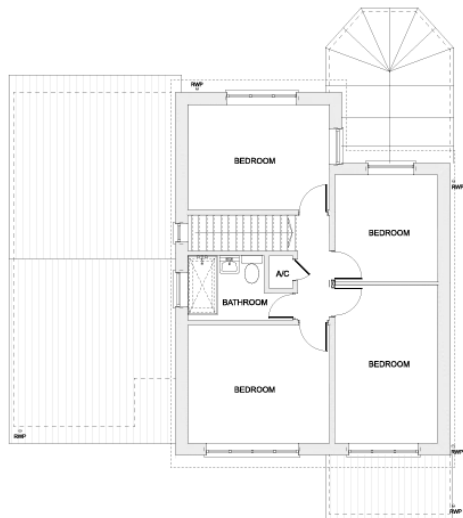
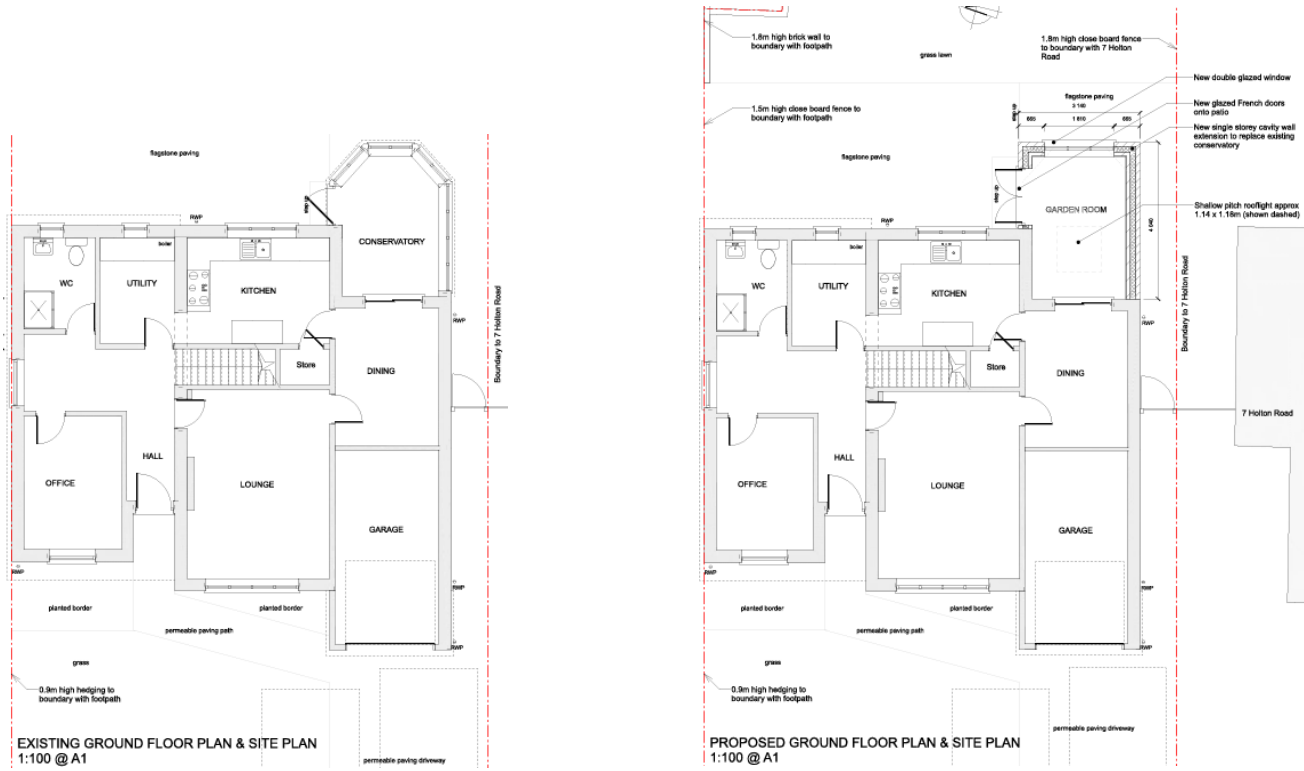
Proposed rear elevation



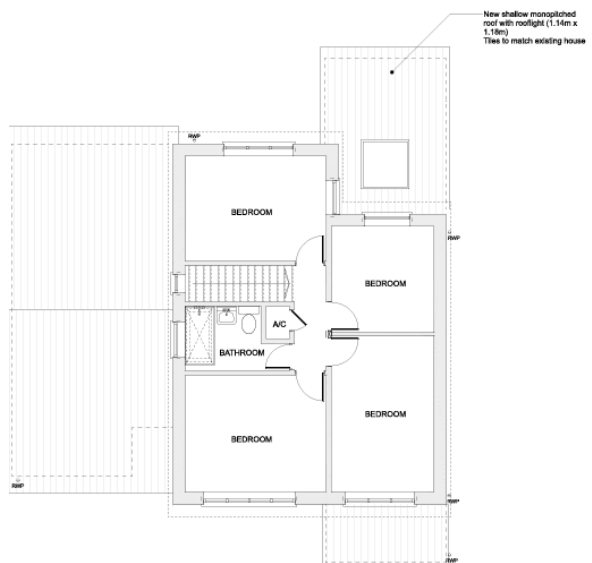
Existing and proposed side elevations facing neighbour to south



Existing and proposed elevations facing public path

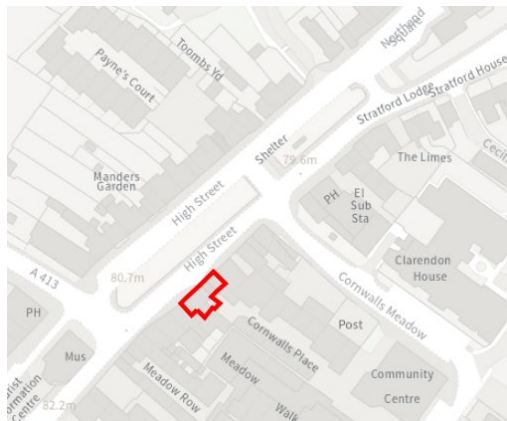


EXISTING FIRST FLOOR PLAN
1:100 @ A1

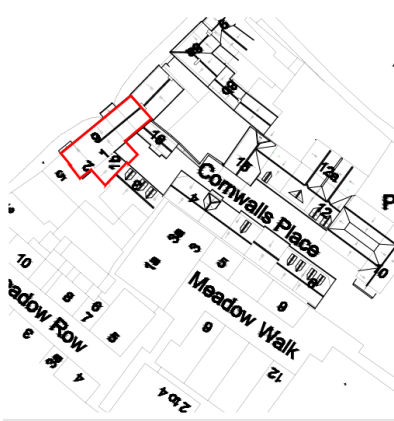


PROPOSED FIRST FLOOR PLAN
1:100 @ A1

8. PL/26/02458/PAPCR 1A & 1B Cornwall Place, High Street, MK18 1SB
 Prior Notification under Class MA of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 for change of use of ground floor (part) and first floor from Class E to 3 flats (3 x 1-bedroom/1 person)
Eurocent (Buckingham) Ltd.



Location plan



Site plan



Adjacent Listed Buildings

Information:

PAPCR Permitted development

MA. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.

