

## Report to Cabinet 20/10/14.

### 5. RESERVE SITES AND PROGRESSING THE LOCAL PLAN

**Cabinet Member:** Councillor Neil Marshall

**Wards Affected:** All Wards but particularly Abbey, Bourne End cum Hedsor, Flackwell Heath, Greater Hughenden, Hazlemere North, Hazlemere South, Micklefield, Ryemead, Terriers and Amersham Hill, The Wooburns, Tylers Green and Loudwater, and Little Marlow and Flackwell Heath.

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#### PROPOSED DECISION

That:

- (i) the recommendations of the Local Plan Task and Finish Group meeting of 1<sup>st</sup> October 2014 be considered and the recommendation at Appendix 5 be agreed; and
- (ii) the reserve sites (Abbey Barn North, Abbey Barn South, Gomm Valley and Ashwells, Slate Meadow, and Terriers Farm as shown in the Plans in Appendix 2) be released for development to contribute towards the Council's 5 year housing land supply, having in mind the issues set out in Appendices 3 and 4 to this report, and the detailed planning of these sites be taken forward with public involvement.

#### Reason for Decision

Option 5 (release of the five reserve sites, see paras 64-66 below) is being recommended to assist in delivering housing to contribute towards the Council's rolling five year housing land supply, because of the over-riding importance of ensuring as much local control as possible on the future development of those sites and because the sites have been reserved for development for many years. In order to respond to the strength of public interest and concerns, this decision will be taken forward with the involvement of specific liaison groups, one for each site, together with a High Wycombe roundtable (see para 72) to consider the town wide infrastructure implications.

## **Corporate Implications**

### Financial

1. There are financial implications arising from the recommendations of this report. The preparation of development briefs and the associated public engagement, together with the subsequent planning application process will require additional staff resources within Planning and Sustainability. Discussions to secure resources from the relevant landowners and developers through Planning Performance Agreements are ongoing. Planning Performance Agreements provide a framework for the provision of services to planning applicants, which are more bespoke than the pre-application service. A Planning Performance Agreement does not guarantee a developer the grant of a planning permission. A further report will be brought back to Cabinet as necessary.

### Land ownership

2. The Council has a land ownership interest in 3 of the reserve sites. It owns the Ashwells site, part of the Abbey Barn North site and the village green part of the Slate Meadow site. As such development of the sites could result in a significant capital receipt in relation to the Ashwells site and Abbey Barn North sites in particular although this is not a matter that should influence the Council's consideration of the planning merits of releasing the sites.

### Receipts from New Homes Bonus and CIL

3. Under current rules, the development of the sites would result in significant additional New Homes Bonus and Community Infrastructure Levy receipts for the Council once development occurs – under Section 70(2) of the Town and Country Planning Act 1990, the Council as local planning authority is to have regard to any local finance considerations so far as they are material to the application..

### Current Adopted Policy

4. These sites are identified in Policy CS8 of the Council's Core Strategy, for development during the lifetime of the Plan. This Cabinet report recommending the "release" of the reserve sites for development does not constitute a statutory plan. However, changes to the way the planning system is operating have emerged, notably the introduction of the National Planning Policy Framework and the implications of the Localism Act, that indicate that the sites are now needed and hence the timing is now right for the release of the sites. In the absence of sufficient progress being made with the preparation of a statutory plan (i.e. the New Local Plan) it is considered very important for reasons set out in the report below to provide a formal signal that the sites should be made available for development.

### Risks

5. There are a range of risks associated with addressing the issues in this report. These are discussed throughout the report and in particular in the consideration of the options set out. Risks associated with the proposed decision include:

- there being insufficient funding from planning performance agreements with prospective developers to help fund the planning process going forward;
- a delay in recruiting staff or consultants to be able to start the project in a timely way – to reduce this risk a recruitment strategy is in hand to allow final commitments to appointments to be made only once a firm decision is made;
- developers submitting planning applications for the reserve sites if the Council does not progress development briefs to enable planning applications to be submitted on the reserve sites in a timely manner;
- a greater risk of more speculative planning applications on other sites in the District if the Council cannot demonstrate that it is positively managing the delivery of new housing development.

## **Executive Summary**

6. Changes nationally mean that major decisions need to be taken about how we provide for housing need over the coming years. The two main changes are the way that housing need has to be assessed and distributed, and an increased imperative of having a rolling five year supply of “ready to develop” housing sites taking account of that need.
7. The New Local Plan is the mechanism for bringing forward new housing sites but this will take a number of years before being adopted due to the need for much closer working with other authorities to ensure that the Council complies with the legal Duty to Co-operate. In the interim the Council needs to start to address the housing land supply issue in the shorter term.
8. This report sets out five potential options in relation to the “reserve sites”. It recommends a preferred option to release the five “reserve sites” that are currently included in the Council’s adopted Core Strategy. These sites have been reserved for future development for many years, indeed four of them have effectively been reserved for development since the Green Belt was first defined in 1954, and Slate Meadow has been reserved for development for the last 25 years. They have been tested through a number of government inspections, most recently as part of the Core Strategy Examination in 2007. The principle of development of the sites has therefore been established through a statutory process. The Core Strategy indicates that they will be brought forward for development when needed. It is clear that they are now needed.
9. Options that defer decisions in relation to the reserve sites are likely to result in planning applications coming forward on the sites anyway. A proactive approach to the release of the sites including the preparation of development briefs and community involvement will ensure that greater control is maintained over the development of the sites and help to secure better quality development

and better infrastructure planning. Although the reserve sites are unlikely to address all of the housing land shortfall a proactive approach will also help to provide a defence mechanism against appeals and speculative development.

## **Sustainable Communities Strategy/Council Priorities - Implications**

10. The release of these sites for development would contribute towards the provision of new housing including affordable housing, in line with the Sustainable Communities Strategy. The report recommends an approach of full public involvement in shaping the nature of the development that is provided on these sites in line with the Council's "People" priority. The approach seeks to secure quality development and infrastructure on the reserve sites in line with the Council's "Place" priority. The approach outlined above to funding the recommended approach seeks to ensure value for money in this approach.

## **Background and Issues**

### Introduction

11. This section outlines the following important background and key issues:
  - The feedback from the New Local Plan options consultation
  - The current policy and status of the reserve sites;
  - The changing national picture
  - The housing need and 5 year housing land supply
  - Progress on the New Local Plan

### Feedback from The New Local Plan options consultation

12. From February - April 2014 the Council undertook a major options consultation on the New Local Plan. The main consultation report and summary leaflet explained that it would be the "Big Challenge Plan". The big challenge is achieving sustainable development with the potential scale of new housing development to be accommodated in the District up to 2031, given the emerging picture on the Government's approach to assessing housing called Objectively Assessed Need (see below).
13. Six main spatial options were set out in the consultation material on how that housing need might be met. Options 1-3 related to "known" sources of housing supply – this included the option of development on the reserve sites. Options 4-6 involved more radical options including a possible review of the Green Belt and a major expansion of Princes Risborough.
14. The consultation material was clear about the status of the reserve sites stating the nature of the housing challenge. The consultation leaflet said that the Council  
*"May not be able to choose between the options, but may have to decide on how many homes each one provides. Due to the amount of growth we need to provide for (500-700 a year), we know we need to do options 1 - 3. We still need to do a lot more work on options 4 – 6".*
15. The consultation leaflet also highlighted in relation to the reserve sites that:

*“These are pieces of land not in the Green Belt at the edges of towns and villages that have been identified in previous plans to help us cater for future growth.”*

16. It went on to state that:

*“We expect to see these sites developed in the next few years.”*

17. The main consultation report set out more detail about the reserve sites and included indicative diagrams of how the sites could be developed and potential principles for their development. These illustrated that there are important constraints on the sites that would need to be addressed and that the likelihood was that significant proportions of the sites would not be developed. The areas of undeveloped land shown in those diagrams are set out below:

<b>Reserve Site</b>	<b>Amount of the site shown as open space<sup>1</sup></b>
Abbey Barn North	65%
Abbey Barn South	Option 1: 49%; Option 2: 43%
Gomm Valley and Ashwells	Option 1: 86%; Option 2: 67%
Slate Meadow	39%
Terriers Farm	37%

18. Around 1,750 people and organisations sent in written responses to the Local Plan consultation covering nearly 7,000 issues. Nearly 1,200 responses<sup>2</sup> were received in relation to the Reserve Sites, predominantly objections raised mainly by people living locally to the sites. The greatest levels of response related to Gomm Valley and Ashwells, and Slate Meadow.

19. Key issues raised across the sites included:

- The traffic and transport impacts of development, and inadequacy of existing transport infrastructure;
- Impacts on other infrastructure provision such as schools and health facilities, and inadequacy of existing infrastructure;
- Loss of community identity – loss of separation between communities if development happens;
- Environmental impacts of development – including landscape impact, impact on ecology, flooding concerns (especially Slate Meadow);
- Some questioned the existing “reserved” status of the sites.

20. Appendix 3 sets out in more detail a summary of the main issues raised through the consultation in relation to the reserve sites. This includes a summary of the market research findings in relation to the sites and the strategic option relating to the release of the reserve sites. A consultation report summarising all the responses to the strategic options and sites set out in the consultation document will be published before the Cabinet meeting.

### The Current Policy for the Reserve Sites

<sup>1</sup> from the Options Consultation Document from January 2014

<sup>2</sup> Note that some people may have commented on more than one reserve site

21. Policy CS8 of the Council's Core Strategy (adopted in July 2008) identifies 5 "reserve locations for future development" (the "reserve sites"). These are:
  - Abbey Barn North, High Wycombe
  - Abbey Barn South, High Wycombe
  - Gomm Valley and Ashwells, High Wycombe
  - Slate Meadow, Bourne End
  - Terriers Farm, High Wycombe.
22. The full policy and supporting text is set out at Appendix 1 of this report with site plans at Appendix 2. In summary, Policy CS8 supports the principle of development of these sites but does not determine the timing of it – they are in the Plan to be released for development when needed. However the policy also emphasises that all necessary infrastructure will need to be provided if they are to be released for development, including solutions that deliver sustainable transport modes and minimise congestion. At the time the policy was written, it was anticipated that the 'release' of the sites would be through the Site Allocations plan. However, they were not needed at that time.
23. The principle of development on these sites has been established for many years. They were all originally excluded from the Green Belt to allow for the future expansion of High Wycombe and also of Bourne End when the Green Belt was first established in 1954. In 1972 Slate Meadow was included in the Green Belt, but in 1989 it became, like the other sites, identified for potential future development. The status of all the sites has been upheld at various planning inquiries and examinations since. Appendix 1 sets out a summary of the history of the sites and their status.

### The Changing National Picture

24. The South East Plan provided the target for Wycombe to build at least 400 homes a year and this was incorporated into the Council's adopted Core Strategy<sup>3</sup>. This figure took into account on the one hand the regional assessment of housing need and on the other the constraints within the District – notably the Green Belt and the Area of Outstanding Natural Beauty.
25. The 2011 Localism Act started the process of the abolition of the Regional Spatial Strategies including the South East Plan<sup>4</sup>. The Localism Act envisaged that instead, housing targets would be agreed across clusters of local planning authorities through the Duty to Co-operate.
26. In 2012 the National Planning Policy Framework was published. This contained a number of new, or revised, policy approaches including Objectively Assessed Need, the presumption in favour of sustainable development, and a more rigorous approach to the requirement to maintain a rolling five year housing land supply.
27. The National Planning Policy Framework introduced Objectively Assessed Need as the basis on which each local planning authority would identify how

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<sup>3</sup> See Policy CS12 of the Wycombe Core Strategy (July 2008)

<sup>4</sup> The South East plan was finally abolished in March 2013

many homes it needed to build, in place of the previous regional assessments. If an authority is not able to meet its own need because of constraints – such as environment or infrastructure – it is obliged to work through the Duty to Co-operate to see if other authorities are willing to take the unmet need.

