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App No : 13/05799/FULEA App Type: Full App. with Environmental Assessment

Application for : A hybrid planning application seeking detailed planning permission for the demolition of the existing buildings and mixed use development to provide 441 dwellings (362 houses and 79 apartments) 448.13m² retail unit (Class A1), 536.05m² community centre (Class D1), 211.55m² Air Training Corps building (Class D2), 9 industrial units (2819.29m² Class B1c/B8), bus hub, school drop-off, open space, play areas, landscaping, car parking, the creation of a new access from Daws Hill Lane, retention of the existing access from Daws Hill Lane. Outline planning application for a primary school and pre-school (up to 1350m² Class D1) with all matters other than access reserved

At RAF Daws Hill Daws Hill Lane High Wycombe Buckinghamshire HP11 1PZ

Date Received : 09/07/13 Applicant : Taylor Wimpey West London

Target date for Decision 17/01/2014

1. Summary

- 1.1. Members will recall that an issues and scoping report was presented to Committee on September 25th 2013 following a members' visit to the site. At that time officers felt that the scheme was one that could be supported in general terms although several elements of the scheme needed to be improved and further resolved before a recommendation could be put forwards. This work has now concluded satisfactorily and the application is recommended for approval.
- 1.2. It is considered that the layout and design is acceptable. The scheme delivers in excess of the higher parking standards imposed in the Brief. The development is supported by appropriate transport, open space and education infrastructure. In short, there is the opportunity to deliver a significant number of new homes – with a level of affordable housing close to policy levels. It is also considered that any significant external adverse impacts can be mitigated by planning conditions and/or a S106 agreement. The economic viability evidence demonstrates that it is not possible to deliver a scheme at RAF Daws Hill which does not compromise on one or more policy expectations. Currently, the scheme is compromised to a greater or lesser degree with regards to tree retention, affordable housing, open space and employment land but it is considered that the contribution of the site to meeting housing needs outweighs these shortcomings.

2. The Application and Environmental Statement

- 2.1. The application is a full detailed planning application other than for the new on-site primary school, where the details are in outline only.

- 2.2. This is a former military base which includes low density bungalows nearest to Daws Hill Lane alongside higher density areas including industrial and office type buildings, halls of residence/barracks type buildings and a range of educational and social facilities. The existing buildings will be demolished.
- 2.3. The site extends to some 24.5 Hectares. Much of the site is broadly level but significant areas of the site are sloping, in particular the northern parts of the site where the site adjoins Keep Hill Wood and Deangarden Wood. Parts of these woods fall within the Registered Historic Landscape of Wycombe Abbey School, and parts have recently been recognised as Ancient Woodland and a Local Wildlife Site. A small part of the site (approx 0.25 HA) lies within the historic landscape designation but this is shown to be retained as woodland.
- 2.4. The site's only vehicular accesses are via Daws Hill Lane, although the site is bisected by a bridleway, allowing non-vehicular traffic access directly to the Rye via Keep Hill Wood. The tree canopy cover of the site is currently approximately 32%, this is made up by over 1000 individual TPO protected trees. No notable fauna has been identified.
- 2.5. The proposal is mainly, but not exclusively, residential. Most of the proposed housing is in the form of detached and semi-detached houses with 10 small scale apartment buildings peppered around the site containing a total of 69 apartments. These are predominantly two stories with some 3 storey town houses and apartments. There is also an element of B Class employment development, a new primary school, a shop, a community hall and replacement accommodation for the Air Training Corps. Access to the baseball facilities on the adjoining land is unaffected by the proposals.
- 2.6. Alongside the planning application an agreement under S106 of the Town and Country Planning Act is being negotiated.
- 2.7. The characteristics of the development will be described and illustrated further at Planning Committee . The main components are:
 - 441 dwellings comprising 354 houses, 79 apartments, 6 coach house dwellings and 2 maisonette dwellings.
 - A 448.13m² retail unit (Class A1), sited at the entrance to the site adjoining Daws Hill Lane.
 - A 536.05m² community centre (Class D1), also sited at the entrance of the site.
 - A 211.55m² Air Training Corps building (Class D2), sited on the Eaker Estate to the east of the bridleway and adjoining the proposed school site.
 - The creation of a new access from Daws Hill Lane to serve the above, in the form of a lozenge or landscaped roundabout.
 - 9 industrial units (2819.29m² Class B1c/B8), sited in the south east corner of the site closest to the motorway and utilising the existing access.
 - A bus hub and school drop-off comprising bus laybys and car parking spaces at the entrance of the site designed to facilitate school drop offs to St Michaels.

- New public open spaces
 - A primary school and pre-school (up to 1350m2 Class D1)
- Other than the school (which is in outline) the application is for full planning permission.

2.8. In addition, the applicant has agreed that the proposal should be treated as EIA development under the 2011 Regulations. A Scoping Opinion was adopted by the Council in March 2013 and an Environmental Statement was submitted with the application by the developer.

2.9. The application is accompanied by:

- Affordable Housing Statement
- Air Quality Assessment
- Arboricultural Implications Assessment
- Archaeological Assessment
- Bridleway no.67 report
- Design and Access Statement
- Ecological Assessment
- Economic Benefits Assessment
- Employment Report
- Energy Statement
- Environmental Noise Assessment
- Flood Risk and Drainage Assessment
- Land Contamination Assessment
- Landscape and Visual Impact Assessment
- Landscape Design Statement
- Open Space Assessment
- Planning Obligations
- Planning Statement
- Retail Statement
- Statement of Community Involvement
- Sustainability Statement
- Sustainable travel Plan
- Transport Assessment
- Utilities Assessment
- Viability Assessment

2.10. The application was amended in October. The amendments can be summarised as:

Housing mix amended from: 433 dwellings (364 houses and 69 apartments) to: 441 dwellings (362 houses – including in this 6 coach houses and 2 maisonettes - and 79 apartments). Whilst the gross number of dwellings is increased this results from substituting flats for houses, not from an increase in built form.

