



## Planning Committee

Date: 13 February 2019  
Time: 7.00 pm  
Venue: Council Chamber  
District Council Offices, Queen Victoria Road, High Wycombe Bucks

### Membership

Chairman: Councillor P R Turner  
Vice Chairman: Councillor A Turner

Councillors: Mrs J A Adey, M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill, D A Johncock, A Lee, N B Marshall, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale and C Whitehead

### Standing Deputies

Councillors H Bull, D J Carroll, G C Hall, M Hanif, M A Hashmi, A Hussain, M E Knight, Mrs W J Mallen and L Wood

**Fire Alarm** - In the event of the fire alarm sounding, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Please congregate at the Assembly Point at the corner of Queen Victoria Road and the River Wye, and do not re-enter the building until told to do so by a member of staff.

**Filming/Recording/Photographing at Meetings** – please note that this may take place during the public part of the meeting in accordance with Standing Orders. Notices are displayed within meeting rooms.

## Agenda

Item		Page
1.	<b>Apologies for Absence</b> To receive apologies for absence.	
2.	<b>Minutes of the Previous Meeting</b> To confirm the Minutes of the meeting of the Planning Committee held on 16 January 2019 (attached).	1 - 4
3.	<b>Declarations of Interest</b> To receive any disclosure of disclosable pecuniary interests by Members relating to items on the agenda. If any Member is uncertain as to whether an interest should be disclosed, he or she is asked if possible to contact the District Solicitor prior to the meeting.	

Members are reminded that if they are declaring an interest, they should state the nature of that interest whether or not they are required to withdraw from the meeting.

**Planning Applications**

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| 4. | <b>Planning Applications</b>  |           |
| 5. | <b>18/05363/FUL - Abbey Barn South Reserve Site, Abbey Barn Lane, High Wycombe, Buckinghamshire</b> | 5 - 86    |
| 6. | <b>18/07096/OUTEA - Land Rear of Park Mill Farm, Park Mill, Princes Risborough, Buckinghamshire</b> | 87 - 120  |
| 7. | <b>18/07097/OUTEA - Land Rear of Park Mill Farm, Park Mill, Princes Risborough, Buckinghamshire</b> | 121 - 155 |

**Other items**

- |     |  |     |
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| 8.  | <b>Pre-Planning Committee Training / Information Session</b>   | 156 |
| 9.  | <b>Appointment of Members for Site Visits</b><br>To appoint Members to undertake site visits on Tuesday 5 March 2019 should the need arise.          |     |
| 10. | <b>Delegated Action Undertaken by Planning Enforcement Team</b>  | 157 |
| 11. | <b>File on Actions Taken under Delegated Authority</b><br>Submission of the file of actions taken under delegated powers since the previous meeting. |     |
| 12. | <b>Supplementary Items (if any)</b><br>If circulated in accordance with the five clear days' notice provision.                                       |     |
| 13. | <b>Urgent items (if any)</b><br>Any urgent items of business as agreed by the Chairman.  |     |

**For further information, please contact Liz Hornby (01494) 421261, [committeeservices@wycombe.gov.uk](mailto:committeeservices@wycombe.gov.uk)**

## Planning Committee Mission Statement

The Planning Committee will only determine the matters before it in accordance with current legislation, appropriate development plan policies in force at the time and other material planning considerations.

Through its decisions it will:

- Promote sustainable development;
- Ensure high quality development through good and inclusive design and the efficient use of resources;
- Promote the achievement of the approved spatial plans for the area; and
- Seek to improve the quality of the environment of the District.

(As agreed by the Development Control Committee on 7 January 2009).

### Mandatory Planning Training for Planning and Regulatory & Appeals Committee Members

A new Member (or Standing Deputy) to either the Planning or Regulatory & Appeals Committees is required to take part in a compulsory introductory planning training session.

These sessions are carried out at the start of each New Municipal Year usually with a number of 'new Planning & R&A Members/Standing Deputies' attending at the same time.

All Members and Standing Deputies of the Planning and Regulatory & Appeals Committee are then, during the municipal year, invited to at least two further training sessions (one of these will be compulsory and will be specified as such).

Where a new Member/Standing Deputy comes onto these committees mid-year, an individual 'one to one' introductory training session may be given.

No Member or Standing Deputy is permitted to make a decision on any planning decision before their Committee until their introductory training session has been completed.

Members or Standing Deputies on the Committees not attending the specified compulsory session will be immediately disqualified from making any planning decisions whilst sitting on the Committees.

This compulsory training session is usually held on two occasions in quick succession so that as many members can attend as possible.

Please note the pre planning committee training / information session held on the evening of Planning Committee do NOT constitute any qualification towards decision making status.

Though of course these sessions are much recommended to all Planning Members in respect of keeping abreast of Planning matters.

Note this summary is compiled consulting the following documents:

- Members Planning Code of Good Practice in the Council Constitution;
- The Member Training Notes in Planning Protocol as resolved by Planning Committee 28/8/13; and
- Changes to the Constitution as recommended by Regulatory & Appeals Committee.

## Planning Committee Minutes

Date: 16 January 2019

Time: 6.30 - 7.20 pm

**PRESENT:** Councillor P R Turner (in the Chair)

Councillors M Asif, Ms A Baughan, S Graham, C B Harriss, A E Hill, D A Johncock, A Lee, N B Marshall, H L McCarthy, Ms C J Oliver, S K Raja, N J B Teesdale, A Turner and C Whitehead.

Apologies for absence were received from Councillors: Mrs J A Adey.

### LOCAL MEMBERS IN ATTENDANCE

Councillor Z Ahmed

### APPLICATION

18/07279/FUL

### 79 MINUTES OF THE PREVIOUS MEETING

**RESOLVED:** That the minutes of the Planning Committee meeting held on 12 December 2018 be approved as a true record and signed by the Chairman.

### 79 MINUTES OF THE PREVIOUS MEETING

**RESOLVED:** That the minutes of the Planning Committee meeting held on 12 December 2018 be approved as a true record and signed by the Chairman.

### 80 DECLARATIONS OF INTEREST

There were no declarations of interest.

### 81 PLANNING APPLICATIONS

**RESOLVED:** that the reports be received and the recommendations contained in the reports, as amended by the update sheet where appropriate, be adopted, subject to any deletions, updates or alterations set out in the minutes below.

### 82 18/07247/FUL - REAR COURTYARD, WINDSOR HOUSE, DEAN STREET, MARLOW, BUCKINGHAMSHIRE, SL7 3AA

Members noted the update from officers, in particular the revised plans and amended plans condition and voted in favour of the motion to approve the application.

**RESOLVED:** that the application be approved.

The Committee was addressed by Councillor N Marshall, the local Ward Member.

**83 18/07279/FUL - P S V HOUSE, HILLBOTTOM ROAD, SANDS INDUSTRIAL ESTATE, HIGH WYCOMBE, BUCKINGHAMSHIRE, HP12 4HJ**

Members voted in favour of the motion to approve the application.

**RESOLVED:** that the application be approved.

The Committee was addressed by Councillors Z Ahmed and N Teesdale, the local Ward Members.

**84 18/05926/FUL - OLD RIFLE RANGE FARM, RISBOROUGH ROAD, GREAT KIMBLE, BUCKINGHAMSHIRE, HP17 0XS**

Members voted in favour of the motion to refuse the application.

**RESOLVED:** that the application be refused.

The Committee was addressed by Councillor C Harriss, the local Ward Member.

**85 PRE-PLANNING COMMITTEE TRAINING / INFORMATION SESSION**

Members noted that a provisional presentation regarding the proposed redevelopment of the Chilterns Shopping Centre in Frogmoor had been booked for the next Pre-Planning Committee training / Information Session on Wednesday 13 February 2019 at 6.00pm. However, as this was not fully confirmed yet, and should it not be confirmed, then it was agreed that the next Committee meeting would start at 6.30pm.

**RESOLVED:** That the details of the pre-Committee information / training session to be held on Wednesday 13 February 2019 be noted.

**86 APPOINTMENT OF MEMBERS FOR SITE VISITS**

**RESOLVED:** That in the event that it was necessary to arrange site visits on Tuesday 12 February 2019 in respect of the agenda for the meeting on Wednesday 13 February 2019, the following Members be invited to attend with the relevant local Members:

Councillors: Ms A Baughan, S Graham, C B Harriss, D A Johncock, T Lee, N B Marshall, H L McCarthy, N J B Teesdale, A Turner, P R Turner and C Whitehead.

**87 DELEGATED ACTION UNDERTAKEN BY PLANNING ENFORCEMENT TEAM**

Members noted the Delegated Action authorised by the Planning Enforcement Team.

**88 FILE ON ACTIONS TAKEN UNDER DELEGATED AUTHORITY**

The file on actions taken under delegated authority since the previous meeting was circulated for the Committee's attention.

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Chairman

**The following officers were in attendance at the meeting:**

Mrs J Caprio	Principal Planning Lawyer
Mrs L Hornby	Senior Democratic Services Officer
Mr P Miller	Technical Officer
Mr A Nicholson	Development Manager
Mrs S Nicholson	Principal Development Management Officer

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# Agenda Item 5.

Contact: Robert Harrison DDI No. 01494 421641

App No : 18/05363/FUL App Type: Full Application

Application for : Outline planning application for up to 550 residential dwellings (with a minimum of 520 dwellings) and up to 1.6ha of land for employment use (Class B1c and/or Class B8) and/or community use; retention and enhancement of the Ride and provision of public open space, pedestrian links and other associated works (all matters reserved except for means of access);

And,

Full planning application for the development of Phase 1 for the erection of 129 residential dwellings (129 of the 550 dwellings described above) with associated parking, landscaping and access from Abbey Barn Lane.

At Abbey Barn South Reserve Site, Abbey Barn Lane, High Wycombe, Buckinghamshire

Date Received : 22/02/18 Applicant : Berkeley Homes Western Ltd

Target date for Decision 24/05/18

## 1. Summary

- 1.1. The Abbey Barn South site is a Reserve Site for future development. Cabinet resolved in 2014 to release the site and prepare a Development Brief.
- 1.2. The proposal, in terms of the arrangement of residential, business and leisure uses is considered to accord in full with the Development Brief.
- 1.3. As set out in the report it is considered that the proposed development would over provide in respect of some aspects of the development plan (planning benefits) and under provide in respect of others. In terms of benefits the site would:
  - a) Make a welcome and ongoing contribution to the Council's five year housing land supply.
  - b) Not result in any increased flood risk either on or off site.
  - c) Deliver 40% of bed spaces as affordable housing.
  - d) Provide some 17ha of public open space in the form of the Ride (a historically significant green infrastructure asset), playground, play features and areas of incidental open green space.
  - e) The retention and enhancement of green infrastructure links and ecological enhancements across the site.
  - f) Fund and/or deliver a number of transport improvements, which are not only of benefit to the site, but also the wider area. In particular the improvement to the Abbey Barn Lane/Heath End Road junction and funding towards the Abbey Barn Lane realignment. The funding to the Abbey Barn Lane realignment is considered to be of particular significance due to the time limited nature of the grant that has been made available through the Housing Infrastructure Fund (HIF).



- g) Investment in and pump priming of sustainable modes of travel.
- h) Investment in off-site walk/cycle improvements, which are of wider benefit to the community. These include a new walk/cycle route to Flackwell Heath and improvements to existing Bridle way links to the Rye.
- i) Land for a dedicated building for the Chiltern Rangers (Note: this was not a requirement of the Development Brief).
- j) A financial contribution to enable delivery of an additional form of entry to the new Daws Hill School.
- k) A good quality scheme that takes the opportunities available for improving the character and quality of the area in terms of design, green infrastructure provision and sustainability.

1.4. In terms of negatives the site would:

- a) Not provide new land for the delivery of new sports pitches. Although it should be taken into account that this harm would be partially offset by a financial contribution of £130k towards off-site improvements or new provision. This should also be seen in the context of the fact that the delivery of the Ride would represent a significant over provision of informal open space.
- b) An affordable housing tenure mix of 50% rent and 50% shared ownership, rather than the Council's preferred 66% for rent and 34% shared ownership.
- c) The loss of a small area of best and most versatile agricultural land. Although, this is tempered by the fact that the majority of the site is relatively poor in agricultural terms (i.e. grade 3b and below).

1.5. The development proposal, in the most part, accords with Development Plan, Abbey Barn South Development Brief, emerging policy and NPPF. Where there are negative aspects to the proposal these are considered to be outweighed by the positives when considering the Development Plan and all other material considerations taken as a whole. On balance, it is considered that subject to suitable conditions and legal agreement planning permission should be granted.

## **2. The Application**

- 2.1. The site is located within open countryside beyond the green belt. The whole of the site, save for the western corner has been designated as safeguarded land (i.e. a reserve site for future development) and as a green infrastructure area. The Ride and the area to the south-west of the Ride is designated as Green Space. The site is located within Residential Parking Zone A (Area of large population – relatively good accessibility) and CIL Zone A (High Wycombe, Lane End and Stokenchurch). There are a number of trees with Tree Preservation Orders in the Ride.
- 2.2. For the sake of clarity and avoidance of doubt the site is not within the green belt or Chilterns AONB. These designations start on adjoining land to the east and south. To the east of the site is Abbey Barn Business Centre, a Grade II Listed building.
- 2.3. The site covers an area of circa 33ha. It is bound to the north by Deangarden Wood, to the east by Abbey Barn Lane, the south by the M40 and the east by 'Pine Trees' (the former RAF Daws Hill site, which is currently being developed by Taylor Wimpey). The site is located circa 1.5 miles (as the crow flies) to the southeast of High Wycombe (1.8 miles drive or cycle).
- 2.4. The site consists of primarily agricultural land, with 'the Ride' running through the site east to west. To the north of the Ride are two rectilinear arable fields, separated by a

hedgerow. To the south of the Ride is open grassland. The south western corner of the site was in use as a baseball pitch until approximately three years ago.

- 2.5. The Ride comprises a wide double avenue of large mature lime trees with 13 mixed species mature Roundels. The Ride is approximately 55m wide and 700m long.
- 2.6. There is topographical variation throughout the site with a downwards slope towards Deangarden Wood and Keep Hill Wood.
- 2.7. Deangarden Wood to the north of the site comprises Ancient Woodland.
- 2.8. The site does not currently benefit from vehicular access (other than by agricultural vehicles) but can be accessed on foot through a number of Public Rights of Way (PROW). The PROW run along the northern edge of the site adjacent to Deangarden Wood and the Wycombe Summit site. One of the PROWs crosses diagonally (south-east) across the site to Abbey Barn Lane.
- 2.9. There is a broadcasting and mobile phone mast located in the south-eastern corner of the site.
- 2.10. To the immediate west of the site is 'Pine Trees' which is the development at the former RAF Daws Hills site. This site benefits from planning permission granted in 2014 for 441 dwellings with retail facilities, community centre, employment floorspace and primary school (ref. 13/05799/FULEA). The development is currently under construction.
- 2.11. To the immediate northeast of the site is the Wycombe Summit site, which is a former dry ski slope. This site forms part of the draft allocation for Abbey Barn South in the emerging Local Plan but already benefits from planning permission for 30 dwellings granted in November 2016 (ref. 16/06045/FUL). The planning permission remains extant and unimplemented.
- 2.12. A hybrid planning application has been submitted for a residential-led mixed-use development at Abbey Barn South. Phase 1 is proposed in full, with the remainder of the application in outline form with all matters reserved except access.
- 2.13. The proposal will include:
  - Up to 550 homes (of which 129 homes form the detailed Phase 1).
  - Up to 1.6ha of land for Class B1c and/or Class B8 employment use.
  - 40% of bed spaces as affordable housing.
  - Retention and enhancement of the Ride - 17ha of public open space.
  - Play space (5 LAPs, 2 x LEAPs and 1 x MUGA).
  - Community Pick and Grow facility.
  - Allotments.
  - Vehicular access from Abbey Barn Lane and the former RAF Daws Hill site.
  - Pedestrian/cycle links.
  - Potential to provide a community building.
- 2.14. Phase 1 of the development will deliver 129 homes. The exact number of new homes, mix of homes and tenure for later phases will be determined through the Reserved Matters application(s) but will be between 520 and 550 dwellings.
- 2.15. Phase 1 comprises:
  - a) 6 x 1 bed apartments.

- b) 26 x 2 bed apartments.
  - c) 10 x 2 bed houses.
  - d) 52 x 3 bed houses.
  - e) 33 x 4 bed houses.
  - f) 2 x 5 bed houses.
- 2.16. One footpath (HWU/59/1) will be diverted and will be made the subject of a separate application for a Diversion Order, which has been submitted and is being considered simultaneously with the current application.
- 2.17. Alongside the planning application an agreement under S106 of the Town and Country Planning Act is being negotiated.
- 2.18. The application is accompanied by:
- a) Design and Access Statement – (amended during consideration of application)
  - b) Landscape and Visual Impact Assessment - (amended during consideration of application)
  - c) Tree Survey
  - d) Arboricultural Impact Assessment - (amended during consideration of application)
  - e) Ecological Assessment - (amended during consideration of application)
  - f) Heritage Assessment - (amended during consideration of application)
  - g) Site Investigation Report
  - h) Air Quality Assessment - (amended during consideration of application)
  - i) Noise Impact Assessment - (amended during consideration of application)
  - j) Utilities Report - (amended during consideration of application)
  - k) Agricultural Land Assessment
  - l) Transport Assessment - (amended during consideration of application)
  - m) Travel Plan
  - n) Flood Risk Assessment - (amended during consideration of application)
  - o) Archaeology Assessment
  - p) Planning Statement - (amended during consideration of application)
  - q) Statement of Community Involvement – (amended during consideration of application)
- 2.19. The following additional documents were submitted during the course of determination:
- a) Affordable housing statement
  - b) Open Space and Play Strategy
  - c) Preliminary Study of footway/cycleway between Abbey Barn South and Flackwell Heath.
- 2.20. The application was amended during the course of its determination in the following ways:
- a) Change of description to exclude extra care and in its place include an employment use.
  - b) Change from Extra Care and medical facility to provision of up to 1.6ha of employment use (Class B1c and/or Class B8).
  - c) Potential to provide land for community building such as Chiltern Rangers.
  - d) Reduction in the number of homes within phase 1 (reduction from 131 to 129).
  - e) Provision of 1 x NEAP, 1 x LEAP, 3 x LAPs and 1 x MUGA
  - f) Change in access from Abbey Barn Lane from a priority right turn lane.
  - g) Affordable housing provision of 40% general needs housing across the site.
  - h) Alternation to design, form and position of buildings.

- i) Updates to relevant reports to reflect changes to the design and additional information being sought.

#### Statement of Community Involvement

- 2.21. The applicant has carried out a community consultation exercise. This included engagement with the development brief and liaison group process, meetings with residents groups and three public exhibitions, all of which have influenced the submitted proposal. The Council has also widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

#### Environmental Impact Assessment

- 2.22. An EIA screening request was submitted on 23 May 2017. With an agreed extension of time the response was issued on 19 July 2017. The development was considered to fall within the description of development at paragraph 10b of Schedule 2 of the 2011 EIA Regulations. Having regard to the likely mitigation the proposal was not considered to comprise EIA development. Whilst not expressly requested the development was also not considered to represent EIA development within the meaning of the 2017 Regulations.

### **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. WDC work with the applicants/agents in a positive and proactive manner by:
  - Entering into a Planning Performance Agreement to work on a Development Brief and offer pre-application advice.
  - As appropriate updating the applicant/agent of any issues that arose in the processing of the application and where possible suggesting solutions.
  - Adhering to the requirements of the Planning & Sustainability Customer Charter.
- 3.2. Following amendments to the application, two rounds of public consultation, consideration by Planning Committee and finalisation of a legal agreement the application is due to be determined without delay.

### **4. Relevant Planning History**

- 4.1. The site has no planning history of relevance to the current proposal. The majority of the Ride has not been in use and is reverting to a wild state. The land to the north of the Ride is in use for arable crop production. The north-western end of the ride was in use as a baseball pitch. At the landowners discretion the active use of the baseball pitch has ended.
- 4.2. 18/08277/FUL – full planning permission was sought for a temporary building to house a marketing suite at the south eastern end of the site. At the time of writing the application is out to consultation and therefore under consideration.
- 4.3. 18/05588/FUL – full planning permission sought for a new access to a pumping station on the Wycombe Summit site to serve the proposed development – the application is currently under consideration.

## **5. Issues and Policy considerations**

### **Planning policy framework**

- 5.1. In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.2. In addition, section 70(2) of the Town and Country Planning Act 1990 (as amended by S.143 of the Localism Act) states that in dealing with planning applications, the authority shall have regard to:
  - a. the provisions of the development plan insofar as they are material,
  - b. any local finance considerations, so far as they are material to the application; and,
  - c. any other material consideration.
- 5.3. The relevant financial considerations in this instance will be CIL, New Homes Bonus and grant funding for highway works (i.e. HIF funding for improvements to Abbey Barn Lane).
- 5.4. For the purposes of considering this application the relevant parts of the Development Plan are the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004) and the Delivery and Site Allocations Plan (July 2013).
- 5.5. The New Wycombe District Local Plan, whilst not currently part of the Development Plan, has been submitted for examination in public. The examination took place in July and September in 2018. The Inspectors report is due in March 2019. Therefore this plan, taken as a whole, can currently only be afforded modest weight. Individual policies, depending on the level of objection, may be afforded more or less weight.
- 5.6. Other material considerations which need to be taken into account include the National Planning Policy Framework (NPPF 2), the National Planning Practice Guidance (NPPG), the CIL Regulations and relevant Supplementary Planning Guidance, in particular the Abbey Barn South Development Brief.

### **Principle**

Adopted Local Plan (ALP): H2 (Housing Allocations), H4 (Phasing of New Housing Development), C9 (Settlements beyond the Green Belt)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS8 (Reserve Locations for Future Development), CS12 (Housing provision)

DSA: DM1 (Presumption in favour of sustainable development),

Abbey Barn South Development Brief

Reserve Sites Infrastructure Plan

Emerging New Local Plan: CP1 (Sustainable Development), CP2 (Spatial Strategy), CP3 (Settlement Hierarchy), CP4 (Delivering Homes) and HW6 (Gomm Valley and Ashwells)

- 5.7. The site has been identified in successive Local Plans as a potential area for future development. Most recently in the adopted Core Strategy (policy CS8) the site was identified as comprising part of the Abbey Barn South Reserve Site for future development. Wycombe District Council Cabinet resolved to release the site for development on 20 October 2014. In July 2017 a Development Brief for the site was formally adopted by Cabinet.

5.8. The proposed development, with:

- a) Employment and community uses in the south western corner;
- b) Open green space in the location of the Ride; and,
- c) Residential development to the north of the Ride,

is considered to conform to the general arrangement of land uses set out in the Development Brief and therefore is considered to be acceptable in principle.

5.9. An extra-care facility was originally proposed as part of the application, but subsequently removed. The extra care facility is therefore no longer a matter for consideration before Planning Committee.

### **Housing Supply**

5.10. Following the publication of NPPF 2 and accompanying changes to the Planning Practice Guidance the formula for calculating the five year housing land supply has changed. Principally the household projection rates have fallen. As a consequence of this change the Council is currently able to demonstrate an 8.5 year housing land supply<sup>1</sup>.

5.11. However, it is also acknowledged that should the current draft changes (currently out to consultation) to the NPPG come into effect then then the Council's Housing land supply projection is likely to fall. Based on the current draft changes officers have recently estimated that this would leave the Council with housing land supply of 4.92 years<sup>2</sup>. It is likely that the changes to the PPG will have come into effect before the S106 is finalised and the Decision Notice can be issued. An update to this report may need to be issued in respect of this matter.

5.12. It should also be noted that delivery of housing at Abbey Barn South forms a significant part of the Council's five year housing land projection. Therefore if planning permission were refused Abbey Barn Souths contribution to the five year housing land supply would be delayed.

5.13. Irrespective of the 5 year housing land supply position it is acknowledged that the delivery of much needed homes (including affordable housing) is a significant planning benefit.

### **Flooding and Drainage**

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for Flood Risk Management)

Emerging New Local Plan: DM39 (Managing Flood Risk and Sustainable Drainage Systems)  
Abbey Barn South Development Brief

5.14. Core Strategy policy CS18 requires that development avoid increasing (and where possible reduce) risks of or from any form of flooding.

#### **Flood Risk**

5.15. The applicant submitted a Flood Risk Assessment dated February 2018 and an Addendum dated August 2018. The Environment Agency Flood Maps show the site to be at very low risk of both fluvial and surface water flooding. In addition, ground water at

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<sup>1</sup> The figure was calculated at the Glory Park Public Inquiry that took place in Nov/Dec 2018 – At time of writing Inspectors decision pending.

<sup>2</sup> See footnote 1 above.

circa 80m below ground level, will also be very low risk. The Lead Local Flood Authority (LLFA) were consulted. The LLFA accept the applicant's position that the site is not at risk of flooding from any source. Therefore, in flood risk terms the proposal is considered to be acceptable.

#### Sustainable Urban Drainage

- 5.16. The LLFA initially raised questions and concerns in respect of the drainage strategy for the site. The questions and concerns were addressed by the second stage submission in August, which included a revised drainage layout, suds details, flow path and infiltration testing. On the basis of this information the LLFA are now satisfied that the SUDs strategy for the site is acceptable subject to conditions securing the details of the proposed scheme and the submission of a verification report to demonstrate that the scheme has been implemented in accordance with the agreed detail.
- 5.17. Notwithstanding the above, there is some concern that the filter drain and dry swale currently cuts through the east/west landscape area and the swale comes into conflict with the root protection area of a number of trees that have been identified for retention and an area identified for the establishment of a planting belt. It is considered that this matter could be overcome by marginally rerouting the drain and associated swale and/or producing an arboricultural mitigation strategy. It is considered that this matter is capable of being addressed via condition.
- 5.18. In view of the above, no objection is raised in respect of flood risk or the proposed sustainable urban drainage strategy.

#### **Affordable Housing and Housing Mix**

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable Housing and Housing Mix), CS21 (Contribution of Development to Community Infrastructure)

Planning Obligations Supplementary Planning Document (POSPD)

Wycombe District Council Advice Note – Affordable Housing.

Draft New Local Plan: DM22 (Housing Mix), DM24 (Affordable Housing), DM41 (Optional Technical Standards for Building Regulations Approval)

#### Affordable housing

- 5.19. Policy CS13 of the Core Strategy requires new housing developments to provide for a mix of dwelling sizes, types and tenure that meets the identified housing needs of the community. For the application site (green field) the Council would seek to ensure that at least 40% of the bed spaces within the development are within affordable dwellings. The applicant has offered to provide 40% of bed spaces within affordable dwelling. Therefore, the application is considered to be acceptable in this regard.

#### Mix

- 5.20. The Council's adopted Planning Obligations SPD requires an affordable housing mix of 66% for rent and 34% for shared ownership. The applicant has proposed an indicative affordable housing mix in Appendix 1 of the Affordable Housing Statement. The indicative mix in terms of dwellings sizes is considered to be acceptable. However, the tenure split at 50% for rent and 50% for shared ownership is not considered accord with the Council's adopted SPD or fully address the Council's core area of need, which is for affordable rental accommodation (falls 16% short). The applicant's failure to offer a more appropriate mix is a negative aspect of the proposal. However, given that it is a relatively

small shortfall it is given limited weight. It is also recognised that the affordable housing need is current and therefore bringing forward affordable housing sooner, rather than later, is also a benefit.

- 5.21. 28 dwellings are proposed as affordable housing in phase 1 (22% of units in phase 1). 54% for rent and 46% shared ownership. This falls below the 40% of bed spaces sought over the development as a whole. However, given that it is the first phase, and the later phases will be capable of making up the shortfall, no objection is raised in this regard.
- 5.22. The proposed affordable housing offer (40% of bedspaces as affordable housing and a tenure split of 50% for rent and 50% for shared ownership) is capable of being secured via legal agreement.
- 5.23. It is acknowledged that the Council's most recent Housing and Economic Development Needs Assessment (HEDNA) has identified a much greater need for affordable housing for rent (circa 80% of bedspaces), but this revised mix has yet to be adopted into policy or an updated SPD and therefore can only be afforded limited weight at this time.