28. It also introduced the presumption in favour of sustainable development. This does not override the legal test<sup>5</sup> that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. But it made it clear that unless a plan was 'up to date' the presumption in favour of sustainable development would carry significant weight<sup>6</sup>. By definition, any plan adopted before the National Planning Policy Framework, based on old Regional Spatial Strategy<sup>7</sup> housing targets, would not be up to date.
29. In addition the National Planning Policy Framework strengthened the approach authorities were to take to the five year housing land supply. This had been introduced some years before, requiring authorities to ensure there were 'shovel ready sites' to take five years' worth of housing, to avoid all the housing being phased to later within the plan period. The National Planning Policy Framework required that authorities should add 5% to their five year housing land supply – and 20% if they had a record of underperforming on their housing targets. The five year housing land supply is a rolling requirement – this means that every year, enough sites have to be identified to meet the requirement for the next five years.
30. More recently, in March this year, the National Planning Practice Guidance was issued, reinforcing the situation on Objectively Assessed Need and the five year housing land supply. This was published in the middle of the Local Plan options consultation and had it been available earlier may have affected the way that we consulted on certain issues.
31. The current evidence suggests that our Objectively Assessed Need is in the order of 500 – 700 dwellings a year.<sup>8</sup> Clearly this is significantly above the 400 a year figure in the South East Plan and the Council's own Core Strategy.
32. However, in the absence of a new Local Plan, it is not clear exactly what the housing target is. The target is different from the Objectively Assessed Need, because it takes into account constraints. Wycombe is a constrained District that may well not be able to accommodate its full Objectively Assessed Need, and is working with other Districts through the Duty to Co-operate to accommodate the 'balance'. It was therefore reasonable to assume that, until the new target was agreed, a five year housing land supply could not be calculated, and therefore weight would still be given in decision making to the previous target.
33. However, this is not the approach that has been taken recently by the Planning Inspectorate, and particularly in the Courts. Rather than the five year housing

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<sup>5</sup> introduced by the 1991 Act and re-stated in the 2004 Act

<sup>6</sup> NPPF para 49

<sup>7</sup> The South East Plan was the Regional Spatial Strategy that applied to Wycombe District.

<sup>8</sup> Draft Strategic Housing Market Assessment (Jan 2014)

land supply being assessed against a target that has been set through a local plan examination, more weight is being attached to assessing the supply against the emerging Objectively Assessed Need, and, where the supply falls short, the presumption in favour of sustainable development is leading to permissions being granted. The National Planning Practice Guidance is also pointing towards an approach to the five year housing land supply based on Objectively Assessed Needs where existing plans are out of date. What this means in practice is that, without a 5 year land supply, the Council will not be able to refuse applications on the basis of sites not being needed.

34. Officers have been monitoring key appeal decisions across the country and the lack of a 5 year housing land supply is a fundamental factor in how those appeals are being determined. Examples of appeals allowed since July 2014 include appeals where the 5 year housing land supply has been a factor include schemes at Waterbeach (South Cambs), Pebworth (Worcestershire), Droitwich (Worcestershire), and most recently schemes in Basingstoke (Hants) and in Cheshire. However over the last two years there have been a significant number of other appeals allowed where the lack of a 5 year housing land supply has been an important factor.

#### The housing need and 5 year housing land supply

35. The Council publishes annually an assessment of its 5 year housing land supply, and the latest data was published in May of this year in the Wycombe Monitoring Report. This showed a supply of 2,447 dwellings for the 5 year period 2014-2019. This demonstrates a 5 year land supply for the 'old' 400 dwellings a year target.
36. However, as noted above, the District's Objectively Assessed Need is likely to be in the range 500-700 dwellings per year for the period 2011-2031. This is looking at the projections for household growth for the District.
37. The lower end of the range is based on projections that use older population trends. More recent population projections from the Office of National Statistics are comparable with the mid-range figures. It is therefore more likely that our Objectively Assessed Need will be in the mid to possibly the higher end. At this stage the Objectively Assessed Need is expressed as a range and further work needs to be undertaken to come up with a firmer figure. This includes ensuring that the latest national guidance is taken fully into account, working with other nearby authorities as part of the Duty to Co-operate, and taking account of the latest demographic data including household projections to be published nationally towards the end of the year. However, taking for example a mid-point of 600 dwellings per year, this would give a 5 year requirement of 600 per year or 3,000 homes over the 5 year period.
38. However, the base year for assessing housing need is 2011 (the date of the most recent census). Over the period 2011-14 a total 1,167 homes were built in the District meaning that there was a shortfall in house building against Objectively Assessed Need of 633 homes. National policy and guidance together with appeal decision precedent indicates that this shortfall has to be made up, and normally this would need to be made up in the next 5 years



unless there are particularly strong reasons for spreading the shortfall over a longer period. Adding a 5% contingency also required by national policy means that the 5 year requirement would be around 3,815 homes if all the shortfall were to be made up in the next 5 years.

39. This means that there is a gap of 1,368 homes when comparing the 5 year supply (2,447) with the requirement (up to 3,815), if it were based on an objectively assessed need figure of 600 per year. Whilst officers will explore further whether there is a justification for spreading the current shortfall (to cover the 2011-14 period) over a longer period, there would still be a very significant gap between supply and the requirement.
40. It is important to bear in mind that the 5 year housing land supply is a rolling requirement. This means that each year we have to update the requirement and re-assess the supply for the next 5 years.

#### Progressing the New Local Plan

41. The Council's original timetable for preparing the new Local Plan was looking to finalise the plan to submit to the Planning Inspectorate for its statutory examination by March 2015 with adoption by the end of 2015 or early 2016. However the scale of the challenge and more particularly the changes to the planning system nationally (especially the Duty to Co-operate) means that the time needed to prepare the plan is longer.
42. Across the country local planning authorities are having their plans rejected by planning inspectors at examination (and sometimes by the courts) because they have either failed to objectively assess their need for housing or have failed to comply with the Duty to Cooperate, and in many cases both. Hardly any new local plans have got through the system in the last 12 months. The nearest example of this to Wycombe is the Vale of Aylesbury Plan which was rejected by the planning inspector in January of this year.
43. As a result the Council will have to work much more closely with other authorities if it is to successfully get a plan in place. This will mean more joint studies on assembling the evidence base for the plan and trying to align the timetables for plan preparation with other authorities wherever possible.
44. Officers have reviewed the work still to be done on preparing the new Local Plan and reviewed the position of other nearby authorities in terms of how they are progressing with their plans. Work is also ongoing with the other districts within and beyond Buckinghamshire to help define who our key local authority partners are in terms of functional housing market and economic areas.
45. In terms of the other authorities in Buckinghamshire the position is:
  - Aylesbury Vale has a timetable to prepare an initial draft plan by Feb 2016, to submit the plan for examination by Nov 2016 and to adopt the plan in mid 2017;
  - Chiltern's timetable involves an initial draft plan by October 2016, submission in Sept 2017, and adopt by mid 2018.
  - South Bucks have yet to produce a timetable.

46. The Royal Borough of Windsor and Maidenhead are due to commence their "Second Preferred Options Consultation" in January 2015 and will then be preparing their final draft plan by June 2015. They do not at the moment have a firm timetable for the formal publication and subsequent submission of the plan.
47. Key issues and work areas going forward include:
- Defining key functional areas and assessing the housing and economic needs in those areas;
  - The need for all three southern Bucks authorities to undertake a Green Belt review prior to concluding what their respective housing targets are;
  - The importance of feeding in at the right times into the preparation of the Vale of Aylesbury Local Plan evidence on Wycombe's position on its ability to meet its needs;
  - Progressing work in relation to key economic development options and associated transport infrastructure, including further work on Junction 3A (subject to Member's consideration of the petition at this meeting).
48. At this point in time it is suggested that Members do not agree a new timetable for the local plan but allow progress to be made with discussions with other authorities, and seek to agree a timetable by the end of the year, with the aim of agreeing the fastest timetable feasible within the constraints of the Duty to Cooperate, and certainly no longer than the Chiltern timetable. As part of those discussions it may be appropriate to develop memorandums of understanding with other authorities to agree on how we will work together on strategic issues and how we will make key decisions.

### **Drawing together the Issues**

49. This report highlights that because of changes nationally, particularly over the last 6-9 months or so, there is a shortfall in the 5 year housing land supply when assessed against Objectively Assessed Need which means applications for housing development are likely to be considered more favourably under the presumption in favour of sustainable development.
50. The New Local Plan would normally provide the right mechanism for addressing this issue by allocating new sites for development. However, because of the Duty to Co-operate in particular, it will be some years before this is adopted.
51. As a result other ways of bringing forward additional housing land in the shorter term need to be considered. In addition, because the 5 year housing land supply is a rolling requirement, consideration will need to be given to what happens beyond the 5 year period, as the Local Plan may not be in place until 2018.
52. The reserve sites are identified in existing planning policy to meet the District's needs for development, to be made available when they are needed. It is clear that there is a need to bring forward additional land for housing now and the principle of housing development is already established through the existing Core Strategy.

53. As part of the work on the New Local Plan an assessment was made of the potential levels of housing that could be accommodated on the 5 reserve sites. In broad terms the sites could accommodate around 1,500 – 1,700 homes. However, because of the lead in times for development happening on a site (preparation of development briefs, obtaining outline and detailed planning permission, site preparation etc.) development is only likely to deliver housing in the last 2 years of the 5 year period (i.e. 2017-19), perhaps in the region of around 600 homes across the reserve sites<sup>9</sup>. As such the reserve sites alone will not fully address the current 5 year land supply deficit (and perhaps not even half the deficit), although they will contribute positively to the housing supply immediately beyond the 5 years.
54. Other options will need to be considered to also address the deficit. This will need to include further reviewing our employment land to see if there are opportunities for housing on such sites. It should be recognised however that this is not necessarily an easy option because of the economic implications of releasing more employment land to housing.

### **The Options**

55. There are five options on the way forward:
1. Do nothing – don't release the reserve sites for development now;
  2. Release some of the reserve sites now for development and hold others back or phase them for later on;
  3. Don't do anything until we have assessed all the options for addressing the housing land shortfall;
  4. Release other greenfield sites now in less constrained parts of the District (e.g. Princes Risborough), rather than the reserve sites.
  5. Planned release of the reserve sites now, involving the preparation of development briefs to shape planning applications for the sites.

#### Option 1: do nothing

56. In terms of Option 1, there are a number of implications of not acting now and hence not trying to proactively manage our five year housing land supply. These can be summarised as:
- There would be a lack of a defence mechanism at appeals – whilst we may not be able to totally make up the shortfall, showing a proactive approach will help.
  - It is likely to encourage more speculative applications to be submitted and risk additional appeals, which has significant resource implications.
  - It would reduce the strength of our negotiating position over the quality of development and associated infrastructure packages – the agenda would be set by the nature of speculative proposals and potentially by planning inspectors.
  - The sites brought forward for development will be those favoured by developers and landowners, without the Council being able to

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<sup>9</sup> This will depend on the detailed timing of when the sites come forward, the nature of the scheme, market conditions, number of developers building on the site etc

proactively engage to ensure long term quality, infrastructure and connectivity.

- Whilst in theory developers should provide adequate infrastructure, and developments of sufficient quality, the reality is that they will submit applications that provide the minimum they think they can get away with, and may well be supported by planning inspectors who are under pressure to permit housing schemes unless there are very strong reasons for rejecting them.

57. In relation to speculative development, the greatest areas of risk in the District are those areas excluded from the Green Belt. These include:

- The Reserve Sites - even if the Council does not choose to use these sites for housing, applications will start to come forward on these sites in any event;
- Employment sites – applications for housing on sites that should be retained for employment purposes to provide on-going job creation opportunities in the local economy.
- The area to the north west of Princes Risborough;
- Longwick;
- AONB villages beyond the Green Belt provided the development proposals are not too large.

#### Option 2: release some of the sites

58. The implications of Option 2, releasing some of the sites but not all, would mean that we are likely to receive planning applications on those reserve sites we try to retain anyway. These applications would need to be considered in the context of our 5 year housing land supply position, the current status of the sites, and the presumption in favour of sustainable development. By reacting to applications, the Council would not be in a position to plan positively and proactively for the sites which weakens our position in terms of trying to secure quality.

#### Option 3: don't release until other sites have been identified to fill the 5 year supply

59. Holding back until we have a comprehensive package of sites is superficially attractive. However, given the status of the reserve sites applications may be received in any event. It is also better to progress these now rather than wait, as the sooner progress is made the sooner they can contribute towards addressing the housing land supply. Waiting may also encourage applications on other sites as the Council will not be seen to be actively managing the situation. Applications elsewhere might undermine other strategic objectives, as well as potentially resulting in more appeals, which are costly. In addition, we would need to clarify further our Objectively Assessed Need before knowing the full scale of the shortfall to be addressed.

#### Option 4: release other sites before the reserve sites

60. Promotion by the Council of the release of greenfield sites elsewhere in the District, particularly in less constrained areas, risks unplanned and piecemeal development. Most of the District is constrained by Green Belt and/or Area of Outstanding Natural Beauty. The north-west side of Princes Risborough and the village of Longwick beyond do not have these constraints. The Local Plan

Options Consultation earlier in the year set out options for potentially very major growth at Princes Risborough. However this would need to be accompanied by major investment in new infrastructure together with careful masterplanning if this were to take place, to ensure that it creates a high quality place both for the new residents, but also for the existing residents of the town.