Conditions

- MA.2.** (1) Development under Class MA is permitted subject to the following conditions.
 (2) Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—
- (a) transport impacts of the development, particularly to ensure safe site access;
 - (b) contamination risks in relation to the building;
 - (c) flooding risks in relation to the building;
 - (d) impacts of noise from commercial premises on the intended occupiers of the development;
 - (e) where—
 - (i) the building is located in a conservation area, and
 - (ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;
 - (f) the provision of adequate natural light in all habitable rooms of the dwelling-houses;
- There are other conditions but these are not relevant to this particular case.

Documents have been submitted for (a), (d), and (f) and e(i) apply, whereas e(ii) does not.

Two previous PAPCR applications have been approved, both for Cornwall Place.

Application	Address	No. of flats	Access from
23/00667/PAPCR	12A Cornwall Place (above Cavavin and Hair Host)	Two	External staircase from taxi car park
24/01237/PAPCR	11A Cornwall Place: previous use as Chinese restaurant (above Sweet Autumn and Bradleys Dry Cleaners)	Four	Internal staircase from shop staff parking & delivery area

The site is the first floor over the Vape Shop (2 Cornwall Place), Sabit's convenience store (6 High Street), the archway from High Street and Unit 16 Cornwall Place, formerly Linwood Kitchens and to be occupied by the new craft beer bar *Have I Got Brews For You*. Until recently this was the Gallery dental surgery with access from Cornwall Place in the corner adjacent to the former Black Pepper restaurant. The building is not Listed, but there are a good number of Listed Buildings in the High Street, and it is in the Conservation Area. The buildings are 18th and 19th century formerly the Horse & Groom pub and the archway is a relic of the access to its stableyard.



The first floor - all six windows - is the site for conversion



The current entrance in Cornwall Place.

The archway on the right is the proposed new access



The proposed new entrance. The door to the stairwell is on the right at the rear, and opens outward into the passage.

The air-conditioning unit is on projecting brackets

The bike store (and possibly the bin store, case officer is checking) will be against the brick wall to the right of the passage.

Members' attention is drawn to VALP Policy E2 which states:

E2 Other employment sites

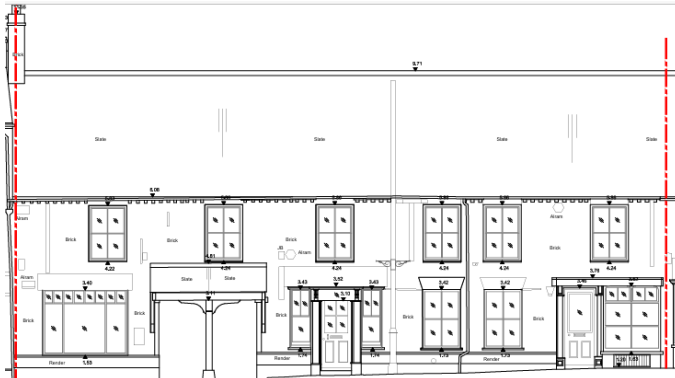
Outside key employment sites [eg Silverstone and Westcott], the redevelopment and/or reuse of employment sites to an alternative non-employment use will normally be permitted provided all of the following criteria apply:

- The development will not prejudice the efficient and effective use of the remainder of the employment area
- Any existing appropriate class E, B2 and B8 businesses affected by the loss of employment land should be relocated to alternative premises so viable businesses are not affected.
- The site has been marketed as an employment site for an employment use suitable to the site and location at a suitable price, by appropriate means for at least two years with no viable interest
- There is a substantial over-supply of suitable alternative employment sites in the local area, and

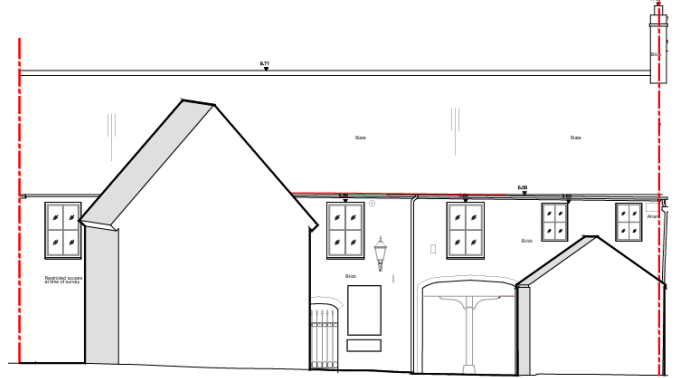
- e. There are specific issues with the continued use of the site for employment which cannot be mitigated sufficiently

No such evidence for c), d) and e) has been submitted. The dentist moved to Celtic Court in the Industrial Park in November/December 2025.

Existing elevations:



High Street elevation. Only the first floor is involved



The matching rear aspect – the upper left window is not visible from the public domain. There is no signboard on the wall next to the proposed new entrance (see photo). The grille to the left of it is the proposed new access.

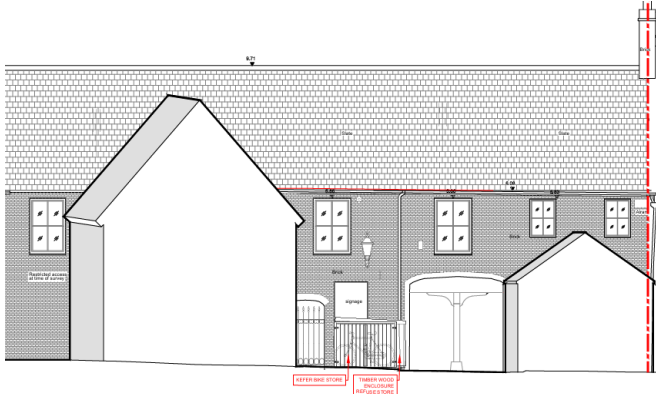


Side view and section looking north
The central door and window give onto a yard area



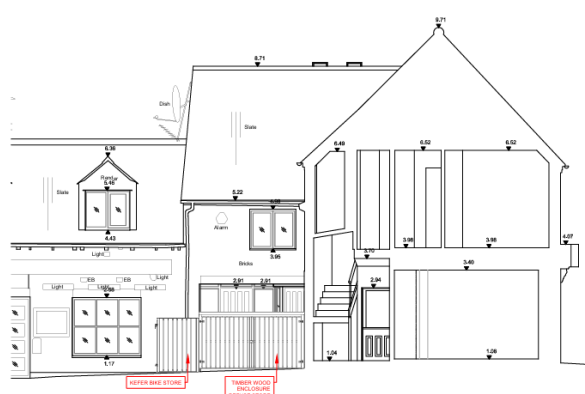
Side view and section looking south
The lower roof on the left is the former Black Pepper Restaurant

Proposed elevations (there are no changes proposed to the High Street frontage or the side looking north)



Rear elevation

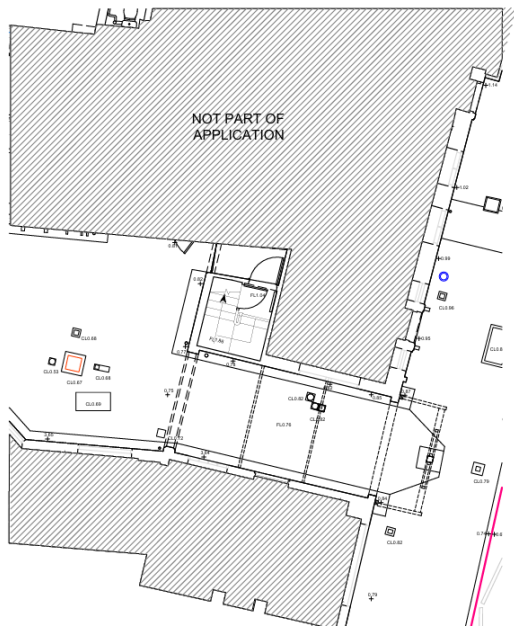
The bin enclosure, which appears to have hinged doors, is 6m long and the bike shed, with doors facing down Cornwall Place is just short of 1m deep. The bin store is not shown on the Proposed Ground Floor plan below, and would have to be as deep as the bike shed is wide (1.8m) to accommodate 3 green and 3