### Public Open Space

ALP: RT3 (Playing Pitch Provision)  
 CSDPD: CS17 (Environmental Assets), CS19 (Raising the Quality of Place Shaping and Design), CS21 (Contribution of Development to Community Infrastructure)  
 DSA: DM16 (Open Space in New Development)  
 Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)  
 Abbey Barn South Development Brief  
 Reserve Sites Infrastructure Delivery Package  
 Planning obligations SPD

- 5.24. Policy RT3 of the adopted Local Plan seeks to protect existing formal sports pitches where they make a valuable contribution towards the formal sports pitch provision in the District. The NPPF takes a similar evidence led approach.
- 5.25. Policy DM16 requires strategic sites (i.e. Abbey Barn South) to meet all local and strategic open space needs (Officer Note: open space relates to more than just sport pitches). The starting point is that all open space needs are met on-site. However, it is acknowledged that off-site provision may be preferable in certain circumstances (i.e. due to site specific constraints).
- 5.26. When the Development Brief was prepared it was envisaged that the Ride would be preserved and enhanced primarily for its amenity and aesthetic/historic value. It was the intention of the Development Brief that the strategic sports pitch provision would be provided off-site. A number of locations were considered, but none are currently capable of being delivered.
- 5.27. Based on the proposed housing number and mix the site is estimated to generate approximately 1320 future residents. The table below sets out: 1) the open space standard; 2) the requirement for a population of 1320 people; and, 3) what is proposed. It also includes gains and loss in respect of existing provision.

Open space typology	OS standard as per policy (DM16) Ha / 1000 population	1320 person	Proposed
Strategic	3.3	4.35ha	15.81 ha
Public outdoor	1.2	1.58ha	1.04ha



sport			Plus loss of 1.6ha of baseball pitch.  Plus gain of formal football pitch (0.78 ha <sup>3</sup> ) on school site.
Park + Semi-natural space	1.67	2.20ha	8.96 + 5.00 ha  Plus loss of informal kick-about area on the Daws Hill site (0.78ha).
Allotments	0.23	0.31ha	0.63 ha
Play: NEAP and/or MUGA	0.2	0.26ha	0.18 ha
<b>Local *</b>	<b>1.15</b>	<b>1.52</b>	<b>1.28 ha</b>
Informal amenity space	0.55	0.73	1.13 ha
Local play: LEAPs and LAPs.	0.6	0.79	0.15 ha
<b>Total</b>	<b>4.45</b>	<b>5.87</b>	<b>17.09ha (deduct loss of 1.6ha for baseball pitch)</b>

5.28. The proposal is to provide:

- a) 1 x Multi-Use Games Area (MUGA)\* – Unlit
- b) 1 x Neighbourhood Equipped Area of Play (NEAP)\*
- c) 1 x Local Equipped Area of Play (LEAP)\*
- d) 3 x LAPs (Local Areas Play)\*
- e) 2 x playable landscape trails
- f) 8 x playable landscape areas.
- g) Circular Walk.
- h) Retention of 1 x junior baseball pitch
- i) Ride Park of circa 13ha.
- j) Provision of land for use by a community facility (possibly Chiltern Rangers)
- k) A contribution of £130,000 towards youth football, cricket or rugby within Wycombe District.
- l) Allotments – serviced with water

\* *The play spaces would be provided to Field Houses Bench Mark Standards.*

5.29. In view of the table above Abbey Barn South should provide 4.35ha of Strategic Open Space and 1.52ha of Local Open Space. This amounts to 6.12ha of open space in total. 17.09ha of open space is proposed (15.81 ha of strategic space and 1.28ha of local space), mostly in the form of a park and semi-natural green space. In quantitative terms, when assessed against the baseline figure, this represents a significant over provision. However, in qualitative terms, there is a significant under provision of formal sports pitches, in particular adult and junior football pitches, which are in greatest demand. The under provision of formal sports pitches, both in terms of the loss of existing pitches and

<sup>3</sup> 108m x 73m

under provision against additional demand created, is a negative aspect of the proposal, which must be weighed in the balance.

- 5.30. The loss of the existing public open space, specifically the baseball pitch and informal kick about area on the Daws Hill Site, will be considered in more detail below.

Kick about area on Daws Hill Site.

- 5.31. The current kick about area on the Daws Hill site, whilst capable of being used for informal sports, is not marked out as a formal pitch and has not been prepared to the relevant technical specification (i.e. levelling and drainage). As part of the lands conversion to a school playing pitch it would need to be upgraded. This would be funded by Abbey Barn South as part of their education contribution. The loss of the public kick-about area is considered to have been compensated for by the creation of informal amenity grassland areas within the Ride. The creation of a formal playing pitch on the Daws Hill Site, in connection with the school, is considered to represent the net gain of a 'formal' sports pitch. However, it is acknowledged that the pitch would be controlled by the school and therefore public access would be at the discretion of the school, which limits the weight that can be attributed to its creation. It should be noted that the land owner at Daws Hill and the Council are currently in the process of transferring the land at Daws Hill to the education authority for the creation of the new school and playing pitch. As part of this process the Council is seeking to secure public access to the playing pitch, but at the time of writing the legal agreement has not been sealed and therefore this cannot be guaranteed.
- 5.32. The south-western corner of the site currently plays host three baseball diamonds (2 x adult baseball diamonds and 1 x junior diamond), which were originally created in connection with the American Air Base at RAF Daws Hill, but remained open for some years after the base closed. The clubs use of the baseball diamonds was terminated by the landowner some 3-4 years ago and officers have been advised that the landowner has no ongoing intention to reopen the site for further use by the baseball club. It is understood that the club has relocated to Farnham Royal; albeit would be happy to return to High Wycombe should this facility or an alternative facility be made available. The failure of the development to re-provide the baseball diamonds is a negative aspect of the proposal. A commuted sum of £130,000 is being offered towards the improvement of existing facilities in the District. This would go some way to off-setting the harm.
- 5.33. Sport England has been consulted on the open space strategy. They initially raised a holding objection based on the loss of the existing sports pitches. In response to Sport England's objection the applicant revised their open space strategy. Sport England were re-consulted and expressed the view that in light of the revised open space strategy, which in their view was likely to result in increased opportunities for sport participation, that they would be likely to remove their current objection, subject to the imposition of appropriate conditions/S106 obligations. However, before doing so they have requested sight of the heads of terms for the legal agreement. The legal agreement is currently in the process of being drafted. Dialogue will be ongoing with Sports England with a view to reaching agreement on the proposed sports related heads of terms in the legal agreement. In the event the Local Planning Authority wished to grant consent against the wishes of Sport England the application would need to be referred to the Secretary of State via the National Planning Casework Unit<sup>4</sup>.

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<sup>4</sup> In accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

5.34. In view of the above, and subject to appropriate conditions and S106 provisions securing the proposed open space strategy (in particular the provision of the Ride), the open space provision is, on balance, considered to be acceptable.

### Green Infrastructure and Ecology

CSDPD: CS17 (Environmental assets)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geo-diversity importance) and DM14 (Biodiversity in Development).

Emerging New Local Plan: DM34 (Delivering Green Infrastructure and Biodiversity in Development), HW5 (Abbey Barn South and Wycombe Summit)

Abbey Barn South Development Brief

Reserve Sites Infrastructure Plan

#### Green Infrastructure

5.35. The entire Abbey Barn South Site is allocated as a Green Infrastructure Area. Policy DM11 requires the green infrastructure network to be conserved and enhanced, paying special attention to connectivity to the existing green infrastructure network, biodiversity, recreation and non-motorised access.

5.36. The Development Brief required the Abbey Barn South site to be designed with strong links between the Ride, Daws Hill Site, Deangarden Wood, Keep Hill Wood and Abbey Barn Lane. The illustrative masterplan is inserted below:



5.37. Phase 1 of the proposal and the outline master plan broadly follow the Development Brief guide.

5.38. The key green infrastructure assets on the site are:

- The Ride, which will be retained and maintained as a tree lined avenue with opportunities for Local Play between the substantial roundels. The Ride comprises the main east/west green infrastructure link within the site. Public access will be encouraged with a limited network of made and mown paths set within a predominantly ecologically driven management regime.
- Deangarden wood ancient woodland will be retained in its entirety with enhanced public access by walk and cycle. A 15m buffer to the ancient woodland will be observed to ensure the woodlands long term protection.

- A number of pockets of trees within the site will be retained and key north/south green links between the Ride and Deangarden Wood will be retained. The most significant link is the Dell, which will also act as a focus for the Sustainable Urban Drainage corridor, which should further enhance its ecological value.
- Strong structural street tree planting permeates the site providing additional ecological opportunities and links.
- The Ride will also serve to retain the link to the existing green infrastructure area at Daws Hill.

In view of the above, the current proposal is considered to accord with Development Plan policy and the Development Brief.

- 5.39. To ensure that the vision for the green infrastructure area is a success in the long term it will be necessary to ensure that a long term maintenance and financial strategy is in place. This is capable of being secured via legal agreement.
- 5.40. Subject to conditions and a legal agreement securing the green infrastructure strategy for the site, the proposal is considered to be acceptable in this regard.
- 5.41. An addition to the green infrastructure links indicated in the Development Brief a further link was added within phase 1 linking Deangarden Wood to the Ride. This link is partially severed from the Ride by a Home Zone. This is regrettable as it may impact the movements of some species. However, given that this was in addition to the green links required by the Development Brief, it is not considered that planning permission could be reasonably withheld on this basis. Taken in the round the site is considered to be well integrated with the surrounding green infrastructure and take the opportunities available for linking ecological assets.

## Ecology

- 5.42. Policy CS17 of the adopted Core Strategy states:

“The Council will conserve and improve the environmental assets of the District by requiring: the implementation of the objectives of national and local biodiversity action plans through measures including conserving and enhancing biodiversity in terms of species and habitat, protecting international, national and locally designated sites of importance for biodiversity, and creating opportunities to link wildlife habitats”.

- 5.43. Policy DM14 requires all development proposals to maximise opportunities for biodiversity by conserving, enhancing or extending existing opportunities.
- 5.44. The applicant has submitted an ecological assessment (dated Feb 2018) and addendum (dated Sept 2018) in support of the application. The assessment considers the impact of the development on Bats, Dormice, Badgers, Birds, Reptiles and Invertebrates. The report concludes that the site is dominated by habitats of mostly local importance and the limited loss of vegetation and habitats is not considered to be significant in the local context and there are opportunities within the site for habitat creation, enhancement and management to maintain opportunities for wildlife. The applicant has proposed the imposition of conditions to mitigate any potential impact and secure improvements.
- 5.45. The Council's ecologist has been consulted. There is broad agreement with the applicant's ecological assessment and mitigation strategy. However, an objection has been raised in respect of the loss of tree group 11, which is of ecological interest and a number of matters concerning the detail of the mitigation strategy. The detailed matters

are capable of being addressed via condition. The issue regarding the loss of tree group 11 will be set out below.

- 5.46. The Council's ecologist has raised particular concern with the loss of a small group of trees in the western part of the site (Group 11 in the arboricultural report), which serves as a habitat for bats, badgers, reptiles and a barn owl. The loss of this habitat is considered to give rise to a significant ecological harm and its loss represents a failure to take an opportunity to preserve and enhance the ecological value of the site. However, given that layout is a Reserved Matter in this part of the site, it is considered that a condition can be imposed on any planning permission granted requiring the retention of tree group 11, which would overcome the harm.

#### Protected and Notable Species

- 5.47. Protected and notable species are known to be active on the site. In particular on the Ride. Protected and notable species are less common in the arable farmed areas. While the identified ecology is relatively common and wide spread in the local area some of the species are legally protected and therefore an application would need to be made to Natural England for a full European Protected Species (EPS) licence before development work can be undertaken.
- 5.48. In considering the current proposal the Local Planning Authority must have regard to Regulation 9 (5) of the Conservation of Habitats Regulations 2010 and the impact the grant of planning permission may have on any protected species. There are three tests (known as the Derogation Test) that the Local Planning Authority must consider in taking a view as to where planning permission should be granted<sup>5</sup>.
- 5.49. In this instance the majority of the areas of ecological interest will not be developed and there is potential to enhance the long terms protection of existing ecological assets. The harm to the habitat of legally protected species is considered to be relatively small. The economic and social benefits of delivering circa 550 new dwellings on site reserved for development is considered to out-weight the ecological harm resulting from the loss of a number of small pockets of ecological habitat. Therefore, there is considered to be an overriding public interest to relocating the bats, reptiles and other species that come into conflict with the development and an ecological objection is considered to be disproportionate. Given the scarcity of housing land in the district and the site's long term reservation for development and its location adjacent to a built-up urban area, it is not considered that there is a reasonable and proportionate alternative to the current site. The legally protected species on the site are proposed to be removed and taken off site; they are not proposed to be killed or destroyed. Therefore, there should be no impact on numbers and/or the range of these relatively common species and as such the population should be maintained. The licencing regime and conditions are capable of securing details of capture and release. It is not considered to be necessary to determine these matters at the application stage because solutions will be readily available and within the applicant's control (i.e. release in a publically accessible woodland and/or the Ride). On this basis it is considered to be likely that Natural England will grant a licence and therefore planning permission should not be withheld on ecological grounds. The Council's ecologist has raised no in principle objection.
- 5.50. A general wildlife informative should be applied to ensure nesting birds are not disturbed.
- 5.51. In view of the above, the proposed development is considered to be acceptable on

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<sup>5</sup> R (Simon Woolley) v Cheshire East Borough Council and Millennium Estates Limited<sup>1</sup>, a High Court case, and more recently still the Supreme Court decision in R (Vivienne Morge) v Hampshire County Council (the Morge case)

ecological grounds subject to a condition securing the retention of tree group 11 and a detailed ecological mitigation strategy for each phase of development and its ongoing management.

### Site Accessibility

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling), T7 (Public transport), T8 (Buses), T12 (Taxis), T13 (Traffic management and calming), T15 (park and ride), T16 (Green travel)

CSDPD: CS16 (Transport), CS21 (Contribution of development to community infrastructure)

DSA: DM2 (Transport requirements of development sites)

Emerging New Local Plan: DM33 (Managing Carbon Emissions: Transport and Energy Generation)

Abbey Barn South Development Brief

Abbey Barn Lane Position Statement adopted May 2018

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

5.52. The applicant has submitted a Transport Statement prepared by Glanville in support of the application, which sets out the applicant's position with regard to highway capacity, vehicle movements, accessibility, junction design, car/cycle parking and on/off site highway improvements.

### Network Capacity

5.53. The NPPF states that:

“improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe.” (Emphasis added)

5.54. The proposed application has been subject to transport modelling with baseline flows having been extracted from the Wycombe Strategic Traffic Model. This model includes growth factors, committed development flows and base data. The site has been tested at 550 dwellings, plus 1.6ha of employment use. Junctions in close proximity to the site have been tested. At the request of the County Highway Authority additional testing was undertaken of the Marlow Hill junctions. The modelling data has revealed issues in respect of the following junctions, which would be materially exacerbated by the current proposal:

- a) Abbey Barn Lane/Heath End Road junction.
- b) Abbey Barn Lane/Abbey Barn Road/Kingsmead Road junction.
- c) Marlow Hill Junction.
- d) General capacity issues on the London Road.

5.55. The application has proposed that:

- a) the capacity issues at the Abbey Barn Lane/Heath End Road junction are capable of being overcome by the creation of a three arm roundabout, which can be secured via condition under a S.278 agreement.
- b) the capacity issues at the Abbey Barn Lane/Abbey Barn Road/Kingsmead Road junctions could be addressed by making a commensurate contribution, along with Abbey Barn North and existing Housing Infrastructure Funding (HIF), to the realignment of Abbey Barn Lane and improvement of the junction with Kingsmead Road. The scheme would be bought forward in-line with the adopted Abbey Barn Lane Position Statement. Securing funding towards this

infrastructure improvement in a timely manner is critical given the time sensitive nature of HIF funding, which could be lost if match funding cannot be secured and development value released. Therefore, the financial contribution towards this scheme is given great weight.

- c) The capacity issues on London Road could be addressed by making a commensurate contribution toward the London Road improvement works alongside the other Reserve Sites and National Productivity Investment Fund (NPIF) to amend the existing highway, incorporate new features and improve the environment for pedestrians and cyclists.
- d) The capacity issues on the Marlow Hill/Daws Hill Lane junction and gyratory could be addressed by making a commensurate contribution towards a package of measures to improve the efficiency of the road network in the area of Marlow Hill.

5.56. The offsite highways schemes set out above are considered to be necessary to make the development acceptable, directly related to the development and reasonable in scale and kind. Subject to appropriate conditions/S106 securing these works the proposed development is not considered to have a severe and therefore unacceptable impact on highway capacity.

#### Access

5.57. The proposal has been amended during the course of determination to show a simple 'T' junction with ghost lane accessing Abbey Barn Lane in the east (290362-SK116 I6, dated 29 June 2018) and a connection to the Daws Hill development in the west effectively completing the Daws Hill/Abbey Barn spine road. The visibility splays onto Abbey Barn Lane accord with 85%ile speeds of circa 40-41mph. Tracking diagrams indicate that the access is capable of accommodating refuse vehicles and a twin axle bus. The County Highway Authority advise that the proposed access arrangements are considered to be acceptable in highway safety/convenience terms. Therefore, no objection is raised in terms of the access arrangements. A condition will be required to ensure delivery of the proposed access arrangements.

5.58. In terms of the internal estate road arrangement the main spine road through the site is 6.5 metres wide and flanked by a shared footpath/cycleway measuring 3m on the southern side and 2m on the northern side. A network of roads varying in width from 5.5m to 4.1 metres are then set out in perimeter blocks accessed off the main spine road. This arrangement is considered to be efficient allowing route choice and avoids the need for large turning heads to facilitate rubbish collection and deliveries. There are a few instances in the illustrative master plan, in the area beyond phase 1, where cul-de-sacs have been unnecessarily created and opportunities for the creation of linked roads have not been taken. However, it is considered that this can be addressed at the Reserved Matters stage and therefore it is not considered that an objection should be raised at this time on this basis. However, for the sake of clarity it is considered to be expedient to impose an informative on any planning permission granted highlighting the issue to ensure that it is addressed in future reserve matters applications.

#### Car and Cycle Parking Provision

5.59. The Council's approach to residential parking is set out in Buckinghamshire Countywide Parking Guidance. Phase 1, which has been submitted in detail, proposes 269 allocated parking spaces and 47 visitor spaces (Total: 316). Additional parking is also available on-street. This represents provision of circa 2.5 spaces per dwelling. This level of provision where assessed in terms of habitable rooms represents an over provision

above the County standards. Given the sites location within the urban hierarchy, and the anticipated levels of car ownership, no objection is raised to the over provision of parking.

5.60. The parking space and garage sizes accord with the County Parking Guidance.

5.61. Communal cycle storage is proposed for the flats and individually for the houses. The cycle storage for the flats is capable of being secured by condition. For houses it is considered that there is adequate capacity for cycle storage within garages and/or sheds that can be erected at the discretion of future owners.

#### Pedestrian and Cycle Provision

5.62. National guidance within Manual for Streets advocates that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance, but emphasises that the propensity to walk is also influenced by the quality of the walking experience. Whilst the document “Guidelines for Providing for Journeys on Foot” (IHT 2000) contains guidance on acceptable walking distances:-

	Town centres (m)	Commuting/school/sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Source: CIHT Providing for Journeys on Foot

5.63. The site, being an urban extension into an otherwise rural area, has limited access to any existing walk/cycle routes other than through the Daws Hill development, which is still under construction. However, there are a number of facilities within the area such as the sports centre, High Wycombe town centre and local schools/colleges in High Wycombe and Flackwell Heath, which are capable of being accessed in a reasonable way by walk/cycle subject to appropriate on-site and off-site infrastructure improvements.

5.64. The site, due to the provision of:

- a) a spine road with parallel walk/cycle provision;
- b) a number of cross cutting footpaths; and,
- c) a permeable layout,

is considered to be accessible in all directions. Access to the South is limited as a consequence of the motorway forming a physical barrier, but remains accessible from Abbey Barn Lane and/or the Daws Hill Development. The key issue is the quality of foot/cycle provision, which is currently very rural in character with unmade rural paths and limited provision for legal cycle use. As a consequence, without intervention the site does not currently promote walking and cycling as the travel mode of choice as it links poorly and/or fails to take the opportunities available for linking to a number of key destinations such as Rye Park, Town Centre, train station and Flackwell Heath. However, it is considered that the following off-site improvements would serve to take the reasonable opportunities available for connecting the site to its surroundings by providing a good quality walk/cycle experience:



- a) Contribution of £21,000 towards an upgrade of HWU/64/1 through Keephill Wood to the walk/cycle route between High Wycombe and Rye Park, which then provides onward connection to the town centre, train station and a number of amenities.
  - b) Contribution of £28,000 towards an upgrade of Bridleway HWU/156/1 between Keephill Wood and Daws Hill access Road providing a good quality and convenient access to Daws Hill Lane and facilities such as Waitrose, cinema and sports centre beyond.
  - c) Contribution of £475,000 towards the provision of a walk/cycle route to Flackwell Heath providing access to shops, schools, a higher education college on a route with limited topographical challenges compared with travelling north or south.
- 5.65. The wider benefits that would be delivered by these walk/cycle infrastructure improvements to the wider community, represent planning benefits weighing in favour of the development. These benefits taken together with the benefits already secured through the Daws Hill development such as the Daws Lea Link (currently progressing as a walk/cycle corridor) will serve to make the Abbey Barn area a more sustainable location. It is also acknowledged that the Abbey Barn South development will benefit from the infrastructure already installed and/or planned to be installed in connection with the Daws Hill development.
- 5.66. The off-site works are considered to be necessary to make the development acceptable, directly related to the development and reasonable in scale and kind.

#### Public Rights of Way (PRoW)

- 5.67. Policy CS20 expects that development proposals ensure that the convenient use and enjoyment of existing public rights of way are not affected by development.
- 5.68. Two PRoW (HWU/59/1 and HWU/58/1) currently traverse the site. Footpath HWU/59/1, which sits on the northern boundary of the site was legally diverted under order in November 2016 and is currently being diverted through Deangarden Wood. Footpath HWU/59/1 traverses the site on a northwest/southeast axis linking Deangarden Wood with Abbey Barn Lane. This footpath is proposed to be either formally diverted from its existing alignment or stopped up and informally re-provided within the site. Any alteration to the lawful PRoW would need to be considered separately under S.257 of the Town and Country Planning Act 1990. The proposed route, whether formally adopted as a PRoW or not is considered to be reasonable in terms of its alignment and no objection has been raised from the County PRoW officer. Therefore, there is considered to be a reasonable prospect of the diversion/stopping up order being granted and as such planning permission could not reasonably be withheld on this basis. In the event the diversion order was not granted it would be open for the developer to amend the application or reapply. However, for the sake of clarity it is considered to be desirable to place an informative on any planning permission granted advising any future developer that the PRoW cannot be obstructed unless legally stopped up or diverted.
- 5.69. There is a bridleway (HWU/156/1) to the west of the site, which sits between Abbey Barn South and the Daws Hill Development, which is likely to come under significantly increased use as a consequence of the development. As set out above, a sum is sought to upgrade the Bridleway to reflect its increasingly urban setting and intensity of use. Also, as set out above, a new section of bridleway is proposed to connect the northern corner of the site to Bridleway (HWU/67/1) along the alignment of an existing permissive path and bridleway HWU/64/1. This new section of PRoW is considered to represent an

enhancement to the existing established network and will significantly improve the route to the town centre.

## Public Transport

- 5.70. Currently one bus passes the site (no.36) along Heath End Road; the High Wycombe to Bourne End service [Mon-Fri (6:30 – 23:15)]. There is a reduced service on Saturdays, albeit still with two buses per hour at peak times. There is an hourly service on Sundays. It would be possible for the No.36 to serve the proposed development along with the Daws Hill site. This would have a small impact on journey times, but potentially increase patronage thereby improving the long term viability of the service. As a consequence of the diversion time it would be necessary to pump prime the funding of an additional bus on Sundays and Bank Holidays and provide an additional bus on Saturdays to maintain a 30 minute service. The necessary funding to secure the provision of a bus on the site is considered to be both necessary and reasonable.
- 5.71. In addition to extending the regular No.36 service into the site an on-demand user-led peak passenger shuttle is proposed between the development and High Wycombe town centre/railway station. The service would require the funding of two mini buses that would offer a 20 minute peak time service. The necessary funding to secure the provision of a peak time service on the site is considered to be both necessary and reasonable.
- 5.72. Subject to commensurate funding being secured towards an extension to the regular No.36 bus service and funding of a peak time shuttle the proposal in terms of public transport provision is considered to be acceptable.

## Travel Plan

- 5.73. A Framework Travel Plan has been prepared and submitted with the application. The travel plan seeks to promote the use of sustainable travel modes (walk, cycle, public transport etc.) and minimise single occupancy car journeys. In the event planning permission is granted a detailed plan will be required via condition along with monitoring payments to be secured through a legal agreement. The provision of a Travel Plan and its monitoring is considered to be necessary, reasonable and fairly related in scale and kind to the proposed development.

## Site Accessibility

- 5.74. The proposal, subject to:
- a) network capacity and junction improvements;
  - b) walk and cycle improvements (on and off site);
  - c) financial contributions towards public transport provision; and,
  - d) a travel plan promotion package,
- is considered to be acceptable in accessibility terms and take the opportunities available for promoting travel choice and alternatives to the private car.

## Landscape and Visual Impact

ALP: L1 (The Chilterns Area of Outstanding Natural Beauty).

CSDPD: CS17 (Environmental assets).

Emerging New Local Plan: CP8 (Sense of Place) and DM32 (Landscape Character and Settlement Patterns).

Character Map of England.

Local Landscape Plan for Buckinghamshire.

The Chiltern Conservation Boards Position Statements on: Development Affecting the Setting of the Chilterns AONB.

- 5.75. A Landscape and Visual Impact Assessment (LVIA) (dated Feb 2018) and addendum (dated Sept 2018) was submitted by the applicant in support of the application. These documents assess views of the site from key vantage points both near and far including the Chilterns AONB. The assessment makes the case that the development could be successfully integrated within the existing site and assimilated into the surrounding landscape without causing wide scale change or irreversible adverse effects to the landscape character.
- 5.76. The proposal, in terms of its development envelope broadly conforms to the parameters set out in Development Brief. The Ride is proposed to be retained, which represents a substantial visual landscape buffer. The retention/enhancement of the east/west landscape corridor also serves to screen the hard form of the development from the north. Subject to the ride and east/west landscape buffer being secured via condition and the landscape impact of future phases being tested as part of the reserve matter of scale, the proposals impact on the wider landscape is considered to be acceptable.

### **Place Making and Design**

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

CSDPD: CS17 (Environmental Assets) and CS19 (Raising the quality of place shaping and design)

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)  
Housing intensification SPD

Emerging New Local Plan: CP8 (Sense of Place), DM35 (Place-making and Design Quality)  
The Environmental Guidelines for the Management of Highways in the Chilterns

### **Comprehensiveness of Design Approach**

- 5.77. The layout of the site is, in the most part (save for phase 1), reserved for future consideration. However, a master plan and parameter plans have been provided, which indicates that the proposal conforms to the comprehensive layout approach set out in the adopted Development Brief. The illustrative layout makes use of the screening benefits of existing vegetation, preserves the Ride and fits within an overarching movement and green infrastructure strategy that connects to the development at Daws Hill. The block structure breaks down a little in the latter phases of the development in the western part of the site, but this is capable of being addressed at the reserve matters stage.
- 5.78. Wycombe Summit, whilst recently having been acquired by the applicant, does not form part of the current application site. However, it is considered that a complementing layout can be achieved at the reserve matters stage with the requisite walking and cycle connections.
- 5.79. Having regard to the above, the design approach is considered to be comprehensive in nature. The main road and areas of green infrastructure are capable of being secured via condition. Matters of detail are capable of being addressed at the Reserve Matters stage.

Detailed layout (Phase 1)

- 5.80. The detailed layout in phase 1 indicates a main access road with a hierarchy of secondary streets set out in a robust perimeter block layout. With the exception of apartments, parking is predominantly shown at the fronts and sides of dwellings. Apartments make use of rear parking courts in order to avoid parking dominated frontages. Parking is in relatively close proximity to the dwellings that it serves and benefits from natural surveillance. This approach broadly accords with the Council's Residential Design Guide, which advocates a hierarchal approach to parking provision. The streets, due to their width, are in the most part parkable, which should ensure a flexible supply of visitor parking in close proximity to the dwellings being visited.
- 5.81. It is considered that there is, in the most part, a clear distinction between public/private space functions, which should serve to minimise the risk/fear of crime and noise/disturbance in private areas. Rear parking courts punctuate this envelope in certain locations, however the incidences are minimal, and occur as a consequence of other design constraints. Therefore, it is not considered that planning permission could reasonably be withheld on this basis. In the case of the apartments, it is considered to be reasonable and practical to gate the parking courts, which would mitigate against any potential crime threat.
- 5.82. Within phase 1 there is variation in plot sizes and dwelling typologies. This will serve to bring interest and legibility to the site that is capable of being carried through to the latter phases.
- 5.83. Taken in the round, the layout of phase 1 is considered to have been appropriately balanced against the constraints of the site, and is considered to be acceptable.