61. The Council has commissioned consultants Tibbalds to undertake further feasibility work to scope the potential scale and associated infrastructure requirements for major growth, and a potential design framework to help inform the Local Plan.
62. Releasing some parcels of this less constrained land in advance of the proper planning of the area through the Local Plan would undermine the ability of the Council to secure the right level of infrastructure across a potentially wider area and could prejudice the more comprehensive planning of the area. The development of new greenfield sites would provide Community Infrastructure Levy (CIL) contributions. However, existing work in relation to the potential expansion of Princes Risborough shows that CIL on its own falls a long way short of delivering likely infrastructure requirements, and substantial section 106 provision would also be required. This is unlikely to be secured through piecemeal development. Piecemeal development could also prejudice the establishment of a comprehensive masterplan of a larger development area, should that be the preferred approach in the Local Plan.
63. In addition, the reserve sites are already identified in a policy in the adopted Core Strategy for development. In other words, their suitability for development has been tested through the statutory plan making process. The other sites have not been through this process, so the reserve sites are therefore the priority for release.

#### Option 5: release the reserve sites

64. This option provides the opportunity to retain the most control to best shape the development of the sites, enabling the Council to plan positively and proactively for these key sites, particularly through the preparation of development briefs, including identification of the right infrastructure packages for sites. Whilst releasing these sites will not totally resolve the housing shortfall, it is important to be able to demonstrate to planning inspectors that the Council is serious about addressing the issue.
65. The preparation of development briefs sets the agenda for the sites in a way that can best involve local people in the process. It provides the best opportunity to secure quality and the right infrastructure, and shape proposals that come forward from the developers. This could happen through the establishment of liaison groups (one per site) and a round table group to consider the wider infrastructure impacts across High Wycombe (see paras 71-72). These groups together with wider community engagement will help to identify all the key issues for the sites and potential solutions to those issues, and thus help in securing the right form of development and the right infrastructure for each site.

66. Earlier briefing papers that were published also discussed the possibility of releasing the Molins site (at Saunderton) for housing early to assist with the housing land supply deficit and highlighted the issue of how it might be integrated with Saunderton. Because this raises wider issues relating to the Green Belt and Area of Outstanding Natural Beauty this is most appropriately addressed through the Local Plan process. Any applications on the Molins site will have to be considered against relevant policies to determine whether it constitutes sustainable development.

### Recommended Preferred Option

67. The recommended option is Option 5. It provides the best opportunity to retain the most control to best shape the development of **all** sites, enabling the Council to plan positively and proactively for them in a way which can also involve local communities in the process. The principle of development is already agreed through their inclusion in the adopted Core Strategy as reserve sites, and it is clear from the emerging evidence base on Objectively Assessed Need that they are now needed for development. Whilst releasing the reserve sites is unlikely to totally make up the housing land shortfall, showing a proactive approach will be help in defending against appeals and speculative applications.

### **Consultation feedback**

68. This report has already highlighted the prominence of the reserve sites in the Local Plan options consultation and Appendix 3 summarises the key issues coming out of that consultation in relation to the reserve sites.

69. Since the Local Plan consultation at the beginning of the year there has been further public engagement on the issue of the reserve sites. In August two public meetings were held to highlight the national changes in planning and the 5 year housing land supply position, with its potential implications for the reserve sites. There was an extensive question and answer session at each meeting and FAQs were added to the Council's website alongside briefing papers that set out the issues in more detail.

70. On 29<sup>th</sup> September a public workshop was held to further identify and prioritise the issues for each of the reserve sites. The key issues identified are set out in Appendix 4. A session was also held with local community/stakeholder groups, developers and Members to consider how public engagement could be organised (see below). In addition, Cabinet Members have visited all of the sites.

71. On 1<sup>st</sup> October the Local Plan Task and Finish Group met to consider a draft of this report. Its recommendations (and a response to them) are included as a separate report to this Cabinet meeting and Members are asked to agree the response to those recommendations.

### **Community Engagement Proposals**

72. To ensure public involvement in the planning of the reserve sites, it is suggested that:

- Liaison groups are established for each of the reserve sites to input into the preparation of site development briefs and the subsequent planning application process on the site specific issues.
- A Round Table group of interested parties is established to consider the collective infrastructure impacts of the four reserve sites around High Wycombe.
- In the case of Slate Meadow infrastructure issues would be considered by the liaison group.

73. These groups will need clear terms of reference addressing:
- a. Membership of the group – assumed to include ward Members, parish councillors, representatives from local groups, other parties with a particular interest in the site (such as the wildlife trust if there are particular wildlife issues), and developers/landowners – although there will need to be opportunities for the community to discuss matters with the Council without the developers/landowners present.
  - b. Chairmanship
  - c. Frequency of meetings
  - d. Purpose of the group – they would not have a formal decision making role as that rests with the Council, but may wish to have a role in making recommendations regarding the resolution of issues, as well as an information sharing role
74. A further meeting with stakeholders will be held to discuss draft Terms of Reference, with the final draft being taken to Planning Committee for approval.
75. In addition to the formal meetings of these groups there would need to be further conversations between the Council and the community, and the Council and the developers as different issues emerge. There would also be more formal consultation events for the community in relation to the preparation of development briefs and in relation to planning applications.
76. Given the position with the 5 year land supply, and that the developers or landowners could submit applications at any time, the establishment of these groups must not be misunderstood as a vehicle for frustrating the development of the sites. Their purpose is to ensure that issues and potential solutions can be discussed in a structured and transparent manner, with a view to bringing development forward in a timely way.

### **Next Steps**

77. If Cabinet agree to the recommendations in this report, the next steps would include:
- Agreeing the terms of reference for the liaison groups and the round table group
  - Establishing the liaison groups and round table groups.
  - Agreeing a timetable including for the preparation of a development brief and target for when Outline Applications would be submitted.

78. During the first half of 2015 there would also be a further report to Cabinet on other potential sources of housing land that may be able to contribute to the housing land supply.



# Appendices

1. Policy Position of the Reserve Sites
2. Site Plans of the Reserve Sites
3. Summary of key issues relating to the reserve sites from Local Plan options consultation (February – April 2014)
4. Priority and other issues relating to the reserve sites from the public workshop on 29<sup>th</sup> September 2014
5. Recommendations of the Local Plan Task and Finish Group (Wednesday 1 October 2014) re Draft 'Reserve Sites and Progressing the Local Plan' Report to Cabinet 20 October 2014.

## **Policy Position of the Reserve Sites**

The Reserve Sites are identified in the Council's adopted Core Strategy (2008) to help meet the District's development needs at a future date within the plan period, should other sites not be available. The Core Strategy therefore accepts the principle of development on the sites. The Core Strategy was not the first time that the sites were given this status. They have a long history of being reserved for future development, going back to when the Green Belt was first established in 1954. This means that for 60 years it has been anticipated that development would occur on these sites and the Council has managed to protect them in the meantime by allowing development in other locations and over the last decade or more in particular focusing over 90% of new housing development on brownfield (previously developed) sites. The current policy CS8 is given in full below, followed by more detail on the history of the sites.

## **Policy CS8 of the Wycombe Core Strategy (July 2008)**

### **Policy CS 8 Reserve Locations for Future Development**

**The following are identified on the Key Diagram (Appendix 1) as reserve locations for future development (not listed in priority order).**

**Abbey Barn North, High Wycombe**

**Abbey Barn South, High Wycombe**

**Gomm Valley, High Wycombe**

**Slate Meadow, Bourne End**

**Terriers Farm, High Wycombe**

**The Site Allocations DPD will consider the extent of any development needs that may require to be met at these locations, any local constraints to their development, the nature and timing of any allocations, the exact boundaries of any land to be developed, and the relative priorities between/phasing of the sites.**

**Before release of any land at these locations all necessary infrastructure will need to be provided, including solutions that deliver sustainable transport modes and minimise congestion.**

### **Indicator**

Total areas of potentially developable land available at the reserve locations

### **Delivery**

Detailed identification of, proposals for, and prioritisation of reserve land in the Site Allocations DPD

Monitoring of development needs in Annual Monitoring Report with review of reserve locations through a review of the Site Allocations DPD

Areas of land around High Wycombe have long been excluded from the Green Belt and treated as land safeguarded to meet future development needs beyond the timescale of successive plans. While the main emphasis continues to be on development of previously developed land within urban boundaries, needs arising from the South East Plan to 2026 are likely to generate a requirement to draw upon some or all of these areas by that date. Some formerly safeguarded locations are no longer regarded as appropriate for future development and are being taken into the Green Belt (see Policy CS 9). However, the locations listed above are now to be treated as a pool of reserve land that may be allocated in whole or part through the forthcoming Site Allocations DPD, or future reviews of it. Work undertaken for the Site Allocations DPD will therefore need to consider the nature and timing of any needs to allocate these areas for development, any local constraints to their development, the exact boundaries of any land to be developed, and the relative priorities between (and the phasing of) any allocations at these locations.

Any proposed development at the reserve locations must provide for necessary accompanying infrastructure, especially that which supports communities and provides for sustainable transport solutions.

It should also be recognised that the reserve locations all have individual constraints on the amount of development which they can accommodate. At Abbey Barn North landscape and ecology considerations provide significant limits to the developable area. At Abbey Barn South, there are major issues of transport accessibility, and woodland places a substantial limit on the developable area. At Terriers Farm there is an important need to retain a green wedge through the site while at Slate Meadow there is a designated village green and parts of the area are within a higher risk zone for flooding. These and any other relevant constraints will need to be carefully taken into account in any future development of these areas.

### **Policy History to the Reserve Sites**

When the Green Belt was first established in 1954 as part of the metropolitan Green Belt around London, areas of “white land” were left undesignated between the edge of the towns and villages, and the boundary of the Green Belt. This white land was left out of the Green Belt to allow space for towns and villages to grow and to ensure that the Green Belt did not have to be amended on a regular basis to accommodate growth. Over time most of the white land has been developed.

All of the five Reserve Sites were white land when the Green Belt was established in 1954.

In 1972 further additions to the extent of the Green Belt were made. At this point in time Slate Meadow was added to the Green Belt but all the other Reserve Sites remained as white land.

In 1989 WDC approved the High Wycombe Area Local Plan. At this point in time all five Reserve Sites were designated as “Areas of Special Restraint” along with some other areas of land. This policy identified this as land to meet the long term development of the area but protected from development in the short term. Slate

Meadow was removed from the Green Belt and designated as an Area of Special Restraint at this point to help meet long term development needs.

The Areas of Special Restraint were rolled forward into the Wycombe District Local Plan adopted in 1995.

In 2004 the review of the Local Plan was adopted. With the exception of the Terriers Farm site, this Plan identified the Reserve Sites as “Safeguarded Land” – this had the same status as Areas of Special Restraint but used different terminology to reflect the national policy guidance at the time. Two other areas of safeguarded land were included in the Plan – land at Grange Farm and Lane End Road. These had both previously been Areas of Special Restraint, but unlike the other Areas of Special Restraint, were also in the Area of Outstanding Natural Beauty, which was designated in 1965. The Terriers Farm site was allocated for housing to help meet housing needs after 2006 but a subsequent planning appeal decision in 2007 showed that it was not needed due to the availability of additional brownfield land at the time.

In 2008 the Core Strategy was adopted and the five sites included as ‘Reserve’ sites. The difference in policy terms between safeguarded land and the Reserve Sites is that the Reserve Sites should be made available for development when needed (not necessarily in the long term) whereas safeguarded land should only be released for development in the long term, i.e. beyond the end of the plan period.

At this time the Grange Farm and Lane End Road sites were added to the Green Belt. This is because it was considered they did not have scope for major new development, due to the fact that they are both also in the Chilterns Area of Outstanding Natural Beauty (AONB). A proposal by the Council to also add Gomm Valley and Ashwells to the Green Belt was rejected by the Planning Inspector at the public examination who said that it should be retained to meet future development needs. The Gomm Valley and Ashwells site is not in the AONB.

#### Public Inquiries and Examinations

The history above shows that since the late 1980s, the Reserve Sites have been considered through four different local plan preparation processes:

The High Wycombe Area Local Plan (1989)

The Wycombe District Local Plan (1995)

The Wycombe District Local Plan to 2011 (2004)

The Core Strategy (2008).