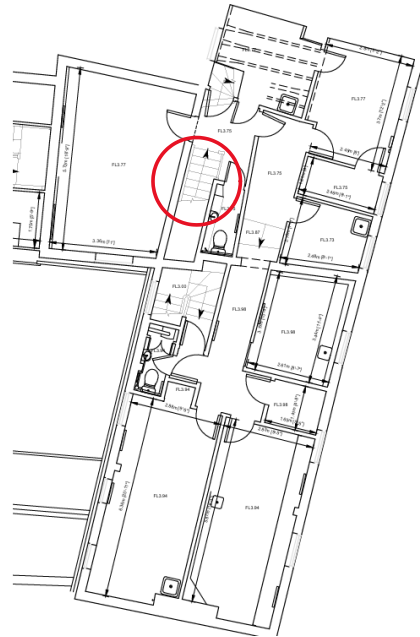
Side view looking south.

recycling bins with access and manoeuvring space. The combined outbuildings would therefore create a 7m long x c.1m wide narrow passage to the new access door where there is a covered porch/alcove to the left of the grille. I suggest that this poses a safety risk to the new occupants.

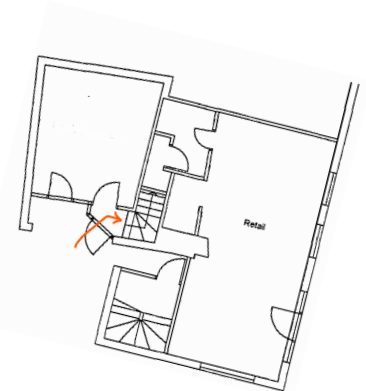
However, the Transport Note indicates that there will be no bin store, and recycling and general waste will be collected in single use plastic bags (seemingly weekly as the issue is 78 per annum blue recycling and 52 purple general waste) as well as the weekly food caddy emptying. The suggestion is that this will be from a designated area on the High Street. The Case Officer has been asked to look into this discrepancy.



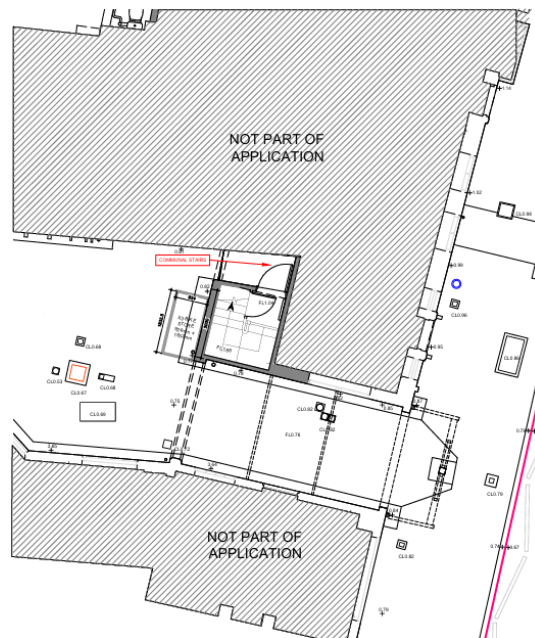
Existing ground floor plan



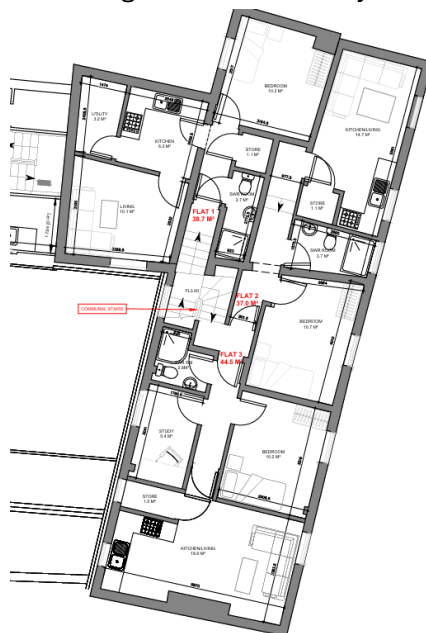
Existing first floor plan



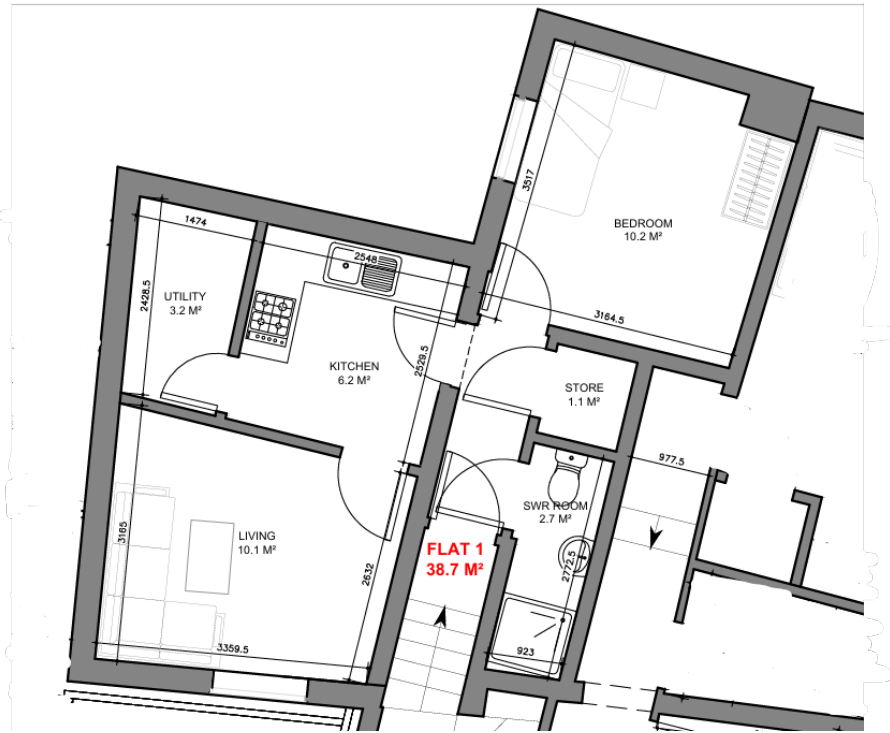
Note that the existing entrance to the upper floor is here ↑ (drawing taken from application 00/02985) and does not feature on the submitted drawings, even in outline. The stair connects with the part-stair circled on the middle drawing. Note also the submitted drawings are not to exactly the same scale.