#### Scale and External Appearance

##### Outline

- 5.84. The proposed parameter plan indicates that development on site will range in height from two to four storeys. This complies with the Development Brief and is supported by the findings of the LVIA. Subject to a condition securing the limitations of the parameter plan, the proposed outline scale of development is considered to be acceptable.
- 5.85. The Design and Access Statement indicates that the external appearance of dwellings will be based on a relatively traditional form and pallet of materials (i.e. dominated by red brick and tile). The Design and Access Statement is considered to indicate an acceptable response to the site, which is capable of being addressed in detail at the Reserve Matters stage.

##### Phase 1

- 5.86. Phase 1 of the application site is straddled by a number of different character areas. These are set out below:
- a) The village green;
  - b) The village street area;
  - c) Village yard area;
  - d) Woodland and greenways area; and
  - e) Formal parkland edge.
- 5.87. These character areas are proposed to repeat throughout the site. Therefore, the design of dwellings in phase 1 gives an indication of what can be expected over the remainder of the site.

- 5.88. The development within phase one ranges in height from two to four storeys. The four storey element is located in close proximity to the Ride where vegetation of scale already exists to screen and off-set the scale of the development. The two storey development is located in the northern part of the site, which is more sensitive in landscape terms. The remainder of phase one is characterised by a mixture of two and three storey development in the form of detached, semi-detached and terraced development, set out in an informal and staggered arrangement. For three and four storey buildings the top floor is generally contained within the roof void. The overall effect results in a slightly looser knit form of development than might be expected in the site as a whole, which is befitting its location on the urban periphery. The core materials palette comprises red brick and tile. This core palette will be interspersed with feature materials such as slate roof tiles, hanging tile, black boarding and grey brick. The overall effect is considered to give the site a good quality and cohesive character.
- 5.89. Taken in the round, the scale and external appearance of the development in phase 1 is considered to be acceptable.

### Landscaping

- 5.90. In support of the application the applicant submitted an 'Arboricultural Impact Assessment and Tree Condition Survey'. The report identifies that the area to the north of the Ride has been farmed for many years and therefore contains very few trees and the proposed development will significantly increase the number of trees growing within the site. The report concludes that the trees to be removed to allow the proposed development to proceed and will not represent a significant loss to public amenity.
- 5.91. The Council's arboricultural officer has assessed the reports and whilst he concurs with the majority of the findings, he has raised the following concerns:
- a) The proposed SUDs features and footpath will introduce a conflict with the trees on the woodland edge and the east/west screening corridor.
  - b) The loss of tree group 11 is undesirable as it includes trees of category A grade quality.
  - c) The loss of tree T9 is undesirable.
  - d) There is insufficient tree coverage within the developed part of the site.
- 5.92. It is considered that any potential conflict between the SUDs features and footpaths are capable of being resolved via condition. The SUDs strategy has some flexibility to alter its design to mitigate the impact on the trees.
- 5.93. The loss of tree group 11 and T9 is considered to be capable of being overcome through the use of conditions requiring the trees to be retained. It should also be noted that tree group 11 and T9, in addition to being considered to be of arboricultural value, are also recognised as being of ecological value. Given the limited number of mature trees within the developable part of the site, it is not considered to be unreasonable for these to be retained and the development designed around them. The detailed design implications can be addressed at the Reserve Matters stage.
- 5.94. In terms of the proposed landscaping, a broad strategy has been set out, which includes the retention and enhancement of tree planting within the Ride, East/west and North/South green infrastructure belts, a tree lined main street and street tree planting within the public realm (and publically visible private realm) throughout the development. It is the applicant's policy to allow future occupiers to plant their own gardens. Taken in the round the proposal is considered to have provided opportunities for an acceptable level of soft landscaping, the detail of which is capable of being secured via condition.

- 5.95. During determination of the application it was noted that there was inadequate street tree planting in front of plots 111 -114. It has been agreed with applicant that this matter would be resolved prior to any planning permission being granted. This matter is capable of being addressed as part of a future update or via delegation.
- 5.96. With regard to the Council's emerging 25% tree coverage policy, it should be noted that this is not yet adopted and with a significant level of objection against it can only be afforded limited weight at this time.

### **Amenity of Existing and Future Residents**

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

Housing intensification SPD

Emerging New Local Plan: DM40 (Internal Space Standards), DM41 (Optional Technical Standards for Building Regulation Approval)

Residential Design Guide SPD

Future occupiers of the development.

- 5.97. With the exception of phase 1 the application is in outline form. The parameter plans, which are capable of being secured via condition, show an arrangement of land uses that is compatible with creating a good quality living environment for future residents. Therefore, with the exception of phase 1, the amenities of future residents are capable of being addressed at the reserved matters stage.
- 5.98. The phase 1 plans shows a form of development that is set out in a perimeter block layout with clearly defined public/private space functions, which appropriately balances with need for natural surveillance with the need for privacy. The size of accommodation provided, size and nature of amenity space provision and distances between habitable room windows in residential units, is also considered to be acceptable.
- 5.99. During determination of the application it was noted that a number of the apartments did not have access to balconies. It has been agreed with applicant that this matter would be resolved prior to any planning permission being granted. This matter is capable of being addressed as part of a future update or via delegation.
- 5.100. The site is in relatively close proximity to the M40 motorway, which is a significant generator of noise. The applicant has submitted a Noise Impact Assessment (Sept 2018) setting out how the noise impact will be minimised and mitigated. The noise impact has been minimised by grouping the most sensitive land use (residential) in the northern part of the site and less sensitive commercial and community uses in the southern part of the site. External noise is proposed to be minimised by creating a 2m earth bund with 1 metre high solid barrier on top along the southern boundary of the site where it runs contiguous with the motorway. Internal noise is proposed to be mitigated using acoustic glazing and trickle ventilation and impermeable barriers in the most sensitive parts of the site. The Council's Environmental Health Officer (EHO) has been consulted and is content with the recommendations contained in the Noise Impact Assessment. Therefore, subject to the imposition of an appropriate condition securing the proposed mitigation in the Noise Impact Assessment the noise impact on future residents is considered to be acceptable.

Occupiers of neighbouring dwellings/buildings

5.101. The Wycombe summit site, whilst permitted, has not been built out and current advice is that it will not be constructed in its permitted form. The details of the parcel of land adjacent to the Wycombe Summit site is reserved for future consideration. However, it is envisaged that it would be capable of achieving an acceptable relationship between the two sites. The illustrative material indicates one arrangement in which this may be possible.

5.102. The Daws Hill site is currently at an advanced stage of construction. The eastern most part of the Daws Hill site, which will adjoin the application site, is one of the final phases that will be constructed. The precise details of the relationship can be addressed at the Reserve Matters stage.

### **Environmental issues**

ALP: G15 (Noise), G16 (Light pollution)

CSDPD: CS18 (Waste, natural resources and pollution)

#### Land Contamination

5.103. The application was accompanied by a desk top Base-Line Ground Appraisal Report. The Environment Agency and Council's Environmental Services were consulted. Neither party raised any concerns in respect of contamination or requested that any conditions be imposed. Therefore, in respect of potential land contamination the proposal is considered to be acceptable.

5.104. In respect of the area of the site proposed for use as allotments the applicant has submitted a desk-top environmental report. The report identified a low risk of pollutants, but further on site soil surveys are required. Given the findings of the desk top report and the potential for mitigation should any contamination be identified, it is considered to be necessary and reasonable for a condition to be imposed addressing this matter.

5.105. As a consequence of the current proposal there is a plan to expand the planned single form entry school at the Daws Hill site to a two form entry school. As part of that expansion the adjacent informal recreational space will be incorporated into the school to provide a school playing field. The informal recreational space has been identified as containing some traces of contamination. This will need to be decontaminated as part of the preparation of the site for use as a formal school playing field. As the formalisation of this play space is directly connected to the need of the Abbey Barn South site it considered to be reasonable and necessary to secure a commuted sum, via S106, to address this matter.

#### Lighting

5.106. The site currently has an intrinsically dark rural character. However, once developed it will become an extension of High Wycombe alongside the Daws Hill site, which is currently under construction. High Wycombe is currently a street lit town and the application would form a logical extension to the town. Therefore, it is considered to be appropriate that it should benefit from street lighting. However, given its peripheral location, landscape sensitivity and a number of ecologically sensitive areas on the site any lighting should be minimal and carefully targeted. Conditions can be imposed in respect of phase 1, and future phases, to ensure that appropriate lighting is delivered.

#### Bins

5.107. In respect of phase 1 a refuse collection strategy has been submitted (ref: 00918\_MP-12 P3, dated 25.09.18). This strategy shows that the majority of dwellings will have their

bins collected on curtilage. Terraced properties will have designated collection points. Flatted developments will have bin stores. The County Highway Authority have been consulted and it is accepted that all properties are capable of being serviced. Therefore, the waste strategy for the site is considered to be acceptable.

5.108. The waste management strategy for the remainder of the site is capable of being secured at the Reserve Matters stage as part of the layout considerations.

#### Utilities

5.109. A Utilities Statement was submitted with the application addressing the sites impact in terms of existing infrastructure and future demand on water, gas, electric and telecoms supply. An update addendum was submitted when the extra-care facility was removed and replaced with employment floor space. The statement indicates a need for diversionary works for water and telecommunications infrastructure. There is also a need for increased capacity in respect of water (supply and waste) and electric supply. Thames Water initially raised a number of concerns in respect of the potential for sewer flooding as a consequence of surface water entering the sewage system. These objections were overcome following the submission of a revised sustainable urban drainage strategy. Subject to a condition securing the revised strategy and consultation with Thames Water on the detail of the strategy this initial objection was later removed. There are existing powers in place to ensure the increased water and electric capacity is delivered and therefore no conditions are considered to be necessary in this regard.

#### **Historic environment – Impact on the Setting of the Listed Buildings at Abbey Barn Farm House**

ALP: HE3 (Development affecting the setting of a listed building),

CSDPD: CS17 (Environmental assets)

Draft New Local Plan: CP8 (Sense of place), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

NPPF

Adopted Abbey Barn South Development Brief.

5.110. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) requires decision makers to give weight to the harm development would do to the setting of a heritage asset. In addition, Paragraph 193 of the National Planning Policy Framework (the Framework) requires local planning authorities to give great weight to a heritage asset's conservation.

5.111. The main heritage assets under consideration are:

- 1) The four grade II listed buildings that comprise the Abbey Barn Business Centre, which are located to the southeast of Abbey Barn Lane, opposite the north-eastern corner of the application site.
- 2) The Ride, a non-designated heritage asset.
- 3) Wycombe Abbey Registered Park and Garden and Wycombe Abbey Conservation Area.

5.112. The applicant has submitted a Heritage Statement (September 2018), which considers the impact of the development on these heritage assets. It broadly concludes that the proposal accords with the Development Brief and would not have a detrimental impact on nearby heritage assets. The retention of the Ride will only serve to enhance the historic interest of the site and inform and understanding of its setting.



- 5.113. The Council's heritage officer has been consulted. She has concluded that the Heritage Statement is a well-considered report which provides a good basis to understand and assess the impact of the development on the surrounding heritage assets. Concerns were raised that the Abbey Barn Lane verge was not as wide as originally envisaged and that the new junction and associated signage may impact on the setting of the farmstead. It was advised that landscaping be secured along the Abbey Barn Lane Road frontage to soften the development and that a sensitive materials sample, similar to that requested at the Wycombe Summit site, be secured via condition.
- 5.114. The Council's Conservation Officer recognises the heritage value of the Ride as a non-designated heritage asset. She also advises that new uses and features are sensitively accommodated to reinforce the existing natural character. In particular she advises against the accommodation of formal pitches with associated levels changes, removal of vegetation, lighting and marking out etc.
- 5.115. Having regard to the policy requirements and heritage officer's comments, the proposal, subject to appropriate conditions in respect of materials and landscaping along Abbey Barn Lane, is not considered to have an unacceptable impact on any heritage assets or their setting. Indeed the rejuvenation of the Ride, public access to it and the renewed purpose this development will give the Ride, is considered to represent a significant public benefit, to which weight is attributed.
- 5.116. The Conservation Officers comments in respect of formal sports provision within the Ride have been noted. Whilst some formal sports and formal play is proposed to be accommodated within the Ride, it has been limited to the rooms between the Roundels, where the physical, functional and aesthetic impact will be limited and no vegetation will be lost. The introduction of some formal sports and functional activity within the Ride is considered to appropriately balance need to maintain the ride for its historic importance with the need to give it modern purpose and facilitate the day to day needs of the future occupiers of the development.

## **Archaeology**

ALP: HE19 (Archaeology – Unscheduled Sites and Monuments)

CSDPD: CS17 (Environmental Assets)

Emerging New Local Plan: DM31 (Development Affecting the Historic Environment)

- 5.117. Local Plan policy HE19 states that planning permission will not be granted for any proposed development that would harm unscheduled archaeological remains or their setting which are considered to be of county, regional or national importance and worthy of preservation.
- 5.118. An archaeological desk based assessment was submitted with the application. The survey identified some potential for archaeological remains. This potential would need to be '*ground truthed*' through further on-site investigation. This is capable of being secured via condition. The County Archaeological Officer has been consulted and accepts the findings of the archaeological report. Therefore, subject to a condition securing appropriate investigation, recording, publication and archiving of the results, no objection is raised on archaeological grounds.

## **Agricultural Land**

NPPF 2

5.119. Para 170 of NPPF 2 requires decision makers to ‘recognise the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land’. Agricultural land is graded from 1 to 5. Grade 1 is excellent. Grade 5 is very poor quality. Best and most versatile agricultural land is identified as that falling within grades 1, 2 and 3a of the Agricultural Land Classification (i.e. the better half). The NPPF advises that ‘where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of higher quality’.

5.120. The applicant has submitted an Agricultural Land Classification in support of their application. This report identifies that the following agricultural land classifications<sup>6</sup>:

Grade	Description	Area (ha)	% Agri. Land
Grade 2	Very good quality	6.7	22%
Subgrade 3a	Good quality	4.9	16%
Subgrade 3b	Moderate Quality	18.9	62%
	Total Agricultural	30.4	100
	Non-agricultural	1.6	-

5.121. The largest part of the site (62%) falls within category 3b (moderate quality). 22% of the site is classified as being very good quality. 38% of the site is classified as being grade 3a and above (i.e. best and most versatile agricultural land). The loss of the best and most versatile agricultural land is considered to represent a negative aspect of the proposal. Given the relatively poor quality of the soil on the site and the limited ecological value of the arable farming being undertaken, only limited/moderate weight is attributed to the loss of this agricultural land. This will need to be weighed in the balance.

### **Building Sustainability**

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

Draft New Local Plan: DM41 (Optional technical standards for Building Regulation approval)

5.122. Policy CS18 requires development to minimise waste, encourage recycling, conserve natural resources and contribute towards the goal of reaching zero-carbon developments as soon as possible, by incorporating appropriate on-site renewable energy features and minimising energy consumption.

5.123. Policy DM18 requires that development will deliver a minimum of 15% reduction in carbon emissions on site through the use of decentralised and renewable or low carbon sources and achieve a water efficiency standard equivalent to level 3 and 4 of the Code for Sustainable Homes. Emerging policy requires new buildings to achieve higher water efficiency standard in Part G of the building regulations and integrate renewable technologies into developments. The issue of water and energy efficiency is, in the most part, being addressed by the Building Regulations. However, it is still necessary to trigger the application of Part G of the building regulations via condition. As such it is

<sup>6</sup> It should be noted that the land includes the Ride.

considered to be necessary and reasonable to impose conditions securing water efficiency and micro renewables.

5.124. The applicant has submitted a report entitled 'Air Quality Assessment' (Feb 2018; addendum Aug 2018), which concludes that the site will have a negligible impact on air pollution. Notwithstanding this report the Council's Environmental Health officer has raised a concern in respect of the contribution that the site would make to poor air quality, by increasing the number of petrol and diesel vehicles on the road. In particular on the main arterial routes (Marlow Hill and London Road). The NPPF 2 requires applications for development to be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations<sup>7</sup>. Emerging policy DM33 requires development to make provision for alternative vehicle types and fuels. In view of the EHO comments, emerging policy and the guidance in NPPF2, it is considered to be reasonable to impose a condition securing electric charging points on all allocated spaces. Given the cost and ongoing management issues associated with delivering charging points for all unallocated spaces (full and/or passive provision), it is considered to be premature to impose a condition requiring this to be provided at this time. As all properties within the development have allocated parking, all owners, occupiers and visitors to properties on the site will have access to electric vehicle charging without the need for blanket provision on all unallocated spaces.

## **Economic and Social Role**

### **NPPF**

5.125. It is acknowledged that there would be economic benefits associated with the development. These would include:

- a) short term job creation and spending on construction;
- b) long term job creation in the employment area on the site;
- c) added spending power in the local area in the future from economically active residents;
- d) transport infrastructure contributions;
- e) CIL; and
- f) New Homes Bonus.

These are considered to represent economic benefits that weigh in favour of the development. Weighing against this is the loss of active agricultural land, which provides both food for sale and jobs in agriculture.

5.126. It is acknowledged that the proposal would contribute to the housing supply for current and future generations and that the future occupiers of the site would have the potential to contribute positively to a strong, vibrant and healthy community. These social benefits attract modest weight in favour of the proposed development.

### **Education**

CSDPD: CS1 (Overarching principles - sustainable development),  
Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)  
Reserve Site Infrastructure Delivery Plan – June 2016

Education (Primary/Middle)

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<sup>7</sup> See para. 110 of NPPF 2.

5.127. Buckinghamshire County Council (BCC) is the Local Education Authority (LEA) and has a statutory duty to ensure that there are sufficient school places in its area. Section 14 of the Education Act 1996 describes this responsibility as follows:

“To ensure that schools in its area are sufficient in number, character and equipment to provide education suitable for the different ages, abilities and aptitudes and special educational needs of pupils of school age...”

5.128. The BCC Education team was involved in the preparation of the Reserve Site Infrastructure Delivery Plan (June 2016) and set out the current and future school place needs and possible projects for addressing the needs generated from the reserve sites.

5.129. BCC stated that the increase in housing planned across Buckinghamshire is projected to put increased pressure on school places with projections of a deficiency of places across Wycombe District in primary and secondary schools.

5.130. In June 2010 BCC adopted a policy to ensure a coherent and consistent methodology for assessing the additional education infrastructure requirements generated by new housing developments. This sets out relevant standards including the pupil generation rates per 100 new dwellings and cost per pupil of new provision.

#### Primary

5.131. As part of the Reserve Sites Infrastructure Delivery Plan BCC has carried out an assessment of the impact of the release of the five Reserve sites on primary education provision in the area. This assessment has been updated to reflect the development applied for at Abbey Barn South. In line with the County Council formula a contribution of £700,689 is sought towards the provision of primary school places in the District in respect phase 1 of the development. A formulaic approach to reflect the proposed mix of development in the remaining phases will be sought via a S106. It is envisaged that this money will be spent on the construction of the proposed new school on the Abbey Barn South/Daws Hill border. Depending on the timing of development at Abbey Barn South the money could also be spent on the temporary or permanent expansion of other schools in the High Wycombe/Flackwell Heath area as set out in the Reserve Site Infrastructure Plan. The proposed contribution is considered to be reasonable, necessary, directly related and proportionate and therefore accords with the CIL regulations.

#### Secondary

5.132. Based on projections BCC state there is a requirement for an additional 5 forms of entry of secondary places required by 2020 in High Wycombe (a form of entry is an additional class per year group). Reserve sites will contribute towards this need. To meet increased demand in the short term, works have recently commenced on site, or are planned shortly, to expand the following schools by a form of entry each:

- St Michael's Catholic School, Daws Hill Lane, High Wycombe
- Sir William Ramsay, Rose Avenue, Hazlemere
- Great Marlow, Bobmore Lane, Marlow

5.133. Feasibility studies have also been commissioned to expand the following secondary schools:

- Highcrest School, Hatter's Lane, High Wycombe – 1FE expansion
- Princes Risborough School, Merton Rd, Princes Risborough – 1-2FE expansion

- 5.134. BCC advise that housing growth across the district over the next 15 to 20 years may justify the need for a new secondary school in Wycombe. The need for a new school will be kept under review by Buckinghamshire County Council in line with the possibility of new free schools being brought forward outside the local authority system.
- 5.135. BCC has confirmed it will not seek specific S106 contributions from the reserve sites for secondary school provision. BCC will seek the use of other funding sources such as BCC capital funding, government grants and will also request CIL funding.
- 5.136. Therefore, subject to a S106 contribution for primary school provision and a commensurate CIL contribution, there is no objection in respect of the provision of school places.

### **Health**

CSDPD: CS1 (Overarching principles - sustainable development),  
 Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)  
 Reserve Site Infrastructure Delivery Plan – June 2016

- 5.137. As part of the application the NHS Buckinghamshire CCG (Clinical Commissioning Group) were consulted.
- 5.138. The CCG acknowledges that Abbey Barn South, along with the other planned housing in the area, will impact on the delivery of primary care services in the District as a consequence of increased demand on already stretched services. This is a national issue and there are a number of strategies to address the matter.
- 5.139. The CCG has set out its broad strategy for addressing the matter locally, with a focus on modern, larger practices (5+ GPs serving populations of circa 10,000 people). This is proposed to be achieved by consolidating services, promoting primary care (i.e. home care) and hospital services being provided in a community hub-type setting.
- 5.140. At the time of the preparation of the Development Brief, the NHS advised that they would be seeking to expand existing surgeries to meet growing demand which includes demand from the Reserve Sites. Surgeries at Hanover House (Cressex), Lynton House (Branch Surgery), Cherrymead Surgery and Pound House Surgery were cited in particular.
- 5.141. To fund this work the NHS expects to make bids to Wycombe District Council for CIL funding as well as using their own capital funding (i.e. Estates and Technology Transformation Fund). Chiltern Clinical Commissioning Group will continue to review existing GP capacity to review expected growth in demand for services over the short, medium and long term. Critically, for the purposes of the current application no S106 contribution has been requested or is sought to expand an existing surgery or land to build a new surgery.

### **Infrastructure and Developer Contributions**

CSDPD: CS21 (Contribution of development to community infrastructure)  
 DSA: DM19 (Infrastructure and delivery)  
 Emerging New Local Plan: CP7 (Delivering the Infrastructure to Support Growth)

- 5.142. This is a form of development where CIL would be chargeable. The total CIL receipt is currently unknown because layout is a reserved matter, but it is likely to be significant (in the order of £5m). The CIL receipt is a material consideration weighing in the developments favour.

5.143. The Planning Obligations SPD sets out the Local Planning Authority's approach to when planning obligations are to be used in new developments.

5.144. Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework, it is considered that the following planning obligation(s) are required to be secured within a section 106 agreement:

- (a) Contribution towards education.
- (b) Contribution towards improved/extended PROW.
- (c) Affordable housing
- (d) Abbey Barn Lane realignment - £1.5m
- (e) Strategic improvements on London Road and Marlow Hill (£1m)
- (f) Walk/cycle route to FH - £475,000
- (g) Pump priming for 2 x mini-buses to train station - £670,000
- (h) Improvements to No.36 bus - £280,000
- (i) Travel plan (including monitoring fee) - £5000
- (j) Commuted sum of £130,000 towards off-site open space provision.
- (k) Provision of open space (Ride, play and sports provision).
- (l) Provision of land for Chiltern Rangers

5.145. In addition to the S106, the following are required to be provided via S.278:

- (a) Ghost Lane on Abbey Barn Lane
- (b) Speed Reduction on Abbey Barn Lane.
- (c) Abbey Barn Lane/Heath End Road roundabout and associated widening.

5.146. The justification for the S106 requirements is set out throughout the report. The contributions and works sought under the S106 are considered to be necessary to make the development acceptable and directly/reasonably/fairly related in scale and kind to the development.

5.147. The applicant has confirmed that he/she is willing to enter into a legal agreement to secure these.

### **Other matters**

Referral to the Secretary of State

5.148. Sport England has requested sight of the draft conditions and heads of terms for the S106 in advance of finalising their comments. Officers are currently engaging with Sport England in respect of this matter. In the event the Local Planning Authority wished to grant consent against the wishes of Sport England, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009, the application would need to be referred to the Secretary of State via the National Planning Casework Unit.

### **Weighing and Balancing**

5.149. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

5.150. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act

relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- (a) Provision of the development plan insofar as they are material
- (b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
- (c) Any other material considerations

5.151. As set out in this report it is considered that the proposed development would over provide in respect of some aspects of the development plan (planning benefits) and under provide in respect of others. In terms of benefits the site would:

- a) Make a significant contribution towards the delivery of housing and therefore the Council's five year housing land supply.
- b) Provide some 17ha of public open space in the form of the Ride (a historically significant green infrastructure asset).
- c) Fund/deliver a number of transport improvements, which are not only of benefit to the site, but also the wider area. In particular the improvement to the Abbey Barn Lane/Heath End Road junction and funding towards the Abbey Barn Lane realignment. The funding to the Abbey Barn Lane realignment is considered to be of particular significance due to the time limited nature of the HIF funding.
- d) Off-site sustainable walk/cycle improvements, which are of wider benefit to the community.
- e) Land for a dedicated building for the Chiltern Rangers.
- f) A financial contribution to enable delivery of an additional form of entry to the new Daws Hill school.
- g) A good quality scheme that takes the opportunities available for improving the character and quality of the area in terms of design, green infrastructure provision and sustainability.

5.152. In terms of negatives the site would:

- a) Not provide new land for the delivery of new sports pitches; although this harm would be partially offset by a financial contribution of £130k and over provision of other forms of open space.
- b) An affordable housing tenure mix of 50% rent and 50% shared ownership, rather than the Council's preferred 66% for rent and 34% shared ownership.
- c) The loss of a small area of best and most versatile agricultural land. Although, this is tempered by the fact that the majority of the site is relatively poor in agricultural terms.

5.153. On balance, the positive aspects of the proposal are considered to outweigh the dis-benefits and on this basis planning permission should be granted.

5.154. In considering other material considerations, the proposal has also been assessed against the policies in the NPPF. It is considered that the benefits of granting planning permission outweigh the dis-benefits when assessed against the framework taken as a whole.

**Recommendation: Minded to grant permission subject to completion of Planning Obligation.**

That the Head of Planning and Sustainability be given delegated authority to grant conditional permission subject to:

- 1) Further consultation with Sport England in respect of conditions and S106 Heads of terms. Once Sport England have clarified their position the application either proceed to determination or would need to be referred to the Secretary of State via the National Planning Casework Unit.
- 2) That the Head of Planning and Sustainability be given delegated authority to grant Conditional Permission provided that a Planning Obligation is made to secure:
  - (a) An education Contribution.
  - (b) Financial contributions toward PROW improvements.
  - (c) Affordable housing.
  - (d) Financial contributions towards infrastructure.
  - (e) Delivery of Open Space and Contribution towards off-site sports.
  - (f) Delivery of land for Chiltern Rangers.
  - (g) Limitation on land use.

or to refuse planning permission if an Obligation cannot be secured.

- 3) That officers be given delegated authority to accept amended plans incorporating balconies into flats and provision of additional street trees in phase 1.

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).
2. With the exception of phase 1 of the development, which has been submitted in detail, the residential development of each further phase of the development shall not begin until the reserve matters of appearance, landscaping, layout and scale for that phase of development to be constructed have been approved in writing by the local Planning Authority. No dwelling shall be occupied until the estate roads which provide access to that phase from the existing highway have been laid out and constructed in accordance with the approved details.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and ensure a comprehensive form of development.
3. The development hereby permitted shall be implemented and built out in accordance with the submitted phasing plan (ref: 00918 S\_02 P5) dated 13 August 2018, unless otherwise agreed in writing.  
Reason: To ensure that all the components of the overall development are provided and integrated in an appropriate manner.