Major layout design matters:

Plots 309-323 replanned to allow deliveries access and turning

General revision to geometry of driveways and lanes to allow deliveries access and turning, and to create some spaces for additional tree planting

Plots 418-421 street composition replanned

Access road through commercial area – footway added

Secondary access gate added to northern boundary of commercial area

New footway shown to length of secondary estate road – nodal intersections redesigned along this route

Cord style streets – hard and soft landscaping detailing replanned

Estate road around public open space – geometry revised to allow bus swept paths, and square designed at intersection with Daws Approach

Additional buffer planting to western boundary

Plots 167-179 replanned – 3 affordable houses & one coach house removed, 8 affordable apartments added within redesigned block 7 (now also includes additional plots 434-441)

Plots 209-219 – mews area replanned

Cycleway rerouted in front of the proposed school and along the western side of the Community Plaza

Replan plots 72-80 to increase garden space

Replan plots 81-84 parking provision

Balconies and semi-private gardens/patios incorporated into apartment blocks where possible. Some apartment internals redesigned so that the living room is to the rear of the dwelling

Addendums/further technical notes to the Transport Assessment, the Environmental Statement and to the Design and Access statement have also been provided.

- 2.11 In addition, a declaration of interest was received from a Council Officer and as a result the application has been reviewed by the Monitoring Officer.

3. Working with the applicant/agent

- 3.1 In accordance with paragraphs 186 and 187 of the NPPF Wycombe District Council (WDC) take a positive and proactive approach to development proposals focused on solutions.
- 3.2 In February 2012 the Council and Taylor Wimpey signed a planning performance agreement covering the pre-application period up to and

including the determination of a planning application by the Council.
1.2 of the PPA states:

“The PPA sets out the procedural arrangements for a constructive and collaborative approach by the Lead Partners to ensure the delivery of the Project. It does not seek to secure the final outcome of Project and gives no guarantee of any planning permission. It is not intended to fetter the judgement or independence of the Local Planning Authority in considering the planning merits of the development proposal. It is a document confirming the process by which a planning application at this site that is to be submitted by the Developer will be determined.”

- 3.3 There has been a positive in-depth discussion at pre-application stage about many aspects of the proposals, and negotiations have continued following submission of the application. An addendum to the PPA is being negotiated to allow additional time for the conclusion of these negotiations and the conclusion of the related S106 negotiations.

4. Relevant Planning History

- 4.1. This application has been submitted following a two year pre-application stage which included developer led exhibitions in December 2011 and May 2012 together with Council led workshops in February and April 2012 as part of the process of drafting and adopting a Development Brief for the site.
- 4.2. The Council led Daws Hill Reference Group was set up in September 2011 and met regularly until August 2012 when it was replaced by the developer led Community Liaison Group.
- 4.3. The draft Development Brief was publicly consulted on in June/July 2012 including an exhibition at the Sports Centre and a further community workshop in July 2012. This was a joint consultation with the County Council in respect of the Southern Quadrant Transport Strategy. Both documents were formally adopted by their respective Councils in December 2012.
- 4.4. Members may recall there have been two previous committee presentations during the pre-application phase.
- 4.5. The Council published a full pre-application statement in draft in April 2013 which was provided to the applicant and stakeholders and in final published version in July 2013.

5. Key Planning Policies

This section of the report is intended as an overview of the key planning policies relevant this case, not as an exhaustive list of every relevant policy.

National Policy

- 5.1. The National Planning Policy Framework was published in March 2012 built around the ‘golden thread’ of a presumption in favour of sustainable development. It says (at paragraphs 186 and 187):

“Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.”

Development Plan Policy

- 5.2. The Wycombe Core Strategy was adopted in July 2008 and sets the strategic context for development in the district. Policy CS2 directs development to the existing settlements and Policy CS3 sets out a number of overarching principles for development in High Wycombe. The site falls within the M40 Gateway Key Area of Change (policy CS4.3). Policies CS17 to CS21 are all relevant to this proposal.
- 5.3. The Wycombe Delivery and Site Allocations Plan was adopted in July 2013. This does not contain any site specific policies relevant to RAF Daws Hill but does contain a series of Development Management policies which are relevant, in particular DM1, DM2, DM6, and DM13 to DM19 inclusive.
- 5.4. The remaining policies of the Adopted Wycombe District Local Plan to 2011 include a number of general design and amenity policies (for example G3 G8 G10-11 H19) which remain relevant.

Supplementary Planning Documents and other Relevant Guidance

- 5.5. The RAF Daws Hill Development Brief.
- 5.6. Living within our Limits, SPD.
- 5.7. Community Facilities SPD and Strategy
- 5.8. Housing Intensification SPD.
- 5.9. Planning Obligations, SPD.
- 5.10. The Southern Quadrant Transport Strategy (Bucks County Council).
- 5.11. Open Space Framework

6. Issues and Policy considerations

- 6.1. This section of the report builds on the issues and scoping report presented to Committee in September 2013. Where appropriate, it follows the structure of the Adopted Development Brief.

Principle and Location

Adopted Local Plan (ALP): None

Core Strategy Development Planning Document (CSDPD): Policies CS1
CS2 CS3 CS4.3
Delivery and Site Allocations DPD (DSA): Policies DM1
Adopted Development Brief for the former RAF Daws Hill Area: Sections 3
Other Supplementary Guidance: None

- 6.2. The overall policy position for RAF Daws Hill is summarised at 3.2 of the Brief:

“The overarching principle for this site set by the adopted development plan for the District, supported by the NPPF, is that the RAF Daws Hill site is a previously developed (brownfield) site where the principle of a residential led mixed use development is acceptable.”

“The Council is committed, through the Core Strategy and the Local Plan, to making the best use of previously developed sites such as this, as land is a scarce resource. This helps to minimise the need to develop greenfield sites on the edge of towns and villages. Making the best use of urban land means taking the opportunities available to meet development needs by using land efficiently whilst enhancing the physical and social environment of the area through high quality design and infrastructure planning.”

- 6.3. Whilst the scale of the site makes it strategically important, its planning status is in fact as a windfall brownfield site within the settlement boundary of High Wycombe. This sets it apart from other large sites such as Abbey Barn South as the question of ‘whether the site should be released for development’ simply does not arise for urban brownfield sites, irrespective of their scale (subject to consideration of the loss of employment land which does not apply in this instance). Moreover brownfield sites are recognised in the Core Strategy as not only acceptable in principle for development but also as a priority area for meeting housing need.
- 6.4. As noted elsewhere in this report, the economic viability evidence demonstrates that it is not possible to deliver a scheme at RAF Daws Hill which does not notionally fall short on one or more policy expectations. Currently, the scheme is below expectations to a greater or lesser degree with regards to tree retention, affordable housing, open space and employment land, when judged against the Brief. It appears therefore that a scheme that fully delivered our aspirations in these regards would be rendered undeliverable as a consequence.
- 6.5. The NPPF and major housing appeals from other districts clearly demonstrate the importance of evidencing and delivering a rolling 5 year supply of housing. Paragraph 47 of the NPPF set out further detail regarding this requiring that authorities also include a minimum additional 5% buffer in their 5 year supply and that authorities should identify sites not only in the immediate 5 year period (to 2018) but also the next 5 years (to 2023) and where possible the following 5 years (to 2028).