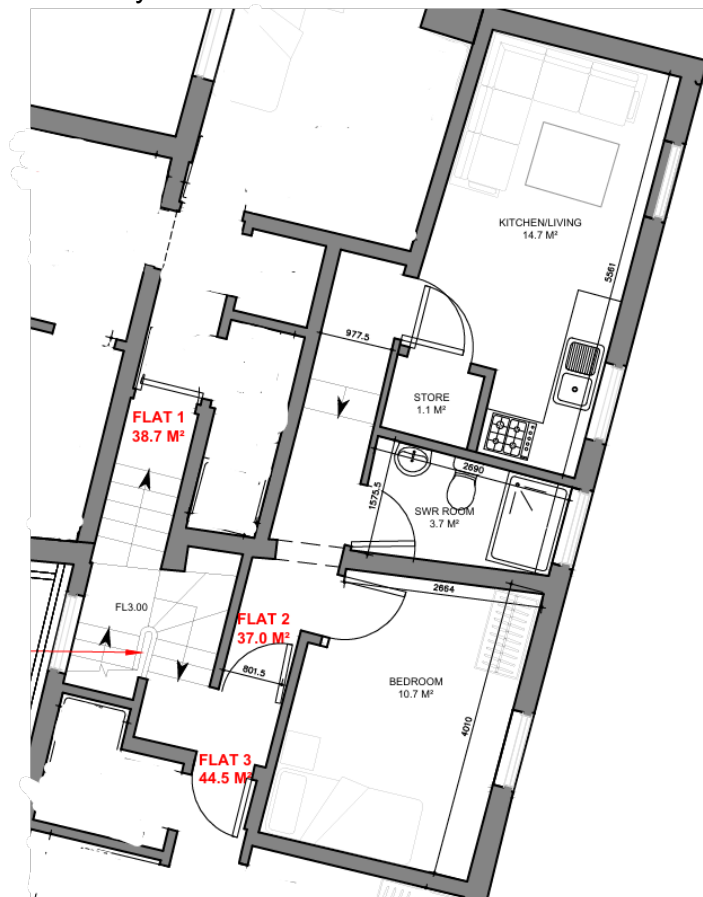
Proposed ground floor plan
Note the new entrance and communal stair.
Arrows on staircases point up the stair.



Proposed first floor plan. Flat details are enlarged separately on following pages.



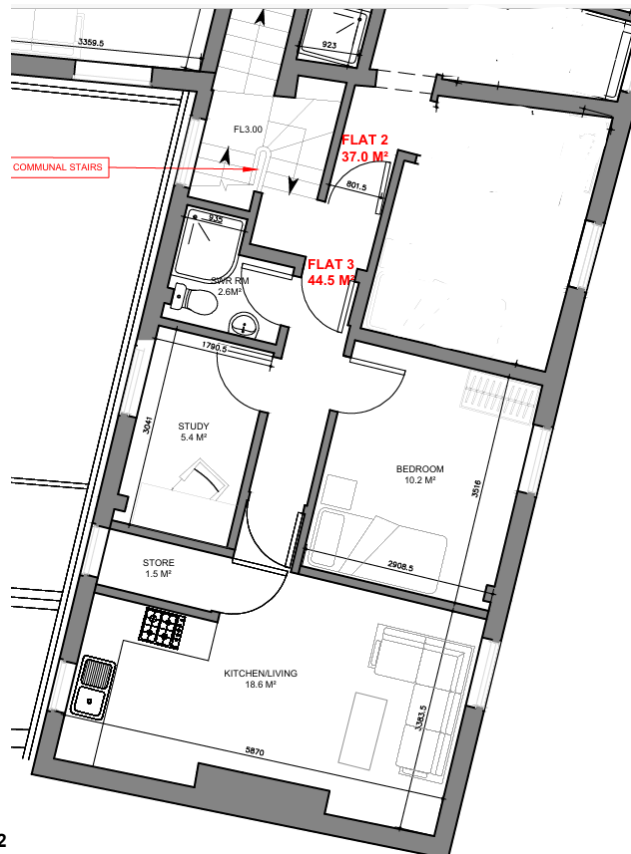
Flat 1. Total floor area 38.7m²
 Windows in the living room and bedroom only



Flat 2 Total floor area 37.0m²
 Windows to the living area, kitchen area, shower room and bedroom

A half-landing will have to be created for the stair to Flat 1 and separate stair to Flats 2 and 3.

Part of a wall will have to be demolished (double line of dashes) in Flat 2 to allow access to all areas beyond the bedroom, and it has a step in the corridor.



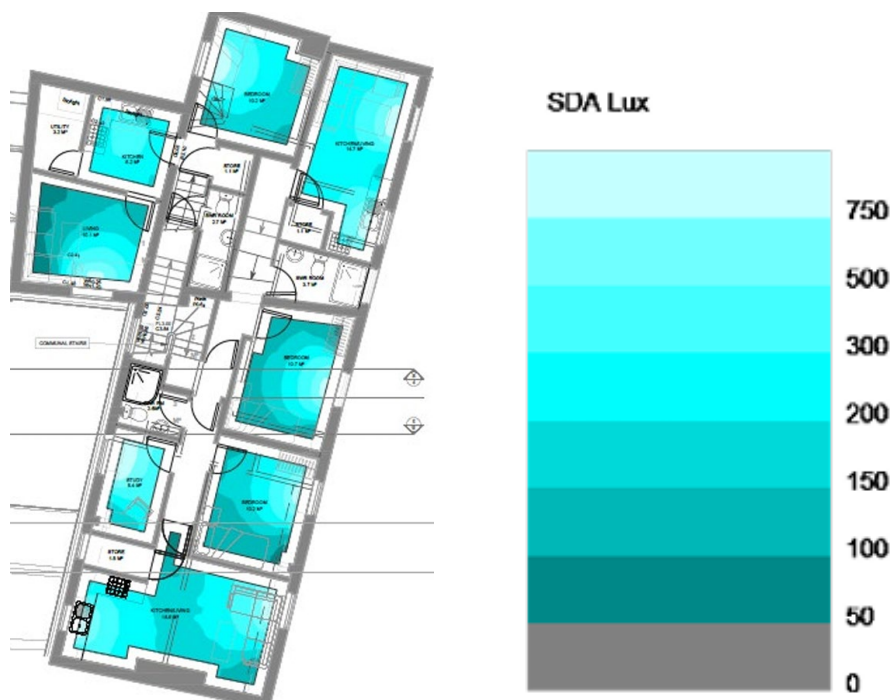
Flat 3. Total 44.5 m²

Windows to the bedroom, living area, kitchen area, store and study.

Each proposed flat has a living area, kitchen, single bedroom (though each is just about big enough to have a double bed if it could be built in situ), a shower/WC and a storeroom. Flat 1 also has a utility room, and Flat 3 a study. The minimum National Space Standards for a 1-bed/1-person flat with a shower (rather than a bath) are a Gross Internal Floor Area of 37m² (measured edge-to-edge, so includes built-in wardrobes, partitions and corridors) and a single bedroom 7.5m² so all of them comply.

The Daylight & Sunlight report shows that the National recommended median lux levels (100 for bedrooms, 150 in living rooms, and 200 in kitchens with dining areas) should be exceeded over at least 50% of the room, and this appears to be the case.

There are six windows facing the High Street (north west) and four in the rear wall (south east)(one of these is over the stairwell). Note that not all rooms have a window, so all their lighting will be artificial.