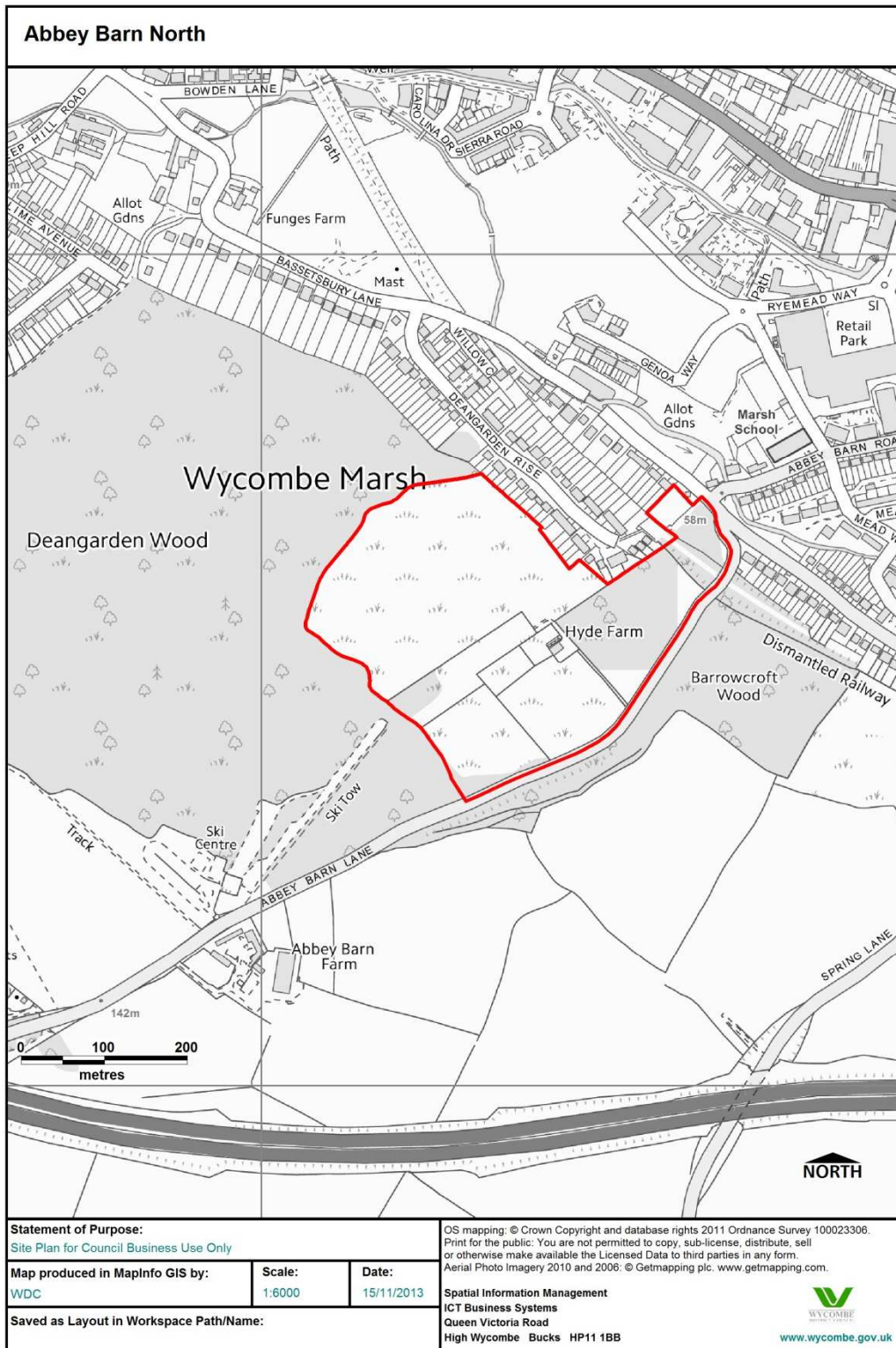
Each of these plans was subject to consultation as part of their preparation process and each was subject to a public inquiry/examination undertaken by an independent Planning Inspector appointed by the Planning Inspectorate – a Government agency. The Reserve Sites have featured at each of these inquiries/examinations both with local objectors/groups seeking to add the sites to the Green Belt (or some other form of protection) and developers seeking to secure the allocation of the sites for development and released for development in the short term.

Despite often substantial local objection Inspectors have taken the line that the sites should be retained for future development needs rather than be added to the Green Belt. The exception to this was Grange Farm and Lane End Road sites whose development potential was seen to be severely constrained by the AONB.

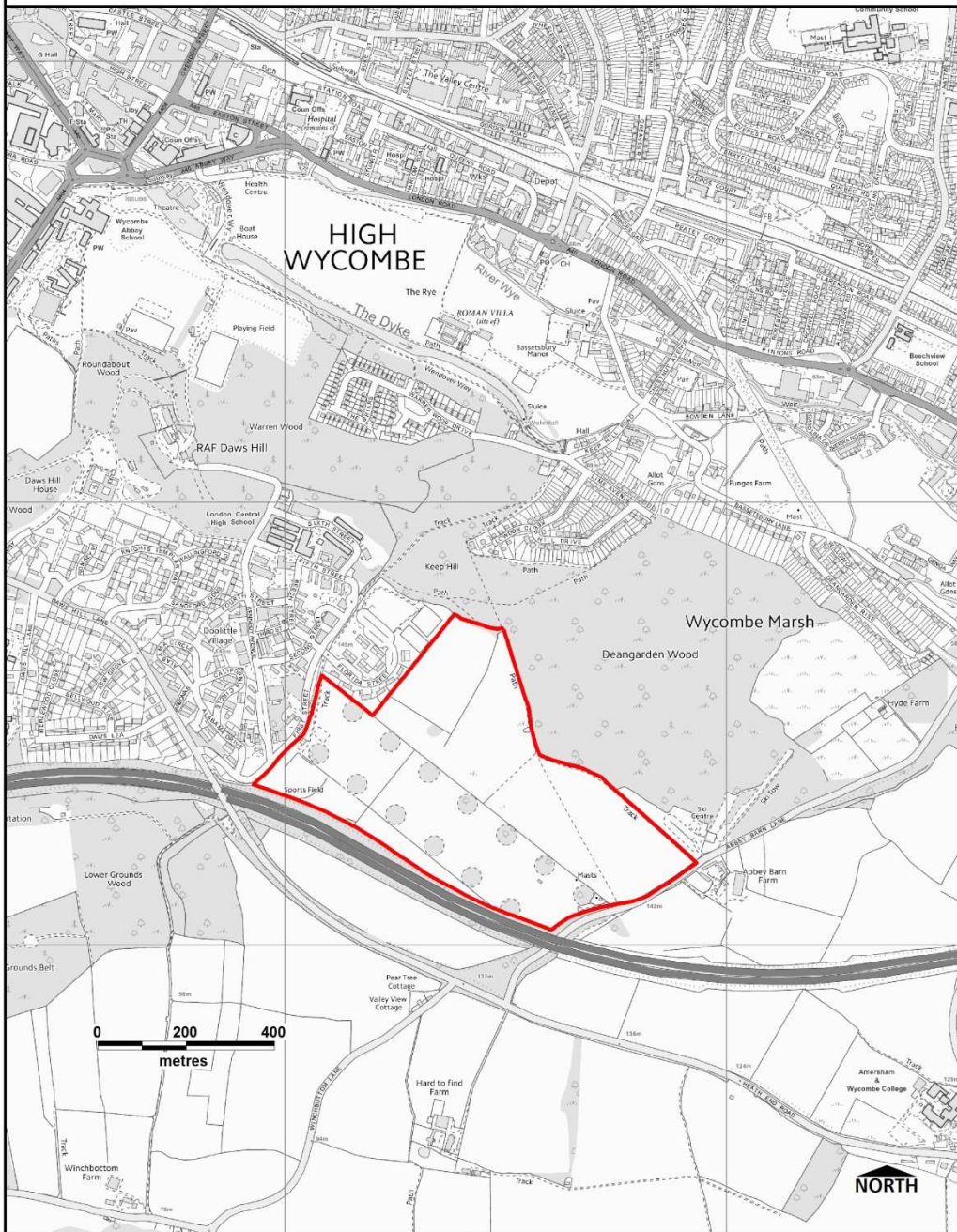
During the 2000's and up to the present no Areas of Special Restraint/Safeguarded Land/Reserve Sites have been developed due to the Council's success in bringing forward development on brownfield sites.

## APPENDIX 2 – SITE PLANS

Please note, these plans are not all to the same scale.




# Abbey Barn South



<b>Statement of Purpose:</b>		
Site Plan for Council Business Use Only		
<b>Map produced in MapInfo GIS by:</b>	<b>Scale:</b>	<b>Date:</b>
WDC	1:15000	15/11/2013
<b>Saved as Layout in Workspace Path/Name:</b>		

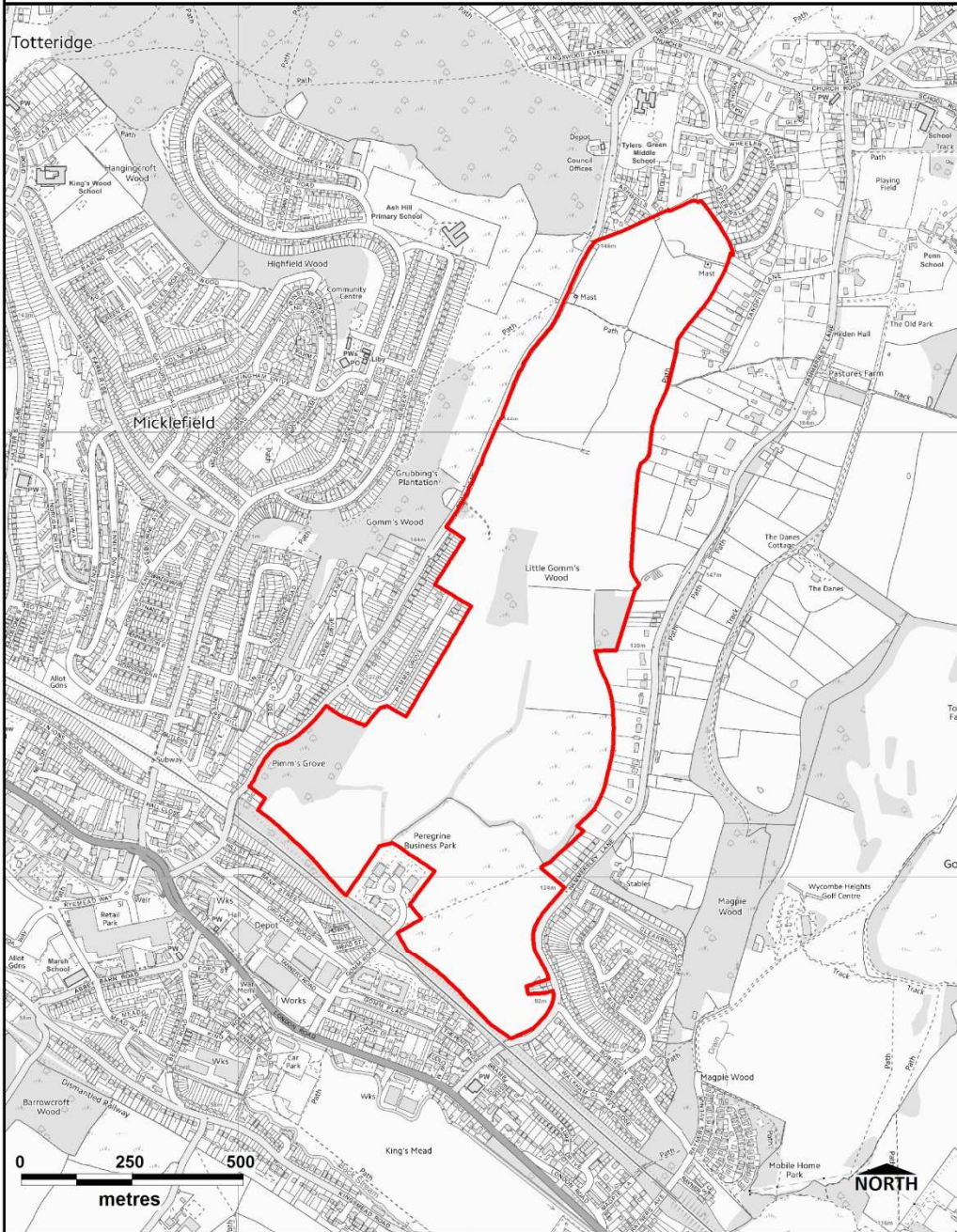
OS mapping: © Crown Copyright and database rights 2011 Ordnance Survey 100023306.  
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 Aerial Photo Imagery 2010 and 2006: © Getmapping plc. www.getmapping.com.