- 6.6. Wycombe's 2013 Annual Monitoring Report identifies RAF Daws Hill as a key site and assumes that this site is capable of delivering 245 dwellings in the immediate 5 year supply period of 2013 – 2018 (with a further 200 dwellings in the period following). This is equivalent to 13% of the total predicted supply of housing for the immediate 5 year period to 2018.
- 6.7. This is on the basis of the Core Strategy housing requirement. Following the revocation of the South East Plan the Council began a review of housing need leading towards a review of the Local Plan which will in due course supersede the Core Strategy housing requirements. Work to date indicates that the housing needs of the District are likely to exceed the Core Strategy housing requirement. Whilst the ability to meet those needs has to be tested through the new Local Plan process and in the context of the NPPF, it seems unlikely that any revised housing requirement will be lower than the current Core Strategy requirement, and it could be higher. This could impact on the scale of the rolling 5 year supply required longer term.
- 6.8. Without development at Daws Hill, it appears that the Council is moderately unlikely to meet its housing requirements for the period to 2018. Looking ahead to 2014 and 2015 and the rolling 5 year requirement to demonstrate supply to 2019 and 2020 and beyond the Council is more unlikely to meet its requirements without development at Daws Hill.
- 6.9. This has inescapable consequences for the consideration of the current application. Paragraph 49 of the NPPF says that "Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites." The consequence of this is set out in paragraph 14 of the NPPF which sets out the Government's presumption in favour of sustainable development. This says:
- "For decision taking this means: (amongst other things) where the development plan is... ..out of date, granting planning permission unless:
- Any adverse impacts of doings so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- Specific policies in this Framework indicate development should be restricted."
- 6.10. Because this site is necessary to maintain the rolling 5 year supply to 2018 and beyond any mooted refusal of this application would therefore need to be fully justified as a conflict with not only the Brief and the Development Plan, but more importantly, as a conflict with the National Planning Policy framework. For the reasons discussed in the report, officers consider that this scheme accords with the NPPF and as such they have concluded that in this case the benefits of delivering housing at this site outweigh the identified conflicts with the Brief.
- 6.11. The benefits of developing the site are not only the contribution it makes to housing provision but also the contribution it makes to providing new employment floorspace, new community buildings, new local shopping opportunities and new public open space. This

accords with the core planning principles in paragraph 17 of the NPPF which says (amongst other things) that “planning should promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas” and also the role of mixed use developments in “Promoting Healthy Communities” – paragraph 69 of the NPPF says :

- 6.12. “Planning policies and decisions, in turn, should aim to achieve places which promote:
- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
 - safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
 - safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.”

Activity and Land Uses (including affordable housing)

Adopted Local Plan (ALP): None

Core Strategy Development Planning Document (CSDPD): Policies CS4.3
CS13

Delivery and Site Allocations DPD (DSA): Policies DM6

Adopted Development Brief for the former RAF Daws Hill Area: Sections 7

Other Supplementary Guidance: Planning Obligations

- 6.13. Section 7 of the Brief sets out the Council’s vision for the range and amounts of different uses that are considered appropriate for the site. The DHNF considers that the Council were wrong to seek employment uses on the site and that there should have been a positive requirement for elderly persons housing on the site. They do not consider that there is evidence of need for this many houses. However, the proposal is largely compliant with the Brief and this is previously developed land within the settlement boundary where development is generally considered acceptable in principle.
- 6.14. Officers remain satisfied with the density of development proposed and consider that this is consistent with a high quality of design and layout. The Brief envisaged a design led approach “where housing numbers and housing density are simply an outcome...[of a design led approach] ...not a measure of success or failure”. The Brief envisaged slightly lower net densities along Daws Hill Lane and abutting existing development on Knights Templar Way / Sandford Gardens and that “the total number of dwellings will not exceed 500 taking into account the tree constraints on the site”. The proposals accord with these expectations of the Brief and the overall mix of housing contributes to the Core Strategy aim of meeting the needs of the community.

- 6.15. The initial advice from our Homes and Housing service was that (partly as a consequence of the spare room supplement and the welfare cap) that whilst the proposal was essentially acceptable there need to be marginally more small flats and fewer large houses. In response to this point Taylor Wimpey have adjusted the proposals to reflect the Council's aspirations and this is what sits behind the increase in total dwelling numbers (with a small number of larger houses replaced with a larger number of small flats).
- 6.16. Negotiations around the final amount of affordable housing have progressed and are continuing. The main factor affecting this negotiation is economic viability. Through the S106 negotiations officers are seeking the maximum level of viable affordable housing and, mindful that the applicant is proposing an 8 year build programme, also a review mechanism to ensure that the final proportion of affordable housing reflects the most up to date information on viability. This would result in provision of between 20% and 30% of bedspaces as affordable housing. There is therefore some shortfall but still a significant amount of affordable housing offered. This is considered acceptable.
- 6.17. With regards to employment generating development, the Council commented at the pre-application stage: "[The] proposals deviate from the Brief inasmuch as the applicant has not been able to accommodate the full quantum of desired business floorspace within the site area set out in the framework plan accompanying the brief. It is accepted that this is in large part due to the different development characteristics and servicing requirements of workshop units versus offices etc. As such this is considered acceptable subject to a robust delivery mechanism which would require the build-out of this element of the proposals within the earlier phases of the overall scheme." The detail of the delivery mechanism is subject to further discussion but the current expectation is that approximately half of the employment units will be constructed to shell and core after 100 residential occupations with the remainder to be constructed later. This is considered acceptable.
- 6.18. In accordance with both the Brief and the Education Authority's position the development includes a site for a new primary school and a financial contribution to the County Council to fund the construction of the school is being sought under S106 of the Act.
- 6.19. The 448 sqm shop unit accords with the Brief. (And for the sake of illustration, this is almost identical in scale to the new Sainsbury's in Flackwell Heath.) For information, following the recent adoption of the DSA the relevant Development Plan Policies for retail are Core Strategy Policy CS10 and DSA Policies DM8 and DM10. The overall strategy in CS10 is to support a hierarchy of retail centres ranging from High Wycombe Town Centre to local centres, such as the new centre proposed for this site in the Brief. DM10 is concerned with the impact of new retail on existing centres. It sets a series of thresholds for further assessment and under the terms of this policy it is only necessary to consider the impact on existing local centres (and there is none existing in this locality).
- 6.20. In the strict terms of the NPPF local shops are unrealistically characterised as a "main town centre use" and as a consequence of