Noise Assessment

There is an error on p4 where it states that the changes are to be made to the first and second floors. An unattended noise survey was conducted between 13.00 on 6th March (a Friday) to 13.00 on 10th March (a Tuesday) with two monitors – one on the High Street at first floor level and one on the rear roof gutter adjacent to the bedroom window in Flat 1. Charts are provided of the recorded noise levels for each 15-minute period, and understandably the High Street shows higher noise levels than the rear of the building overlooking the rear of the Chengdu and behind the roof of the ex-Black Pepper (so not over the pedestrian concourse) where the noise most noticeable at night was from the extractor fans from the restaurants and takeaway. In summer there might be more noise from the tables outside the restaurants and bars in Cornwall Place. If Black Pepper reopens as a restaurant, there will probably be ventilator noise from its kitchen as well.

The background noise levels measured are close to the British Standard criteria, but considered acceptable and are the same as the existing residents in the area experience. Night noise is likely to be intermittent peaks rather than continuous.

In addition, there are rooms within the flats (particularly kitchens, bathrooms and the utility room in Flat 1) that will require ventilation due to lack of openable windows. Various solutions are listed, which could be the subject of a planning condition.

The existing windows are single-glazed sash windows which are ill-fitting (therefore draughty) and not ideal for sound insulation. At this stage there are no plans to change the exterior appearance, but secondary glazing may be installed.

The convenience store's ventilation equipment in the passageway is not mentioned. I noted that it makes a hum similar to that of a tumble drier. It also obstructs the opening of the stairwell door, which opens outwards into the passage, and the wall unit is mounted on brackets longer than the unit is deep. This is not just unsafe from its possible use as a fire escape in emergencies, it will also make moving anything bulky through the passage and upstairs to the flats almost impossible.

Transport technical note

As this is a town centre site and very close to the bus stand and Cornwalls Meadow car park, the conclusion is that there will be a decrease in traffic impact compared to the previous use as a dental surgery, and no parking provision is required.

A shed for 3 cycles is to be provided, see below.

The summary of available bus services is up-to-date, though it still includes the school/college termtime services. (However I would quibble with listing Mount Pleasant as a destination equivalent to Milton Keynes, Bedford and Oxford).

Refuse collection is described in detail, and summarised at the top of p8 of this report.



If residents of all three flats have a bicycle it looks as though they will have to be housed one in front of another, which will make the innermost one difficult to extract. Owners may want to padlock the wheels to the frame to make theft (and moving it out of the way) more difficult, and it is unlikely that a shed this size will have individual frames to lock them to. The alternative, of taking the bike up to the flat for safety, is not going to be possible as the stairs are not straight, and only Flat 3 has a suitably shaped store-room.

The communal staircase:



Ground floor passage & doors

First floor landings and 'front doors'

Planning History

1	88/01062/APP	REFURBISHMENT AND CONVERSION TO SHOPS AND	APPROV
2	88/01214/ALB	OFFICES CONSTRUCTION OF SHOPS AROUND	APPROV

3	88/01218/APP	PEDESTRIAN PRECINCT VEHICULAR ACCESS TO SERVICE ROAD DEMOLITION OF OUTBUILDINGS	Withdrawn
4	92/01333/APP	CHANGE OF USE FROM OFFICES TO DENTAL PRACTICE AND ADVICE CENTRE	APPROV
5	95/00892/APP	ENHANCEMENT	APPROV
6	97/01635/APP	GENERAL IMPROVEMENTS :- NEW CANOPY TO HIGH STREET, SEATING/PLANTER/FEATURE, NEW ENTRANCE TO UNIT 10, RENEW PAVING, STREET FURNITURE	Approved
7	97/01637/ALB		LB permission not required
8	00/02985/APP	Change of use from dentist to B1 retail on the ground floor and B1 at first floor, change of use if first floor retail premises to B1 and construction of entrance lobby	Approved
9	08/00161/APP	Change of use from B1 to D1 (Dental Surgery)	Approved
10	PL/26/02458/PAPCR	Prior Notification under Class MA of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 for change of use of ground floor (part) and first floor from Class E to 3 flats (3 x 1-bedroom/1 person)	Pending consideration

BUCKINGHAM TOWN COUNCIL

PLANNING COMMITTEE

MONDAY 20th APRIL 2026

Buckinghamshire Council Parking Standards consultation

Contact Officer: Mrs. K. McElligott, Planning Clerk

The consultation was launched on Tuesday 14th April, and the response cut-off date is Tuesday 12th May 2026.

There are no plans to apply the new standards retrospectively, they are only for new developments.

The main changes to the existing system are that the old Zones A (urban), B (edge-of-town) and C (rural) are being supplemented by a new Town Centre Zone defined by a 15-minute (1km) walking radius. For Buckingham this circle includes the Moreton Road, Page Hill, Linden Village, about half of Badgers, Mount Pleasant and two-thirds of St. Rumbolds Fields, and equates to a walking speed of approx. 2.5mph.

Different parking standards apply to residential and non-residential areas, and a lot of the latter categories are calculated on a case-by-case basis.

Table 1. Buckinghamshire residential parking standards zones

Zoning for Residential Parking standards	
Zone	Guiding Criteria
'Town Centre' Zone	High accessibility areas defined by a 15-minute (1km) walking radius within Amersham, Aylesbury, Beaconsfield, Buckingham, Chesham, Gerrards cross, High Wycombe, Marlow, Princes Risborough and Winslow.
Zone A	Principal urban areas with over 70,000 residents and strong access to public transport and key services.
Zone B	Market towns, large villages or neighbourhoods located on the edge of urban areas with 8,999 to 69,999 residents, moderate transport accessibility and good access to services.
Zone C	Rural areas comprising dispersed villages with limited transport connectivity and fewer local services.
Zoning for non-residential parking standards	
Zone	Guiding criteria
Zone 1	Tier 1 and 2 settlements: Aylesbury, High Wycombe Amersham, Beaconsfield, Buckingham, Chalfont St Peter & Gerrards Cross, Chesham, Marlow, Princes Risborough, Wendover.
Zone 2	Covers the rest of the settlements. See Buckinghamshire's Settlement Hierarchy

The premise is that town centres are well supplied with public transport, and so there is less reason for car ownership and hence garage and parking space provision.

There does not seem to be an acknowledgement that even townspeople may work in places – such as Silverstone – without a public transport service from Buckingham. Westcott can be reached by bus, but the trip involves two buses whether via Aylesbury or Bicester, and between 1.5 and 2 hours journey time each way.

Table 2. Buckinghamshire residential parking standards

Dwelling size	Town Centre Zone	Zone A	Zone B	Zone C
1 bedroom	0.5	1	1.5	1.5
2 bedrooms	1.0	1.5	2.0	2
3 bedrooms	1.5	2.0	2.0	2.5
4 bedrooms	1.5	2.0	2.5	3.0
5 bedrooms	2.0	2.5	3	3.5

The standards should not be rounded up to the nearest whole number. Dwellings should be allocated the lower whole number, and any fractional spaces pooled together and distributed within the development's communal or unallocated parking. Site design must accommodate the total site parking space requirement which must be rounded up.

Developers must provide visitor parking equivalent to 20% of the total parking provision, unless at least half of all parking spaces within the development are unallocated. An appropriate mix of allocated and unallocated parking should be provided throughout the development to avoid inappropriate and dangerous parking.

Unallocated spaces should support sustainable travel objectives by prioritising provision for car clubs, electric vehicles, and shared micro-mobility before general parking use.