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# Gomm Valley



**Statement of Purpose:**

Site Plan for Council Business Use Only

Map produced in Mapinfo GIS by:

WDC

Scale:

1:13000

Date:

15/11/2013

Saved as Layout in Workspace Path/Name:

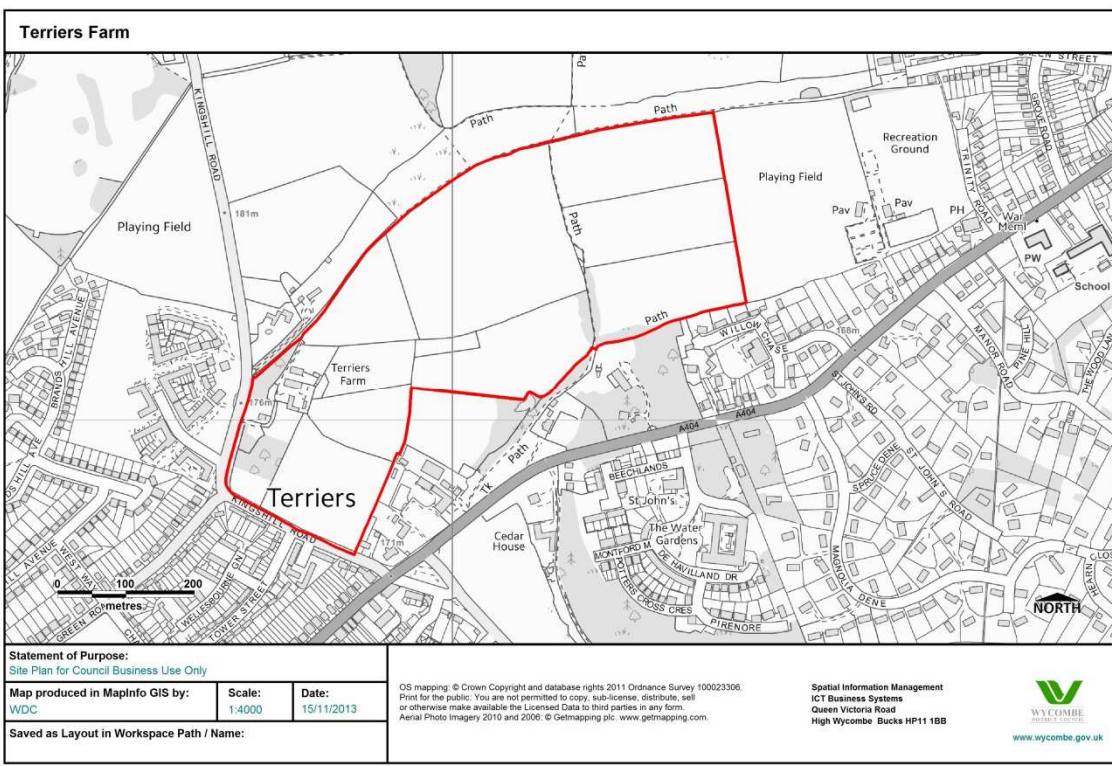
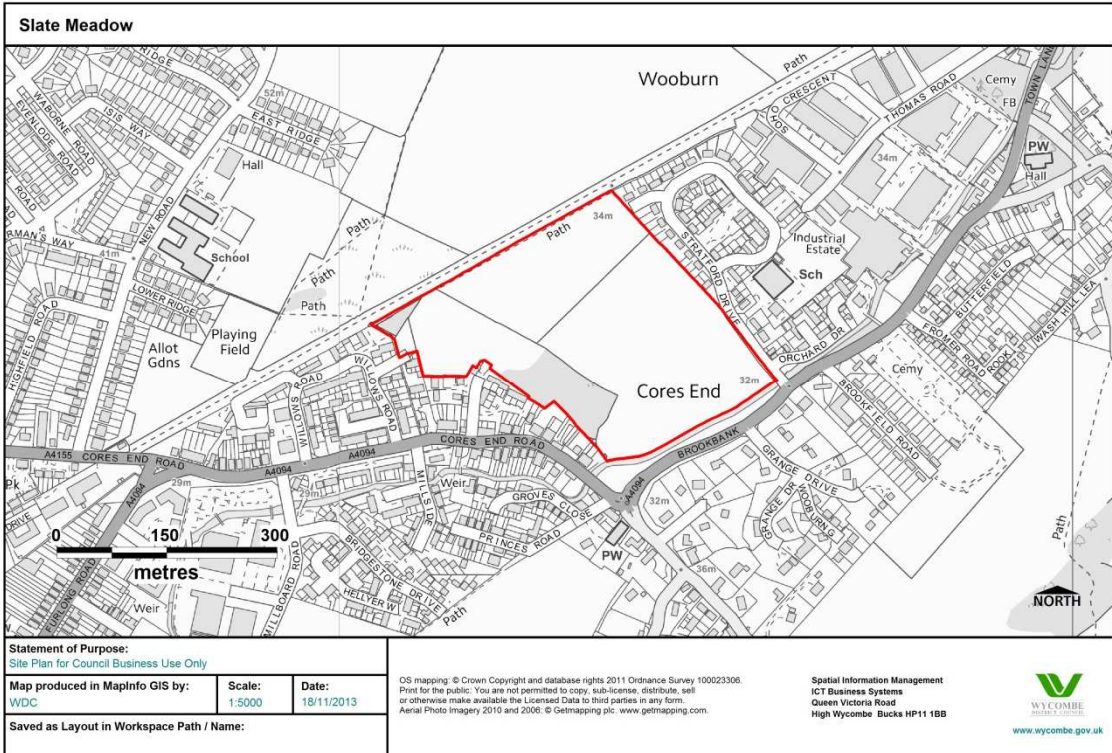
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## APPENDIX 3

### Summary of Issues in relation to the Reserve Sites from the Local Plan Options Consultation (Feb-Apr 2014)

#### Introduction

This appendix summarises the responses received in relation to the reserve sites as part of the Local Plan Options Consultation earlier this year. The consultation was split into several sections. The 'reserve sites' as a group were one of the eight strategic housing options (the other five included using brownfield land, and expanding Princes Risborough, amongst others). Each of the sites also had its own section in the plan.

In addition to the consultation responses made by people with an interest in the planning of the District – often living near the sites – market research was also undertaken during the consultation period, this was based on a representative sample of people taken from across the District. These findings are also summarised below.

This appendix sets out the comments on the Market Research first, then the comments on the strategic option of the reserve sites, then finally the comments on each of the sites.

#### Market Research Feedback

The market research included a questionnaire survey of a representative sample of people across the District. Of the 8 strategic options, the development of the Reserve Sites was the second to last in terms of support (with the Green Belt Review least favoured).

By contrast, when it came to questions about support or opposition to individual Reserve Sites there was generally more support for development of individual sites than there was opposition. The higher levels of support relative to opposition is likely to be because the research was a district-wide survey, so most people questioned would not be living near a Reserve Site.

However there was a significant proportion (approx. 25%) of people who did not express an opinion about the individual Reserve Sites, perhaps because they did not know the sites or have enough information about them. The proposals with the highest level of support were 'Abbey Barn South' (50%) and 'Abbey Barn North' (50%). Respondents from High Wycombe were more likely to support developing the reserve sites.<sup>10</sup>

#### Response to Strategic Option 3: Reserve Sites

Releasing the reserve sites for development was one of 8 strategic options set out in the Consultation Document published in February 2014 for how we might address the level of housing need in the District up to the year 2031.

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<sup>10</sup> Note that some figures quoted in this appendix in relation to the market research findings may not total 100% due to rounding

## Main concerns

109 responses were received specifically on this option and others commented on a related question in the consultation report. Most expressed objection to the release of the reserve sites. Concerns focused around the following issues

- Environmental impact
- Location and planning status of the sites
- Suggestions of alternative strategies and places to build
- Concerns about infrastructure

There was also a modest degree of support for the option, with comments made including that it was appropriate to allocate the sites, that there is no alternative, that they are needed to meet development requirements and that they are deliverable sites. There were various comments suggesting that the sites represented logical locations for development.

## **Responses for Individual Sites**

### **Introduction**

The Consultation Document also included more detail about each of the reserve sites including indicative diagrams showing potential development areas and areas that could be protected from development. This section summarises the written responses in relation to each site from the comments received, and through the market research.

### **Overview of the comments on the sites themselves**

Nearly 1,200 responses were received in relation to the reserve sites, predominantly objections raised mainly by people living locally to the sites. The greatest levels of response related to Gomm Valley and Ashwells, and Slate Meadow.

Key issues raised across the sites included:

- The traffic and transport impacts of development, and inadequacy of existing transport infrastructure;
- Impacts on other infrastructure provision such as schools and health facilities, and inadequacy of existing infrastructure;
- Loss of community identity – loss of separation between communities if development happens;
- Environmental impacts of development – including landscape impact, impact on ecology, flooding concerns (especially Slate Meadow);
- Some questioned the existing “reserved” status of the sites.

## **Abbey Barn North**

### **Total Written Responses: 62**

Most of the responses were objections to development of the site with some degree of support for the development of the site.

### Main concerns from objections

- Traffic impacts of development: Concerns over the worsening traffic congestion as the current roads are overstretched. Particular concerns about Daws Hill Lane, Kingsmead Road/Abbey Barn Lane and the impact on London Road and roads in Flackwell Heath.
- Infrastructure concerns: Concerns that current infrastructure such as schools and health care would not be able to cope with the influx of new residents to the area.
- Environmental impact: Concerns about the negative impact of development on issues such as landscape, biodiversity and flood risk.

### Support

- Support for the creation of a nature reserve on the site
- Vehicular access: views supporting the provision of two access points to the site with the best point being seen as Kingsmead Road.

### Market Research Feedback

50% supported and 18% did not support developing this site; 24% had no opinion and 9% were neutral.

## **Abbey Barn South**

### **Total Written Responses: 68**

Most of the responses were objections to development at the site, with a small number of representations in support of the site.

### Main concerns from objections

- Traffic impacts of development. Many people stated that the local roads such as Daws Hill Lane, Heath End Road and Marlow Hill are currently unable to handle rush hour traffic at the moment as they are used as rat runs between strategic routes in the area.
- Many representations expressed concerns about the impact of development on the character of Flackwell Heath. Strong concerns were expressed that it would effectively transform Flackwell Heath into a suburb of High Wycombe by eroding the gap between the two settlements and that, as a result, Flackwell Heath would lose its village and community feel, the features which the respondents felt made it such a pleasant place to live.
- Insufficient infrastructure: local services and facilities would be unable to cope with the influx of people which the development would bring. Concerns were expressed about particular services in the area, including GP surgeries, schools and water/sewerage provision.

### Support

Those supporting development at the site alluded to its size, potential benefits to the local area and good transport links.

## Market Research Feedback

50% supported and 19% did not support developing this site, 24% had no opinion and 8% were neutral.

## **Gomm Valley and Ashwells**

**Total Written Responses: 786 in total (570 on Gomm Valley & Ashwells and 216 on Ashwells)<sup>11</sup>**

The vast majority of responses were objections to development of this site with only a very small number in support. A large volume of concerns were also voiced at two public meetings (Cock Lane and Tylers Green – arranged by local community groups with WDC officers and local members in attendance) where Gomm Valley and Ashwells was the focus.

### Main concerns:

- There was a large volume of concern about traffic impacts of development, with respondents expressing strong concerns that congestion on the local roads would result. Many people expressed concerns over the safety of roads such as Cock Lane and Hammersley Lane, and expressed strong fears that they would not be able to cope with the extra volume of traffic which would result from development of Gomm Valley & Ashwells. Respondents also alluded to fears over the impact on the wider road network, especially London Road.
- Large volume of comments on infrastructure concerns, with the impact on local schools being a particularly prominent concern, followed by doctor's surgeries and other services/amenities. Infrastructure was seen as being inadequate at the current time, and that development here would exacerbate this situation.
- A large degree of concern over the impact of development here on the character of the area. A particular concern that development would end Penn and Tylers Green's identity as a separate village and that they would be subsumed into Wycombe, causing urban sprawl.
- Strong concerns over landscape impact, with respondents highlighting that this is the last dry valley in Wycombe and that the Council's priority should be to protect what is a cherished landscape.
- Other concerns about the impact of development on the wildlife in the site, and about the potential loss of an important green lung for the area.

### Support

These comments were generally supporting detailed aspects or options within the consultation document rather than commenting on the overall suitability of the site. These included support for retaining open space and opening it up for public use, for allotments, and for keeping development on Ashwells separate from High Wycombe.

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<sup>11</sup> The consultation document set out options for the whole site (Gomm Valley and Ashwells) but separately included the Ashwells part of the site where other issues related to Penn and Tylers Green were found in the consultation document.

## Market Research Feedback

41% supported and 23% did not support developing this site, 24% had no opinion and 12% were neutral.

## **Terriers Farm**

### **Total Written Responses: 73**

Most responses were objections to development of the site with a small number in support.

#### Main concerns from objections

- There was significant amount of concern at what was perceived to be overdevelopment in the area around the Terriers Farm site. In particular, there was a significant degree of concern about the impact of development at the former Wellesbourne Campus, particularly on the grounds of lack of parking, traffic impact leading to unsafe roads and what was seen as the over-dense nature of the development.
- There was major concern that development on the site would represent urban sprawl, and would lead to the loss of separation between High Wycombe and Hazlemere and the loss of an important and valued green gap between these two settlements.
- A significant number of respondents were concerned about the traffic impacts of development at Terriers Farm, and the congestion which would result from development on roads where congestions levels are already high.
- Many respondents expressed strong concerns over infrastructure. Concerns included that there was not enough infrastructure generally, that there had been no improvements in infrastructure since the Wellesbourne development and that the current infrastructure in the area could not cope and that extra investment was needed in infrastructure. There were particular concerns about local schools being full and overstretched.
- Several respondents questioned the need for a Park and Ride facility in this location – questioning its usefulness, viability and effectiveness in reducing journey times for traffic coming from the north into the town centre.

