

- 3.6 Improvements in the management of the available parking could be achieved if controls were introduced but any controls on the length of stay would displace parking into adjacent residential streets and this would likely cause problems which in turn would require additional measures to control.
- 3.7 Officers have investigated whether it would be possible to provide further parking in the vicinity. Planners have been consulted and given that there are other potential options for resolving any parking issue, there are no special circumstances which would justify considering a site in the Green Belt.
- 3.8 Officers have discussed further with DEFRA whether the current scheme of management and byelaws would enable greater parking controls i.e. charging to be introduced. The advice received is that this would not be possible.
- 3.9 Officers have also explored whether it would be possible to introduce a new scheme of management and new byelaws to allow greater control of parking i.e. charging and DEFRA have confirmed this would also not be possible.
- 3.10 It had been agreed by the PAG in 2011 to explore a land swap and release of current land from common land status.
- 3.11 This matter was considered at the Environment PAG on 12th June 2013. The PAG agreed that a further report would be considered by the PAG once the comments of Beaconsfield Ward Members on the issue had been received and a meeting had been held to discuss the option with the Town Council, Hall Barn Estates, Bucks County Council and District Councillors.
- 3.12 The PAG were made aware of the comments which had been received from the various Stakeholders, including the Town Council, on the issue. Whilst it was noted that Bucks County Council, Hall Barn Estates and District Councillors had all shown support for the scheme, the Town Council had raised some concerns.
- 3.13 Having considered the comments received from Stakeholders and the advice of the PAG, the Portfolio Holder resolved to undertake initial soundings with local groups in the area to ascertain their views on the potential way forward. Further discussion is also required with the Town Council and their formal view sought prior to commencing any formal consultation.

4. Discussion

- 4.1 A scheme has been proposed in which 47 car park spaces would be created that would be chargeable, and an equivalent area of land to the east of the old town would be designated as common land and managed as public open space. Details are set out in a previous report to the PAG on 12 June 2013. A sketch layout of the proposed parking has been prepared. This is shown in Appendix B.
- 4.2 Further discussions have now been undertaken with Bucks County Council, Beaconsfield Old Town Residents Association (BOTRA), the Beaconsfield Society and Hall Barn Estates. These have all shown support for the scheme. Further discussions will be undertaken with the Town Council (TC) early in September with a view to obtain their further support for the scheme.

- 4.3 Pending approval from the TC, a full public consultation will be undertaken. This is required by the Planning Inspectorate before it can consider giving approval to the proposal to swap any common land status with adjoining land.
- 4.4 There will be an agreement in place between BCC and SBDC as to how the released land would be managed in the future. Common land repairs and maintenance will continue to be met from existing budgets
- 4.5 Details to be agreed:
- Parking charges only changed by agreement between BCC, SBDC & HBE. It is an agreed principle that as SBDC carries the financial risk this at minimum should be designed to financially break even. Suggested charges detailed in Appendix C.
 - BCC has agreed in principle to the running and monitoring of the parking using its on street parking contractor. This will be carried out by BCC under agency agreement with SBDC.
 - Income less agreed operating costs will be given to SBDC quarterly, enforcement to be carried out in first 3 months every hour and thereafter at an agreed frequency.
 - Local traders may decide to reimburse customer their parking costs for say purchasers over £10 but that will be up to them to decide with HBE's. Double ticket issue may be required.
 - All income kept by SBDC to fund costs - current estimate income against budget would be a deficit of £6,000 per annum (including loss of interest on capital.) The initial charges are for a year only. The charges will be reviewed after 12 months and may need to be adjusted if projected ticket sale levels are not exceeded to make cost neutral.
 - SBDC will fund construction and maintenance to new controlled parking area and maintaining area of open space.
 - Costings of the car park layout to be agreed.
 - A finalised financial model of costs and income to be agreed. Current usage figures are conservative.
 - Further investigations are required about the costs of maintaining the new open space.
- 4.6 The proposed land to be given to SBDC by HBE is shown in Appendix D. This is an area of green space at the eastern end of London End, near the M40 spur. Part of this would be designated as Common land (an area equal to the land on London End whose status would be removed) and the site would be managed as public open space/common land.
- 4.7 This would be followed in due course, subject to Cllr agreement, by Phase 2 of the Environmental Improvement scheme, to continue to improve the paving, parking and aesthetics of the remaining area. The loss of interest on the capital that would be spent has been built into the financial modelling. At present the Council carries out repairs and replacements - recently £38k was spent on tarmac repairs and new bollards. A full scale improvement scheme would ensure new good quality materials and surfaces which would have a long term life span, saving maintenance costs. This is estimated at a total of £400,000 (including the £223k already in the capital program) and would be subject to a separate report.
- 4.8 Next Steps:
- Full consultation - approx cost £10,000, to be funded from balances.

- Report results to Cllrs for their information.
- Application to Planning Inspectorate to release common land and replace with adjacent open land of equivalent size.
- Planning permission would possibly be needed for a change of use of this new land to public open space.
- Negotiate agency agreement with BCC for the provision of on-street parking managed by BCC but funded by SBDC who also keep the revenue.
- Legal work on land swap SBDC / HBE
- Advertise and designate on street parking
- Start new scheme

4.9 To apply for a change of common land status, the applicant must be the freehold owner of the release land. Commoners need to be consulted.

4.10 Indicative Timetable:

Description	Start	Finish
Consultation process commences. If general support move forward. This needs to be a minimum 6 week consultation period.	October.	November
Further report to PAG on outcome of consultation.	December	
BCC formalise agency agreement with SBDC and designate area for parking.	November	December
Legal docs drafted ready to be signed for transfer of land to SBDC.	November	January
Apply to Planning Inspectorate for land swap and formal consultation.	January	Allow 6 months
Construct / layout new parking area.	Allow 2 months	
New parking commences.	September 2014	

5. Resource and Wider Policy Implications.

- 5.1 The proposals now need to be presented at a public consultation. This, together with the design of the proposed parking layout, will take officer time required during a period of increasingly limited officer resource. The cost of the public consultation has been estimated at £10k which would be funded from balances. This could be alleviated if other parties were willing to make a contribution to the work required.
- 5.2 The application fee (which is non-refundable) to the Planning Inspectorate for an application to deregister and replace common land is £4,900.
- 5.3 All income kept by SBDC to fund costs - current estimate income against budget would be a deficit of £6,000 per annum. The initial charges are for a year only. The charges will be reviewed after 12 months and may need to be adjusted if projected ticket sale levels are not exceeded to make cost neutral.
- 5.4 The loss of interest provided for completing the environmental improvements scheme will not apply for at least 12 months so it is predicted that there would be a breakeven / have a slight surplus in the first year.

6. Recommendations.

The Policy Advisory Group is asked to advise the Portfolio Holder as to:

- 1 In view of the comments received from the consultees to date and the Town Council whether this matter is progressed further and that a public consultation at a cost of £10,000 should be carried out funded from balances with the results reported to Cllrs at the December PAG.
- 2 Delegated authority to the Head of Environment in consultation with the Environment Portfolio Holder to agree minor detailed variations.

This matter requires Cabinet / Council agreement.

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Background Papers:	None