Table 3. Buckinghamshire car parking standards for smaller developments (under 10 dwellings)

Dwelling Size	Zone A	Zone B	Zone C
1 bedroom	1.0	1.0	2.0
2 bedrooms	2.0	2.0	2.0
3 bedrooms	2.0	2.0	3.0
4 bedrooms	2.0	3.0	3.0
5 bedrooms	3.0	3.0	4.0

Parking provision for Houses in Multiple Occupation (HMOs) should generally be aligned with other residential dwellings, allowing for flexibility where there is evidence that this would not be appropriate.

The flexibility would be appreciated, as some of our HMOs with one or two parking spaces are for 6 or 7 residents. Bernardine's Way, for example, has two parking spaces per house, in unmarked parking courts.

There are detailed paragraphs on parking for data centres, schools and overnight parking for HGVs; and standards for Blue Badge parking areas, EV charging, cycle parking (including motorbikes). Standard dimensions for garages and carports, including those with cycle storage, and parking bays in different arrangements, seem to be unchanged from the most recent updates.

Car Clubs and Mobility Hubs should be incorporated in the Transport Assessment or Travel Plan for the development. A Mobility Hub is described as "a centralised physical location that integrates various modes of transport such as public transport, car sharing, bike sharing and e-scooters. These transport services are supplemented with community amenities and information features to attract and benefit the traveller."

There are several supporting documents on this link:

<https://yourvoicebucks.citizenspace.com/planning/parking-standards>

Have your say on parking standards for new developments in Buckinghamshire – Printed survey

You can select the topic(s) of the draft parking standards, mobility hub guidance and car club guidance you would like to comment on from the contents list below.

Please respond on as many or as few topics as you would like to. You will return to the Contents page after each page of questions you answer.

Completing the questions about you, whether you're an individual or an organisation, will help us make more informed decisions.

The parking standards and zoning framework

We propose a context-based zoning approach which sets different levels of parking provision by dwelling size for different areas to reflect variations in local accessibility and travel choices.

For **residential developments**, four parking zones would apply:

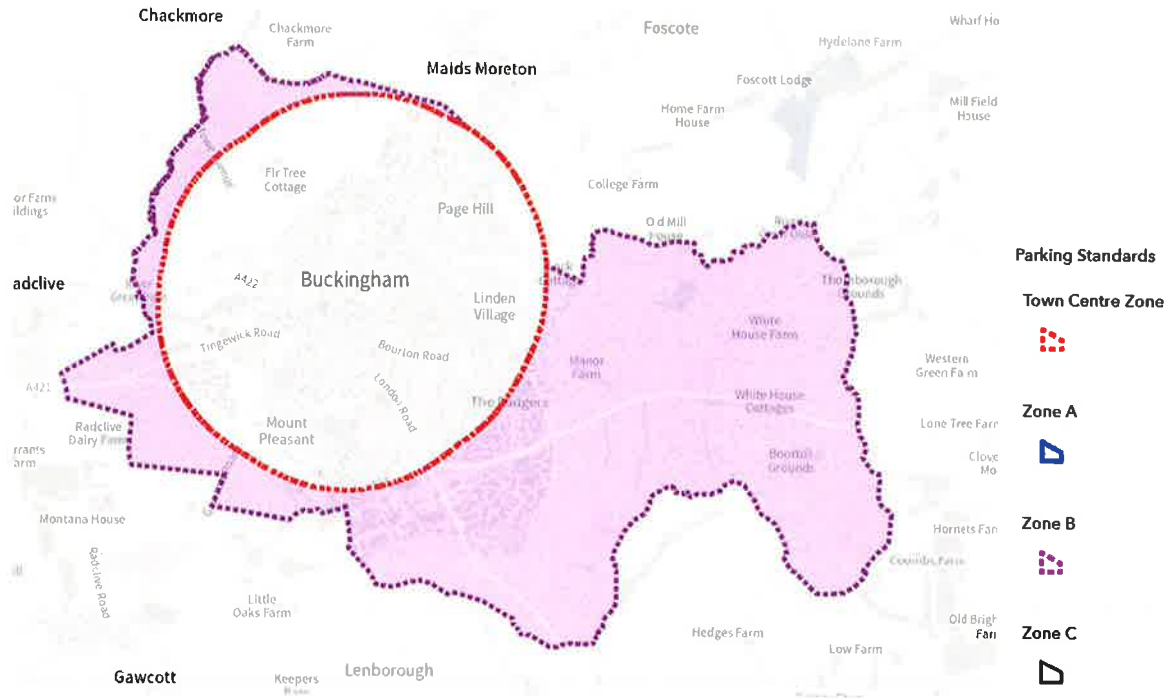
- a new Town Centre Zone covering high accessibility areas within a short walk of key services/transport hub.
- Zones A, B and C covering urban, edge-of-town and rural areas respectively

The proposed residential parking standards for each zone are outlined in the table below:

Dwelling Size	Town Centre Zone	Zone A	Zone B	Zone C
1 bedroom	0.5	1.0	1.5	1.5
2 bedrooms	1.0	1.5	2.0	2.0
3 bedrooms	1.5	2.0	2.0	2.5
4 bedrooms	1.5	2.0	2.5	3.0
5 or more bedrooms	2.0	2.5	3.0	3.5

View a map of the proposed Buckinghamshire residential parking zones at yourvoicebucks.citizenspace.com.

Buckinghamshire residential parking zones map (Buckingham Area only)



Buckinghamshire non-residential parking zones map (Buckingham Area only)



For **non-residential developments**, two zones would apply:

- Zone 1: larger towns/urban areas covering Aylesbury, High Wycombe, Amersham, Beaconsfield, Buckingham, Chalfont St Peter & Gerrards Cross, Chesham, Marlow, Princes Risborough, Wendover
- Zone 2: all other settlements.

View a map of the proposed Buckinghamshire non-residential parking zones at yourvoicebucks.citizenspace.com.

The proposed non-residential parking standards have been retained from existing standards with some updates to bring them in line with national regulations. The standards for each zone are outlined in the table below:

Land Use Class	Zone 1	Zone 2
Storage and Industrial		
B2: General Industrial	1 space per 64 sqm	1 space per 39 sqm
B8: Storage and Distribution	1 space per 130 sqm	1 space per 120 sqm
B8: Data centres*	Case by case	Case by case
Residential Institutions and Hotels		
C1: Hotels, boarding and guest houses	1 space per bedroom	1 space per bedroom
C2: Nursing and Care homes	1 space per 3 residents (unallocated)	1 space per 3 residents (unallocated)
C3: Sheltered accommodation and retirement flats	1 space per 4 units (unallocated)	1 space per 3 units (unallocated)
C4: Houses in multiple occupation (HMO)	See residential parking standards	See residential parking standards

Land Use Class	Zone 1	Zone 2
Class E: Commercial, Business and Service		
E(a)(i) Non-food retail	1 space per 38 sqm	1 space per 36 sqm
E(a)(ii) Food retail	1 space per 20 sqm	1 space per 17 sqm
E(b) Sale of food and drink for consumption (mostly) on the premises.	1 space per 17sqm	1 space per 12 sqm
E (c) (i), E (c) (ii) and E (c) (iii): Professional and Financial services	1 space per 34 sqm	1 space per 25 sqm
E(d) Indoor sport and recreation	1 space per 62 sqm	1 space per 26 sqm
E(e) Medical or Health services	1 space per 20 sqm	1 space per 14 sqm
E(f) Creche, Day nursery or Day centre	Case by case	Case by case
F1 Learning and non-residential institutions		
F1(a)** Primary School, Secondary School, Sixth form and College, Higher and Further education	Case by case and in line with school travel plan	Case by case and in line with school travel plan
F1 (a)** SEND School	Case by case and in line with school travel plan	Case by case and in line with school travel plan
F1(d) Libraries	Case by case	1 space per 50 sqm
F1(f)Worship and Religious use	1 space per 25 sqm	1 space per 10 sqm