### **Limitations**

4. The development hereby permitted shall comprise no more than 550 dwellings and no fewer than 520 dwellings.  
Reason: In order to control the amount of development in the interests of the character and appearance of the area, to limit the development to the quantum that has been assessed within the Environmental Statement and to ensure a density of development that contributes to the provision of housing and the sustainable use of land.
5. Unless otherwise agreed in writing, the development hereby approved shall be limited to accord with the parameters set on the following parameter plans:
  - a. Outline and Phase 1 boundary - ref: 00918\_PP\_05 P4 - dated 13 August 2018



- b. Land Use - 00918\_PP\_02 P3 - dated 13 August 2018
- c. Building Heights - ref: 00918\_PP\_04 P5 - dated 13 August 2018
- d. Landscape and Open Space – ref: 00918\_PP\_03 P5 - dated 13 August 2018
- e. Access and Movement - 00918\_PP\_01 P5 - dated 15 August 2018

Reason: In order to control the amount of development in the interests of the character and appearance of the area, to limit development to the quantum that has been assessed within the Environmental Statement.

6. The development in phase 1 hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and the plan numbers listed in xxxxx, [Officer note: approved plan numbers list to be inserted] unless the Local Planning Authority otherwise first agrees in writing.  
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.
7. Prior to occupation of the 200<sup>th</sup> dwelling on the site the parcel of land identified for up to 1.6ha of land for Class B1c and/or Class B8 employment use, shall have been constructed (shell and core) and made available for use unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To ensure delivery of the employment land on the site.
8. The central amenity green space shall not be any smaller in area than that indicated on ref: 00918\_PP\_03 P5 - dated 13 August 2018. For the sake of clarity the layout and form of the space may be determined by future reserved matters applications.  
Reason: To ensure that the central amenity space is sufficient size to achieve its desired function as an ecological link and not reduced in area by competing development pressures.

### **Design Matters**

9. Notwithstanding any indication of materials which may have been given in the application, no part of the superstructure in phase 1 hereby permitted shall be constructed until a schedule (including colour images) of the materials and finishes for the development has been submitted to and approved in writing by the Local Planning Authority. The materials should be in broad conformity with the materials set out in section 9 of the Design and Access Statement. Thereafter, the development shall not be carried out other than in accordance with the approved details.  
For all future phases the reserve matter of appearance shall contain a schedule of materials and finishes.  
Reason: To secure a satisfactory external appearance.
10. No flats/apartments within phase 1 of the development shall be occupied until details of visually permeable electronically operated gates providing access to the rear parking courts of units 62-77 and 79-89 have been submitted to and approved in writing by the Local Planning Authority. Thereafter the flats/apartments shall not be occupied until the approved gates have been erected.  
Reason: To ensure the parking areas for the apartments are secure and minimise the risk/fear of crime.
11. Prior to implementation of Phase 1 an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. For each subsequent phase an external lighting plan shall be submitted as part of the Reserved Matter of landscape for that phase. Thereafter, phase 1 shall not be implemented other than in accordance with the approved details. The lighting strategy shall be fully implemented prior to the final occupation of any given phase of development.

The lighting strategy shall include the: location, height, type, direction and intensity of light sources and shall be supported by a light spill diagram.

Reason: In the interests of amenity, safety and to reduce the impact of the development on ecology.

### **Arboricultural Matters**

12. Notwithstanding, any detail provided in the 'Arboricultural Impact Assessment and Tree Condition Survey' tree T9 and tree group G11 shall be retained and incorporated into the future layout of the relevant phase unless otherwise agreed in writing.

Reason: To ensure that good quality structural landscaping is retained for ecological and aesthetic reasons and to ensure a good quality development.

13. No part of the subbase of the development in phase 1 shall be constructed until an arboricultural method statement (AMS) and tree protection plan has been submitted to and approved in writing by the Local Planning Authority. An addendum to the arboricultural method statement shall be submitted for phase 1 and each subsequent phase as part of the details submitted in connection with the reserved matter of layout.

The AMS shall include:

- a) Engineering drawings demonstrating how the impact of development will be mitigated where it encroaches into the root protection area of retained trees (including roads, paths, swales, drains and utilities).
- b) Details of the height, size and nature of protective fencing and measures that will be in place for its temporary removal during the construction process.
- c) Details as to the method, specification and materials to be used for any "no dig" surfacing.
- d) All phases and timing of the project in relation to arboricultural matters.
- e) Details of supervision by a qualified arboriculturalist.

Unless otherwise agreed in writing by the Local Planning Authority, the development shall thereafter be carried out strictly in accordance with the AMS.

A photographic record shall be retained of the works, which will be produced for inspection within 7 days of a request being made by the Local Planning Authority.

Reason: To ensure that the retained trees are not damaged during the construction process, in particular the green link located to the north of Phase 1, the trees along the woodland edge, tree T9 and tree group G11. To ensure the satisfactory protection of retained trees in the interests of visual amenity.

### **Landscaping**

14. Prior to implementation of phase 1 a hard/soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed landscaping scheme shall be broadly in accordance with the planting scheme illustrated on the proposed Phase 1 Site Plan (ref: 00918\_MP\_05 P4, dated 21 Sept 2018) and the 'Phase 1 – Draft Levels and Enclosures Plan' dated 25 September 2018.

The scheme shall include:

- A planting specification - The type/species, size, number and location of all new planting proposed and all existing planting to be retained;
- Details of all means of enclosure, including details of the means of enclosure on the southern boundary of units 62-77);
- Defensive planting shall be provided where practicable beneath ground floor windows.
- Details of all hard surface treatments;
- Details of the volume and specification of the soil where tree planting is proposed.

- Details of tree pit designs and details of the use of cell systems where trees are proposed in hard surface areas to allow the roots of trees to expand beyond the confines of planting beds and extend beneath the compacted soil of areas of hardstanding. Tree pits in hard surface areas should be designed in accordance with the Council's 'Tree Pit Design in a Hard Surface Environment Guidance Note'.
- The position of underground services - the installation of any such services shall be in accordance with guidelines set out in British Standard B.S. 5837:2012 'Trees in Relation to Demolition, Design and Construction - Recommendations' and the National Joint Utilities Group (Guidelines for the Planning Installation and Maintenance of Utility Apparatus in Proximity to Trees) Volume 4

The development shall be implemented in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

15. All planting, seeding or turfing comprised in the approved details of landscaping for a phase shall be carried out in the first planting and seeding season following the occupation of the buildings in that phase and/or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

16. No building shall be occupied until a detailed landscape management plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved landscape management plan unless otherwise first agreed in writing by the Local Planning Authority.

The landscape management plan shall include:

- Details of the relevant management company and its legal status including details of the Articles of Association;
- Description of the features to be managed;
- Lifespan of the management plan;
- Aims and objectives of management;
- Appropriate management options for achieving aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule (an annual work plan and the means by which the plan will be rolled forward annually);
- Personnel responsible for implementation of the plan.
- Monitoring and remedial measures

Reason: In the interests of amenity, to ensure a satisfactory standard of landscaping and ongoing management.

## **Ecology**

17. No development within phase 1, or any subsequent phase, shall be take place until a detailed ecological mitigation strategy for that phase, which fits within the overarching ecological strategy for the site, has been submitted to and approved in writing by the Local Planning Authority for the site.

For all phases beyond phase 1, the detailed ecological mitigation strategy for that phase shall be submitted to the Local Planning Authority, with the reserved matter of landscaping. Thereafter, all mitigation shall be carried out in accordance with the approved statement.

The detailed ecological mitigation strategy shall include:

- 1) Details of the proposed mitigation for all ecology within that phase, as identified in the Ecological Assessment prepared by Hankinson Duckett Associates (dated Feb 2018).
- 2) Details of any ecological features (bat/bird boxes etc.).
- 3) Ecologically sensitive planting.
- 4) A construction ecological management plan.
- 5) A translocation method statement for any species found within the phase under consideration.

The “Ecological Mitigation Strategy” for each Phase shall ensure that the removal of any trees, hedgerows, shrubs or scrub shall be undertaken outside of bird nesting season, i.e. not between March and August inclusive. In keeping with the Ecological Assessment prepared by Hankinson Duckett Associated (dated Feb 2018), in the event that clearance is required outside of this period, then works will be undertaken under the supervision of a suitably qualified ecologist.

Where the tree felling works have not been carried out within two years of the date of this planning permission the “Ecological Mitigation Strategy” for the phase being applied for must include updates to the protected species surveys.

Reason: To comply with the requirements of the Conservation & Natural Habitats Regulations (as amended) and the Wildlife & Countryside Act 1981 (as amended). Please note that a European Protected Species (EPS) license from Natural England is likely to be required for bats. Such a license application will need to be accompanied by an appropriate mitigation strategy. This condition is required to be a pre-start condition because fauna must be removed before any work commences.

## **Environmental**

18. The recommendations contained within Section 6 ‘Mitigation’ of the Noise Impact Assessment, namely the provision of:
  - a) a sound barrier adjacent to the M40 (section 6.3); and,
  - b) acoustic glazing and trickle ventilation, in the locations of the site indicated in section 6.4.2.

must be implemented before any dwelling hereby approved is occupied, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the occupants of the new development from noise disturbance

## **Archaeology**

19. For each Phase, no development shall take place, unless authorised by the Local Planning Authority, until the applicant, or their agents or successors in title, have undertaken archaeological evaluation in the form of a geophysical survey and trial trenching in accordance with a written scheme(s) of investigation which has been submitted by the applicant and approved by the planning authority. Where significant archaeological remains are confirmed these will be preserved in situ.

For each Phase where significant archaeological remains are confirmed, no development shall take place until the applicant, or their agents or successors in title, have provided an appropriate methodology for their preservation in situ which has been submitted by the applicant and approved by the planning authority.

For each Phase where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording no development shall take place until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

The archaeological investigation(s) should be undertaken by a professionally qualified archaeologist working to the agreed written scheme(s) of investigation which should be based on our on-line template briefs.

Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the County Archaeological Officer could harm a heritage assets of significance.

### **Open Space**

20. No part of the development hereby permitted shall be occupied until the following documents have been submitted to and approved in writing by the Local Planning Authority (in consultation with Sport England):

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing fields in the Ride which identifies constraints which could adversely affect playing field quality; and
- (ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with the approved programme of implementation prior to implementation of Phase 2 of the development hereby permitted. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy.

21. Prior to first occupation in phase 1 an open space strategy for the Ride and public open space to the southwest of the Ride (including allotments) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be undertaken other than in accordance with the approved open space strategy.

The open space strategy shall include:

- i. A hard/soft landscape plan at a scale of 1:500.
- ii. Ecological Mitigation Plan
- iii. A plan showing services at 1:500.
- iv. Plan showing Sustainable urban drainage features.
- v. Sundry hard landscape features such as benches, means of enclosure, bins etc.
- vi. Details of 1 x Multi-Use Games Area (MUGA)\* – Unlit.
- vii. Details of 1 x Neighbourhood Equipped Area of Play (NEAP)\*.
- viii. Details of 1 x LAP (Local Areas Play)\*.
- ix. Details of 2 x playable landscape trails.
- x. Details of 8 x playable landscape areas.
- xi. A circular Walk.
- xii. The retention of 1 x junior baseball pitch.
- xiii. Ecological mitigation strategy for the Ride.
- xiv. Details of allotments (enclosure, management, servicing etc.).
- xv. Details of the mini football pitches (management and maintenance).

\* The play spaces would be provided to Field Houses Bench Mark Standards unless an alternative standard is agreed.

Reason: To ensure the Ride is delivered in accordance with the open space strategy and Development Brief. To ensure there is a sustainable long term sustainable strategy for maintenance which does not put an unfair burden on future occupiers. In the interests of comprehensive development. Provisions in respect of the timing of delivery and limitations on the land are contained within the accompanying legal agreement.

22. Any phase of development submitted in respect of a parcel of land adjacent to the 'central amenity green space' (as indicated on plan ref: 00918 S\_02 P5) shall include an open space and play strategy, which shall be submitted to and approved in writing by the Local Planning Authority as part of the Reserve Matter of Landscape. The strategy shall include the following detail:

- a) Hard soft landscaping scheme and ecological strategy for the 'central amenity green space'.
- b) 1 x LEAP (Local Equipped Area of Play) and 1 x LAP (Local Area of Play).

The play spaces would be provided to Field Houses Bench Mark Standards.

Thereafter, the central amenity green space shall not be carried out other than in accordance with the submitted open space and play strategy.

Reason: To ensure that the delivery of the open space and play strategy for the site and the delivery of a comprehensive development solution.

### **Flooding/SUDs/Water**

23. No part of the sub-structure in phase 1 or in any future phase shall be constructed, until such time as a detailed surface water drainage scheme for that phase, based on the principles set out in proposed SW Scheme (ref. 290362-SK139 Rev I6, 290362-SK140 Rev I6, 290362-SK141 Rev I6, 290362-SK166 Rev I2 by Glanville Consultants all dated 31/08/18) and the Flood Risk Assessment Issue 3 (Ref: HH290362/FG/155 by Glanville Consultants dated 31/08/18), has been submitted to and approved in writing by the Local Planning Authority:

- Full BRE365 tests to be carried out in the location and to the depth of the base of all proposed infiltration component. If the test results are worse than the assumed results, the calculations and any relevant drawings must be updated.
- Details of proposed overland flood flow routes (flow depth, volume and direction) in the event of system exceedance for the 1 in 100 year (plus an allowance for climate change), with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
- The maintenance schedule (Table 8 in approved Flood Risk Assessment Issue 3 Ref: HH290362/FG/155) must be confirmed as correct following any discussions with Thames Water etc.
- An arboricultural method statement indicating how any unacceptable impact on tree roots (shown to be retained) will be mitigated. In the event the impact on trees cannot be mitigated then a revised swale location/design.

The scheme shall subsequently be implemented in accordance with the approved details. The sustainable urban drainage scheme shall be completed prior to the final occupation of each phase.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to ensure that surface water is managed in a sustainable manner with limited discharge into the Thames Water surface drainage system. Ensure swales do not have a detrimental impact on the root protection area of trees.

24. Prior to the final occupation of each phase of development, a verification report, carried out by a qualified drainage engineer, demonstrating compliance with the submitted sustainable urban drainage strategy, must be submitted to Local Planning Authority.

Reason: The reason for this pre-occupation condition is to ensure the Sustainable Drainage System is designed to the technical standards.

### **Highways/Parking**

25. No part of the substructure in phase 1 shall be constructed until details of the adoptable estate roads and footways, inclusive of disposal of surface water from the roads and footways, have been submitted to and approved in writing by the Local Planning Authority. No dwelling within Phase 1 shall be occupied until the estate roads, which provide access to the dwelling from the existing highway, have been laid out and constructed in accordance with the approved details.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
26. No part of Phase 1 of the development hereby permitted shall be occupied until details of the off-site highway works, which include:
- The construction of the Abbey Barn Lane site access (with requisite speed limit changes and footway/cycleway connections to the proposed Heath End Road shared footway/cycleway); and,
  - The roundabout junction to replace the existing Abbey Barn Lane/Heath End Road priority junction (with requisite speed limit changes),
- have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the site access and Abbey Barn Lane/Heath End Road junction works shall only be laid out and constructed in accordance with the approved scheme of works unless otherwise agreed. The site access shall be completed in accordance with the approved plans prior to first occupation of any dwelling at the site. The Abbey Barn Lane/Heath End Road junction works shall be completed prior to the occupation of the 50<sup>th</sup> dwelling at the site.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
27. No part of the development hereby permitted shall be occupied until the visibility splays for the site access on Abbey Barn Lane, shown on the approved drawings, have been provided on both sides of the access. The area contained within the splays shall be kept free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.  
Reason: To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.
28. Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.  
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.
29. No dwelling hereby permitted shall be occupied until a bus stop location strategy has been submitted to and approved in writing by the Local Planning Authority. Thereafter:
- a. no dwelling shall be occupied within each phase until the bus stops located within that phase have been erected, unless otherwise agreed in writing.
- Reason: To maximise the efficiency of bus travel.

30. The main spine road throughout the development, beyond Phase 1 and ultimately connecting with an adjoining feature within the Pine Trees development, shall be built to an adoptable standard. Details of which shall be submitted as part of the reserve matter of layout in connection with each adjoining phase. Thereafter, the development shall not be constructed other than in accordance with the approved detail.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

### **PROW**

31. No part of the sub-structure hereby permitted shall be constructed until an appropriate diversion/stopping up order for the realignment of footpaths HWU/59/1 and HWU/59/2 has been granted.  
Prior to occupation of the 75<sup>th</sup> dwelling the footpath labelled 'proposed PROW' on plan ref: 00918\_PP\_01 P5 (dated 15.08.18) shall be constructed and opened for public use and will be a minimum of 2 metres wide, with a tarmac finish and concrete edged.  
Reason: To ensure the public footpath is provided in a suitable condition to accommodate safe access by new residents to the existing pedestrian network and to comply with guidance in the National Planning Policy Framework and WDC Policy CS20. The timing of delivery is to ensure good non-vehicular connectivity for early occupiers.

### **Energy**

32. Prior to occupation of the first dwelling in phase 1 a strategy for the provision of car charging points shall be submitted to the Local Planning Authority for approval. The development shall thereafter be constructed in accordance with the approved strategy and maintained in full working order for a minimum period of 5 years.  
The strategy should include:
- Direct access to a vehicle changing point for all dwellings where parking is immediately adjacent to the dwelling.
  - Shared provision for flats and dwellings where parking is not immediately adjacent to the dwelling.
- Reason: To reduce the negative impact on the health of residents living within the Air Quality Management Area. Reduce air pollution. Promote more sustainable forms of fuel. Ensure that the site is prepared for the phasing out of petrol and diesel vehicles.
33. The development hereby permitted shall integrate and utilise high-efficiency alternative energy generation systems sufficient to deliver at least 15% of the total Target Fabric Energy Efficiency for the development. The dwellings hereby permitted shall not be occupied until 15% total Target Fabric Energy Efficiency is achieved. The TFEE and the % contribution made by high-efficiency alternative systems shall be calculated in accordance with Building Regulations Approved Documents L (2013, as amended 2016, or any update to this methodology in any future amendment of the Approved Documents) and be made available within 7 days upon request.  
Reason: In the interests of sustainability, carbon reduction and the promotion of renewable technologies pursuant to Policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM33 of the New Local Plan.
34. No dwelling hereby permitted shall be occupied until the higher water efficiency standard set out in the appendix to Building Regulations Approved Document Part G (2015 or any update to this standard in any future amendment of the Approved Document) has been achieved.



Reason: This is an optional standard to be addressed at the Building Regulations stage. In the interests of water efficiency and to conform to policy DM18 of the adopted Delivery and Site Allocations DPD and emerging policy DM39 of the New Local Plan.

### **Contamination**

35. Prior to occupation of the 10<sup>th</sup> dwelling on the site a soil survey and mitigation strategy for the allotment area shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of any dwelling within any subsequent phase, any mitigation identified in the strategy shall have been undertaken and the soil made available for safe use. Reason: To ensure that the allotments are made available for use and a safe to grow vegetables on.

### **INFORMATIVE(S)**

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. WDC work with the applicants/agents in a positive and proactive manner by:
- Entering into a Planning Performance Agreement to work on a Development Brief and offer pre-application advice.
  - As appropriate updating the applicant/agent of any issues that arose in the processing of the application and where possible suggesting solutions.
  - Adhering to the requirements of the Planning & Sustainability Customer Charter.

Following amendments to the application, two rounds of public consultation, consideration by Planning Committee and finalisation of a legal agreement the application was determined without delay.

2. Definitions:
- a. Super-structure – Development above ground level (elevations of buildings, doors, windows, roofs, road finishes etc).
  - b. Sub-structure – development below ground level (i.e. foundations, piling, road foundations, sustainable urban drainage features, services, basements etc.)

### S106

3. The following matters are dealt with by way of the S106:
- Education Contribution.
- a) Financial contributions toward PROW improvements.
  - b) Affordable housing.
  - c) Financial contributions towards infrastructure.
  - d) Delivery of Open Space and Contribution towards off-site sports.
  - e) Delivery of land or Chilterns Rangers.
  - f) Limitations

### Highways

4. The applicant is reminded that the permission hereby granted does not include a diversion of a PROW. In order to implement phase 1 of the development hereby permitted a Stopping Up and/or Diversion Order will be required for footpath HWU/59/1 and HWU/59/2. In the event that a diversion order cannot be secured on the alignment indicated it may be necessary to make a relevant application to amend to layout of the proposal to achieve an acceptable Public Right of Way diversion.

5. This permission shall not be deemed to confer any right to obstruct the public footpath crossing the site which shall be kept open and unobstructed unless legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990, or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.
6. It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system.
7. The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Development Management at the following address for information:-

Development Management (Works Co-ordination & Inspection)  
Buckinghamshire County Council  
6<sup>th</sup> Floor, County Hall  
Walton Street,  
Aylesbury  
Buckinghamshire  
HP20 1UY

8. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
9. The applicant is advised that adequate measures should be in place to ensure water is not carried out onto the highway. If water is carried out onto the highway during icy period, site inspectors will request salt is applied to affected areas.
10. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
11. The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.

#### Environmental

12. The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental Services Division of the Council.

#### Water

13. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

## Ecology

14. The applicants attention is drawn to the fact that a licence to disturb any protected species needs to be obtained from Natural England under the Conservation (Natural Habitats &c) Regulations 2017.
15. The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally:
  - take, damage or destroy the nest of any wild birds while the nest is in use or being built;
  - take kill or injure any wild bird; and,
  - take or destroy the egg of any wild bird.

Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the Act.

The consent given by this notice does not override the protection afforded to these species and their habitat.

16. The applicant is also advised that protected species (including all bats) use trees. The Conservation of Habitats and Species Regulations 2017 provides very strong protection for these species and so you must be certain that they are not present before works begin. If the presence of bats or other protected species is suspected, a licence may be required from Natural England before works can commence. If protected species are found in a tree whilst carrying out work, all work must stop and Natural England must be informed. Trees should be inspected prior to works commencing and if the presence of bats is suspected advice will need to be sought from Natural England via the Bat Line on 0845 1300228. Further advice on bats is available from The Bat Conservation Trust (020 7627 2629).

## Design

17. The Council's crime prevention Design advisor advises access controls for the communal entrance should include the following:
  - Electronic key or fob activation.
  - Remote door release of the primary door set from the individual dwellings.
  - Tradesperson release mechanism will not be present.
  - The system will support both audio and visual communication.
18. The site wide master plan has been submitted for illustrative purposes only. The Council has a number of concerns with the master plan, which should be addressed at the reserved matters stage. These issues include:
  - The retention of a number of cul-de-sacs, which should be turned into linked roads.
  - The relationship with the Daws Hill site.
  - The prevalence of a number of large rear parking courts inadequately relieved by vegetation.
  - The loss of tree group 11.
  - The relationship of some dwellings to the Ride.

**18/05363/FUL**

## **Consultations and Notification Responses**

### Ward Councillor Preliminary Comments

**Councillor R Farmer**  
**Councillor Marten Clarke**

### Parish/Town Council Comments/Internal and External Consultees

#### **High Wycombe Town Unparished**

#### **County Highway Authority**

The County Highway Authority has raised no objection to the proposed development. Subject to appropriate conditions and legal obligations being imposed the impact of the development on single junctions and the cumulative residual impact is not considered to be severe. The County Highway Authority has been consulted twice in respect of the application. Their comments can be summarised as follows:

- a. Site Access – The proposed ‘T’ junction to Abbey Barn Lane is considered to be acceptable. The visibility splays accord with 85%ile speeds of around 40-41mph. A condition will be required to ensure that the access is delivered and that the ghost turn late requested during the course of the application is implemented. The access with Daws Hill Lane is considered to be acceptable.
- b. Walking and Cycling – Walking and cycling provision within the site is considered to be acceptable. The proposed walk/cycle route to Flackwell Heath and Amersham and Wycombe College will provide a sustainable link to the nearest local services and shops with a walk time of circa 25 minutes and cycle times of under 5 minutes to the college and 7-8 minutes to the shops. The walk/cycle routes are capable of being secured via condition.
- c. Layout (Phase 1 and illustrative master plan) – the main estate distributor is 6.5 metres wide and is flanked by a walk cycle route. This is capable of accommodating a bus. The roads range in width from 6.5 metres to 4.1 metres for private drives. With the exception of the private drives all roads are capable of adoption. The internal road network and arrangement is considered to be acceptable. The detail of the road construction and the final arrangement beyond phase 1 is capable of being secured via condition.
- d. Parking – there is considerable over provision of parking when assessed against the standards contained in the Buckinghamshire County Council parking guidance. Given the sites nature and location. The parking levels are considered to be acceptable.
- e. Sustainable Public Transport – the proposal is capable of contributing towards an enhanced No.36 bus service through the site (30 minute service), providing a link to the town centre and provision of two minibuses providing a peak time only 20 minute frequency service to the train station.
- f. Traffic Generation and Distribution – The applicant has assessed the site using the Wycombe Strategic Transport model, which includes current and planned development levels. The model indicates a relatively equal weight of traffic travelling towards London Road and Marlow Hill. The key areas identified as being over capacity and therefore requiring improvement are:
  - i. The Abbey Barn Lane /Health End Road junction would operate beyond capacity by 2026. However, proposed construction of a roundabout at this junction would mitigate the impact of the development.

- ii. The Abbey Barn Lane/Kingsmead Road junction is expected to be over capacity by 2026. Wycombe District Council has developed a scheme for the realignment of Abbey Barn Lane and reconfiguration of the Abbey Barn Lane/Kingsmead/Abbey Barn Road junction. This formed part of the Housing Infrastructure Fund (HIF) bid in early 2018. These improvements once completed would improve the junction. It is considered reasonable for Abbey Barn South to make a commensurate contribution towards this scheme. In the event Abbey Barn South is significantly occupied in advance of the Abbey Barn Lane realignment being implemented it would be necessary for Abbey Barn South to implement a temporary signalisation of the bridge.
- iii. The London Road is known to have capacity issues and Abbey Barn South along with the other Reserve Sites will have a material impact on the capacity of this arterial route. There is a scheme in place to improve the London Road, journey time reliability and pedestrian and cycle access. A scheme has secured funding from the National Productivity Fund (NPIF). Abbey Barn South and other Reserve Sites can reasonably be expected to contribute to extend the scope of this work and further improve the London Road.
- iv. Following initial objection the Daws Hill Lane/Marlow Hill junction was assessed. The assessment demonstrates that the development will impact on queue lengths at the junction taking it very close to capacity in the 2026 base situation. The junction would remain within capacity and therefore this impact cannot be said to be severe. The County Highway Authority has identified a package of measures that the development could make a commensurate contribution towards to mitigate the impact of the development and improve traffic flow in the Daws Hill Lane/Marlow Hill area generally. The package would include:

- Installation of CCTV cameras to monitor traffic along Marlow Hill and Dawes Hill Lane
- Ensure Marlow Hill from Dawes Hill Lane to the M40 is placed entirely onto SCOOT (instead of current mix of two systems)
- Installation of queue detector loops outside the hospital & Dawes Hill Lane junction.
- Installation of duct and fibre with CCTV at Desborough Avenue roundabout in order to make Marlow Road to Desborough Avenue a Urban Traffic Control (UTC) corridor
- Make the existing Marlow Road Pelican crossing UTC compliant in order to improve traffic flows from Desborough Avenue to the Gyratory.
- Install Variable Message Sign (VMS) at the M40 exit onto Marlow Hill to give advance notice to traffic of any traffic delays at the gyratory, Marlow Road, Dawes Hill junction and London Road.
- Installation of Automatic Number Plate Reader (ANPR) cameras on the signalised Coachway exit so that traffic counts and journey time data can be collected.
- Provision of footway link and pedestrian crossovers at Dawes Hill junction
- Installation of a Clear Way along the whole of Marlow Hill (consultation required).
- Supply and installation of temporary CCTV/ANPR cameras to link into the 'In' station at ITS County Offices at key locations to monitor traffic
- Replacement of the existing signals installation to include pedestrian crossing facilities on Dawes Hill Lane.
- Provide CCTV for monitoring of the junction Marlow Hill/Daws Hill Lane.

- Provide ANPR cameras for queue measuring along the A404 in both directions and Dawes Hill Lane (at positions specified and agreed with the Highway Authority).