this (and the fact that the Council's allocation for the site to include small scale retail is contained within a Development Brief, and not a Development Plan) then DM10 should in strict technical terms require a "town centre first" sequential test in accordance with the NPPF. But in the present case the Council (via the earlier emerging drafts of the DSA, the 2011 Position Statement, and via the adopted Development Brief) are positively promoting new local food and convenience retail as part of a balanced and sustainable new community at Daws Hill. This will support the Core Strategy hierarchy and the NPPF objectives to support healthy communities and mixed use development. There are no sequentially preferable sites (or any sites) as accessible to the community as this site which would meet the needs of the local community. These material considerations are considered more than enough to justify a technical departure from DM10 in this case.

Direct Impacts on Adjoining Neighbours

Adopted Local Plan (ALP): Policies G8 Appendix 1
Core Strategy Development Planning Document (CSDPD): Policies Cs19
Delivery and Site Allocations DPD (DSA): None
Adopted Development Brief for the former RAF Daws Hill Area: None
Other Supplementary Guidance: None

- 6.21. This section of the report is concerned only with the direct impacts on existing dwellings immediately adjoining the site in terms of overlooking and overshadowing. These are the dwellings west of the site on Knights Templar Way and Sandford Gardens.
- 6.22. As is commonplace with brownfield redevelopments the immediately adjoining neighbours will be inescapably aware of the development occurring across the boundary but this is not in itself a reason for the Council to refuse planning permission. Appendix 1 of the Local Plan sets out specific standards to assess whether the impact of new development on existing neighbours in terms of issues such as overlooking and overshadowing should be judged to be acceptable.
- 6.23. In this case, and notwithstanding the objections of several residents along this boundary, the proposal can be seen to accord with the Appendix 1 standard for a minimum of 25 metres window to window separation between dwellings. The existing fencing along the boundary and the existing and proposed planting will also help to soften the impact of the new development in this regard.

Urban Design Principles

Adopted Local Plan (ALP): Policies G3 G7 G8 G10-11 H19 T2 T4
Core Strategy Development Planning Document (CSDPD): Policies CS3
CS19
Delivery and Site Allocations DPD (DSA): Policies DM16
Adopted Development Brief for the former RAF Daws Hill Area: Sections 6.2
Other Supplementary Guidance: HISPD

Overall Layout

- 6.24. Throughout the development of these proposals officers have sought in particular to negotiate a scheme which is a robust and appropriate in terms of issues such as permeability, legibility, and the relationships between public and private space. These factors are the underlying structures of a place which persist longest in time and which are most fundamental to successful place making including the creation of an acceptable level of amenity for future occupants.
- 6.25. In the interim report to Committee in September it was noted that the scheme was generally of a high standard in this regard but that certain isolated areas required amendment to achieve the same standard. The amended proposals are generally considered acceptable. At the time of writing there is only one small area of the site (plots 317 and 318) which requires further work and officers are confident that this can be resolved speedily with the applicant. The changes being sought do not have a material impact on existing neighbours or the overall impacts of the scheme on the surrounding area – they are an improvement to the internal quality of place that can be achieved. As such it is not considered that any further consultation is required or that this very minor change should require a further review of the EIA.
- 6.26. The submitted plans show the affordable housing provided in clusters spread around the site. This is commonly accepted as a pragmatic compromise between our desire to “pepper pot” affordable housing and the desire of Housing Associations to aggregate units together for ease of management.

Design Principles for the Village Centre

- 6.27. The Brief (section 6.2.6) sets out a vision for the new village centre based around environmental quality, tree retention, and convenient parking and access. Officers consider that the proposals achieve this vision. Whilst in our view it would have been desirable to fully incorporate the business area with the village centre the separation of these elements is not considered to critically undermine the quality of the scheme or the character of place that will be created. The applicant has positioned the business units in the noisiest corner of the site close to the motorway where it has the potential to help screen the residential development from road noise. Furthermore it allows the employment area to have a separate access road so heavy vehicles will not need to use residential streets.

Detailed Design Quality

- 6.28. Members will by now be familiar with the applicant’s desire to create a contemporised arts and crafts style in the development. They have set out to create buildings which whilst not a slavish replication of classical arts and crafts (or of post war revival styles) is nonetheless robust enough to avoid falling into pastiche. Officers consider that whilst they may not have fully achieved this aspiration in every one of the circa 400 buildings on the site the approach has nonetheless resulted in a high quality of design which has a strong and distinctive character.

Conclusions on Urban Design

- 6.29. Overall and in conclusion it is considered that the proposal results in an attractive, robust and legible layout and form of buildings and spaces. There is a well-connected and easily understood layout of streets and paths, a high level of natural surveillance, and a high level of enclosure of private spaces garden-to-garden. The approach to site levels is to reflect the underlying topography and where existing slopes are significant split level dwellings are utilised to avoid excessive engineering. Car parking is mainly accommodated in private drives and garages set in-between the buildings. As a consequence the grain of development is generally more spacious side-to-side than much modern development, creating similar spacing to many interwar suburbs, although back-to-back distances reflect more modern standards. The layout is also considered to provide a suitable framework for a high quality landscaping scheme, although as is noted below further work is required on the detail of this.