Land Use Class	Zone 1	Zone 2
F2: Local Community		
F2 (a) Shop(>280m ²)	Case by case	Case by case
F2 (b) Halls or public meeting places	1 space per 25 sqm	1 space per 8 sqm
F2 (c) Outdoor sport or recreation	Case by case	Case by case
F2 (d) Indoor or outdoor swimming pools or Skating rinks	1 space per 62 sqm	1 space by 26 sqm
Sui Generis		
Hot food takeaways and drive throughs	1 space per 23 sqm	1 space per 8 sqm
Cinemas and Concert halls	1 space per 12 seats	1 space per 6 seats
Dance halls, Bingo, Casinos	1 space per 21 seats	1 space per 15 seats
Live music venues and Theatres	Case by case	Case by case

A list of all Zone 1 and Zone 2 settlements is available on page 35 (Appendix 5) of the Draft Parking Standards for New Developments.

1. To what extent do you agree or disagree with our proposed zoning framework to tailor parking standards to local accessibility?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

Town centre parking zone

The residential parking zones A, B and C and their corresponding standards have been retained from existing standards.

A new town centre parking zone has been introduced for areas with good public transport provision and proximity to key amenities allowing parking provision to be tailored more flexibly to local circumstances. This new zone is characterised by a 15-minute (1 km) walking radius within the town centres of Aylesbury, Amersham, Beaconsfield, Buckingham, Chesham, Gerrards Cross, High Wycombe, Marlow, Princes Risborough and Winslow. These well connected locations have been identified as capable of supporting lower parking standards to support densification, regeneration and sustainable travel.

View a map of the proposed Buckinghamshire residential parking zones including town centre parking zone boundaries at yourvoicebucks.citizenspace.com.

1.1. To what extent do you agree or disagree with the introduction of lower parking requirements in highly accessible town centre areas?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the proposed parking standards and zoning framework, including the reasons for your answers above, please tell us here:

Mobility hubs in new developments

This proposal encourages the inclusion of mobility hubs in new developments to offer more sustainable travel choices and support agreed parking levels.

Mobility hubs bring together public transport, shared cars/bikes/scooters and local amenities in one place. They should be considered at larger development sites or as links to support the wider transport network. They are intended to make sustainable and shared travel options easy to use, supporting connectivity and accessibility.

The proposal for mobility hubs is outlined on page 27, section 6.6 of the Draft Parking Standards for New Developments. The draft guidance on mobility hubs is also included in this consultation.

2. To what extent do you agree or disagree with the inclusion of mobility hubs in new developments?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on our proposal for mobility hubs in new developments, including the reasons for your answer above, please tell us here:

Car clubs in new developments

This proposal encourages the inclusion of car clubs in new developments to offer more sustainable travel choices and support agreed parking levels.

Car clubs aim to provide convenient access to a car without the need for ownership, helping manage parking demand and broaden travel choice.

Car clubs would be treated as an additional sustainable travel option that supports agreed parking levels and not a substitute for meeting required on-site car parking. They are most suitable for larger or mixed-use developments and constrained sites making sustainable and shared travel options easy to use, supporting connectivity and accessibility.

The proposal for car clubs is outlined on page 26, section 6.5 of the Draft Parking Standards for New Developments. The draft guidance on car clubs is also included in this consultation.

3. To what extent do you agree or disagree with the inclusion of car clubs in new developments?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on our proposal for car clubs in new developments, including the reasons for your answer above, please tell us here:

Disabled, cycle, motorcycle and electric vehicle parking standards

This proposal updates standards for disabled parking, cycling facilities, and electric vehicle charging to meet current and future travel needs and ensure inclusive access. These standards have been updated based on national guidelines such as the following:

- Cycle Infrastructure Design (LTN 1/20)
- Building Regulations 2010 Approved Document S
- Inclusive Mobility, 2021
- Building Regulations 2010 Approved Document M

The proposals for disabled, cycle, motorcycle and electric vehicle parking standards are outlined on pages 13-15 of the Draft Parking Standards for New Developments.

4. To what extent do you agree or disagree with the updated standards for the following:

Please tick (✓) one for each option / statement

	Strongly agree	Agree	Disagree	Strongly disagree	I don't know
Disabled parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electric vehicle infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have any comments on our proposals for disabled, cycle, motorcycle and electric vehicle parking standards, including the reasons for your answer above, please tell us here:

Parking design and layout requirements

The draft standards set minimum bay sizes and design expectations for safe access and manoeuvring. They cover on-street and off-street parking spaces including the preference for driveways/car ports over garages and ensuring that where garages are provided, they can be used for their primary purpose as parking spaces.

There are limits on tandem parking, and expectations around surveillance, lighting and integration to ensure parking is not disjointed and does not dominate streets. The intent is to ensure practical, safe layouts that work for residents, visitors and service vehicles accessing the development.

The proposals for parking design and layout requirements are outlined on pages 21-24, section 5 of the Draft Parking Standards for New Developments.

5. To what extent do you agree or disagree with the parking design and layout requirements?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on parking design and layout requirements, including the reasons for your answer above, please tell us here:

Evidence requirements

This proposal requires developers to provide clear evidence for proposed parking levels and commit to the long-term management and monitoring of parking provision.

When deciding how much parking is needed, developers will be expected to consider local circumstances, wider planning aims, economic factors and the need for flexible land use. This will help to make sure that parking is provided in a fair and effective way, prevent future parking problems, and support well-designed neighbourhoods that are easy and safe to get around.

The proposal for evidence requirements is outlined on page 11, section 3.3 of the Draft Parking Standards for New Developments.

6. To what extent do you agree or disagree with requiring developers to provide evidence for proposed parking levels and commit to long-term management?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the evidence requirements, including the reasons for your answer above, please tell us here:

Parking management measures

The new standards include the requirements for developers to manage parking within new developments and mitigate any adverse impacts on surrounding areas.

Developers will be expected to fund and implement mitigation measures where their development is likely to cause overspill parking, congestion or safety risks. Developers are encouraged to consider shared parking opportunities within their developments and with nearby sites and facilities to ensure efficient use of available parking space.

Developments proposing reduced parking such as those within the Town Centre zone and those within 800m of train stations will be required to use Controlled Parking Zones (CPZs) to manage on street parking pressure, improve safety and access and reduce congestion. CPZs are designated areas where parking is restricted to prevent overspill parking, make the best use of existing parking and improve access, safety and traffic flow.

Developers would be expected to assess, mitigate and manage their own development's impacts setting out how parking will be controlled and monitored in the long term.

The proposal for parking management measures is outlined on pages 25-28, section 6 of the Draft Parking Standards for New Developments.

7. To what extent do you agree or disagree with the measures to the proposals for managing development parking?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on our proposals for measures to manage parking, including the reasons for your answer above, please tell us here:

About you

We will use the information you provide here only for the purpose of this activity. We will store the information securely in line with data protection laws and will not share or publish any personal details.