In summary the County Highway Authority has concluded that the site access arrangements and internal road design are acceptable and that subject to appropriate off-site mitigation the development would not give rise to a severe highway capacity issue. The provision for sustainable travel choice (walk/cycle/bus) is also considered to be acceptable. The following conditions and S106 contributions have been requested to make the development acceptable and ensure the accessibility and sustainability features of the site are delivered:

- 1) An adoptable internal road network.
- 2) Access onto Abbey Barn Lane with requisite speed limit changes and visibility splays;
- 3) A roundabout at the junction of Abbey Barn Lane and Heath End Road;
- 4) A scheme for parking and manoeuvring;
- 5) Traffic management plan during construction.

And S106 contributions towards:

- The creation of a user-led peak passenger shuttle service between the development and High Wycombe town centre/railway station.
- To increase frequency of existing No.36 bus service.
- Contribution towards the construction of a Heath End Road shared footway/cycleway.
- Contribution towards the Abbey Barn Lane re-alignment and Abbey Barn Lane/Kingsmead Road junction works HIF scheme.
- A40 London Road Corridor Improvements.
- Contribution to secure UTMC augmentation package.

**Carousel bus service** – Carousel operates Route 36 from High Wycombe to Bourne End serving Marlow Hill and Flackwell Heath. The proposal within the planning applications Travel Plan (para.4.28) is to divert bus route 36 through the site.

Carousel is concerned that the new development will exacerbate the existing congestion around Daws Hill Lane/Marlow Hill junction.

Carousel support the proposal to divert bus No.36 through the site. However, they would require:

- 1) The minimum width of the carriageway along the spine road to be 6.5 metres to allow two buses to pass.
- 2) A High Wycombe-bound bus stop should be provided near the new Pine Trees roundabout. [Officer note: off-site works].
- 3) Clarity on where the pair of bus stops near the playing pitch on the Pine Trees development would be sited. [Officer note: off-site works].
- 4) Bus stops within the Abbey Barn South development boundary are shifted to maximise new bus users from the development. Currently the main bus stop is adjacent to Phase 4 but there should be one central to Phase 1 in order to encourage use of the bus from first occupation. This may mean that a further stop is required adjacent to Phases 2 and 3.
- 5) The S106 provides for:
  - a) The additional cost of operating route 36 as a result of the diversion into the development;
  - b) Providing and operating an additional bus on Saturdays, due to a lack of running time in the current timetable to perform the diversion into the development and maintain a 30 minute service on the 36 route using two buses;

- c) Providing funding to support the operation of a Monday to Friday peak time public transport link to High Wycombe railway station;
- d) Providing and operating an additional bus on Sundays and Bank Holidays, to provide an hourly service on service 36 on these days.

**Rights of Way and Access** – An alteration to the realigned PROW has been submitted and is currently under determination. No in principle objection is raised by the Buckinghamshire County Council PROW officer. Conditions/S106 contributions are required in respect of:

- 1) the surfacing of the diverted footpath in phase 1 to be surfaced and edged to a footpath specification (i.e. 2m wide, tarmac finish with concrete edging);
- 2) the surfacing of the footpath on the northern boundary linking to HWU/60/1 to be surfaced and edged to a footpath specification;
- 3) £21k towards upgrading of walk/cycle route linking to the Daws Hill/Rye walk/cycle route.
- 4) £15k<sup>1</sup> towards upgrade of Bridleway HWU/156/1 between the Abbey Barn South and Daws Hill Site.

**Lead Local Flood Authority (LLFA)** – The Flood Risk Assessment as originally submitted demonstrated that the site is not at risk of flooding from any source (i.e. river or surface water), but the details of the Sustainable Urban Drainage strategy for the site were considered to be inadequate. Objection was raised and additional information was duly submitted by the applicant.

Following the submission of a revised drainage strategy for the site the Lead Local Flood Authority (LLFA) withdrawn their earlier objection subject to 4 conditions; 2 in respect of the outline element of the application and 2 in respect of the detailed element of the application. The detailed conditions seek additional infiltration testing, finer details of overland flood flow routes, details of the future maintenance regime and the submission of a verification report prior to first occupation. The outline conditions seek detailed surface water drainage schemes for all subsequent phases and a verification report.

**Bucks County Council Strategic Planning** – No comment received.

**Thames Water Utilities Ltd** – first stage comments were submitted in March 2018. Second stage comments were submitted in June 2018. Initial concerns were raised in respect of the potential for sewer flooding as a consequence of surface water entering the sewage system and the potential lack of supply capacity. These objections were later withdrawn following the submission of a revised Flood Risk Assessment. A condition has been requested ensuring that the revised Flood Risk Assessment is complied with.

**Bucks County Council Education Department** – a financial contribution would be required towards the expansion of a new primary school at the Daws Hill site to accommodate the development. The kick about area, into which the school will expand, will need to be re-provided at Abbey Barn South.

The education infrastructure costs per dwelling are as follows:

Provision Type	Flats			Houses			
	1 Bed	2 Bed	3+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed
Primary	£403	£1,298	£2,640	£1,715	£3,296	£5,787	£6,965

For phase 1:

Accommodation Type	Number	Value
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<sup>1</sup> Changed from £28,000 following addendum response from Jonathan Clark on 27 June 2018.

<b>1 Bed Flat</b>	7	2,821
<b>2 Bed Flat</b>	21	27,258
<b>2 Bed House</b>	14	46,144
<b>3 Bed House</b>	64	37,0368
<b>4 Bed House</b>	25	174,125
		<b>£287,416</b>

A financial sum of £55,631 would also be required to upgrade the current kick about area.

**Environment Agency (south-east)** – The site was considered to be at low risk of fluvial flooding and therefore no bespoke comment was sent.

**Sport England** – consultation response can be summarised as follows:

The proposal would result in the partial loss of a playing field the loss of two baseball diamonds/fields. It is understood, however, that the baseball use has relocated outside the District and due to ownership/access matters access to the baseball diamonds/pitches would be restricted in the future. The revised proposal would result in one junior baseball diamond remaining and two junior football pitches and a Multi-Use Games Area being provided. No changing facilities are proposed, which is regrettable, but generally junior teams do not utilise such facilities compared to senior teams. Access to toilet facilities, however, would be preferable and could encourage more recreational users to use the entire site. This should be explored.

It is noted that the management and maintenance of the site would be included in the s.106 Agreement. This should be carefully considered in relation to the sports facilities as it is key that the sports facilities remain in a good condition to accommodate play. In this respect, an agronomy report should be submitted to ensure the new playing pitches can be constructed to a standard that can accommodate play and set out what maintenance would be required. Having regard to the location of the proposed sports facilities, the adjacent school could be considered to maintain the facilities and/or share maintenance equipment to minimise costs. Sport England also notes that the school also provided additional playing field in the area and community use is being considered. Sport England recommend that the school enter into a Community Use Agreement with the Council to secure community use of the facilities in the long term.

The applicant would also provide contributions to local sports facilities that would allow those facilities to be enhanced to attract/accommodate more community participation. The applicant has identified local projects that would benefit from the contributions, which has been based on information provided by Sport National Governing Bodies. Sport England understands that the Council's Leisure/Green Space Team also have priority projects where the contribution could be directed. There is currently ongoing discussions regarding the appropriate project. Sport England advises that the Council's Leisure Team is further engaged in this process.

Notwithstanding the above, Sport England have not seen a draft S. 106 Agreement, or a heads of terms, therefore it is not in a position to remove its holding objection at this stage. [Officer Note: At time of writing the S106 was not at a sufficiently advanced stage].

The above is in relation to meeting Sport England's Playing Field Policy however Sport England notes that new residential accommodation is also proposed. As raised in Sport England's initial comments on 9th April 2018 it is not clear if there has been consideration of the demand generated on sporting provision from the proposed increase in local population. Although the proposed facilities/contribution proposed would have some impact, existing sports facilities within the area may not be able to accommodate the increased demand without exacerbating existing and/or predicted future deficiencies. Indoor sport facilities are included on the Council's CIL Regulation 123 list and, while Sport England acknowledges that there is no requirement to identify where CIL monies will be directed



as part of the determination of any application, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to deliver new and improved facilities for sport. Outdoor provision, such as playing field/pitches, are not included within the Regulation 123 list therefore it is advised that the applicant liaises with the Council's leisure/Green Space Team in relation to the impact on outdoor sport caused by the increase in the local population.

## Conclusions and Recommendation

Given the above assessment, Sport England still maintains a holding objection until the S106 Agreement, or the heads of terms, have been submitted at which point Sport England is likely to remove its objection as it would consider that the proposal would result in increased opportunities for sport participation broadly similar to the current playing field that would be lost. In this respect, the proposal would then broadly meet the spirit of Sport England's Playing Field Policy provided a condition is imposed securing appropriate ground conditions (Emphasis Added).

Should the local planning authority be minded to approve this application against whilst there is a Sport England Holding Objection or without the conditions (or alternative mechanism) above, in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State via the National Planning Casework Unit.

**Leisure and Community Services** – Community consultation response has been summarised under the following headings – Allotments, Play Areas, MUGA, Outdoor Sports, Chiltern Rangers, Other Facilities, Circular Walk, Informal Play Area, Open Space, Car Parking, Mobile Mast:

Allotments – no objection to provision of allotments. The findings of the desktop survey are noted; however, a soil survey is required. This should be obtained before planning permission is granted.

Play Areas - the layout plan has been amended to show the provision of 1 x NEAP, 1 x LEAP, 3 x LAPs and 1 x MUGA. Community Services considers this will meet the play facilities requirement resulting from the proposed development.

The play areas should be constructed in line with the guidelines set out in the Fields in Trust '6 Acre Standard'. The play facilities should be sympathetic to the location, interesting in order to attract the children and contain a wide variety of equipment, appropriate for children of a range of ages. Community Services would like more details of the proposed equipment, design and layout. We favour natural materials for this location.

MUGA - 1 x MUGA the location of this has been moved to the area adjacent to the school site at the end of The Ride. It should be constructed to District standard, being 'a rectangular flat surface, usually of tarmac, with the court measuring a minimum of 30m x 15m with fencing around the perimeter, regulation markings for a range of sports (typically five aside football, basketball, netball and tennis) and goals/hoops at each end of the court'

Outdoor Sports – the applicant has offered 2 x mini football kickabout areas, retention the planning application shows that 2 x informal mini football kickabout areas will be provided on site with the remainder of the sporting facilities requirement being met via an offsite contribution. In the Open Space Strategy and in communications with Sport England the developer has made reference to using the contribution to improve various sporting facilities.

The application documents are unclear on the subject of the football facilities that are being proposed. They refer to both informal kick about areas and formal mini pitches. This needs to be clarified for a proper assessment to be made. There is currently no predicted deficit of mini pitches; youth pitches

are required.

The developers state a single playing field on a school site will provide sufficient access for teams to count towards fulfilling the playing field deficit. We do not consider this to be the case as the pitch is undersized and variously described as a kick about area.

The developer has made reference to the re-provision in part of the baseball pitches at Farnham Park which is not within Wycombe District. It is unclear who will be playing on the junior baseball diamond which will remain in situ, and whether this will be sufficiently used to justify its retention.

Community Services do not consider these proposals to be sufficient to fulfil the requirement of new facilities to meet the growing and changing demand from the new development.

In addition Community Services have do not believe that the contribution of £130,000 is sufficient to provide the outdoor sports requirements resulting from this development.

Chiltern Rangers - the Open Space Strategy mentions the possible provision of land to be used to construct a facility for use by the Chiltern Rangers. Community Services welcome this opportunity to develop a purpose built facility and look forward to receiving further information on the proposals.

Other Facilities - the beacon at the end of The Ride is now a possible place for public art. Further details about who would be responsible for funding the art, as well as its installation/ removal are required.

Circular Walk - this should be constructed with an all-weather surface and accessible to all. Further details are needed on the fitness stations which are proposed around the site.

Informal Play Areas - further information is required about what exactly these will entail and who will be responsible for maintaining these areas.

Open Space - further information about whether WDC will be asked to take on the maintenance of the open spaces, or whether this will be undertaken via a management committee. The Ride is a significant open space but in need of significant tree works, scrub removal, waste remediation and levelling in order to perform a park-style function for the development.

Car Parking - there is no dedicated provision for parking for those people wishing to visit the site.

Mobile Mast - there is mention of the site boundary being changed on GIS to reflect the removal of the telecom mast. Community Services would welcome clarification on whether the mast area is being removed from The Ride demise, or whether the mast itself is being dismantled. If the mast area is being removed, further details are required on how vehicular access from Abbey Barn Lane to The Ride will be maintained to permit any grounds maintenance vehicles to access the site.

**Bucks County Fire Officer** – no objection raised. Access and facilities for Fire and Rescue Services is a functional requirement of Approved Document Part B (ADB) of Schedule 1 of the Building Regulations 2000 (as amended).

**County Archaeological Service** – welcome the inclusion with the application documents of the archaeological desk based assessment undertaken by Thames Valley Archaeological Service. The reports summary of results includes:

“...it is therefore considered that it may be necessary to provide further information about the potential of the site from field observations in order to draw up a scheme to mitigate the impact of

development on any below-ground archaeological deposits if necessary. This work could be implemented by a suitably worded condition attached to any consent gained.....”

Therefore, if planning permission is granted for this development then it is likely to harm a heritage asset's significance so a number of conditions (undertaking of a geophysical survey, appropriate methodology for preservation in situ or recording) should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF para. 141.

**Crime Prevention Design Advisor** – The following concerns remain:

- The proposed access to and from the development onto the amenity land is not suitable to support the public access and increased footfall being a shared pedestrian/vehicle surface. A footpath should be provided to support public access with suitable defensive space provided to clearly define public from private spaces.
- A footpath on the Ride leads towards the private rear courtyard of Block B.
- Blank elevations are still present and should be removed. Where possible windows should be provided from active rooms in the dwelling. Due to rear access routes plots 56, 40, 33 should have windows on the first floor to increase surveillance to the neighbouring amenity area.
- The parking area located behind plots 29 & 30 needs to be redesigned to include a suitable level of surveillance. The footpath around these plots provides public access to a private area where rear vulnerable elevations are also accessible, increasing the risk of both vehicle crime and burglary.

Block A and B

- Block A and B. Vehicle gates should be present on the courtyard parking areas and electronically operated (not manual operation) without the need to exit the vehicle. They should be of a suitable height to prevent unauthorised access and visibly permeable. Pedestrian gates into this area should also be access controlled and suitably robust to prevent unauthorised access. Bulk head lighting or similar should be provided within the courtyard area (bollard lighting should be avoided as it does not aid facial recognition).
- Block A and B rear courtyard parking should be secured with robust perimeter fencing. Block A should have robust fencing 2.1m in height with defensible planting to prevent future damage from vehicles. Block B - Similar should be provided for block B but the southern perimeter overseeing The Ride should include visibly permeable (open top railings or similar) to increase surveillance to the amenity area.
- Robust electronic access controls should be provided to the communal entrances of blocks A and B. Bin and cycle stores should also be accessed controlled and (where accessible from the public realm) doors should meet the minimum standard of PAS 24.

I ask that a condition be placed on the applicant in terms of the physical security of the communal dwellings which is not addressed by Doc. Q. This should be extended to the security of the courtyard parking for Blocks A and B. To aid the applicant the access controls for the communal entrance should include the following for dwellings less than 25 units.

- Electronic key or fob activated
- Remote door release of the primary door set from the individual dwellings
- Tradesperson release mechanism will not be present.
- The system will support both audio and visual communication.

**Urban Design and Landscape Comments** – The proposal is broadly in accordance with the Development Brief. A significant level of pre-application discussion has taken place. The proposal

has responded positively to a number of the issues raised at the pre-application stage. The outstanding concerns can be summarised as follows:

#### Phase 1 – Resolved

- 1) Route of PROW appears adequate.
- 2) Improvement to the arrangement and variety of dwellings fronting Abbey Barn Lane.
- 3) Perimeter block arrangements though site is largely satisfactory.
- 4) Back to back distance now adequate.

#### Phase 1 - Unresolved

- 1) Turning space is tight in some cul-de-sacs.
- 2) Visitor parking is not always conveniently located.
- 3) The development to the southeast of the spine road does not face the Ride.
- 4) The layout and building elevations convey only a limited degree of variation that does not always embrace the name or design intent of character areas.
- 5) Limited incidental green space within the streetscapes in the Village character area.
- 6) Insufficient street tree planting.
- 7) Some parking courts have insufficient soft landscaping.
- 8) East/West landscape belt could be wider.
- 9) Concern about use of tarmac for the PROW; however acknowledge the potential maintenance liability.
- 10) Parking spaces encroach into the green spaces.
- 11) Concern about servicing strips in soft landscape areas.
- 12) Photomontages of phase 1 not provided.

#### Master Plan – Resolved

- 1) Subject to reserve matters the broad issue of road hierarchy and permeability is resolved.
- 2) Illustrative parking arrangement fronting Dell is resolved.
- 3) Buildings fronting the Ride now shown as apartments, which may serve to maximise the potential of this space.
- 4) Location of MUGA in NW corner now considered acceptable.

#### Master Plan - Unresolved

- 1) There is no indication of how the site might be integrated with Wycombe Summit.
- 2) The master plan is not always clear in terms of detail.
- 3) Parking courts lack planting.
- 4) Relationship with TW site is poor. Needs to be resolved at the Reserve Matters stage.
- 5) Barriers to access the Ride should be omitted.
- 6) Levels information required for master plan area.

**Arboriculture Spatial Planning** – There were two rounds of consultation with the arboricultural officer. The final comments can be summarised as follows:

- a. Survey of woodland edge is required to understand impact of footpaths and SUDs and take appropriate mitigation. [Officer Note: Matter to be addressed at the detailed/condition stage].
- b. The master plan and flood drainage plan are inconsistent. [Officer Note: Matter to be addressed at the detailed/condition stage].
- c. Tree Group 11 should be retained. Matter to be addressed at Reserve Matters stage. [Officer Note: Matter to be addressed at the Reserve Matters stage].

- d. Tree T9 should be retained and illustrative master plan amended accordingly. [Officer Note: Matter to be addressed at the Reserved matters stage].
- e. Large fallen tree adjacent to T9 should be retained as a play feature. [Officer Note: Matter to be addressed at the Reserved matters stage].
- f. More tree planting required. Would like to see trees in rear gardens.
- g. Need a strong green link between Deangarden Wood and the Ride. North/South link in phase 1 is narrow in places and has an absent section in the north.
- h. Bio-diversity accounting has not been undertaken.

**Control of Pollution Environmental Health** – No objection. However, due to concerns over air quality a condition has been requested in respect of the provision of electric vehicle charging points and implementation of the recommendations contained in the noise impact assessment.

**Ecological Officer** – There were two rounds of consultation with the arboricultural officer. The final comments can be summarised as follows:

- 1) Trees are numbered differently in the arboricultural and ecological reports. This is confusing.
- 2) Habitat surveys are poorly overlaid.
- 3) Bio-diversity accounting has not been submitted.
- 4) Several trees, which either do, or are likely to contain bat roosts are shown to be removed. In particular T93, T99, T106-T108 (Group G11 in the arboricultural report). Badgers also have a set in this area. Barn Owls and reptiles also recorded in T93.
- 5) North/South link is severed at its northern end.
- 6) Barriers in the Dell are an issue (SUDs, Play and road).
- 7) 500m of hedgerow proposed to be removed.
- 8) The site contains a good population of common lizards and slow worms. Some habitat will be lost as a consequence of the development. Possible to enhance area adjacent to the motorway.
- 9) Planting of trees in the area to the east of the allotments will have a negative impact on ecology.

**Community Housing** – I note the planning application is a hybrid application and the precise number and mix of homes in the whole development is not known at this stage.

It is stated that the proposed development will comply with the policy for the provision of 40% affordable housing. I am unclear whether the applicant's claim of 40% is based on the number of dwellings or the current policy of bedspaces.

The indicative affordable housing mix for the whole development, set out in Appendix 1 of the Affordable Housing Statement, shows 50% of the number of affordable dwellings to be for Affordable Rent and the other 50% to be for shared ownership. This does not appear to follow the guidance in the WDC April 2013 Planning Obligations SPD, the WDC March 2018 Advice Note: Affordable Housing, or the Buckinghamshire HEDNA.

The Phase 1 affordable housing element is shown as 13 affordable flats (a mix of 1 and 2 bedroom) for shared ownership sale and a mix of 8 x 4 bedroom houses and 5 x 3 bedroom houses for Affordable Rent. If rents are at or close to the Local Housing Allowance level, I have concerns regarding the affordability of the 4 bedroom houses for households affected by the benefit cap and other households on low incomes - who make up the majority of the demand for 4 bedroom affordable homes for rent.

The housing service expects a mix of affordable housing for rent, to include homes with 1, 2, 3 and 4 bedrooms - in accordance with the Buckinghamshire HEDNA.

**County Commissioner – Adult Social Care** – there is uncertain about the need for further investment for rental extra care at the site until the 75 rental nominations at Hughenden Gardens have been filled, which is still ongoing. From the information given, it is not clear how Hughenden Gardens has been taken into account or about the particular demand for Abbey Barn South.

If the site were to proceed for housing use and considering the immediate housing priorities, this would be in the area of general needs affordable housing, for which there is a shortage. However, there is still the matter about the site being designated for employment use that will also need consideration by the District Council.

The County Council's priority is now for extra care development in the Aylesbury District and in particular the north of the county as there are no pipeline schemes for that area.

**Bucks Clinical Commissioning Group** – This development (extra-care) will significantly impact delivery of primary care services in this area of High Wycombe and will increase pressure on local GP practices in a number of ways:

- Accessing the clinical team based on capacity versus demand for appointments.
- Infrastructure i.e. the need for more consulting space and larger / additional waiting areas.
- Car parking.

Access to GP appointments is a national issue and the Clinical Commissioning Group are working to promote different ways of offering consultations to cope with the increase in demand. Nationally primary care providers will need to look at new models of care, using the skillsets of different types of clinical professions to offset the demand from increased patient numbers. Additionally there needs to be a focus on patient education to understand the correct use of GP appointments as there has been an increase in inappropriate use of GP time.

Chiltern House Medical Centre, Carrington House Surgery, Desborough, Cressex Health Centre, Priory Surgery, Riverside Surgery, Tower House and Cherrymead Surgery will all have to contend with considerable housing growth from this and other developments in the area which collectively, will pose a real challenge to these practices in terms of infrastructure:

In responding to this consultation, the CCG has also considered the following basic principles:

- The CCG will strive to develop modern, fit purpose services that are accessible to local populations.
- To ensure that practices remain resilient and sustainable, the CCG will no longer support the establishment of new single-handed GP practices and would only wish to fund new practices that can cater for at least 10,000 population (approximately 5 GPs).
- Wherever possible, the CCG will promote the consolidation of services onto fewer sites to maximise the use of existing infrastructure and to promote joint working.
- The CCG will increasingly commission services that can be delivered in primary care that have traditionally been delivered in secondary care, thus promoting care closer to home. The CCG would like to explore the development of out of hospital services provided in a community hub-type setting.
- Development plans need to be in line with the Buckinghamshire Primary Care Strategy [http://www.aylesburyvaleccg.nhs.uk/wp-content/uploads/2015/06/Primary-Care-Strategy-FINAL\\_170615.pdf](http://www.aylesburyvaleccg.nhs.uk/wp-content/uploads/2015/06/Primary-Care-Strategy-FINAL_170615.pdf)

The CCG has been consulted by WDC on the longer term local plans and has submitted a response stating our commitment to the provision of adequate and appropriate primary care facilities to meet the

needs of the local population. However, in order to make best use of resources, we will need to be involved in more detailed planning for this development to meet the needs of new patients coming into the area. Particularly the proposal that a medical facility is part of this new development.

#### The Development of the 120 apartment Extra Care Facility on the site

Looking after residents in Extra Care Housing is intense and often complex and there are no extra resources nationally for practices which have higher home visiting rates. Practice income generated from the patient list size supports the practice employing a certain number of doctors across the week – it does not cover additional primary care input often “expected” by providers of these services.

We also know from past experience of new extra care facilities starting up in Buckinghamshire that they struggle to recruit staff resulting in a high turnover of staff or very inexperienced staff often caring for very complex patients. This in turn has led to a much higher demand on medical services which can be two or three times the expected workload.

A further development like this in this area will create significantly more pressure on GP services and put existing patients at risk, if the current GPs are unable to cope with any additional workload.

The CCG would ask the District Council to carefully consider the impact on local health infrastructure and services should the decision be made to approve this outline planning consent. At the very least, we would expect to have further involvement in the detailed planning of this proposal.

**Conservation Officer Spatial Planning** - The Heritage Statement is a well-considered report which provides a good basis to understand and assess the impact on the surrounding heritage assets. The impact on the Abbey Barn Farmhouse and the other listed barns within the farmstead are the assets most directly affected. The development of part of agricultural land formerly associated with the farm for housing, highway works to Abbey Barn Lane and the new junction into the site urbanise the wider setting of the Farmstead and potentially result in less than substantial harm to its significance. There is concern that the masterplan appears to show conventional suburban housing tight up to the eastern site boundary. There are no details of signage, road markings or lighting associated with highway improvements to Abbey Barn Lane and the junction into the site but the design should be carefully considered to avoid an overly engineered character. It is recommended that the plan is amended to minimise the impact as follows:

- The development brief indicates that there should be a wide verge and landscaping to soften the edge of the development on the opposite side of the road.
- Appropriate landscaping will also assist in integrating the development into this countryside location.
- The selection of materials and building form on the Wycombe Summit site responded to the farmstead.

These approaches should be adopted for the development fronting Abbey Barn Lane. In accordance with Para 196 NPPF any residual harm should be weighed against the public benefit of the provision of housing.

The Ride is a significant landscape feature that may be considered a non-designated heritage asset. The Development Brief notes "Planted in the early C20th, The Ride is a remnant historic landscape feature of the parkland formerly associated with the Daws Hill House estate, which lies to the west of the site, within the registered historic park of Wycombe Abbey. "

The Ride presents a unique opportunity to connect new development with a historic landscape feature in the form of public open space. However, it is important that new uses and features are

accommodated sensitively to reinforce the existing natural character. Formal playing pitches would be contrary to such an expectation. Artificial level changes, removal of vegetation to accommodate pitch dimensions, addition of lighting and marking out etc. would appear incongruous in this environment. It is recommended that the formal pitches are removed from The Ride and replaced with more informal uses more sympathetic to its character.

**Bucks Berks Oxon Wildlife Trust** – No comment received.

**The Ramblers Association** – No comment received.

**Chiltern Conservation Board** – Comments are summarised as follows:

- Section 85 of the Countryside and Rights of Way Act 2000 establishes a duty ‘in exercising or performing any function in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purposes of conserving and enhancing the natural beauty of the area of outstanding natural beauty’. Para. 115 of the NPPF applies a similar test.
- Abbey Barn South is visible from some vantage points within the AONB beyond the M40.
- A condition is required at the reserve matters stage that requires layout and mitigation planting to be verified against LVIA methodology.

**Chiltern Society** – no in principle objection, but maintains detailed objections on a number of grounds. The Chiltern Society’s comments can be summarised as follows:

- 1) Brief was adopted less than 2 years ago with widespread stakeholder and developer engagement, so should carry very considerable weight.
- 2) No objection in principle.
- 3) Welcome the relocation of the multi-use Games Area.
- 4) Welcome the replacement of the proposed extra care home with business development.
- 5) The green infrastructure network proposed in the application has been watered down compared with that in section 7.3 of the Development Brief. Some links are reduced in width/quality or absent in any meaningful sense.
- 6) Green infrastructure improvements are required in line with the advice given in respect of landscape and ecology.
- 7) Need a commitment to provide a high quality bus service from occupation of phase 1.
- 8) Failure to revisit the ski-centre site is disappointing.
- 9) Object to a three arm roundabout with Heath End Road as this would impact on the Chilterns AONB and encourage use of Winchbottom Lane.

**Wycombe Society** - comments can be summarised as follows:

- 1) Developer appears in the most part to have responded well to the design of the brief for the site.
- 2) Prefer fewer dwellings.
- 3) Extra care preferred over warehousing. If warehousing is decided up it should be sympathetic to its surroundings. Concerned about HGV movements associated with warehousing and relatively few jobs that would be created.