Car Parking Provision

Adopted Local Plan (ALP): Policies T2 Appendix 9

Core Strategy Development Planning Document (CSDPD): Policies CS20

Delivery and Site Allocations DPD (DSA): Policies DM2

Adopted Development Brief for the former RAF Daws Hill Area: Sections 6.3

Other Relevant Guidance: Interim Statement on Parking Standards

November 2012

Residential Parking

- 6.30. The Brief sets out a site specific parking standard for residential development at this site requiring (for example) a one bed flat with 3 habitable rooms (this includes living rooms, bedrooms and kitchens, but not bathrooms or hallways) should be provided with 1 private parking space and 0.5 spaces provided publicly (to accommodate visitors and overflow) and a 4 bed house with 7 habitable rooms in total should be provided with 3 private parking spaces and 0.6 spaces provided publicly.
- 6.31. The application of these standards results in a total requirement of 1135 spaces (877 private and 258 public). The amended proposal provides 1261 spaces (1003 private plus 258 public). The amount of parking therefore exceeds the minimum set in the Brief.
- 6.32. Garages and car ports are also provided at a larger size with additional space provided for household storage. All but about 4 of the houses proposed have parking on-plot either on private drives, car ports or garages. All of the flats have parking in private shared parking courtyards. All of the public parking is conveniently and legibly situated at the edge of the street. Where parking is in perpendicular ranks the spaces are shown at the greater width of 2.7 metres specified in the Brief.

Non-residential Parking

- 6.33. Staff parking for the proposed primary school will be provided within the school site. Whilst details of this are reserved at this stage it

should be noted that the school location also benefits from the 24 space multi-use car park to be provided alongside the proposed re-provided Air Training Corps building.

- 6.34. The 2820sqm B1(c) / B8 employment development is provided with 62 parking spaces (equating to 1 space per 45 sqm). The Local Plan Appendix 9 standard would be 1 space per 25 sqm for B1 uses – with an allowance that non-office uses within B1 (such as the use proposed) may be allowed with less parking. The standard for B8 tapers according to the scale of development (reflecting the tendency for larger warehouses to employ fewer staff per square metre) and this equates to 1 space per 78 sqm in this particular case. These standards are also on the basis of existing accessibility mapping which identifies RAF Daws Hill as the least accessible zone in the District. The application is for B1(c) (Light Industrial) and or B8 (Storage and Distribution) but not B1(a) (Offices). On that basis, and subject to a conditions requiring planning permission for primary office uses, a parking standard of 1 space per 45 sqm appears reasonable in this location.
- 6.35. The 448 sqm retail unit and the 536 sqm community building are provided with 36 parking spaces between them and a further 10 public spaces are available in the immediate vicinity. On its own we would expect 19 spaces for the shop and between 19 and 53 spaces for the community building. In terms of Local Plan Appendix 9 “community halls” belong to a wide ranging group of uses under the heading of “public assembly buildings” but unlike a facility such as, for example, the Swan Theatre, which is also a “public assembly building”, a village hall would have an essentially local catchment and on that basis it would not be reasonable to require a level of parking based on district wide accessibility.
- 6.36. The level of parking proposed is considered acceptable.

Trees, Green Infrastructure and Ecology

Adopted Local Plan (ALP): Policies G10-11

Core Strategy Development Planning Document (CSDPD): Policies Cs17

Delivery and Site Allocations DPD (DSA): Policies DM13 DM14 DM16

Adopted Development Brief for the former RAF Daws Hill Area: Sections 6.4

Other Supplementary Guidance: HISPD

- 6.37. Section 6.4 of the Brief emphasises the importance of the treed character of the site and need for a landscape led approach to future development. The Council’s Arboricultural Officer, the Daws Hill Neighbourhood Forum and others are concerned at the numbers of high quality mature trees to be felled and do not accept that retaining more trees would undermine the economic viability of the scheme. The majority of trees on the site are protected by Tree Preservation Orders. Of the total 1080 trees recorded on site, 468 trees are to be removed to enable this development, 179 of these are considered to be of such high quality that their loss is considered unacceptable in arboricultural terms.
- 6.38. It was always recognised that the development would not be able to retain all of the trees at this site, due to the extent of tree cover and the institutional campus nature of the existing military development

which cannot be replicated by general housing. Officers are satisfied that a significantly greater level of tree retention would have an equally significant impact on the amount of housing (and affordable housing) that can be achieved both in terms of site design and layout and also in terms of achieving an economically viable development that can deliver the housing on the ground in due course.

- 6.39. In your officers' opinion the approach to the landscape structure of the site is positive in that the scheme retains the mature boundary vegetation, provides a large treed open space and retains some major groups of trees in the proposals, and there is a clear landscape led approach based around creating new green links between retained groups of trees. But this is constrained and to some degree undermined by the overall extent of tree loss and the constraints of site layout.
- 6.40. The clearest expression of detailed substantive policy re the retention or loss of existing trees is contained in Local Plan Policy G11 which requires proposals to retain trees of good quality and/or visual significance but it should be remembered also that policies which require good design are relevant to trees (and vice versa). The NPPF guidance on 'Requiring Good Design' says (amongst other things): "Planning policies and decisions should aim to ensure that developments... ..optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks." (Paragraph 58.) This guidance is useful in interpreting and applying Policy G11 as it clearly signals the need for a balanced approach to successful place making. Whilst the amount of tree retention falls short of what was sought in the Brief the proposal is nonetheless considered to accord with both the Development Plan and the NPPF policies and guidance on good design. In addition to the relevant planning policies, under S197 of the 1990 TCPA the Council has a specific duty "to ensure, whenever it is appropriate, that in granting planning permission for any development adequate provision is made, by the imposition of conditions, for the preservation or planting of trees".
- 6.41. The loss of trees gives rise to harm in terms not only of character but also with regards to ecological quality and other factors. Better quality trees should also be protected in principle for their intrinsic present and future value as well as for their contribution to the character and appearance of an area. Failure to do so can be sufficient reason to refuse planning permission but as the NPPF says (at paragraph 118):
- "When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles: - ...planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, **unless the need for, and benefits of, the development in that location clearly outweigh the loss;** [amongst other things]."

Your officers have concluded that the tree loss is justified in this case in the terms of paragraph 118.