#### Support

Comments in support included that the land had been reserved for many years and was outside the Green Belt and Area of Outstanding Natural Beauty, and some respondents put the opinion forward that the site was not of any scenic value and that it is in an area which has reasonable transport links, schools and retail.

#### Market Research Feedback

40% supported and 24% did not support developing this site, 23% had no opinion and 13% were neutral.

## **Slate Meadow**

### **Total Written Responses: 230**

The vast majority of responses were objections to development of this site with only very few in support. A large volume of concerns were also voiced at an exhibition and two meetings (arranged by WDC) in Bourne End where Slate Meadow was the focus.

### Main concerns:

- Concerns over building on the flood plain and increasing flood risk were an overwhelming concern. Many were concerned by the impact of flooding on existing roads and properties in the area and feared this situation would be exacerbated by developing Slate Meadow. There were also concerns over impact on ground water levels, sewage and drainage.
- Many feared that development of Slate Meadow would result in the coalescence of Bourne End and Wooburn, and the loss of their respective identities. The loss of the natural break and valuable green space between the two settlements was also a major concern.
- There were many concerns over additional traffic congestion
- Concern that the current roads and pavements are overstretched;
- Increased risk for children during school drop-off and pick-up times due to the increased traffic volume which would result on Stratford Drive
- Extra traffic on the already overloaded Cores End Road during peak times, as well as adjacent streets such as Orchard Drive, Frank Lunnon Close, Jubilee Walk, Willows Road and Stratford Drive.
- Fear that increased bus and vehicular access through the site would exacerbate congestion in the area and cause more accidents.
- Infrastructure concerns, and in particular concerns over the lack of capacity of local primary schools to cater for additional population – also concerns over impact on local health services
- Concerns about building on an area designated as village green which should be protected for local people to enjoy as a recreational resource.

### Support

These comments were generally supporting or providing detailed suggestions about the development of the site rather than commenting on the overall suitability of the site. These included some support for a 'park and walk' facility for the nearby primary school, and suggestions about how open space should be provided on the site.

### Market Research Feedback

35% supported and 30% did not support developing this site, 23% had no opinion and 12% were neutral.



## APPENDIX 4

### **Priorities and Other Issues Raised at 29<sup>th</sup> September 2014 public workshop**

On 29<sup>th</sup> September the Council held a Reserve Sites Stakeholders Workshop at the Royal Grammar School, High Wycombe. The aim of the workshop was to give communities affected by the proposed development of the Reserve Sites to identify what the main issues/concerns are in relation to each of the sites should they be brought forward for development.

The workshop was broken down into two sessions. The first session had two groups per site with one group identifying issues/concerns and the other group assessing issues/concerns raised during the February/April 2014 consultation and subsequent public meetings. Both groups were asked to prioritise the top three issues/concerns. The second session brought together the different groups to compare the issues/concerns and to attempt to agree the top three priority issues/concerns across the two groups.

All issues and concerns were recorded on flip charts and have been typed up on the following pages. A total of 153 people attended the workshop, to make the task workable there were multiple groups for all of the sites apart from Abbey Barn North which had one table; there was also an Ashwells only table. Each site had the following number of tables:

Abbey Barn North – 1 table

Abbey Barn South – 4 tables

Ashwells only - 1 table

Gomm Valley and Ashwells – 8 tables

Slate Meadow- 4 tables

Terriers Farm – 4 tables

The session 2 results where priorities were agreed are set out at the beginning of the each site section, in bold text. For some sites there were more than one set of priorities because of the number of tables discussing those sites.

## **Abbey Barn North**

### **Agreed priorities**

#### **1. Wycombe needs to deliver a cemetery**

- Use Abbey Barn North site
- Also bring back into use the allotment

#### **2. Abbey Barn Lane**

- Set traffic to UP only – wil decrease the number of potential accidents

#### **3. Widen Winchbottom Lane for cars/lorries**

- Re-route traffic via A404
- Both directions of the motorway
- Also cover Abbey Barn South development

#### **4. To accommodate housing**

- Static lodges/caravans in Green Belt/AONB /in rural area – top quality

### **Additional issues**

**No increase in traffic to London Road/Kingsmead/Flackwell Heath etc**

**No increase in noise**

**No increase in pollution/air quality**

**No requirement for Junction 3A via Spring Lane or Abbey Barn**

Please note there was only one table for Abbey Barn North.

## **Abbey Barn South**

### **Session 2 Priorities**

#### **Tables 1 and 4 Session 2**

**There was no consensus on the top three priority issues/concerns**

#### **Abbey Barn South Tables 2 and 3 Session 2**

- 1. Traffic**
- 2. Infrastructure**
- 3. Encroachment**

#### **Additional priorities**

- SQTS to be re-done and similar transport strategies for the Eastern, Western and Northern quadrants produced**
- Maintain separation between settlements**
- Nature and sustainability of development**

#### **Abbey Barn South Table 1 Session 1**

1. Development would generate extra traffic in Flackwell Heath causing serious congestion and road safety issues
2. Insufficient infrastructure :
  - More medical facilities/GP's
  - Wider hospital services
  - More school places
  - Water and sewerage
3. Road issues
  - Widen all Winchbottom Lane
  - Widen bridge over old railway line on Abbey lane
  - Tunnel under M40 from Abbey Barn South development to Winchbottom Lane
4. Concern about the joining up of High Wycombe to Flackwell Heath along Heath End Road
5. Need to estimate how many cars and lorries will go through Flackwell Heath /Daws Hill per day after development completed at Daws Hill and Abbey Barn South

## **Abbey Barn South Table 4 Session 1**

1. Size
  - Keep within what can be accommodated by existing infrastructure (roads etc.)
  - Minimise housing numbers/area to minimise traffic
  - No business/employment allocation
2. Recreation
  - Keep existing sports facilities
  - Keep tree lined corridor
  - Enhance local facilities within development
3. Ecology
  - Maintain nature corridor

## **Abbey Barn South Table 2 – Session 1**

1. Traffic – local and regional
  - Provision of infrastructure that would exacerbate current chronic congestion
2. Infrastructure – schools, health, utilities - encroachment and separation
3. Encroachment - no “greater” Wycombe/Woodland buffers.
  - Ensure separation of between Daws Hill and Flackwell Heath
  - No greater High Wycombe.
  - Extend the existing woodland to create bigger buffer
  - Protect remaining greenbelt (a quid pro quo)
  - Integrate path with buffer zone to preserve woodland edges
4. Nature of development - Density, quantity, character, landscaping, “our green pleasant land”
  - Preserve (as at September 2014) nature of Daws Hill area, nature of housing and arboreal appearance
  - Concerns about density and quantity in available space
  -

## **Abbey Barn South Table 3 – Session 1**

2. Traffic – local and regional
  - Provision of infrastructure that would exacerbate current chronic congestion
3. SQTS to be re-done and similar transport strategies for the Eastern, Western and Northern quadrants produced
4. Infrastructure
  - Does the existing infrastructure support the proposed development? (Infrastructure is defined here as all the facilities/services required to support the completed development).
5. Maintain separation between settlements
6. Nature and sustainability of development

- Developments to be built to a high standard of sustainability. Target should be zero carbon footprint
- Housing mix driven by economic needs of the District

## **Ashwells only Table (1 table only)**

### **1. Traffic impact / access on Ashwells**

- **Number of access points – more than 1!**
- **Ashwells – should also be Wheeler avenue – why only Ashwells?**
  - o **review ownership of access from Wheeler avenue**
- **Proximity to school – Tylers Green Middle School**
- **Safety for school => drop off**
- **very steep hill (Ashwells) – snow/ice : danger**
- **need to maintain footpath access from Ashwells / back of Sandpits Lane to village via Carter Walk, Wheeler Avenue**
  - o **no pavement on Hammersley Lane**
- **high ground – adverse driving conditions (snow /ice) in Tylers Green**
- **Cock Lane passing places only if all traffic from Ashwells**
- **Top of Hammersley very narrow no pavement**

### **2. Style of development**

- **density of housing**
- **100+ homes too big!!**
- **style “in keeping” => village identity appropriate**
- **drainage (from Sandpits => Cock lane)**

### **3. Open spaces**

- **maintain space between village and Wycombe**
- **no need for allotments => keep space open where possible**

### **4. Impact on local services**

- **Tylers Green Middle School – full**
- **Doctor’s surgery etc.**

### **Additional points**

- **How many road access points can be granted to Ashwells site? why only Ashwells and not also Wheeler avenue to spread / disperse significant increase in traffic?**
- **Access**
  - **safety**
  - **steep hill – Ashwells**
  - **bottleneck at bottom**
  - **school/ children**
- **traffic impact on entire area**
  - **huge ex. volume**

- speed/safety
- village infrastructure
  - schools
  - transport
  - drainage!!
- Ashwells access would not cope:
  - hill
  - school
  - cock lane
  - village ices up only one access
- Currently Sandpits lane residents have on-foot access to to Carter Walk and into Tylers Green village. Will this access be retained? there is no pavement on Hammersley Lane into Tylers Green. So we need to retain safe access into Tylers Green.
- cannot put too many houses on the site
- need space between high Wycombe and village
- Ashwells: density of housing on Ashwells is a major concern – 100 houses would not be sympathetic with the area and would cause major traffic issues on Hammersley Lane and Cock lane
- Style of development
- Safety (access)
- density
- sympathetic development to village
  - density
  - volume
  - style
- Allotments? Why? why not maintain the character of the land – concerns about even more traffic and security
- schools nearly full
- Ashwells –schools – how will these be expected to cope with increased population? two village schools are already too small.
- Access from back of properties to Sandpits Lane to Tylers Green

## **Gomm Valley and Ashwells**

### **Session 2 Priorities**

#### **Gomm Valley tables 1 and 2 - session 2 - Priorities**

##### **1. Traffic**

- cock lane – preserve single track / strain on the railway bridge
- concerns about a cul-de-sac becoming a main road
- safety
- impact on local roads
- congestion
- noise pollution
- traffic already at maximum capacity

##### **2. Environment**

- impact on hedgerows
- disruption to animal networks
- endangered species
- ancient woodland needs to be buffered for protection
- keep the separation of settlements
- loss of grade 3 –best and most versatile agricultural land
- flooding – acts as soakaway
- chalk valley

##### **3. Strain on existing amenities**

- schools
- doctors
- A&E (already lost services)
- transport
- electricity supply
- water supply
- refuse

#### **Gomm Valley and Ashwells tables 3 and 4 – session 2 - Priorities**

- 1. Quality of life – will be adversely affected by obtrusive and insensitive developments**
- 2. Environmental impact – effect on wildlife, and destruction of natural environment**
- 3. Infrastructure / traffic / transport**
  - Increase traffic volumes ; effect on Hammersley Lane / A40 /Cock Lane

- Impact on Penn / Tylers Green school traffic
- 4. Community services – increased pressure on schools / GP surgeries, shops etc.

### **Gomm Valley and Ashwells Table 5 and 6 – session 2 - Priorities**

1. Minimal impact on site preserving natural habitats and farmland
2. Can transport infrastructure issues be resolved?
3. Quality of life for local population (existing and new)

### **Gomm Valley and Ashwells Table 7 and 8 – session 2 - Priorities**

1. Consequence of congestion on local roads resulting from increased traffic due to home/offices traffic lights etc do not help with volumes. London road overloaded
2. Loss of AONB and quality landscape, tranquillity and views
3. Effect on schools, surgeries and adequate water waste capacity
4. Retention of separation between communities
5. Ashwells allotments not needed locally. If used by other communities – more traffic

### **Gomm Valley and Ashwells - Table 1 – session 1**

1. No building on Gomm Valley full stop!
2. We don't want more infrastructure
3. Loss of quality of life
4. Loss of Grade 3 – best and most versatile agricultural land
5. Strain on existing amenities
6. We need a buffer around ancient woodland
7. No sustainable transport i.e. cannot walk/cycle up 1 in 5 hill
8. Concerns building in the south of the Valley – as it will spread upwards
9. Why not develop both Ashwells fields?