## **Representations**

8 representations have been received, including one from the Flackwell Heath Residents Association. These representations can be summarised as follows:



## Principle

- Affordable housing should be dispersed throughout the site and tenure blind.
- Support the Chiltern Rangers on the Ride and the creation of a multifunctional facility.
- Extra care preferred over warehousing. If warehousing is decided up it should be sympathetic to its surroundings. Concerned about HGV movements associated with warehousing and relatively few jobs that would be created.
- Baseball facility on the site (3 diamonds) needs to be provided to mitigate the current loss. The baseball pitch was used by little league and adult teams (Spitfires and other baseball programmes). Facilities should be re-provided in accordance with policy RT3 and NPPF 74.
- The provision of an extra care facility is a clear departure from the Development Brief. This is not an appropriate location for a care home being remove from other residential development and public transport on a noisy part of the site.

## Design and landscaping

- Need either robust and enforced maintenance schedule or use of maintenance free materials (i.e. cladding, soffits etc.).
- Concern about scale - prefer to see 5.5 or 3.5 storey buildings rather than 3 or 4.
- Request removal of balconies and full length windows to block B to reduce appearance of a Victorian warehouse.
- The ski-centre site should be fully incorporated into the Abbey Barn South site thereby removing the need for a separate access.
- Further assurance is sought at the Reserved Matters/Condition stage that the impact on the Chilterns AONB can be mitigated, particularly at the Northern end of the site. Any future reserved matter application should be verified against LVIA methodology.
- Regard should be had to the Chilterns Conservation Boards Position Statements.
- Lighting glare needs to be controlled via condition.

## Green Infrastructure

- The location of the MUGA is incompatible with the protection of its landscape quality, character and ecology. Perhaps relocate next to sports facilities associated to the school.
- Improvements to the green infrastructure network are required, particularly the secondary green link to the woodland.

## Traffic and Parking

- Tandem parking rarely used.
- Are parking barns large enough to accommodate gardening tools and bins etc.
- Rear courtyards are not properly overlooked and may be abandoned in favour of frontage parking.
- Need to see infrastructure package.
- Main spine road needs to be traffic calmed.
- The development must deliver a reliable/frequent bus service.
- Object to the creation of a three arm roundabout serving Abbey Barn Lane. Would have an urban character which is detrimental to the AONB and increase attractiveness of Winchbottom Lane as a rat run.
- Could a new pedestrian footpath be considered alongside Heath End Road.
- Impact on the Chilterns AONB from additional traffic movements and construction traffic needs to be investigated.

- Lack of commitment to a fully functioning bus service from the outset.

#### Other Matters

- No details of play equipment provided for Phase 1.
- Multi-use games area not proved popular in other parts of Flackwell Heath. Would like to see a number of different sports catered for in the Ride (tennis, netball etc.).
- Chiltern Society welcomes the relocation of the MUGA and replacement of the proposed extra-care with B1 business development.

18/05363/FUL  
Scale 1/6000







Notes:  
 1. The site is shown in green on the map.  
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**Outline Application Boundary**

- Vehicle Access Point
- Developable Area
- Open Space

Open Space: Areas of open space, including public parks, sports grounds, and other open areas, shown in green on the map. The boundary between open space and other areas is shown in green on the map.

Developable Area: Areas of land that are suitable for development, shown in green on the map. The boundary between developable areas and other areas is shown in green on the map.

Vehicle Access Point: Areas of land that are suitable for vehicle access, shown in green on the map. The boundary between vehicle access points and other areas is shown in green on the map.

Project Name	Abbey Barn South
Client	Berkeley Homes Western Ltd
Project No	12345678
Site No	98765432
Scale	1:1000
Author	JTP
Check	JTP
Drawn	JTP
Date	12/12/2018

**jtpp**  
 JTP Planning  
 1234567890  
 1234567890

**Berkeley**  
 Berkeley Homes Western Ltd

**Abbey Barn South**

Project Name: Abbey Barn South  
 Client: Berkeley Homes Western Ltd  
 Project No: 12345678  
 Site No: 98765432  
 Scale: 1:1000  
 Author: JTP  
 Check: JTP  
 Drawn: JTP  
 Date: 12/12/2018

**Proposed Plan:  
 Land Use**

Scale: 1:1000  
 Date: 12/12/2018  
 Author: JTP  
 Check: JTP  
 Drawn: JTP



**Legend**

- Outline Application Boundary
- Vehicular access junction zone
- Vehicular access points
- Proposed road route indication
- Proposed City street
- Existing Footway
- Footpath to be awarded (HMU/58/1)
- Proposed alignment of footpath (HMU/58/1)
- Proposed FROV
- Proposed FROV extension (HMU/58/1)
- Link to Abbey Barn South
- Location of gates



**Project Information**

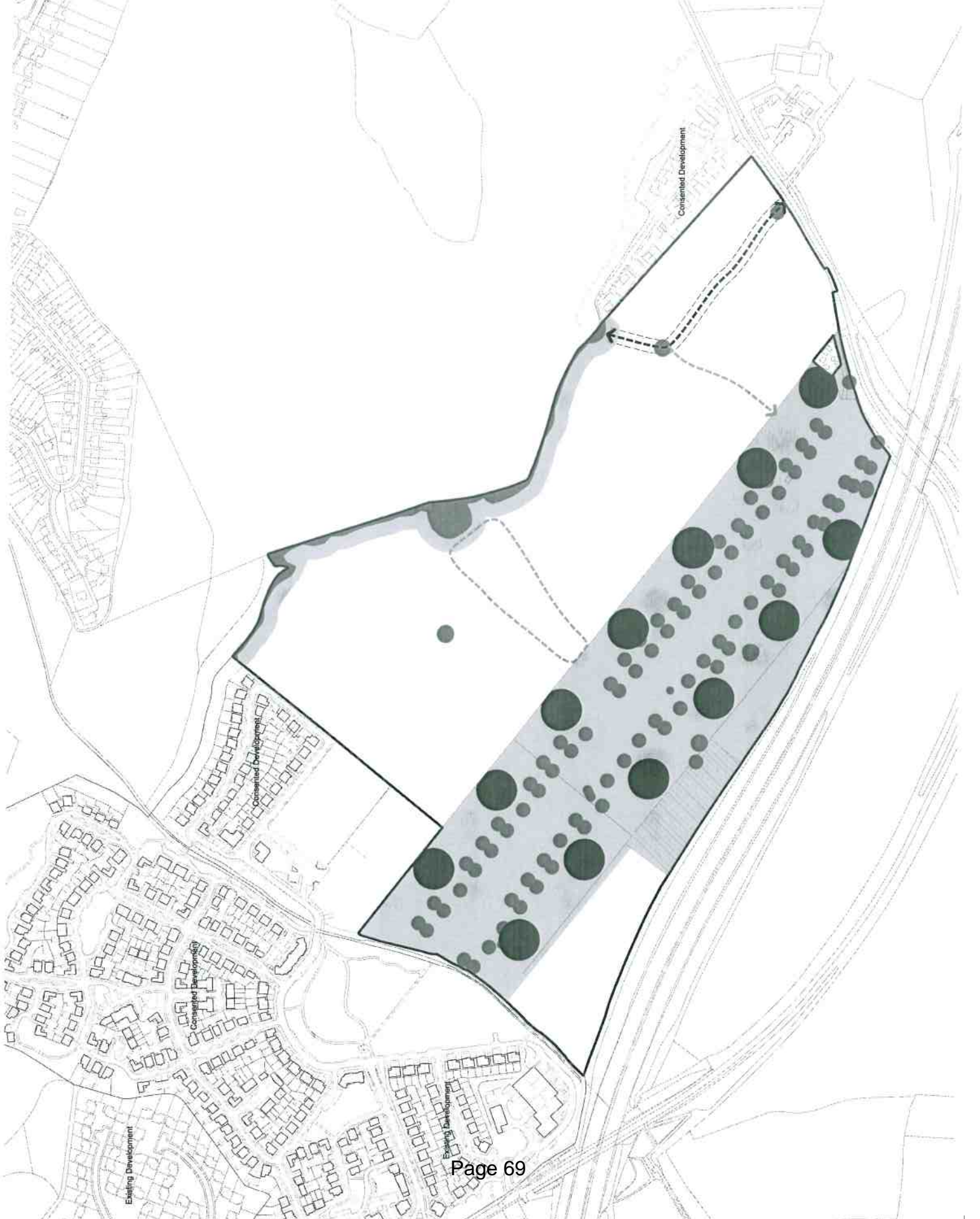
Project Name: Abbey Barn South  
 Client: Berkeley Homes Western Ltd  
 Date: 09/08/2018  
 Scale: 1:1000  
 Drawing No: 0018\_P01\_01  
 Drawing Title: Parameter Plan: Access and Movement

**ITP**  
 Berkeley  
 Berkeley Homes Western Ltd  
 Abbey Barn South

Notes:  
 1. The site is currently used for residential purposes.  
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 10. The site is currently used for residential purposes.

**Outline Application Boundary**

- Relined trees are modelled
- Relined flower beds
- 15 trees/bushes for Arden's Woodland
- Primary green link
- Secondary green link
- Central already created table, table and space to be landscaped by future development (approximate)
- Public Open Space
- Contours / Allotments



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PLANNING

Berkeley Homes Western Ltd  
 Berkeley  
 Berkeley Homes South

Abbey Barn South

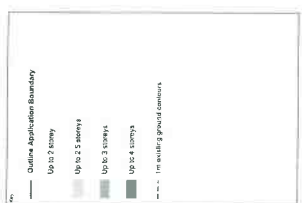
Parameter Plan  
 Landscape and Open Space

Scale: 1:1000

North Arrow



**Notes:**  
 1. The maximum height of any building on the site shall not exceed the height of the tallest building on the site.  
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**PLANNING**

Berkley Homes Western Ltd  
**Berkley**  
 Homes for life

**ijt**  
 JACOBS  
 JACOBS  
 JACOBS

Abbey Barn South

Planning Title  
 Parameter Plan:  
 Building Heights

Scale: 1:1000  
 Date: 15/03/2018  
 Project No: 18/01/04  
 Revision: 05

NOTES:  
 1. The site boundaries are shown in black. The site boundaries are shown in black.  
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Line Style	Description
—	Outline Application Boundary
---	Detailed Phase 1 Application
---	Later phases Berkeley Homes Ltd Ownership



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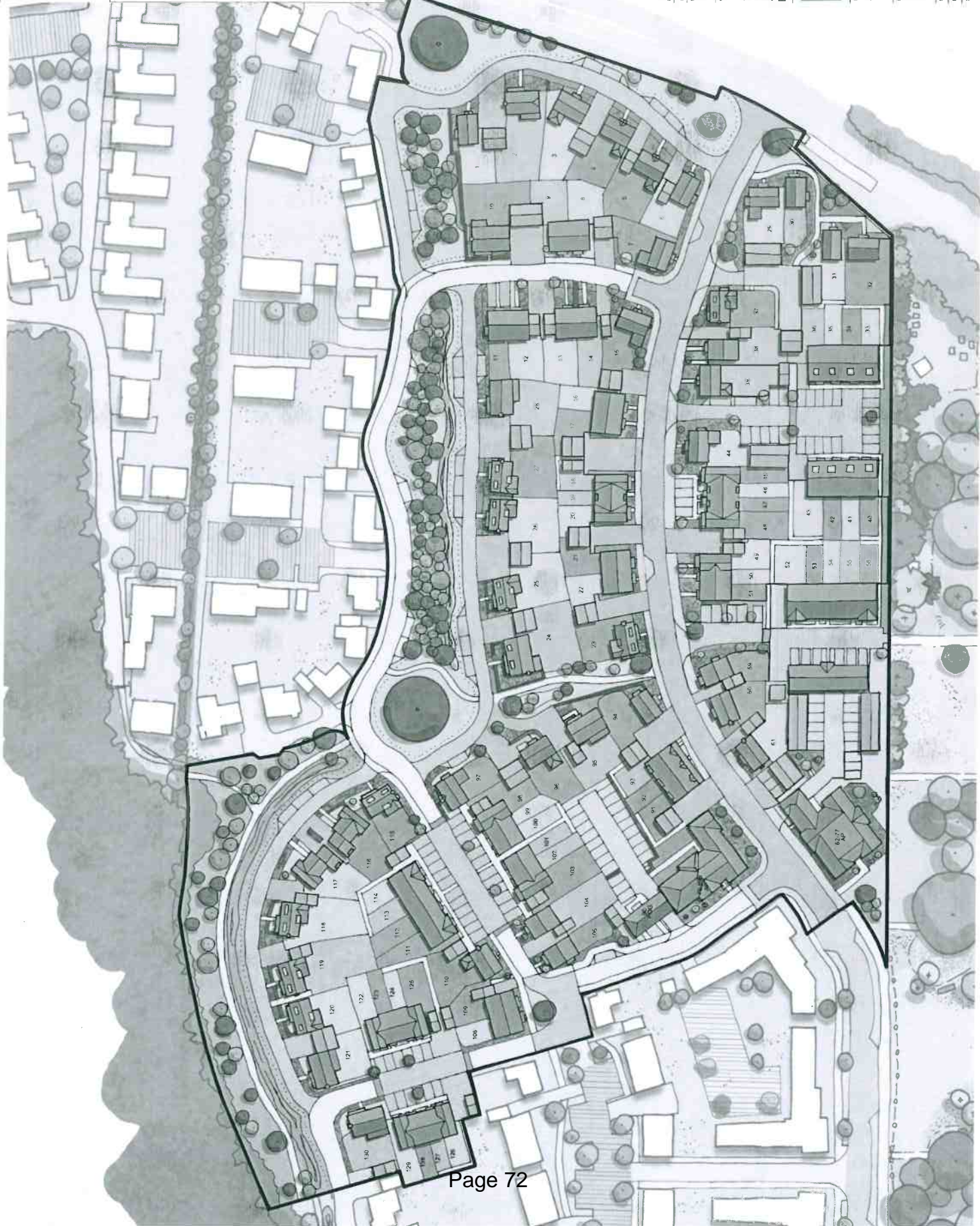
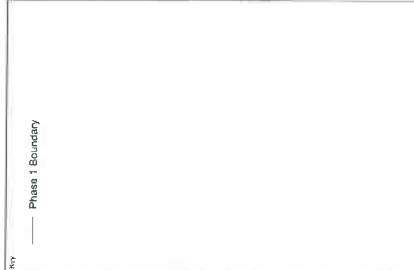
PLANNING

Berkeley Homes Western Ltd  
 Berkeley  
 City Centre, 17th Floor

Abbey Barn South

Parameter Plot:  
 Outline and Phase 1 Site Boundaries  
 12/05/2018  
 10:00:00 AM  
 10:00:00 AM  
 10:00:00 AM

Notes:  
 1. All contractors must refer to the site plan for responsibilities for taking down existing structures.  
 2. All contractors must refer to the site plan for responsibilities for taking down existing structures.  
 3. Any discrepancies between contracts, specifications and site conditions must be brought to the attention of the supervising office.  
 4. The drawings and the contract documents are the property of JTP.  
 5. This drawing is for informational purposes only. It is not intended to be used for construction without the written approval of the supervising office.  
 6. JTP accepts no responsibility or liability for any reliance placed on or use made of the plans herein for purposes other than they are stated above.



PN 21/08/18 Planning Submission LV DEC  
 Date Description  
 Version  
 Created Chd

**PLANNING**

Client  
 Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life

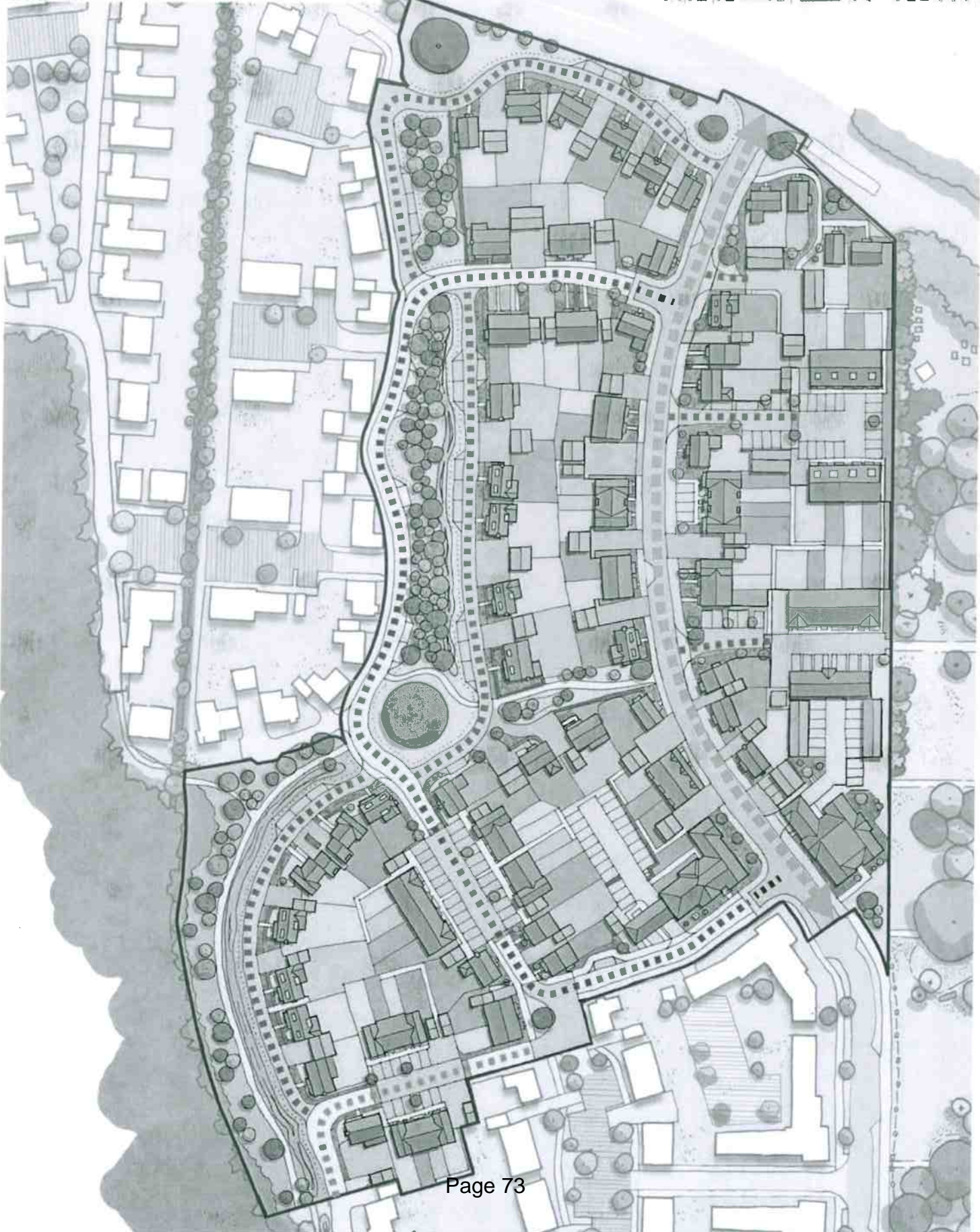
Project  
 Abbey Barn South

03 25 Green Station Street  
 144 000 0333 1700  
 www.jtp.co.uk

Job Ref: 00918  
 Scale: 1:100  
 Drawing No: 00918\_MP\_05 Revision: P4  
 Scale Bar  
 0 10 20 30

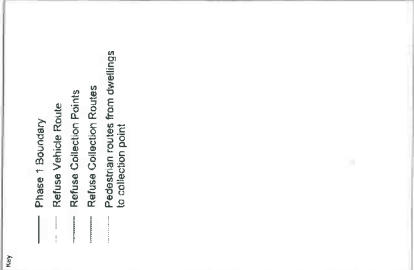
The information contained in this plan is for informational purposes only. It is not intended to be used as a legal document. The information contained in this plan is subject to change without notice. The information contained in this plan is not intended to be used as a legal document. The information contained in this plan is subject to change without notice.

- 6.5m Main Access Road (Adopted)
- 5.5m Minor Access Road (Adopted)
- 4.8m Access Way (Private)
- 5.5m Shared Surface (Private)
- 4.1m Shared Surface (Private)
- 4.1m Shared Surface/Private Drive (Private)



Project: **Abbey Barn South**  
 Client: **Berkeley Homes Western Ltd**  
 Designed for: **jtP**  
 Planning: **PLANNING**  
 Date: 27/09/18 Planning Submission  
 Drawn: [Name]  
 Checked: [Name]  
 Scale Bar: 0 10 20 30  
 Drawing No: 00918\_MP\_09  
 Revision: P6  
 Project No: 00918

**Notes:**  
 1. This drawing is for planning purposes only. It is not intended to be used for any other purpose without the prior written consent of the author.  
 2. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 3. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 4. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 5. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 6. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 7. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 8. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 9. The client is responsible for providing all necessary information and data for the preparation of this drawing.  
 10. The client is responsible for providing all necessary information and data for the preparation of this drawing.



P3 24/08/18 Planning Submission LV DEC  
 Drawing Status: Description: Drawn: Check  
**PLANNING**  
 Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life  
**jtp**  
 23 St Giles, Station Street, London, EC1A 3DF  
 020 7460 1170 www.jtp.co.uk  
 Project: Abbey Barn South  
 Drawing File: Phase 1 Refuse Collection Strategy  
 Job Ref: 009118  
 Drawing No: 009118\_MP\_12 Revision: P3  
 Scale Bar: 0 5 10 15 20 25 30m  
 North Arrow

**NOTES**

1. All work shall be in accordance with the Building Regulations and the relevant Approved Documents.

2. The architect shall be responsible for the design and construction of the building and shall ensure that the building is constructed in accordance with the Building Regulations and the relevant Approved Documents.

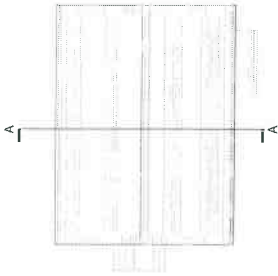
3. The architect shall be responsible for the design and construction of the building and shall ensure that the building is constructed in accordance with the Building Regulations and the relevant Approved Documents.

4. The architect shall be responsible for the design and construction of the building and shall ensure that the building is constructed in accordance with the Building Regulations and the relevant Approved Documents.

5. The architect shall be responsible for the design and construction of the building and shall ensure that the building is constructed in accordance with the Building Regulations and the relevant Approved Documents.



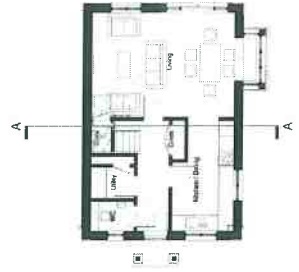
KEY 1:5000



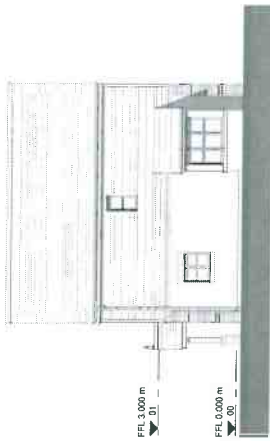
Plot 1 - Roof  
1:100



Plot 1 - 01  
1:100



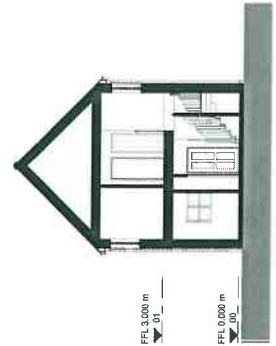
Plot 1 - 00  
1:100



Plot 1 - Right  
1:100



Plot 1 - Left  
1:100



Plot 1 - Section A  
1:100



Plot 1 - Front  
1:100



Plot 1 - Rear  
1:100

11	20/21/18	Planning Submission	JTP	DEC
	11/21/17	Final Draw Issue	JTP	DEC
Rev	Date	Description	Drawn	Chkd

Planning

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life



Project: Abbey Barrn South

Drawing Title: Plot 1 - Plans, Sections and Elevations

Scale: #A1	1:100	Job Ref: 00918C
Drawing No.	PL01	Revision: 11
Scale: 0m	0 1 2 3 4 5m	



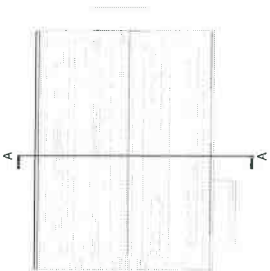




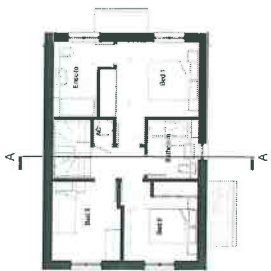
**Notes**

1. The user must read this drawing, and the specifications for materials and construction, in conjunction with the relevant building regulations and any other applicable legislation. The user must also read the relevant planning and building regulations. Any discrepancies between drawings, specifications and building regulations shall be resolved in favour of the building regulations. This drawing is the work of the architect and is not to be used for any other purpose without the written consent of the architect.

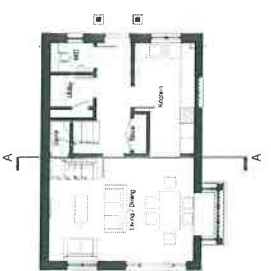
2. This drawing is prepared for the specific project and is not to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in this drawing or for any consequences arising therefrom. The user must read this drawing in conjunction with the relevant building regulations and any other applicable legislation. The user must also read the relevant planning and building regulations. Any discrepancies between drawings, specifications and building regulations shall be resolved in favour of the building regulations. This drawing is the work of the architect and is not to be used for any other purpose without the written consent of the architect.



Plot 30 - Roof  
1:100



Plot 30 - 01  
1:100



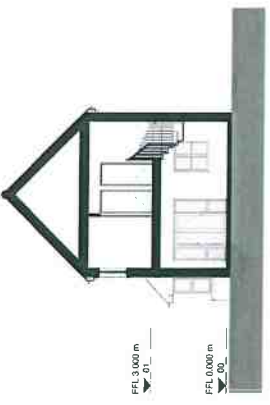
Plot 30 - 00  
1:100



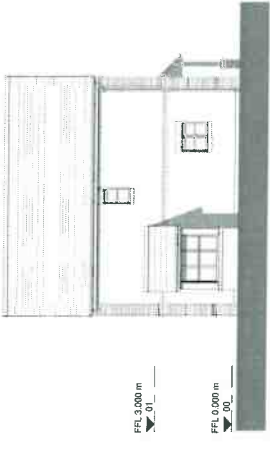
Plot 30 - Right  
1:100



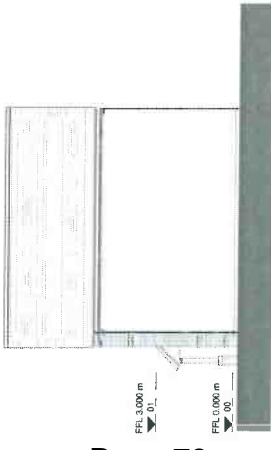
Plot 30 - Left  
1:100



Plot 30 - Section A  
1:100



Plot 30 - Front  
1:100



Plot 30 - Rear  
1:100

11	20/09/18	Planning Submission	JTP	DEC
Rev	Date	Description	Drawn	Check
			JTP	DEC
Drawing Status: Planning				

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life

22-25 Great Sutton Street  
 London, EC1V 0DB  
 Tel: 020 7493 4700  
 www.berkeley.co.uk

Project: Abbey Barn South

Drawing Title: Plot 30 - Plans, Sections and Elevations

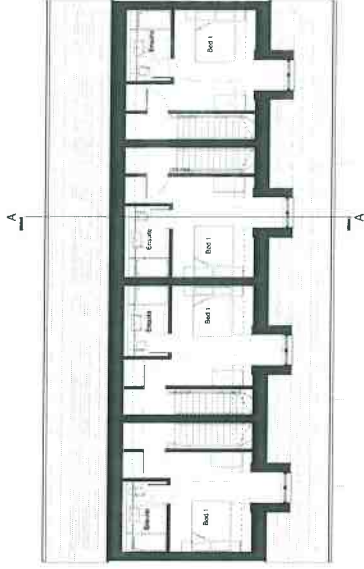
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 Drawing No: PL30  
 Revision: 11

Scale Bar: 0 1 2 3 4 5 m

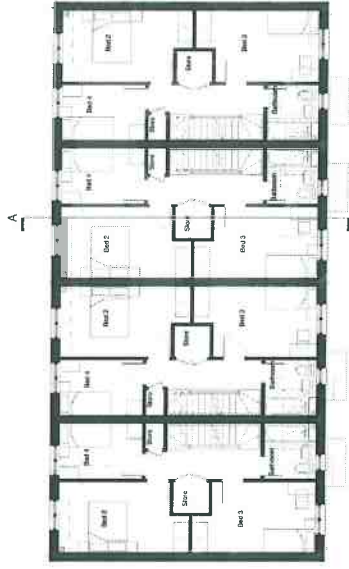
Notes  
 Do not scale from this drawing.  
 This drawing is prepared for the planning stage of the building. It is not intended for construction purposes. It is not intended to be used for any other purpose.  
 This drawing is prepared for the planning stage of the building. It is not intended for construction purposes. It is not intended to be used for any other purpose.