- 6.42. With regards to the softer aspects of the proposed landscaping, the proposed approach of integrating the public realm landscape design with the different architectural styles has merit in principle. This relates to issues such as the landscaping and enclosure of front gardens and the detailed design and landscaping of new streets etcetera. Following the interim report in September some progress has been made on these issues and final detailed plans will be required by condition (unless they can be agreed beforehand).
- 6.43. Notwithstanding the extent of tree loss the level of tree retention and the quantity of new tree planting is still very good – broadly speaking the scheme retains twice as many trees as are lost and a substantial number of new trees are to be planted. Since the interim report to committee in September a revised tree planting strategy has been submitted which shows improvements to both the quantity and quality of tree planting. Overall officers do not consider the arboricultural harm to be so great as to justify a refusal of planning permission when this is weighed against the benefits of the scheme.
- 6.44. The protection and enhancement of biodiversity is considered in Chapter 5 of the Environmental Statement and Policy DM14. The principal ecological features of note are:
 - a) The designated woodland adjoining the site to the North
 - b) The extent of tree cover within the site and its connectivity with the adjoining woodland
 - c) Boletus Satanus was recorded within the North of the site. This mushroom is identified as locally scarce.
 - d) Between 6 and 8 non-breeding bat roosts were identified as used by a very small population of Pipistrelle and of low conservation significance. Only low level of bat activity (commuting/foraging) were recorded on the site and this was limited to the woodland edge and the tree belt containing the bridleway.
 - e) Two disused outlier badger setts are noted on the woodland edge. It is considered that badger activity in the local area is concentrated in the woodland off site.
 - f) No evidence of any other protected, rare or notable flora or fauna was recorded.
- 6.45. Having due regard to the EC Habitats Directive 1992 and the Conservation (Natural Habitats etc.) Regulations 1994 (as amended) the impact of the proposal on existing biodiversity is therefore considered to be acceptable and the mitigation package proposed is considered to be acceptable.
- 6.46. A refined hard and soft landscaping and tree planting and tree protection strategy is being sought and members will note the recommendation in this case is contingent on this being acceptable to the Head of Planning and Sustainability in consultation with the Chair of Planning Committee. Officers have also identified approximately 19 other trees/groups, most of which it should be possible to retain. Final

detailed landscaping plans may be reserved to condition if appropriate. The amended strategy will need to address (amongst other things):

- Refined details of hard and soft landscaping, (including more detail on proposed levels changes and appropriate cross sections, of bunds and swales),
- Refined Tree Strategy Plan to show locations and species, s.
- Tree planting and maintenance specification. In areas where hard surfaces are proposed around trees, details for the for the provision of underground structures which contain un-compacted soil volume necessary to allow trees to reach maturity (30m³ will be appropriate in most instances) this will include details on plans, and cross sections, and specification for construction which includes porous surfaces, filtration of runoff water and specification of soil to be used.
- Tree Protection Plans and associated specification which is up to date and in line with other finalised plans, is clear, precise and un-cluttered with unnecessary information.
- The need to support/mitigate biodiversity

Heritage and Archaeology

Adopted Local Plan (ALP): Policies HE3 HE11

Core Strategy Development Planning Document (CSDPD): Policies CS17

Delivery and Site Allocations DPD (DSA): None

Adopted Development Brief for the former RAF Daws Hill Area: None

Other Supplementary Guidance:

- 6.47. The NPPF recognises that the effect of an application on the significance of a heritage asset (including its setting) is a material planning consideration. Paragraph 132 says that there should be great weight given to the conservation of designated heritage assets, whilst paragraph 139 extends this provision to non-designated heritage assets with an archaeological interest equivalent to that of scheduled monuments.
- 6.48. Although there are Listed Buildings relatively nearby (including the newly Listed bunker) the proposal is not considered to affect the setting of these.
- 6.49. The grounds of Wycombe Abbey School adjoining the site are a registered historic landscape and a small part of this historic landscape overlaps the northeast corner of the main site (a triangular area of woodland of less than 0.3HA). There is no development in this area.
- 6.50. The County Archaeologist has not identified any need for further archaeological investigations before permission is issued.
- 6.51. The proposal is not considered to have an adverse impact on the built or landscape heritage of the town and a condition is proposed regarding the commemoration of the history of the site through, for example, street naming and public art.

Sustainable Building Technologies and Renewable Energy

Adopted Local Plan (ALP): None

Core Strategy Development Planning Document (CSDPD): Policies CS18

Delivery and Site Allocations DPD (DSA): Policies DM18

Adopted Development Brief for the former RAF Daws Hill Area: Sections 6.5

Other Supplementary Guidance: Living within our Limits SPD

- 6.52 The Development Brief was written to correspond with the then emerging Delivery and Site Allocations policy (which has subsequently been adopted). The developer has proposed a relatively orthodox approach based on solar PV and they have stated that there will be no solar on any front or principal elevation. The approach meets the expected standard in terms of the energy calculations but great care will be required in terms of design and ensuring that PV is properly integrated into the architecture of the building and that it does not appear as an unplanned retrofit.
- 6.53 In this regard officers are of the view that the most important visual consideration is that solar panels are positioned and oriented to suit the design aesthetic of each building rather than to load rear roofslopes with massed panels. This is due to the particular character and grain of development, which is generally relatively spacious side-to-side but relatively tight back-to-back. This in turn results in many rear roof slopes being as prominent (or more prominent) in views from the street than many front roof slopes (which will generally be above the natural eyeline). Further details will be required by condition.
- 6.54 The scheme has been designed to meet the Adopted DSA requirements for water efficiency.

Noise, air quality and contamination

Adopted Local Plan (ALP): Policies G15

Core Strategy Development Planning Document (CSDPD): Policies Cs18

Delivery and Site Allocations DPD (DSA): None

Adopted Development Brief for the former RAF Daws Hill Area: Sections 6.6

Other Supplementary Guidance: None

- 6.55 These are a set of issues relating to the Council's Environmental Health functions (noise, air quality, land contamination, and nuisance). Of particular relevance to this site is the impact of the motorway, the likelihood of contaminated land, and the potential for nuisance arising from the proposed employment units. The DHNF (Daws Hill Neighbourhood Forum) consider that more should be done to further reduce the impact of the motorway on residents. Environmental Health have recommended a number of conditions relating to the potential for noise generated by the commercial and retail component to impact upon proposed & existing residential dwellings, and a small number of proposed dwellings (and have no objections subject to these conditions). With regards to the Air Quality Management Area (AQMA) they say: "Finally, a small part of the application site is located within an

AQMA. This AQMA was declared due to the poor air quality associated with road traffic using the M40 motorway. Whilst this application proposes development within an AQMA it must be noted that this development will be comprised of B1c & B8 industrial units (and not residential) that will not significantly contribute to the pre-existing poor air quality which, as already stated, is solely due to motorway traffic.” Based on the advice from Environmental Health it is considered that the proposal accords with the relevant policies and guidance. The Environmental Health Officer has recommended a number of conditions that will be required to control environmental issues.