#### **Additional points**

- Infrastructure
  - no junction improvements planned for Pimms Grove / Cock Lane
  - traffic on Cock lane already at maximum capacity / as on Hammersley lane and Gomm road
  - traffic noise
- Traffic on Hammersley Lane



- safety issue with turning right at lights with London Road
- drivers using wrong side of the road
- lack of footway
- In feedback: concerns about cul-de-sac in Ashwells becoming a main road – so will Pimms Grove/Close
- consultation is all about Tylers Green
- Missed issue: best and most versatile agricultural land : Grade 3. Farmer will lose leased land – no compensation
- Strain on amenities – schools, GPs, hospital (already lost major services) , electricity supply, water supply etc.
- we need to buffer the ancient woodland to protect environment and wildlife
- why not both fields of Ashwells developed?
- building at top of 1 in 5 hill does not provide sustainable transport lines – walking / cycling
- loss of quality of life from residents with new development in their backyard
- no to building on Gomm Valley – full stop!
- concerns about building in the south of the valley as development will spread upwards.

## **Gomm Valley and Ashwells Table 2 – session 1**

- Gomm Valley – Cock lane – upper – single track
  - preserve single track
  - character of the area
  - separation of settlements
  - environmental impact (hedgerows)
  - no pavement – increased danger to pedestrian / cyclists if traffic increase
- Environment
  - chalk valley
  - wildlife including threatened species + animal
  - natural habitat / networks
  - character village environment
  - village walks /dog walking
- Flooding
  - the proposed area is currently a soak away for rainwater falling on to and coming down from the hills. Tarmacking it will push all the water down to the A40 and cause increased flooding
- Traffic / A40 / East Wycombe
  - peak traffic time already breaking point
  - traffic lights
- traffic – Cock lane rail bridge
  - single track on a bend
- traffic – Hammersley lane

- peak traffic
- Drain on resources
  - schools
  - doctors
  - A&E
  - transport services

#### Additional points

- traffic
  - single track bridge
  - danger: lights at the bottom of Cock lane
- road access to site
- increased traffic via Cock lane
- loss of separation between settlements
- the single track lane in Cock lane is already overused – any improvements to London road would make it worse
- traffic is at breaking point now at the bottom of Cock lane / London road
- traffic in and around the area
- narrow part of lane to remain as now
- any building will damage the natural beauty of the Valley
- when will we stop building outwards, if we don't stop now? on green space. Save British countryside! Long term plan?
- Nature reserve? Habitat
- Cock lane: its nature helps define the character of the area but it cannot support an increased volume of traffic
- damage to environment / wildlife / habitats / networks
- environment : wildlife / green area/ hedgerows
- destruction of nature + wildlife
- trees
- least change to green landscape area –wise
- least noise pollution
- flooding: the proposed site provides a vital soak away for rainwater that will be lost by tarmacking it over.
- drain on local resources – schools / doctors
- school – overcrowding
- environment - natural habitat
  - threatened species
  - hedgerows
  - separation
- environment:
  - natural habitat of wildlife and protected species
- Flooding

- the proposed area is currently a soak away for rainwater falling on it and coming down from higher up. Tarmacking it will push all this water down to the A40 and cause increased flooding.
- traffic
- cock lane (upper) single track road : want to keep as is – character of area – separator of settlements
- flooding
- traffic
  - access to development
  - London road A40
  - cock lane single track road
- Economy +Health benefits of green area
  - less car noise
  - less traffic driving / commuting
  - less stress
  - beauty / attractiveness
  - raises prices + tourism
  - flooding prevention
  - bird song –healthy - stress is real health problem
  - children playing and exercising
- let's improve existing housing so it can be afforded + suitable to those who need housing
- What is the long term plan? / Solution? (i.e. the next 20 years)
  - With building outwards “solution” we will lose all Greenland => when will we stop building out if we don't stop now?
  - Should we stop outward growth sooner rather than when we physically cannot anymore?
  - Save some countryside in our country

## **Gomm Valley and Ashwells table 3 session 1**

1. Quality of life
  - the quality of life of local people will be destroyed by obtrusive and insensitive developments. A particular “black spot” is the lower part of Hammersley Lane which has the most beautiful panorama in the Wycombe area. To replace this with a row of houses would be a crying shame – obtrusive and insensitive. Impact has been completely ignored.
  - it must be possible to build houses with a little sensitivity and understanding of the wishes of local people.
  - if 60% of new houses will be “unaffordable” these will be by outsiders, not helping local people. we should aim for 75% affordable
  - quality of life compromised by increase in population and traffic
  - putting in high density housing will be to the detriment of future generations

- development will attract population from outside district and county / country
  - housing needs: are they for the local people – survey?
  - appropriate development suitable for local people
2. Traffic
- traffic : roads will not cope – already overcrowded
  - impact of new M40 junction on whole area / integrated transport plan
  - Hammersley lane would be very difficult to redevelop due to extremely bad access via Hammersley lane or Robinson road.
3. Future infrastructure
- Viaducts have not been considered, or have they?
  - Has existing housing stock development been considered i.e. building bungalows into family homes?

## **Gomm Valley and Ashwells table 4 – session 1**

1. Environmental
2. Infrastructure
  - Access + road network
3. Community services
  - school / medical / retail

### Additional points

- Environment : no development preferred
- Adverse effect on village character of Penn caused by potential increase in through traffic
- If there has to be development : be aware of impact on wider environment
  - o loss of sky
  - o green lung
  - o view from A40 /M40 / trains
- Loss of the Gomm Valley – destruction of beautiful wildlife
- Retaining the peace of the Gomm Valley for recreation and leisure
- Loss of special environment
  - don't destroy the valley : it's unique
  - wildlife / wildflowers
- Environment : Gomm Valley protection of open space + wildlife for all
- Infrastructure
  - access
  - traffic volumes
- Protecting the road network of Penn => A40 from major long term congestion / pollution
- An increase in A40 traffic is unsustainable
- Very limited access for traffic to the Ashwells site
- Access to from and along the London road
  - too small to cope with traffic

- Impracticality of Ashwells development resulting from traffic increase
- The London road is already unable to cope with the traffic
- The London road is a “car park” already – cannot take any more traffic
- Roads + infrastructure (schools, hospitals, doctors)
  - lack of road system in whole area, particularly Cock lane / A40 / Hammersley lane / Gomm Road
- Schools and doctors not coping with too many people already
- Lack of supporting services : schools , surgeries, shops etc.
- Community services not coping already = schools and doctors overcrowded

### **Gomm Valley and Ashwells Table 5 – session 1**

1. Retention of important biodiversity etc.
2. Retention of areas of most sensitive landscape
3. Provision of linked nature reserves
4. Contribution to the enhancement of the green infrastructure network
5. Retention of strong separation between High Wycombe and Tylers Green
6. Provision of new and frequent bus service and provision of new and improved footpaths and cycling links
7. All built house should have adequate gardens
8. Provision of all open space requirements on-site
9. Collaboration with water authorities
10. Provision of vehicle access points and provision of local junction improvements
11. Provision of business element

#### Additional points

- All newly built houses should have adequate gardens
- How will it be decided which option will be used?

### **Gomm Valley and Ashwells Table 6 – session 1**

1. Terrain difficult for economic building and development
2. Nature reserve will cease to be viable without open spaces around it
3. Housing density and terrain will cause difficulty of access for emergency vehicles

#### Additional points

- Effect on wildlife
- Extra traffic over narrow bridge
- Increased traffic on A40
- Congestion gridlock on London Road
- Increased traffic down Pimms Grove and Cock Lane
- Parking?
- Parking of extra cars

- Traffic 40% increase by 2030 (cov.uk)
- Increase levels of infrastructure ie roads, schools, health, policing
- Traffic increased congestion
- The A40 is frequently at a standstill and almost always at a crawl due to the current pressure of traffic. Adding large numbers of houses in Gomm Valley will render A40(and many roads off it) Impassable.
- Chicken or egg? Housing or infrastructure first
- There is insufficient infrastructure to support more dwellings – schools, roads, hospitals, doctors surgeries
- Provision of amenities (schools etc)
- The number of houses proposed for the Gomm Valley will, if built, require a substantial increase in infrastructure: doctors, schools, water, gas and electric supply, as well as difficulties of road maintenance (especially in winter)
- Weak infrastructure
- How many bites of the cherry will there be? Once the process of building has started
- A road running through the Gomm Valley (as proposed if J3A f M40 is built) would produce a “rat run” through the valley and move a significant problem to Penn and Tylers Green’s smaller roads
- A large number of houses appear to have been proposed for Gomm Valley/Ashwells compared to other sites, yet this must surely be one of the more difficult areas to build on
- Danger:- access of emergency services
- Destruction of flora and fauna
- Houses in Gomm Valley will take away agricultural land
- Density of buildings + high rise or low rise bldgs.
- Nature reserve diminished
- Accessibility with reserve areas
- What and how much open space will be left within each reserve site
- Loss of sense of open space
- Damage limitation build as little as possible until new local plan (regional plan) is in place
- Where are the employment opportunities needed to support the need for extra houses
- Increase local crime through loss of community
- Thin end of the wedge leading to eventual loss of al open spaces (no reason to expect that there won’t be another round in say 10 years)
- 180-700 houses/businesses in the Gomm Valley will destroy an attractive part of the outskirts of Wycombe which is clearly visible to people passing the town on the M40
- Increase noise and pollution
- Living near the Gomm Valley is currently pleasant because it is an open space. No one will benefit, quite the reverse, if our open spaces are lost
- Can the East side not take some of the volume

- Accessibility
- Density of buildings
- High rise or low rise dwellings
- Level of infrastructure ie roadways, schools, health, policing

## **Gomm Valley and Ashwells Table 7– session 1**

\*as per below option 1 for house numbers is the only semi viable option\*

1. Consequence of congestion on local roads resulting from increased traffic due to local new homes/offices traffic lights etc do not help with volumes. London Road overloaded
2. Loss of AONB and quality landscape, tranquillity and views
3. Effect on schools, surgeries
4. Retention of separation between communities
5. Adequate water and waste capacity
6. Ashwells allotments not needed locally. If used by other communities – more traffic

Missing Issues from Feedback

- Hammersley Lane/Church Rd junction improvements
- Hammersley Lane railway bridge pedestrian access
- Lack of public transport - wider issue than acknowledged
- Expansion of Penn surgery not mentioned
- Should provision for other medical facilities such as dentists be considered
- Details regarding contribution to the enhancement of the green infrastructure network
- Improved and expanded local nature reserve – how do you expand something which is already very natural?
- Cock Lane bridge/narrow section

## **Gomm Valley and Ashwells Table 8 – session 1**

1. Road infrastructure. Overloaded protect character of existing lanes
2. Protect the beauty of Gomm Valley. Also the character of Penn and Tylers Green
3. Will we be building homes for the London overspill rather than the local people?

Additional points

- Local housing for local people
- Young families to buy
- Avoid London over-run
- Joins Penn/Tylers to the developers dream of HighBeaconSlough

- It's designed to decant more people into a highly constricted area. So build houses – people move in then build business premises no infrastructure!
- I don't blame the council. The failures/stupidity are at a national level
- Gomm Valley is beautiful and magical as a vestige of green lung. How can anyone destroy it?
- Volume of traffic – addressing this eg widen Cock Lane Hammersley Lane results in unofficial Wycombe Eastern bypass. Modification to M40 access make this worse (junction 3a concern)



## **Slate Meadow**

### **Priorities – Session 2**

There was no combined sheet/agreed priorities for tables 2 and 3

### **Slate Meadow Table 3 and 4 – session 2 - Priorities**

1. Preservation of physical gap between Wooburn and Bourne End
2. Flood plain issues – will increase, area already flood i.e. road. With concreting fields water bank up to other nearby area.
3. Congestion – already in area will increase in Wooburn, Bourne End and Cookham Bridge
4. Access from all nearby side roads onto Brookbank, Cores End Road now 10 minutes will become longer
5. Capability of bridge on Cores End Road to cope with 300 – 400 extra vehicles
6. Strains on infrastructure i.e. up to limit, waiting for appointment at Wooburn Surgery now – need extra Doctors surgery not just expansion of present one.
7. Destruction of natural habitat

### **Slate Meadow Table 3 and 4 – session 2**

1. Retain village green in current location
2. Coalescence of villages
3. Flood risk (Zone 2)
4. Other issues
  - Infrastructure
  - Traffic
  - Community services
  - Environment

## **Slate Meadow Table 1 – session 1**

1. Coalescence
  - Highways: Bus Route? (madness); road width/safety
2. Flood Plain
3. Traffic
4. Infrastructure: near and beyond breaking point!
  - Schools
  - Doctor surgeries
  - Roads
5. If development goes ahead, keep:
  - Village green in existing location
  - Expand St. Paul's School
  - Provide parking for school
6. Wildlife

Additional points:

- Access to and/or from sites: household; utilities, deliveries, emergencies
- Loss of amenity & green space
- Environmental: Wildlife and Ecological loss