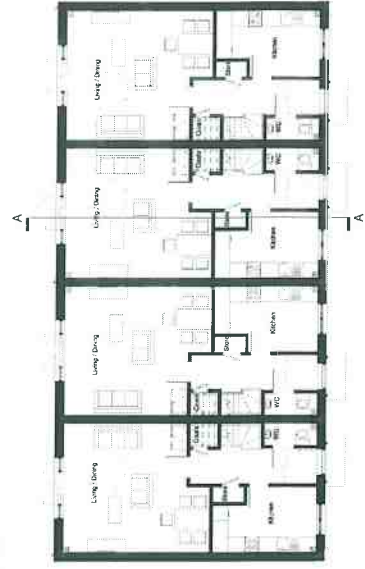
KEY 1:5000



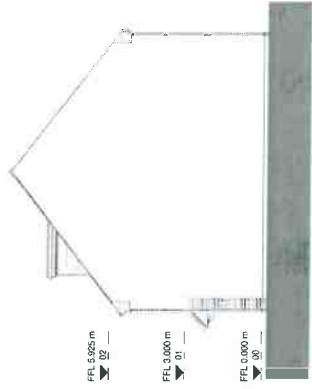
02 (Terrace 10)  
1:100



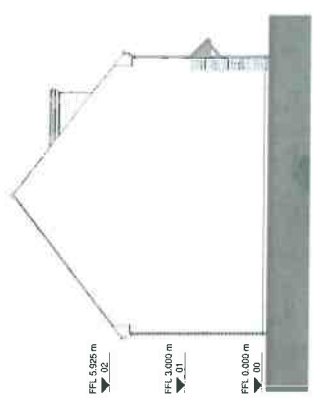
01 (Terrace 10)  
1:100



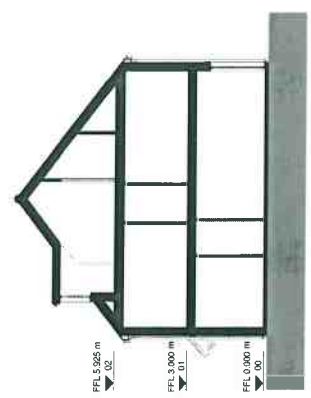
00 (Terrace 10)  
1:100



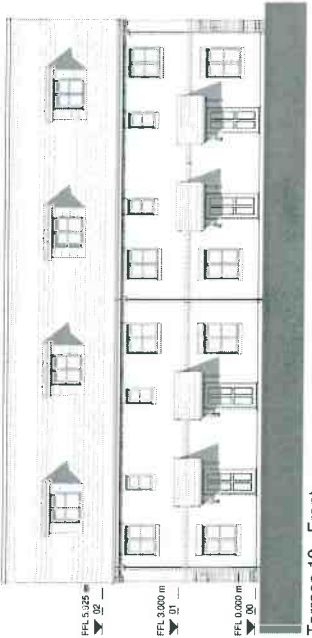
Terrace 10 - Right  
1:100



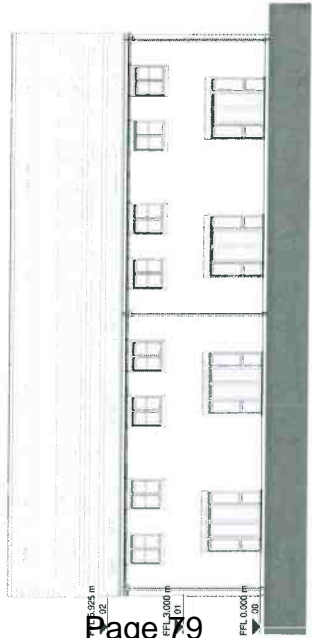
Terrace 10 - Left  
1:100



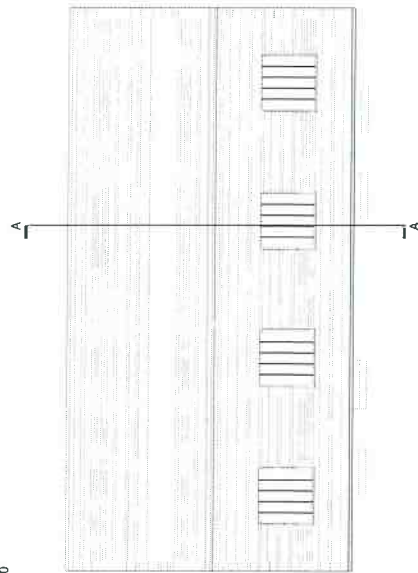
Terrace 10 - Section  
1:100



Terrace 10 - Front  
1:100



Terrace 10 - Rear  
1:100



Roof Plan (Terrace 10)  
1:100

10 20/03/18 Planning Submission JTP OBC  
 14.11.17 Final Draft Issue JTP DEC  
 Rev Date Description Drawn Check  
 Drawing Status  
 Planning

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life  
 jtp  
 20,250 Chapel Street  
 London, E14 9DE  
 Tel: 020 7463 1700  
 www.jtp.co.uk

Project: Abbey Barn South

Drawing Title: Terrace 10 - Plot 40-43

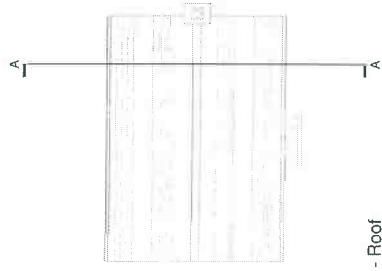
Scale: Plot 1:100 Job Ref: 00018C  
 Drawing No: TER\_10 Revision: 10  
 Scale Bar: 0 1 2 3 4 5m

**Notes**

Do not scale from this drawing. All dimensions shall be taken from the approved drawings. Any discrepancies between the approved drawings and the actual construction shall be the responsibility of the contractor. The drawings are the property of JTP and shall not be used for any other purpose without the written consent of JTP. The drawings are not to be used for any other purpose without the written consent of JTP. The drawings are not to be used for any other purpose without the written consent of JTP.



KEY 1:5000



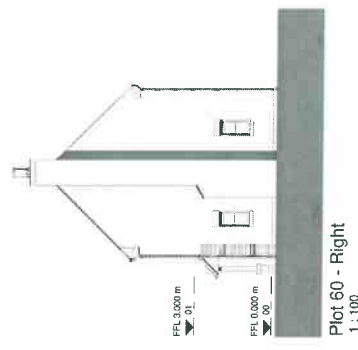
Plot 60 - Roof  
1:100



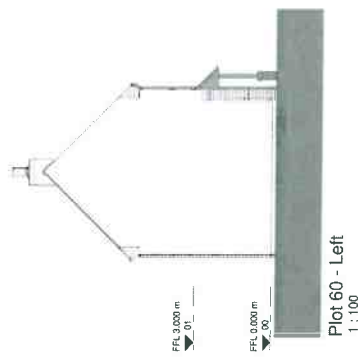
Plot 60 - 01  
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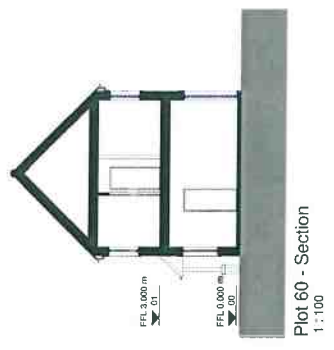
Plot 60 - 00  
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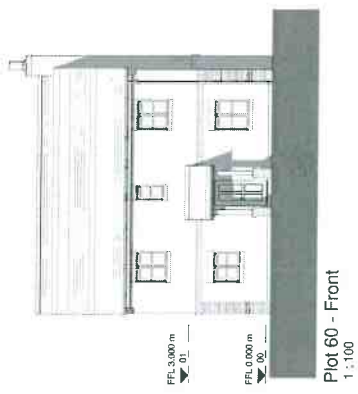
Plot 60 - Right  
1:100



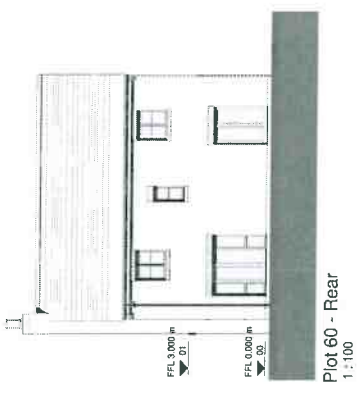
Plot 60 - Left  
1:100



Plot 60 - Section  
1:100



Plot 60 - Front  
1:100



Plot 60 - Rear  
1:100

2	09/18	Revise/Redesign	JTP	DEC
	02/18	Final Issue	JTP	DEC
Rev	Date	Description	Drawn	Check
Drawing Status				
Planning				

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life



Project:  
**Abbey Barn South**

Drawing Title:  
**Plot 60 - Plans, Sections and Elevations**

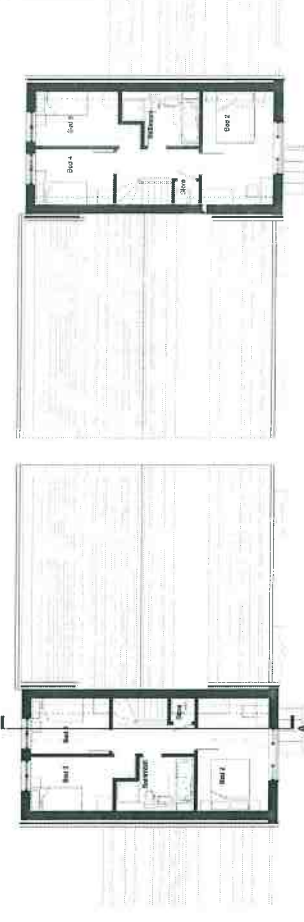
Scale: A3: 1:100	Job Ref: 09518C
Drawing No: PL60	Revision: 2
Scale Bar: 0 1 2 3 4 5 m	

**Notes**

Do not scale from this drawing. Dimensions must be taken from the site and/or approved drawings and checked against the approved plans. All dimensions are in millimetres unless otherwise stated. All dimensions are to the face of the work unless otherwise stated. The site is shown in its existing state. The drawings are intended for the specific site and are not to be used for any other purpose. Any use of these drawings for any other purpose is at the user's risk. The drawings are not to be used for any other purpose. Any use of these drawings for any other purpose is at the user's risk. The drawings are not to be used for any other purpose. Any use of these drawings for any other purpose is at the user's risk.



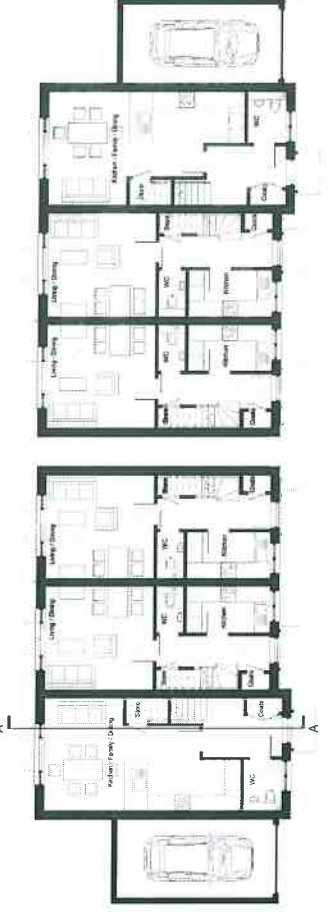
KEY 1:5000



02 (Terrace 17)  
1:100



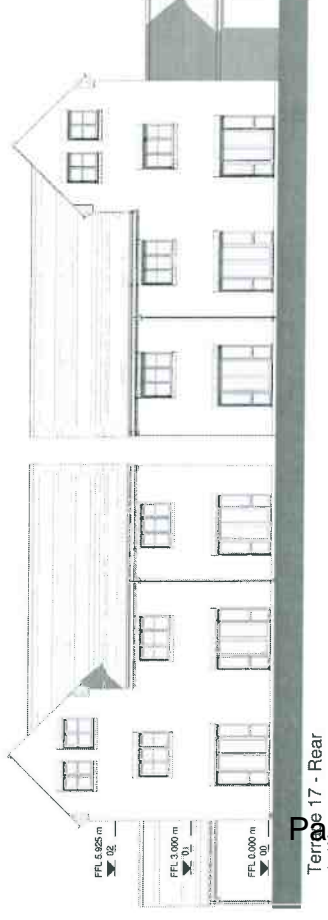
01 (Terrace 17)  
1:100



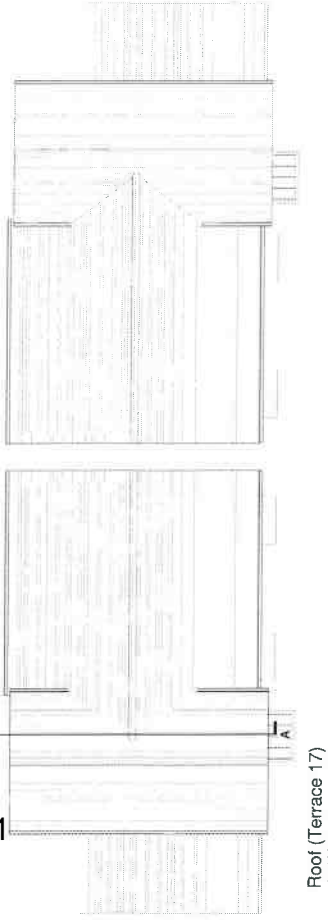
00 (Terrace 17)  
1:100



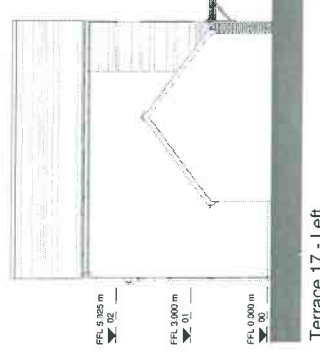
Terrace 17 - Front  
1:100



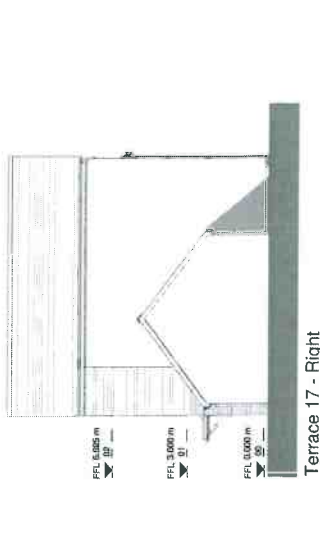
Terrace 17 - Rear  
1:100



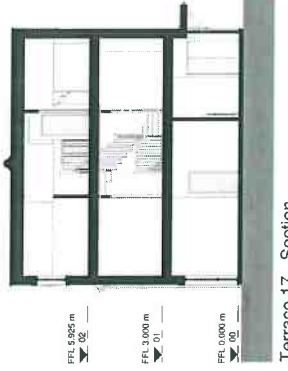
Roof (Terrace 17)  
1:100



Terrace 17 - Left  
1:100



Terrace 17 - Right  
1:100



Terrace 17 - Section  
1:100

11	25.09.19	Planning	2P	RBC
	14.11.17	Final Issue	JTP	RBC
Rev	Desc	Date	Drawn	Check

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life



Project: Abbey Barn South

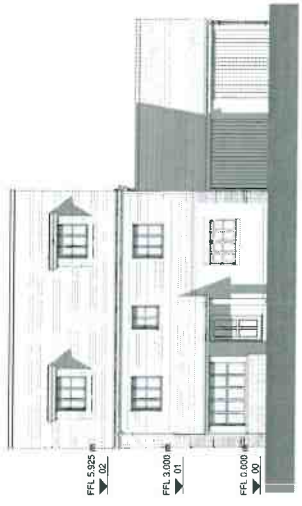
Drawing Title: Terrace 17 - Plot 98-100 & 101-103

Scale: 0/11	1:100	0/11	0/11	0/11	0/11
Drawing No:	TER_17	0/11	0/11	0/11	0/11
Client Ref:	00918C	0/11	0/11	0/11	0/11
Revision:	1	0/11	0/11	0/11	0/11





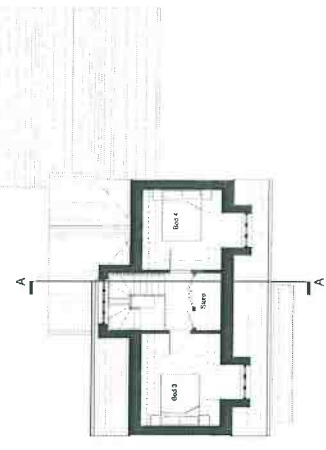
**Note 4**  
 All work shall be done in accordance with the Building Regulations and the Building Act 2004. The drawings are intended to be used for the purpose of obtaining planning permission and for the purpose of obtaining building regulations approval. The drawings are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect. The drawings are not to be used for any other purpose without the written consent of the architect.



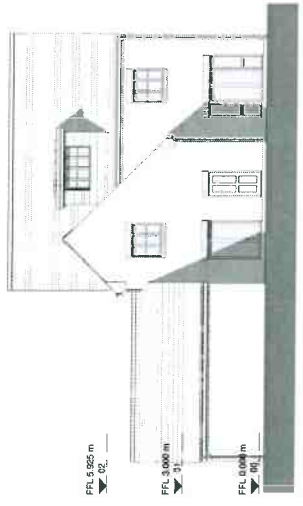
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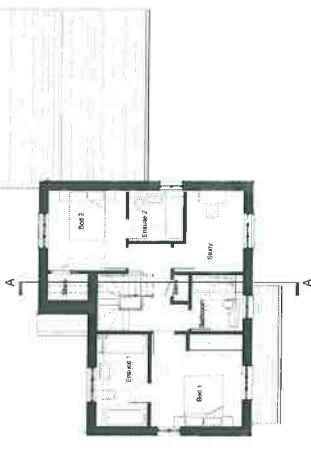
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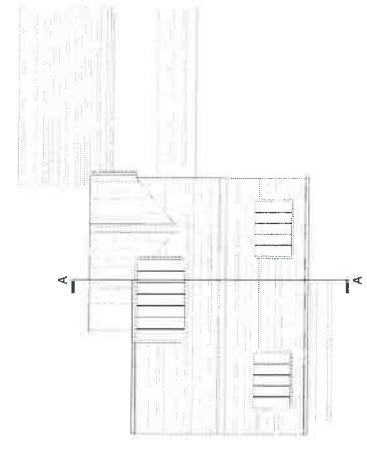
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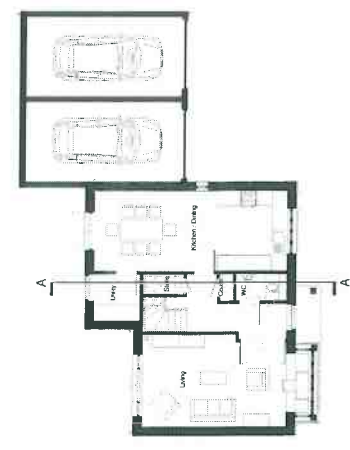
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Plot 120 - Roof  
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Plot 120 - 00  
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0 20/06/18 Planning Submission J/P E/C  
 11/12/17 Final Draft Issue J/P E/C

Rev	Date	Description	Drawn	Check

Drawing Status: Planning

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life

**jtp**  
 Project: Abbey Barn South

0724 Church Lane, Dover  
 Kent, CT16 3DA  
 01304 717300  
 www.jtp.co.uk

Drawing Title: Plot 120 - Plans, Sections and Elevations

Scale: 0/01 : 1 : 100  
 Job No: 00918C  
 Drawing No: PL120  
 Revision: 9

Scale bar: 0 1 2 3 4 5 m

**NOTES**

1. The client shall retain full responsibility for the design and construction of the building. The architect shall not be responsible for the design and construction of any other building or structure on the site.

2. This drawing is prepared for the specific purpose stated in the Drawing Schedule. It is not to be used for any other purpose without the written consent of the architect.

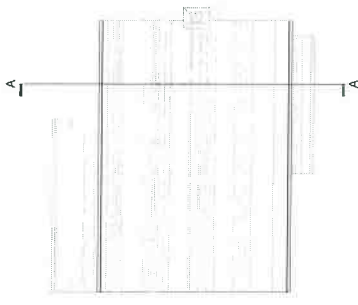
3. The architect shall not be responsible for the design and construction of any other building or structure on the site.

4. The architect shall not be responsible for the design and construction of any other building or structure on the site.

5. The architect shall not be responsible for the design and construction of any other building or structure on the site.



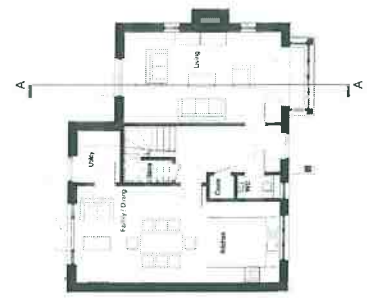
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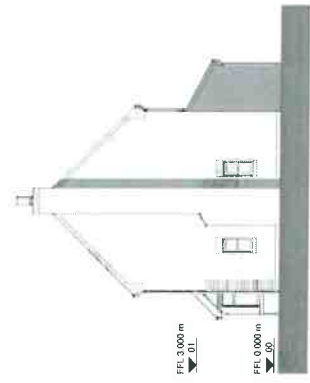
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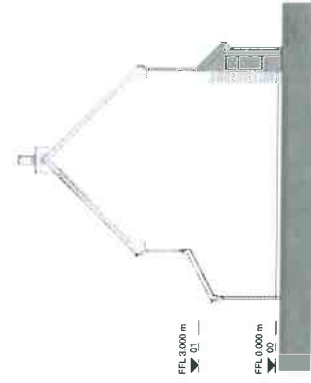
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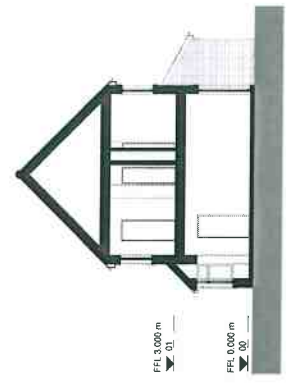
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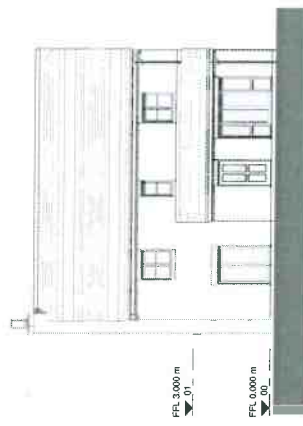
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Plot 130 - Section A  
1:100



Plot 130 - Front  
1:100



Plot 130 - Rear  
1:100

3	200518	Planning Submission	JTP	DEC
	11/10/17	First Draft Issue	JTP	DEC
Rev	Date	Discipline	Drawn	CDS
Drawing Status Planning				

Client: Berkeley Homes Western Ltd

**Berkeley**  
Designed for life

1278 Great South Street  
London, E14 0AA  
www.berkeley.co.uk

Project: Abbey Barn South

Drawing Title: Plot 130 - Plans, Sections and Elevations

Scale: 1:100	Sheet No: 00018C
Drawing No: PL130	Revision: 3
Scale Bar: 0 1 2 3 4 5m	





**Notes**

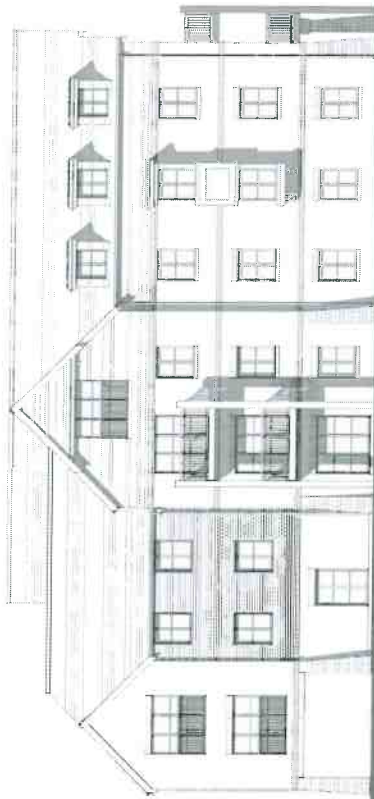
1. All elevations are shown in perspective. The drawings are intended to provide a visual impression of the proposed development and are not to be used for construction purposes. The drawings are not to be used for any other purpose without the written consent of the architect.

2. The drawings are not to be used for any other purpose without the written consent of the architect.

3. The drawings are not to be used for any other purpose without the written consent of the architect.

4. The drawings are not to be used for any other purpose without the written consent of the architect.

5. The drawings are not to be used for any other purpose without the written consent of the architect.



F.F.L. 9,450 m  
03

F.F.L. 8,300 m  
02

F.F.L. 3,150 m  
01

F.F.L. 0,000 m  
00

North Elevation  
1:100



F.F.L. 9,450 m  
03

F.F.L. 8,300 m  
02

F.F.L. 3,150 m  
01

F.F.L. 0,000 m  
00

South Elevation  
1:100

PLANNING	Rev	Date	Description	Drawn	Checked
	1	11.11.17	Final Issue	HA	DEC

Client: Berkeley Homes Western Ltd  
**Berkeley**  
 Designed for life

22-25 Great Court Street  
 London, EC3R 7LN  
 www.jtp.co.uk

Project: Abbey Barn South

Drawing Title: Block B - Elevations - Sheet 2

Scale: 0/1 | 1:100 Job No: 00918C

Drawing No: BB\_04 Revision: 8

Scale Bar: 0 1 2 3 4 5m

# Agenda Item 6.

Contact: Lucy Bellinger DDI No. 01494 421525

App No : 18/07096/OUTEA App Type : OUTEA

Application for : Outline application with all matters reserved for the construction of up to 150 dwellings, public open space, landscaping and sustainable urban drainage features

At Land Rear Of Park Mill Farm, Park Mill, Princes Risborough, Buckinghamshire

Date Received : 15/08/18 Applicant : Halsbury Homes Limited

Target date for 05/12/18  
decision:

## 1. Summary

- 1.1. The applicant has lodged an appeal against the non-determination of the application. The Local Planning Authority cannot therefore issue a decision on the application but needs to provide an indication of what the recommendation would have been had the Authority been in a position to determine this application.
- 1.2. The proposal relates to the construction of up to 150 dwellings on part of the land at Park Mill Farm. The application is submitted alongside another planning application for up to 500 homes which would cover all of the land at Park Mill Farm. The applicant states that both the applications are free-standing proposals, but this smaller proposal can also be regarded as an initial phase of the larger scheme.
- 1.3. The whole of Park Mill Farm is allocated for housing in the 2004 Local Plan. The site is also located in the Princes Risborough Expansion Area which is allocated in the new Local Plan for comprehensive residential development.
- 1.4. Park Mill Farm has extensive planning history, with planning appeals being dismissed on 3 occasions, the last one being in 2017. There are three notable contextual changes that post-date this appeal. First is the submission and examination of the new local plan, second is the replacement of the 2012 NPPF with the 2018 edition, third is that the Council is now able to demonstrate a five year supply of housing
- 1.5. This report provides an assessment of the planning issues relating to this application. There is no objection to the principle of residential development on the site. However, it is considered that the proposal would be contrary to the development plan and emerging new Local Plan in a number of respects. The appeal will be contested for the following reasons:-
  - Insufficient transport information and resulting adverse impact on the safety and flow of users of the local highway network
  - Failure to provide suitable access across the Aylesbury railway line and lack of necessary integration of the site with Princes Risborough
  - Failure to provide and equitably contribute to the provision of infrastructure arising from the development and that is required as part of the total requirements of the Princes Risborough Expansion Area
  - In the absence of a legal agreement the scheme fails to secure appropriate provision of affordable housing
  - Failure to provide sustainable transport solutions
- 1.6. The recommendation is that the appeal is defended for the reasons set out in this report.