8. Which of the following describe you?

Please tick (✓) all that apply

- I live in Buckinghamshire
- I work in Buckinghamshire
- I study in Buckinghamshire
- I represent or own a business in Buckinghamshire
- I am a developer or planner in Buckinghamshire
- I represent a housing provider in Buckinghamshire
- I represent a school or education provider in Buckinghamshire
- I represent a car club operator in Buckinghamshire
- I represent a public transport operator in Buckinghamshire
- I represent an emergency services provider (e.g. police, ambulance, fire and rescue)
- I represent a community or voluntary group in Buckinghamshire
- I am an elected representative in Buckinghamshire
- I represent a Parish / Town Council or Town Committee in Buckinghamshire
- I work for Buckinghamshire Council
- Other (please give details below):

BUCKINGHAM TOWN COUNCIL

PLANNING COMMITTEE

MONDAY 20th APRIL 2026

Buckinghamshire Council Design Code consultation

Contact Officer: Mrs. K. McElligott, Planning Clerk

The consultation was launched on Tuesday 14th April, and the response cut-off date is Tuesday 12th May 2026.

The Draft Design Code is text only; illustrations will be added when any amendments generated by the consultation have been incorporated. It is intended to be applied county-wide, and design guidance published as Special Planning Documents by the legacy Councils has been utilised. Larger developments may have their own Design Code or Statement that develops the Buckinghamshire Design Code and responds to the particular location. *I searched the 73-page document for a reference to Neighbourhood Plan Design Codes, and found nothing. The Town Plan Officer has reminded me that our NP Examiner commented*

“7.58 The Buckingham Design Code. It is an excellent document which captures the character of the town. In the round the policy takes an excellent approach and provides a local interpretation of Section 12 of the NPPF.” so there is good reason to prefer ours to theirs, as it is area-specific.

The draft is less precise and explains

“The code is intended to apply to a range of development sizes and types including:

- Strategic housing developments/ urban extensions (300+ homes)
- Major residential development (10 - 300 dwellings)
- Smaller residential proposals (2-9 homes)
- Brownfield and urban infill
- Commercial or employment & mixed-use schemes
- Individual houses within settlements
- Individual houses in rural settings
- Household extensions
- Building conversions

It is intended that the final version of the code will identify which parts of the code will apply to these different development sizes and types.”

It is presented as a checklist interspersed with ‘Context’ and ‘Reasons’ for each section for the developer/applicant to work through, answering questions such as “How is the site orientated? Can this be capitalised on?” and “Does the building frontage define the public realm or are there front gardens? What are the prevailing boundary treatments?”. Statements like “Many traditional buildings in Buckinghamshire, in both urban and rural areas, adopt a very consistent, simple form, with rectangular floorplans and pitched roofs over narrow spans and generally arranged to present their long elevations to the street” abound. Buckingham town centre is not like this, having retained its mediaeval burgage plots with uniform narrow frontages and a long building reaching into the backland. However it is noted that in the north of the county steep roof slopes are common. Some matters are subject to instructions such as

“Roof extensions and alterations (including new windows)

- Place new windows in the roof on the rear of a building to preserve the character and appearance of the building from the street.
- Locate new windows in the roof symmetrically below the ridgeline, align with any windows below them where possible, and match existing proportions and materials.”

which contrast with the less definitive nature of other passages. However elsewhere one might think micromanagement has gone too far with the Landscaping

“Preparation

Create at least a 1m wide, weed free strip either by ploughing, digging or in limited cases, treating with a systemic herbicide. Ensure the bare roots of the plants do not dry out before planting.

Planting

- Plant in trenches large enough to take full spread of roots (e.g. 20cm depth x 40cm width). Back fill with a previously prepared mixture of topsoil excavated from the pit, together with suitable compost and additional topsoil as required.

There are occasional impressions that a paragraph has escaped from another chapter; for example, under Built form on p36 is

iv) Design:

Encourage wildlife-friendly gardening....

And

Create microclimates to protect gardens from climate-related weather extremes.

Is followed by

Amenity space for flats

Create private amenity space that is accessed directly from the flat and sunlit as per iii) The minimum sizes for private amenity space are 4m² for a one-bed flat and 6m² for a two-bed flat. Increase the size where the accommodation will be or is likely to be used by young families.

Followed by two lists of suggested amenity spaces for ground floor and upper floors of blocks of flats and finishing with

Consider designing ground floor amenity space to take opportunities to appeal to a wider market (elderly/disabled/ families).

There are several supporting documents on this link:

<https://yourvoicebucks.citizenspace.com/planning/design-code>

Recommendation:

That the Planning Clerk and a Councillor work through the survey questions with an emphasis on abiding by our Neighbourhood Plan Design Code to preserve the local nature of its terms.

KM

15/4/26

The draft Buckinghamshire Design Code – printed survey

The draft Buckinghamshire Design Code sets out requirements for selected key design topic areas, including:

- Context
- Identity
- Built Form
- Movement
- Nature
- Homes and Buildings
- Resources

Please respond on as many or as few topics as you wish.

Context

Well-designed places are those that are grounded in a thorough understanding of their site, context, history and culture, ensuring new development integrates positively with its surroundings, strengthens local character, and fosters a strong sense of place, belonging and community cohesion.

1. To what extent do you agree or disagree with the requirements in the 'context' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'context' topic area, including the reasons for your answer above, please tell us here:

Identity

A place's identity arises from the combined experience of its buildings, spaces, landscape and community, with well-designed, sustainable and visually attractive environments that reflect local character fostering pride, well-being, inclusivity and a strong sense of belonging.

2. To what extent do you agree or disagree with the requirements in the 'identity' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'identity' topic area, including the reasons for your answer above, please tell us here:

Built form

Built form is the three-dimensional arrangement of buildings, streets and spaces that together shape a place's character, supporting walkable, sustainable, recognisable and memorable environments where people can comfortably live, work and visit.

3. To what extent do you agree or disagree with the requirements in the 'built form' topic-area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'built form' topic area, including the reasons for your answer above, please tell us here:

Movement

A well-designed movement network creates safe, accessible and sustainable connections that shape the character and quality of places by prioritising walking, cycling and public transport, supporting social interaction and well-being, and integrating green infrastructure while efficiently linking people to destinations within and beyond a site.

4. To what extent do you agree or disagree with the requirements in the 'movement' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'movement' topic area, including the reasons for your answer above, please tell us here:

Nature

Well-designed places integrate existing and new natural features into accessible, multifunctional green networks that enhance quality of place, support biodiversity and climate resilience, and promote health, well-being, and social inclusion.

5. To what extent do you agree or disagree with the requirements in the 'nature' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'nature' topic area, including the reasons for your answer above, please tell us here:

Homes and Buildings

Well-designed homes and buildings create healthy, inclusive, adaptable and attractive environments that meet diverse user needs, support wellbeing and social interaction, and integrate unobtrusively into their surrounding spaces.

6. To what extent do you agree or disagree with the requirements in the 'homes and buildings' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'homes and buildings' topic area, including the reasons for your answer above, please tell us here:

Resources

Well-designed places use land and resources efficiently, minimise carbon emissions, and enhance climate mitigation and adaptation by creating compact, walkable, adaptable environments that reduce energy demand, support ecosystems, and lessen risks such as flooding, overheating, and pollution.

7. To what extent do you agree or disagree with the requirements in the 'resources' topic area?

Please tick (✓) one option

- Strongly agree
- Agree
- Disagree
- Strongly disagree
- I don't know

If you have any comments on the 'resources' topic area, including the reasons for your answer above, please tell us here:

General comments

8. If you have any other comments on the Design Code, please tell us here.