## **Slate Meadow Table 2 – session 1**

1. Flood Risk (Zone 2)
  - Environment agency flood risk report
  - Surface water run-off (mitigation to existing built stock neighbouring sewage/drainage)
  - Flood risk
    - Increased impact on surrounds & existing houses
    - Insurance of existing housing stock
2. Retention of Village Green in current location
  - Village Green status & location
  - Owners have to apply for risk assessment
    - Has WDC done this or Is it in public domain?
3. Coalescence of villages
  - Coalescence of village: Wooburn/Bourne End
  - Campaign feelings – petition 1900 posters Facebook

## **Slate Meadow Table 3 – session 1**

1. Flood Plain issues
  - Road
  - Already floods

- Increase as result of concreting fields – water will rise up to other areas too
- 2. Congestion in area: Wooburn and Bourne End are always congested
- 3. Access to main roads nearby, there is up to 10 minutes now will be much worse
- 4. Capability of Cores End Road of bridge over Wye with 300 – 400 extra vehicles
- 5. Need new doctors surgeries as well as extent present ones – Wooburn Green Surgery up to limit at pressure

### **Additional points Table 3**

1. High ways: Cores End Road, Roundabout, Bridge over River Wye, not to fit for purpose of increased pressure.
2. Getting out of Princes Road, Frank Lunnon Close already takes minutes and lasts up to 10 minutes, also Grange Drive
3. All roads out and through Wooburn Green especially Wycombe have already congested. Extra cars will add more chaos!
4. Difficulty of setting out of side road (Princes Road) to Cores End Roundabout now. Bring in 400 extra cars will cause many worse problems
5. Brookbank already congested
6. Flood plain: river will bank with extra water to other nearby areas: Cores End Road, Groves Close, Weir etc.
7. Bourne End is extremely busy during day and rush hours
8. Cookham Bridge: total volume of traffic particularly in rush hours is very high already. There will be problems crossing the river at Cookham
9. Flooding on Cores End Road last winter came from backing from the Thames
10. With increased build and concreting over flooding will occur – drains already do impact on sewage will be widespread whole area in flood plain
11. Is bridge on Cores End Road sturdy enough for maybe 400 extra vehicles per day?
12. Cores End Road already gets congested where do another 400 cars go? WDC commonly treats this as a minor issue.
13. Loss of recreational land. If the development goes ahead it will make some people homeless at the expense of providing affordable homes which one already not wanted by local residents
14. Missing points: increase traffic, flood risk to existing properties and the new development; houses along Cores End Road were flooded earlier this year; this is secondary flood plain; loss of habitat for wildlife; remain the green belt sizes; it is against council planning policy to adjoin the two villages Bourne and Wooburn
15. I question central government's policy to build more affordable homes. Recently the local council permitted 2 Tesco supermarkets that 90% of village residents did not want. 6 detached houses selling at over £600K have been built in the village. This is not the answer!

16. Global warming: future river levels at the Thames and how it affect run-off and the River Wye
17. Possible increase in crime
18. Pound House Surgery already up to limit. Months wait – need another surgery, not just financial help to extend what is there at present

### **Slate Meadow Table 4 – session 1**

1. Preservation of the physical gap between Bourne End and Wooburn Green
2. Strains on roads and other infrastructure (schools, doctors etc.)
3. De-valuation of existing property values
4. Increase in crime
5. Destruction of natural habitats

### **Additional points Table 4**

- Flood
- Devaluation of existing properties due to loss of village identity and increase of housing (cheap)
- Affects existing property values
- Coalescence of Bourne End and High Wycombe
- Flood risk
- Potential increase in crime due to high density housing
- Blurring of boundaries between Bourne End and Wooburn. Post code SL8 Bourne End at Cores End Roundabout then it goes to HP post code (Wycombe at Brookhouse Drive. Division definitely strains at Cores End Roundabout.
- Nature and Wildlife protection
- Wildlife, retaining source green belt all countryside
- NO.1: Coalescence of Wooburn and Bourne End; flooding, devaluation of properties; NO. 6: wildlife and countryside, NO. 2: traffic and infrastructure, increase in crime
- Increased traffic
- Road safety
- Infrastructure cannot support, i.e. school, traffic and sewage

## **Terriers Farm**

### **Priorities – Session 2**

#### **Terriers Farm Tables 1 & 2 – session 2 - Priorities**

- 1. Infrastructure**
  - **Transport/access**
  - **No Park and Ride**
- 2. Quality of Development**
  - **Design**
  - **Density – lower**
  - **Mixed including care home**
  - **Eco**
- 3. Green Corridors and respecting AONB**

#### **Terriers Farm Tables 3 and 4 – session 2 - Priorities**

- 1. Infrastructure and Services**
- 2. Design and Numbers**
- 3. Job Opportunities in High Wycombe**

#### **Terriers Farm Table 1- session 1**

1. Traffic – Road Capacity
2. Access – Amersham Rd – Terriers House?
3. Overdevelopment
4. Lower Density (utilise ‘formal sport’)
5. Infrastructure - Doctors, schools, dentists etc
6. Different designs of houses- include eco? Self- build?
7. Sprawl (not bothered!)

#### **Additional Points**

- Lower density – to allow for parking
- Utilities and sewerage
- Concern about Doctor’s surgery in Hazlemere
- Wellesbourne site congestion – parking residential/visitor –too dense
- Primary school behind Tesco - houses built
- Old AXA site built on
- Traffic
- Wellesbourne Campus just finished

## **Terriers Farm Table 2- session 1**

1. No Park and Ride facility wanted
2. Infrastructure - Traffic, schools, doctors, sports/open space, sewage etc, public transport
3. Green Corridor/SSI/Conservation Areas/AONB
4. Housing Quality – Parking Mitigation/Density
5. Provision of care home
6. Future Cemetery for High Wycombe
7. Additional Points

### **Additional points**

- Traffic increase (local and spine roads) (surrounding villages)
- Improvements to local roads – infrastructure
- Schools and local amenities
- Adequate infrastructure – schools etc
- Cycling provision (roads/junctions/cycleways)
- Services – water, gas etc
- Inadequate public transport
- Cemetery
- Adjacent to AONB

## **Terriers Farm Table 3 – session 1**

1. Abandon P&R
2. Water and sewerage capacity
3. Allow for existing high pressure gas main – reduction in development
4. Infrastructure – school; surgeries
5. Traffic congestion – especially school times
6. Not repeat over-developed Wellesbourne
7. More flats; less houses – more ‘homes’ – could be old people residential homes
8. Purely residential; no new job opportunities – so increase in traffic movements across town
9. Need for affordable housing integrated with general housing.

### **Additional points**

- Large care/retirement complex (for ageing locality)
- Care provision
- No park and ride x 3
- Remove park and ride
- Park and Ride due to large development in recent years
- Maintain a green corridor through site
- Loss of green corridor
- Maintain SSSI and biodiversity

- Green Space including buffer zone between development and AONB
- Soft landscaping – trees!
- Conservation of historic areas and bio site/adjacent to conservation area
- Inadequate road infrastructure – volume of traffic
- Infrastructure (roads, schools, doctors)
- Infrastructure (electricity, water, gas, telecoms)
- Local services (schools, buses, shops, surgeries)
- Access arrangements (to Kingshill Road south or west? – not Amersham Rd)
- Underground parking – better parking/mitigation
- Ample car parking
- Housing quality (not like Wellesbourne/Kingshill Grange)
- Density – high or low rise? High density or low density?

## **Terriers Farm Table 4 – session 1**

1. Infrastructure
  - Impact on roads/traffic
  - Extra pressure on parking in town/at station
2. Design and numbers
  - Quality – not quantity
  - Green space
  - Sufficient on-site parking – residents and visitors
  - Retirement home provision
3. Services
  - School – 3 local schools closed for housing!
  - Pressure on GP services
  - Water and waste water
  - Local shops – none currently

### **Additional points**

- Local schools not enough
- New schools to cater for additional pupils and playing fields
- Section 106 having to allow schooling – aged – medical facilities on site
- Inferior existing highway infrastructure (Kingshill Road) to be improved (for frontages too)
- Local services eg doctor's surgery, local shops needed
- Infrastructure – roads etc
- Landscaped green areas to provide a comfortable environment
- Density to be less than Wellesbourne site
- Design or numbers – quality in numbers and lifestyle
- No overlooking properties in the housing development

- Sufficient car parking for residents and visitors
- No to parking buses and coaches on Chadwick Street at school times
- Parking outside houses in Tower street, Chadwick street – will there be yellow lines?
- Traffic congestion on the roads in Terriers
- Intersperse with open space to maintain green corridors – bridleway Kingswood/Cockshoot Wood
- If it is established that incoming householders are working outside Wycombe, additional car parking at station
- Improvements to roads to allow for additional traffic affecting other parts of town (especially Amersham Road/Hill)
- Roads, parking?
- Surrounding road system too small
- Schools – Wellesbourne is gone, so has Terriers First schools



## APPENDIX 5

### **Recommendations of the Local Plan Task and Finish Group (Wednesday 1 October 2014) re Draft 'Reserve Sites and Progressing the Local Plan' Report to Cabinet 20 October 2014.**

The New Local Plan Task and Finish Group was established by the Improvement & Review Commission at its 25 March 2013 meeting to work alongside the Planning and Sustainability Policy and Advisory Group to provide non-executive participation and support to the development of the New Local Plan.

Within this role the Task and Finish Group was asked to review the Draft 'Reserve Sites and Progressing the Local Plan' Report before its consideration by Cabinet on 20 October 2014.

The Task and Finish Group, having been circulated with an agenda including this draft report, met on Wednesday 1 October 2014, to draw up its specific recommendations to be considered by Cabinet alongside the report on 20 October 2014.

The Meeting was also attended by Councillor Neil Marshall (Cabinet Member for Planning & Sustainability) along with Penelope Tollitt (Head of Planning & Sustainability) and Ian Manktelow (Team Leader Planning Policy). These guests gave a brief outline of the report and the 5 options featured, along with the recommendation to Cabinet to release for development, to contribute towards the Council's 5 year housing land supply, the Abbey Barn North, Abbey Barn South, Gomm Valley and Ashwells, Slate Meadow and Terriers Farm reserve sites (Option 5).

The meeting also referred to the summary of Feedback from the Reserve Site Stakeholders Workshop of 29 September 2014 held at the Royal Grammar School, High Wycombe, which had been circulated to Task and Finish Group Members.

The Cabinet Member and officers answered various queries raised by Task and Finish Group Members and then left the Meeting.

The Group then discussed the recommendations it wished to make to Cabinet at length, and arrived at the following:

The Task and Finish Group recognises that the release of reserve sites is the least-worse option and therefore supports option 5 (release the reserve sites), subject to:
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(1) Continuing meaningful engagement of communities and local members through the proposed liaison groups and roundtable group, to ensure the appropriate scale of development and infrastructure is provided for each of the reserve sites;
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**CABINET RESPONSE:**

The Cabinet welcomes the Task and Finish Group's emphasis on meaningful engagement of communities and local members going forward. The liaison groups and round table group will provide a robust framework for doing that and we have already held initial discussions with key local groups and members on how the liaison groups might work. These groups together with wider community engagement will help to identify all the key issues for the sites and potential solutions to those issues, and thus help in securing the right form of development and the right infrastructure for each site.

(2) Balancing the provision of additional housing with the protection of appropriate employment sites, to ensure the District maintains a proper balance between homes and job creation opportunities; and

**CABINET RESPONSE:**

The Cabinet welcomes the Task and Finish Group's desire to maintain a proper balance between homes and job creation opportunity. This report (para 54) highlights that the Council will need to look at further opportunities to provide additional land for housing including looking at any additional potential from employment land, but agrees that the economic implications of releasing employment sites should be considered very carefully in this exercise.

(3) In addition to the reserve sites, that the Local Plan Review specifically consider the provision of future housing in the rest of the District, particularly rural areas, with affordable housing being seen as a key component of housing developments.

**CABINET RESPONSE:**

The Local Plan Options Consultation document (January 2014) set out a number of potential options for how housing growth to meet our objectively assessed needs could be accommodated in the District. This included options for housing growth away from the High Wycombe area. It included options for development of previously developed sites in the rural areas, expansion of villages and for very major growth at Princes Risborough. We will be exploring the potential of these options further as we move on to the next stage of work on the Local Plan. Indeed we have already commissioned further work looking more closely at Princes Risborough and Longwick, and are working with the relevant town and parish councils and the wider community on this.

Delivering affordable housing is going to be very important in any housing proposals in the Local Plan as our housing needs work continues to highlight a high level of need for affordable housing. The Options Consultation document also sought views on the best policy approach to how we secure affordable housing in the future.

The Task and Finish Group also wished to place on record its congratulations for the way the Council has undertaken public consultation and engagement on the reserve sites issues in such an open and through manner, ahead of Cabinet consideration.