Public Open Space

Adopted Local Plan (ALP): None

Core Strategy Development Planning Document (CSDPD): Policies CS19

Delivery and Site Allocations DPD (DSA): Policies DM16

Adopted Development Brief for the former RAF Daws Hill Area: Sections 7.6

Other Supplementary Guidance: Open Space Framework

6.56 The Brief sets out the Council’s expectations for public open space. In total this requires 5.1 HA of new open space. The proposals include 5.74 HA. The Brief also sets out what types of space should be provided (outdoor sports, play areas, allotments, semi-natural space). Much of the space on site is constrained by mature trees, and areas of the site are significantly sloping, limiting the scope for outdoor sports and allotments. This is compounded by the scale of development which is not large enough to generate a sufficient critical mass of either sports pitches or allotments. In consultation with officers in both Planning & Sustainability and Community Services the application has come forwards including:

- a) A main central park of 2.3 HA which will include significant new play areas. This area is to be adopted by the Council.
- b) A “kick around” grassed area of 0.8 HA which is the right size and shape and slope to accommodate a full size football pitch. This area is to be adopted by the Council allowing the Council to maintain a flexible position over the future use of this space.
- c) A series of smaller spaces around the site totalling a further 2.6 HA (including provision for play and fitness activities) which will be retained and managed by the developer.

Although not part of the public open space provision, the school site is of sufficient size that its requirements for outdoor space can be accommodated within its own boundaries.

6.57 The proposal accords with the Council’s requirements for Public Open Space.

Transport Measures

Adopted Local Plan (ALP): T2 T4 T5 T6 T8 T13

Core Strategy Development Planning Document (CSDPD): Policies CS16
CS20

Delivery and Site Allocations DPD (DSA): Policies DM2

Adopted Development Brief for the former RAF Daws Hill Area: Sections 7.7
Other Relevant Guidance: Southern Quadrant Transportation Strategy

6.58 As the Local Planning Authority this Council will need to see a sustainable transport package to support the proposal. As the Highway Authority, the County Council has a lead role in this. The Southern Quadrant Transport Strategy (SQTS) was adopted by the County in December 2012. This sets out a ten year vision for transport in the southern area of High Wycombe. The SQTS responds to a series of development proposals on the south side of High Wycombe. It establishes priorities and schemes that will deliver positive benefits for all, supporting District Council land use planning. The SQTS sets out the strategy and how it will deal effectively with increasing travel demands forecast for the area. Further information on the Strategy can be found at:

<http://www.transportforbucks.net/Strategy/LTP3/Local-Area-Strategies.aspx>

A package of measures is being pursued under S106 of the Act in relation to this.

6.59 In many respects the SQTS is the focus of the Neighbourhood Forum's concerns and objections. They are critical of the rigour of the SQTS and the effectiveness of the infrastructure solutions it proposes. They are seeking a further examination of the SQTS as they are unconvinced by the County Council's case.

6.60 The NPPF advice on transport focuses on the twin strands of promoting sustainable travel choices and managing the negative impacts of development. It says (amongst other things) that:

“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.” (paragraph 29)

And

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (paragraph 32)

6.61 In summary, Bucks County Council, the Highway Authority in this area, report that the proposal makes a positive contribution to supporting sustainable transport modes (bus/foot/bike) consistent with the adopted strategy set out in the SQTS by providing for:

- A new pedestrian crossing on Daws Hill Lane adjacent to St Michaels school.
- The inclusion of new pedestrian and cycle routes through the development
- Improvements to the existing bridleway through the site
- Off site improvements to foot/bike access through Keep Hill Wood
- Footway widening on Daws Hill Lane (where this is possible)
- Enhanced bus services

- A new bus/foot/bike transport link to Handy Cross Hub
- Green Travel Planning

6.62 With regards to managing the impact on the existing network and traffic congestion, their detailed analysis confirms the applicant's view that without junction improvements at Marlow Hill and Abbey Barn Lane the proposal would result in severe residual impacts but that with the planning improvements the proposal does not result in severe residual impacts.

6.63 Since the interim report to Committee in September the combined Council officer teams have also successfully negotiated a series of detailed amendments to the internal layout of the site which improve both pedestrian access and service vehicle access to the new homes. The County conclude on the Site Layout that they are now satisfied as to the adequacy of the layout.

6.64 As such the proposal is considered to accord with the relevant policies.

Viability and Delivery

Adopted Local Plan (ALP): None

Core Strategy Development Planning Document (CSDPD): None

Delivery and Site Allocations DPD (DSA): Policies DM1 DM6 DM19

Adopted Development Brief for the former RAF Daws Hill Area: None

Other Supplementary Guidance: None

6.65 The applicant has presented an economic viability case which is the subject of detailed and ongoing discussions and appraisal by the District Valuer. This indicates that at present costs and values the level of affordable housing which is fully viable is something less than 25% of the total bedspaces of the development being provided as affordable housing. Mindful that the applicant is proposing an 8 year build programme, officers have identified three key economic variables that could affect the actual achieved viability versus the modelled viability. These are that:

- Final sales values may well exceed the assumptions made. (e.g just a £10K uplift in each house sale would equate to an additional £400K value across the site as a whole.)
- The final cost of CIL to the developer may not be as large as assumed. (Pending the outcome of the DCLG consultation on amendments to the CIL regulations re the possibility of a discount being allowed for vacant buildings in future.)
- The County Council may be able to secure alternative DfE funding for the new school. (This is subject to a bid process.)

6.66 None of these are certain, but these issues serve to demonstrate that with the timescales involved there are a number of significant uncertainties in this case that should be considered. Officers initial view was that as a consequence of these uncertainties that the S106 framework should include a later review of viability (e.g. after 5 or 6 years) to ensure that the development makes as full a provision of affordable housing as could ultimately be supported financially.

- 6.67 The applicant has identified a number of practical, legal, and financial complications that typically arise from this approach and they have proposed as an alternative an enhanced level of affordable housing which is only marginally viable (i.e. not allowing for normal developer profit). This equates to 26.9% of bedspaces. But in order for this offer to be a material planning consideration it needs to be legally guaranteed. Traditionally this could have been achieved through a normal S106 agreement, but following the government's introduction earlier this year of the right for developers to overturn existing S106 commitments for affordable housing on the basis of viability, a S106 alone can no longer guarantee an enhanced level of affordable housing. (The Growth and Infrastructure Act 2013 inserts new section 106BA in to the Town and Country Planning Act 1990). This allows at anytime for an application to be made to the local planning authority by the person against whom an affordable housing obligation is enforceable for a revised affordable housing obligation based on prevailing viability as at the date of the application. Such an application can be made at anytime, and not only after 5 years from the date of the planning agreement containing the relevant obligation (as is the case with applications to modify non-affordable housing obligations which continue to be governed by the timescale set out in section 106A of the Town and Country Planning Act 1990). The Council's legal team is working with the developer towards an alternative solution to this legal conundrum.
- 6.68 On the basis therefore that the applicant's offer of 26.9% affordable housing can be legally guaranteed in due course, it is necessary to consider whether the gap between this and the full policy level of 30% is too great to accept when balanced against the benefits of the scheme as a whole and the contribution the scheme can make towards meeting overall housing targets. Officers consider that the gap is small enough that the scheme can be permitted without any further future review of viability within the S106 framework.
- 6.69 On this basis the development is able to deliver:
- 26.9% affordable housing
 - The provision of a new primary school
 - Financial contributions sufficient to deliver the related components of the SQTS
 - The provision of on-site open space and a commuted payment for the maintenance of the on-site open space
 - The provision of the community building and seed funding
 - The provision of new employment floorspace
- 6.70 This is considered acceptable.

Conclusions

- 6.71 As noted at the beginning of this report, initial feedback on the economic viability evidence suggests that it is not possible to deliver a scheme at RAF Daws Hill which does not compromise on one or more policy expectations. It should also be noted that, driven in large part by

our Development Brief, the applicant's initial aspirations for the site have already been greatly modified with the aim of satisfying The Council's requirements for the site. There is therefore only relatively narrow scope for securing large scale changes to the scheme through negotiation.

6.72 The provisional view of officers is that the key issue in determining this application is whether the harm that arises in principle from:

- the loss of better quality trees, and;
- the marginal shortfall against policy in the affordable housing offer, and;
- the deviation from the strict interpretation of policy for new public open space, and;
- the employment provision only achieving the bottom range of the amount of floorspace sought

is, cumulatively and by degree, not so great as to outweigh the benefits of delivering an otherwise high quality scheme;

- which retains a large number of high quality trees, many of which are located in the new public park, and;
- which makes a substantial contribution towards meeting housing needs, and;
- which includes substantial provision of affordable housing, and;
- which appears to be supported by appropriate infrastructure delivery (which will itself have wider benefits, such as for example providing a non-faith based primary school in walking distance of the existing community, where currently there is none).

6.73 Officers have concluded that on balance the substantial benefits of the scheme outweigh its shortcomings and that the scheme should be approved.

Recommendation:

Minded to grant permission subject to completion of a Planning Obligation or other agreement.

That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that:

Firstly, the following matters are resolved to his or her satisfaction in consultation with the Chairman of Planning Committee:

1. The final report of the District Valuer on viability
2. A refined hard and soft landscaping and tree planting and tree protection strategy (some details may be deferred to condition)
3. A legal agreement to guarantee the offered proportion of affordable housing
4. The detailed design of plots 317 and 318

5. The provision and the detailed design of, balconies and terraces to the apartments (some details may be deferred to condition).

Secondly, the following matters are secured via a Planning Obligation:

1. The provision of:
 - a. Affordable Housing at the maximum level shown to be viable and not less than 25% of bedspaces
 - b. Land for the construction of a one form entry primary school
 - c. Land and buildings for community use
 - d. Public open space
2. A commensurate contribution to the provision of:
 - a. The Daws Hill to Handy Cross Transport Link
 - b. Improved foot and cycle routes via Keep Hill Wood to the Rye
 - c. The construction of a one form entry primary school on the site
 - d. Future maintenance of the open spaces
 - e. Seed funding for community uses
3. Provision for the dedication of key routes as public rights of way
4. Phasing requirements relating to:
 - a. Construction access to the future school site,
 - b. Access for buses during the construction phase,
 - c. An interim arrangement for play space during the construction phase,
 - d. Phasing of affordable housing delivery,
 - e. Phasing of employment floorspace delivery,
 - f. Phasing of community buildings delivery
5. Provision for rights of access and related rights so as not to prejudice the possible future development of Abbey Barn South

If the Council is unable to secure above-mentioned matters via a Planning Obligation, to refuse planning permission.

It is anticipated that any permission would be subject to conditions with regards to the following matters:

1. Standard time limit for implementation
2. Standard outline and reserved matters conditions in respect of the school
3. Approved drawings condition
4. Grampian condition(s) relating to the provision of highways improvements identified in the SQTS. These are improvements to the existing highway and rights of way network which it is anticipated will be subject to S278 or other appropriate agreements with the County Council comprising works at:
 - a. The site accesses and along the site frontage
 - b. Partial footway widening along Daws Hill Lane

- c. Widening at Daws Hill Lane turning left into Marlow Hill
 - d. Widening at Marlow Road exiting the Marlow Hill gyratory
 - e. Widening at the junction of Abbey Barn Lane and Heath End Road
 - f. The provision of a pedestrian crossing in the vicinity of St Michaels School
 - g. Works to the bridleway which passes through the site
5. Condition(s) relating to the details, materials and finishes of the buildings
 6. Condition(s) relating to the implementation of the landscape and tree strategies including consideration of below ground services, surface water drainage, ground preparation and engineering solutions to prevent soil compact around trees in or adjacent to hard surfaces etcetera. These conditions will be necessary to ensure that the landscape vision for the site is delivered on the ground.
 7. Condition(s) relating to finished levels. As originally submitted the application included details of proposed levels which were considered generally acceptable, however these details need to be updated to correspond to the amended scheme and to ensure consistency with the landscaping and tree strategy.
 8. Condition(s) relating to surface water drainage. A surface water drainage strategy has been submitted which is considered acceptable from a drainage perspective. However this may require the revision of some details particularly in respect of the depth of proposed swales in areas constrained by trees, and in areas which feature as part of the public open space and also with regards to the routing of services in relation to new tree planting.
 9. Condition(s) relating to renewable energy and water efficiency
 10. Condition(s) restricting the use of the employment buildings to non-office uses (without further express planning permission)
 11. Condition(s) identified by Environmental Services (as listed in Appendix A),
 12. Conditions(s) identified by the Environment Agency (as listed in Appendix A)
 13. Condition(s) relating to a programme of archaeological work regarding the significance of the C20 history of the site and its military use.
 14. Conditions(s) relating to public art and the commemoration of the history of the site.
 15. Condition(s) relating to site waste management including the expectation of on-site recycling of aggregates