## 2. The Application

- 2.1. The application is in outline with all matters reserved to develop 7.51 hectares (check) of land with up to 150 new homes. The scheme would include:-
- Public open space
  - Landscaping
  - Creation of a new access for vehicles, pedestrians and cyclists from the A4129 Longwick Road and
  - Improvements to existing public transport infrastructure
- 2.2. The Environmental Statement contains a number of parameter plans, the purpose of which is to inform the assessment of significant environmental effects. The plans detail:-
- Land use and heights plan (drawing DE235-102B)
  - Green infrastructure plan (DE235-104C)
  - Movement plan (DE235-103D)
- 2.3. An illustrative masterplan is also included (drawing DE25-L-002A) with the planning application. The following key parameters are set out within the Environmental Statement. The purpose of which is to inform the assessment of significant environmental effects.

<b>Development Element</b>	<b>Parameters for Environmental Statement</b>
Total site area	7.51 ha
Developable area	3.62 ha
Maximum number of dwellings	150
Average site density	41 dwellings per hectare
Maximum building height	3 storeys/12.5 m Above Ordnance Datum to top of ridge line
Area of public open space, landscaping & ecological planting	3.35 ha

- 2.4. These parameters within the environmental statement should also be considered as in essence 'fixed' at this point because, if permission were to be granted without fixing these parameters through planning conditions (or S106), this could result in development of a form which was inconsistent with the Environmental Impact Assessment. Or in other words, development would be consented without an assessment of its environmental impacts, in breach of the relevant EU directives. Consideration of these proposals should therefore be on the basis that the parameters within the Environmental Statement will be fixed if permission is granted.
- 2.5. The application site comprises agricultural land with a spur to the Longwick Road in the north eastern corner which is scrub & rough grassland. To the east of the site lies the former Leo Laboratories site where 96 new homes are under construction. A public bridleway cuts through the site from the west and links through to Longwick Road whilst another route crosses the railway line running north-south.
- 2.6. The application is accompanied by:
- a) Planning Statement
  - b) Design and Access Statement, including landscape strategy and open space assessment

- c) Sustainability Statement
- d) Energy Statement
- e) Arboricultural Impact Assessment
- f) Infrastructure Utilities report
- g) Wildlife Checklist

2.7. The application is accompanied by an Environmental Statement. This comprises the following:-

- Non-Technical Summary
- Socio-economics
- Landscape and visual resources
- Ecology and nature conservation
- Traffic and transport
- Air quality and odour
- Noise and vibration
- Water resources and flood risk
- Cultural heritage
- Agriculture and soil resources
- Geology, hydrogeology, ground conditions and contamination

2.8. The applicant has not carried out any community involvement. The Council has widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

### **3. Working with the applicant/agent**

3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

3.2. In this instance:

- The applicant has not sought pre-application advice
- The applicant/agent was provided with the opportunity to submit additional information to address technical issues arising from consultation responses but chose not to do so

### **4. Relevant Planning History**

4.1. 06/05685/OUTEA, Outline application for development of land to provide approximately 570 dwellings with access from Longwick Road, and associated open space and landscaping, appeal dismissed 14 June 2007.

4.2. 10/07225OUTEA, Outline application with all matters reserved for 380 - 400 dwellings, up to a maximum of 896 sq. m. of Class B1(a), up to a maximum of 224 sq. m. of Class A1 (Shops) and/or Class A2 (Financial and Professional Services) and/or Class A3 (Restaurants and Cafes) and up to 13.5 hectares of public open space comprising 2 tennis courts, 2 Multi Use Games Areas, 5 Local Areas for Play, 2 Local Equipped Areas of Play, 1 Neighbourhood Equipped Area of Play, 2 playing pitches, sports pavilion, up to a maximum of 169 sq. m., floodlighting, community woodland, orchard and allotments, refused May 2011, appeal dismissed March 2012.

4.3. 15/07825/OUTEA, Outline application with all matters reserved for the construction of up to 500 dwellings with public open space and landscaping. Appeal against non-determination, dismissed 21<sup>st</sup> March 2017.

- 4.4. 16/05846/OUTEA, Outline application with all matters reserved for the construction of residential development with public open space and ancillary development, withdrawn November 2016.
- 4.5. 18/07097/OUTEA, Outline application with all matters reserved for the construction of up to 500 dwellings, public open space, landscaping and sustainable urban drainage features, appeal against non-determination lodged.
- 4.6. Three previous appeals have been dismissed. The most recent, and most relevant, was a proposal for up to 500 dwellings dismissed in March 2017 by Inspector Baird (APP/K0425/W/16/3146838).
- 4.7. Inspector Baird's decision in 2017 finds firstly that policies for the supply of housing were out-of-date and that the tilted balance applied as a consequence of the LPA being unable to demonstrate a 5 year supply of housing land. He continues that despite this, "LP Policy H2 is designed to deliver housing and the weight attached to its constituent elements has to be nuanced." (IR54-55) In other words there would be a perversity in setting aside a policy that is designed to deliver housing because of a failure to deliver housing.
- 4.8. He then identifies a conflict with LP Policy H2 at IR55. "The railway represents a significant physical and psychological barrier between the site and the town, the provision of an underpass would significantly improve pedestrian and cycle linkages to the town centre and in the absence of an underpass, the proposal lacks the necessary integration with the settlement." The current proposal makes no provision to deliver an underpass.
- 4.9. He attached limited weight to the loss of Best and Most Versatile Agricultural Land and significant weight to the some of the benefits arising from the scheme (IR56-57). Other benefits, he concluded, attracted only moderate weight as they relate to the provision of infrastructure directly required by the needs of the development. (IR58).
- 4.10. He says that "in the absence of a demonstration that the proposed highway mitigation measures would be acceptable, I attach considerable weight to my conclusion that the residual cumulative impacts of the development on the highway network would be severe and unacceptable" (IR59).
- 4.11. Lastly he concludes that "the residual cumulative impacts on the highway network would be severe and unacceptable. This factor coupled with the moderate weight I attach to the conflict with LP Policy H2 significantly and demonstrably outweigh the benefits of this application when assessed against the policies of the Framework as a whole" (IR59).
- 4.12. There are three notable contextual changes that post-date this appeal. First is the submission and examination of the new local plan, second is the replacement of the 2012 NPPF with the 2018 edition, third is that the Council is now able to demonstrate a five year supply of housing.

## **5. Development plan and emerging policy**

- 5.1. In considering the application, the determination must be made in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2. In addition regard must be had to Section 143 of the Localism Act which relates to the determination of planning applications. It states that in dealing with planning applications, the authority shall have regard to:
  - a) Provision of the development plan insofar as they are material;
  - b) Any local finance considerations, so far as they are material to the application;

- c) Any other material consideration.

Any local finance consideration means:

- a grant or other financial assistance that has been or will or could be provided to a relevant authority by a Minister of the Crown,
- sums a relevant authority has received, or will or could receive, in payment of community infrastructure levy.

- 5.3. The relevant financial considerations in this instance will be CIL and New Homes Bonus.

### **Development Plan**

- 5.4. For the purposes of considering this application the development plan comprises the Wycombe Development Framework Core Strategy (July 2008), the Wycombe District Local Plan (January 2004 (as saved, extended and partially replaced) and the Delivery and Site Allocations Plan (July 2013).

- 5.5. It is considered that the following policies are the most relevant to the main issues:

**Local Plan (2004):** H2 (Housing Development (Allocations)) and Appendix 2

**Core Strategy (2008):** CS6 (Princes Risborough), CS16 (Transport), CS20 (Transport and Infrastructure) and CS21 (Contribution of development to Community Infrastructure)

**Delivery and Site Allocations Plan (2013):** DM2 (Transport Requirements of Development Sites) and DM19 (Infrastructure and delivery)

### **Emerging Development Plan**

- 5.6. The emerging Wycombe District Local Plan (Submission Version, March 2018) was submitted for examination in March 2018. The following emerging policies are considered to be the most relevant to the main issues:

**The Wycombe District Local Plan (Submission version, March 2018):** PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The Main Expansion Area Development Framework), PR6 (Main expansion area development principles), PR7 (Development Requirements), PR8 (Provision and safeguarding of transport infrastructure), PR17 (Princes Risborough Delivery of Infrastructure)

### **Material considerations**

- 5.7. Material considerations which need to be taken into account include the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG), the CIL Regulations, the Planning Obligations Supplementary Planning Guidance and Buckinghamshire County Council Local Transport Plan.

### **Policy weighting and consistency**

- 5.8. As ever the starting point for any development management decision is the adopted development plan. Paragraph 213 of the NPPF highlights that existing policies should not be considered out-of-date simply because they were adopted prior to the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF.
- 5.9. One of the aims of the NPPF is to boost housing supply and given that Local Plan policy H2 is about delivery of the housing requirement, it is considered that this policy is consistent with the NPPF. The sites allocated for housing within policy H2 hang off the housing requirement set out within policy H1, which was based on the structure plan. The housing requirement and strategic context has moved on and changed since the Local Plan was adopted. The context behind policy H1 and H2 has changed in that the scale of housing need and the housing requirement are different. The scale of housing growth at Princes Risborough and across the District has

changed such that the strategic context has moved on since the Local Plan. As such the specific housing requirement and strategy element behind H2 is out of date.

- 5.10. The wording of policy H2 says that proposals are required to take account of the Development Principles set out in Appendix 2. The principle of development providing infrastructure would be consistent with the NPPF. However, a much wider set of infrastructure requirements are now envisaged as part of the Princes Risborough expansion area in comparison to just the development of the Park Mill Farm housing allocation. As such the weight given to Appendix 2 is tempered.
- 5.11. In relation to relevant Core Strategy policies it is considered that they are consistent with the NPPF and can be said to be consistent with the achievement of sustainable development.
- 5.12. Relevant policies contained within the Delivery and Site Allocations Plan were tested through the examination process part of which was to ensure consistence with national policy in the NPPF and can thus be considered to be fully up to date in this regard.
- 5.13. The weight to be given to relevant emerging policies will be assessed in accordance with paragraph 48 of the NPPF. The New Local Plan is at an advanced stage of preparation by virtue of it being at examination, which means it can be afforded a higher degree of weight. The Council is satisfied that relevant policies in the emerging plan are totally consistent with the NPPF.
- 5.14. It is acknowledged that there are a high number of unresolved objections to the scale and location of housing growth at Princes Risborough. No substantive evidence was submitted to the EiP to challenge the Council's position that PR3 and PR4 are the most appropriate options when assessed against the reasonable alternatives. Therefore limited weight is given to policy PR3 and PR4.
- 5.15. In relation to PR6 there were very few direct objections as criticism of the policy was more focused on asserting how the Plan fails to deliver against the principles. As such moderate weight is attached to PR6.
- 5.16. There are a high number of unresolved objections to PR7 but in general these representations expressed doubt that existing infrastructure would cope and concern that new development would not deliver all required infrastructure or not deliver it soon enough. Development interests tended to object on the grounds of the overall burden of obligation placed on the development and cast doubt on the viability of the allocation. As such moderate weight is given to PR7.
- 5.17. In relation to PR8 the relief road is a controversial proposal for most sections of the community and is linked to objections about the scale of development at Princes Risborough. However, no substantive evidence was submitted to the EiP to challenge the Council's position that this is the most appropriate option when assessed against the reasonable alternatives. It was broadly accepted as a requirement by development interests. It is considered that there are substantial unresolved objections, therefore limited weight is attached to PR8.
- 5.18. In relation to policy PR17, unresolved objections tended to focus again on viability and deliverability. Objections that have been raised do not go to the principle aim of the policy which is to ensure that new development fairly and equitably delivers and contributes towards the infrastructure requirements of the whole Princes Risborough expansion area, and not compromise the full realisation of the allocation. As such it is considered that moderate weight should be afforded to emerging relevant policy PR17.

## **6. Main issues and consideration**

### **The principle and development requirements**

ALP: H2 (Housing Development (Allocations)), H4 (Phasing of New Housing Development),

## Appendix 2 Development Principles Park Mill Farm

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS6 (Princes Risborough), CS12 (Housing provision) CS16 (Transport) and CS20 (Transport and Infrastructure)

DSA: DM1 (Presumption in favour of sustainable development) DM17 (Planning for Flood Risk Management), DM19 (Infrastructure and Delivery)

- 6.1. The application site is covered by the Park Mill Farm housing allocation which covers a broader site area to the west. Park Mill Farm was allocated for housing in the Local Plan and saved policy H2 retains the allocation as site (k), with a capacity of some 570 dwellings.
- 6.2. Core Strategy policy CS6 looks to identify opportunities to provide a minimum of 480 new dwellings in Princes Risborough.
- 6.3. As such against the development plan there is no objection to the principle of housing in this location.
- 6.4. In terms of detail, Appendix 2 of the Local Plan provides a list of “development principles” to assist developers and landowners to understand the range of planning requirements. The expected development requirements for Park Mill Farm include:
  - Secure a form of development that is well integrated with Princes Risborough
  - Strong landscape structure, provision of informal and recreational open space
  - Provision of effective transport linkages to the town
  - Secondary access to Summerleys Road (for buses and emergency access)
  - A local distributor road, incorporating a loop road, between the two accesses
  - Improvement to the Longwick Road and New Road arms of the Longwick roundabout
  - Improved footway/cycle track along Longwick Road (with link from development at the north-east corner)
  - New high quality pedestrian and cycle route(s) across the Aylesbury railway line to include a route across Wades Park to give access to the town centre
  - Shared pedestrian/cycle subway under Banbury railway line
  - Start-up of bus service link with the town centre and railway station and extended hours of operation for existing services along Longwick Road
- 6.5. The application would conflict with Appendix 2 and policy H2 because it would fail to provide a new high quality pedestrian and cycle route across the railway line. The lack of this would mean that the development would not be well integrated with Princes Risborough. Although the applicant within the draft Heads of Terms has offered the provision of a bus service, in the absence of a planning obligation this is not secured.
- 6.6. The application proposes that it will “facilitate and “support” the provision and construction of a grade separated solution to crossing the railway line. The application lacks clarity on what this actually means. The application seems to allude that this would mean that the layout would not hinder an underpass being constructed by others and that the applicant would provide necessary land and access to it to allow an underpass to be constructed. But no commitment has been given as to how and when this will be achieved.
- 6.7. The three previous appeals have highlighted that the railway line presents a significant physical and psychological barrier between the site and the town. And that the provision of a railway underpass would significantly improve pedestrian and cycle linkages to the town centre. The Inspector in dismissing the last appeal stated that in the absence of an underpass, the development would lack the necessary integration with the settlement and would therefore conflict with policy H2. This application has not addressed previous Inspectors conclusions and would conflict with Local Plan



policy H2 and Appendix 2, policy DM2 of the Delivery and Site Allocations Plan and policy CS16 and CS20 of the Core Strategy.

### **Fit with the emerging development plan**

New Local Plan (Submission Version): PR3 (Princes Risborough area of comprehensive development), PR4 (The main expansion area development framework), PR17 (Princes Risborough delivery of infrastructure)

- 6.8. The emerging new Local Plan envisages a much greater scale of growth at Princes Risborough in comparison to the current development plan. In order to help meet housing needs for the District it is clear that the expansion of Princes Risborough into land to the northwest will be required to meet a proportion of the need for Wycombe District. New Local Plan policy PR3 allocates the Princes Risborough Expansion Area as an area of comprehensive development for residential development and other land uses to support the major expansion of the town. This has an indicative dwelling number of 1765 of which 1662 is indicated within the main expansion area to be delivered within the plan period.
- 6.9. The site would be located within the main expansion area set out within policy PR3 of the new Local Plan. Therefore the principle of housing development on the site would fit with the emerging Local Plan.
- 6.10. Policy PR4 sets out what is required of development within the Main Expansion Area in terms of the broad disposition and scale of land uses, green infrastructure and highway infrastructure, which is illustrated on the Concept Plan.
- 6.11. The Concept Plan contained within the new Local Plan illustrates the provision of a 2 FE primary school within the application site. It is acknowledged that the exact location of the primary school is not fixed by policy PR4. However policy PR4 does require that development within the expansion area delivers the broad disposition of elements. The logic behind the location of the primary schools as illustrated on the Concept Plan, is that it:-
  - Takes account of the location of existing primary schools in the town;
  - Minimises the need for children to cross a main road (the Longwick Road) in getting to school;
  - Would locate a primary school in each of two main development areas (north and south of the Crowbrook green corridor)
- 6.12. Evidence highlights that existing primary schools in the Princes Risborough area are close to capacity and have very limited scope to expand. Therefore to ensure sufficient education provision, a new primary school will be required early in the phasing of the expansion area. The application documentation highlights that the scheme is intended to be a first phase of development within the expansion area. But it fails to address the requirement for primary school provision and thereby does not fit with the comprehensive and equitable approach to the delivery of the expansion area and associated infrastructure set out within policy PR4, PR7 and PR17.
- 6.13. Policy PR4 also requires that land north of the railway line is safeguarded for future railway expansion. The application parameter plans and illustrative masterplan do show land safeguarded. But a planning condition would be necessary to ensure that this is carried forward through into reserved matters application(s).
- 6.14. Policies PR4, PR6 and PR7 requires that development within the main expansion area to deliver safe pedestrian and cycle crossings of the railway with particular reference to a new underpass to Wades Park. As has been highlighted above the application does not deliver any contribution towards this piece of infrastructure which would be contrary to relevant emerging Local Plan policies that require equitable contributions for infrastructure provision.

- 6.15. Policy PR17 requires that the Princes Risborough expansion area is delivered on a comprehensive basis and in a phased manner, with each developer/application making equitable contributions to infrastructure so as to avoid piecemeal or incomplete provision. The costs of on-site infrastructure will be “offset” against financial contributions sought for off-site infrastructure, bearing in mind the need to ensure a proportionate approach to contributions from different developers. Financial contributions will be adjusted to take into account the costs of any on-site infrastructure required. This will be calibrated to be sure the full costs of the off-site requirements are still secure.
- 6.16. The application makes no provision for an equitable contribution towards the total infrastructure requirements of the expansion area which would be contrary to policy PR17.
- 6.17. The Council is developing supplementary planning guidance in the form of a site-wide detailed capacity and delivery plan(s). These will guide and inform:-
- the detailed layout and form of development within the expansion area
  - the phasing and delivery of homes and necessary infrastructure
- 6.18. In due course the capacity and delivery plan(s) will be subject to public consultation before their adoption as supplementary planning guidance. Policy PR17 requires that until the capacity and delivery plans have been produced & approved, planning applications within the expansion area be accompanied by a detailed phasing and infrastructure delivery plan. This is so that planning applications demonstrate that the full package of on and off-site infrastructure set out within the new Local Plan can be delivered and phasing issues overcome.
- 6.19. The planning application is not accompanied by a detailed phasing and infrastructure delivery plan which would be contrary to policy PR17. Instead the application submission highlights that the scheme is a free-standing proposal. The application therefore fails to demonstrate how it would ensure and not compromise the comprehensive delivery of the expansion area including infrastructure requirements.
- 6.20. The application proposal is silent on the co-ordinated, comprehensive and equitable approach for the delivery of the Princes Risborough expansion area as set out within the new Local Plan.

### **Other planning issues**

#### **Affordable housing and housing mix**

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable housing and housing mix), CS21 (Contribution of development to community infrastructure)

New Local Plan (Submission Version): DM22 (Housing Mix), DM24 (Affordable Housing), Planning Obligations Supplementary Planning Document (POSPD)

- 6.21. The proposal fails to provide policy compliant affordable housing provision. The application states that affordable housing will be provided but on the basis of 40% of the units. However, Core Strategy policy CS13 requires affordable housing provision on the basis of bedspaces. Secondly in the absence of a legal agreement, affordable housing provision within the scheme would not be secured.
- 6.22. An indicative housing mix is suggested within the application.

<b>House size</b>	Indicative number of dwellings	% of housing mix
1 bed flat	8	5%
2 bed flat	13	9%

2 bed house	44	29%
3 bed house	48	32%
4 bed house	37	25%

6.23. This detailed aspect would be dealt with at the reserved matters stage and should be based upon current evidence of housing need. If planning permission were forthcoming it is considered that the matter of housing mix could be dealt with by way of planning condition and would be necessary in order to respond to housing needs.

### **Contribution to economic growth**

6.24. The proposed development would bring some short term benefits during the construction phase in terms of employment and possibly an increase in local spending.

6.25. The development would deliver the benefit to the council of a New Homes Bonus payment and CIL, but this would not be unique to this development and would still occur with comprehensive development.

### **Transport matters and parking**

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling)

CSDPD: CS16 (Transport), CS20 (Transport and Infrastructure), CS21 (Contribution of development to community infrastructure)

DSA: DM2 (Transport requirements of development sites), DM19 (Infrastructure and Delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM47 (Princes Risborough to Aylesbury safeguarded land)

6.26. The application proposes the following access/transportation aspects, albeit that the matter of access is reserved for future consideration:-

- New primary access from A4129 Longwick Road
- Connections for pedestrians and cyclists to existing rights of way network to the north east and potentially to the adjacent Leo Laboratories site
- Provision of a walk and cycle route along the western side of Longwick Road between the site and Brooke Road;
- Additional bus stops close to the site, with bus shelters for the stop into Princes Risborough;
- Provision of a toucan crossing over Longwick Road directly to the south of the junction with Brooke Road/Wellington Avenue; and
- Provision of a new local bus service to serve the site linking to the railway station, funded for a 10 year period

6.27. The County Highway Authority have advised that there are a number of deficiencies with the transport assessment including trip generation assumptions and local junction assessment. As such insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be properly and fully assessed. The Highway Authority is of the opinion that the proposed development is shown to have a significant impact on the operation of the local highway network, in particular the Tesco roundabout (Longwick Road/Aylesbury Road/ New Road/ Duke Street/Tesco roundabout).

- 6.28. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing local road network.
- 6.29. The application recognises the capacity issues raised and proposes to mitigate the impact of increased demand by changes to the Tesco roundabout:
- Increasing the entry width of the Longwick arm of the roundabout
  - Widening of the New Road exit arm
  - Relocation of the Zebra crossing on the Aylesbury Road arm of the junction
- 6.30. The Highway Authority has advised that the mitigation proposed to the Tesco roundabout does not address the capacity issues experienced or provide safe and suitable mitigation to deliver the changes needed to overcome the impact that the development would have on the junction.
- 6.31. The application makes reference to a number of transportation measures and off-site highway works. However, none of these are secured within a planning obligation. Therefore in the absence of a planning obligation, the development would fail to maximise sustainable transport options.

#### Railway buffer

- 6.32. The illustrative masterplan would safeguard land so as not to frustrate future double tracking of the railway line. A planning condition would be necessary to ensure that this is carried through into reserved matters application(s).

#### Railway crossing and public rights of way

- 6.33. The lack of underpass provision and the resulting conflict of the proposal against policy H2 and Appendix 2 is addressed above. The Highway Authority have highlighted that severance remains an issue and that without any assurance that the underpass is deliverable the site is not considered to be sustainable in transport terms.
- 6.34. In terms of consultee responses, Network Rail have highlighted that the development would result in an increase in number and change in character of users on the existing at-grade railway crossings. They recommend planning conditions to ensure that existing footpaths over the railway line are diverted and at-grade crossings closed prior to occupation of any of the new houses. It is considered that this matter could be dealt with by way of Grampian planning conditions.

#### Travel Plan

- 6.35. A Travel Plan framework has been submitted as part of the planning application. The approval of a detailed travel plan would need to be secured within a legal agreement.

#### **Raising the quality of place making and design**

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenities), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)  
 New Local Plan (Submission Version): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality), PR3 (Princes Risborough area of comprehensive development including relief road), PR4 (Main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

- 6.36. At the outline stage, the issue to assess is whether the site can accommodate the level of development proposed taking into account site constraints and other land requirements, such as the provision of public open space. The dispersal of development and the type of land uses, as illustrated on the parameter plans, can

also be considered at the outline application stage. The application is in outline form with all matters reserved. However an illustrative masterplan has been submitted and the Environmental Statement (ES) contains development parameters.

- 6.37. The average site density would equate to 41 dwellings per hectare (dph). The Concept Plan contained within the new Local Plan illustrates a range of densities figures of 25 to 38 dwellings per hectare across the expansion area. Areas of higher density development are envisaged on the application site in comparison to other parts of the expansion area, given the sites' closeness to the existing town centre and regard to views from the AONB. A density of 41 dph was accepted by the Inspector at the last appeal. It is considered that the quantum of development can be accommodated in an acceptable manner on the site.
- 6.38. The illustrative layout would have to be seen as a first phase of a wider development, because the indicative layout would not work on its own as the edges of the layout would not be appropriate in design terms. There are a number of layout aspects of the illustrative masterplan that would need to be addressed by planning conditions and at the reserved matters stage to ensure acceptable place-making and design quality.
- 6.39. Although it is considered that the quantum of development could fit on the site, the emerging Local Plan envisages a primary school being located on the site. The absence of a school from the application has implications for the comprehensive delivery of the expansion area and for meeting educational needs, which is detailed elsewhere within this report.

#### **Amenity of existing and future residents**

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 6.40. As the application is in outline form, with scale, layout and appearance reserved for future consideration, matters such as safeguarding the amenity of existing and proposed residents would be addressed through reserved matters application(s).

#### **Environmental issues**

ALP: G15 (Noise), G16 (Light pollution)

CSDPD: CS18 (Waste, natural resources and pollution)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 6.41. Environmental issues relevant to planning include potential disturbance due to noise from traffic and from the adjacent railway line, land contamination and pollution, including odour from the adjacent sewage treatment works.
- 6.42. If planning permission were forthcoming a number of planning conditions would be necessary in relation to contamination, noise protection in order to safeguard future residents and minimise any potential environmental risk.

#### **Flooding and drainage**

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for flood risk management)

New Local Plan (Submission Version): CP12 (Climate Change), PR7 (Development requirements), DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 6.43. The Lead Local Flood Authority have raised a holding objection and requested that further information be submitted in relation to surface and ground water flood risk and the drainage strategy. It is considered that these matters could be addressed by planning conditions and are not issues that are fundamental to the application in flooding and drainage terms.
- 6.44. An ordinary watercourse runs through the site and the site is at risk of surface water flooding. The area also has naturally high groundwater levels.
- 6.45. Although the masterplan is illustrative, the application has failed to take a sequential approach to the location of development within the site because it appears as though development would be located within areas at risk of flooding. Part of the access road would be located within an area identified to be at risk of surface water flooding. These aspects could be addressed at the reserved matters stage and is not fundamental to the scheme.
- 6.46. Although the FRA acknowledges that bridge design will ensure a safe route of access and egress, the application is lacking in detail to demonstrate how flood risk will be overcome by design. The FRA has also failed to take account of climate change in relation to the watercourse and associated surface water flood risk. It is considered that these matters could be addressed by planning conditions and is not fundamental to the scheme.
- 6.47. The County Council has carried out groundwater flood modelling which has identified that the site is at risk of groundwater emergence of 5mm across the whole site for a 10% annual exceedance probability flood event. The risk of groundwater flooding has not been adequately addressed by the application and proposed mitigation is insufficient. This would need to be addressed by a planning condition.
- 6.48. The Lead Local Flood Authority has criticised the application's drainage strategy. This needs to be revised to demonstrate that the development would include an appropriate surface water drainage scheme based on sustainable drainage principles in order to manage flood risk. This could be addressed by way of planning conditions.
- 6.49. Thames Water has identified an inability of the existing waste and water infrastructure to accommodate the needs of the development. Thames Water have therefore recommended that should planning permission be forthcoming that it be subject to a planning condition to ensure that drainage infrastructure is in place to cater for the water supply and wastewater flows from the development, thereby avoiding any increased risk of sewerage flooding or pollution from the development. The Environment Agency has also suggested a similar planning condition. It is considered that such a Grampian style planning condition would be necessary and reasonable.

### **Landscape and visual impact**

ALP: L1 (Chilterns Area of Outstanding Natural Beauty),

CSDPD: CS17 (Environmental assets)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM15 (Protection and enhancement of river and stream corridors)

New Local Plan (Submission Version): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns) DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 6.50. The site is not located within the AONB but is visible from viewpoints within the AONB. It is considered that subject to the inclusion of meaningful and robust green infrastructure within the site layout, appropriate building design & materials the development would not harm the special qualities of the Chilterns AONB. The sites area and quantum of development sought would allow scope for appropriate green

infrastructure to be incorporated into the layout, which would be dealt with at the reserved matters stage and/or by planning condition.

- 6.51. It is noted that Natural England have not objected and consider that the proposal will not compromise the special qualities of purposes of designation of the Chilterns AONB.
- 6.52. The Chilterns Conservation Board have submitted a detailed representation which neither objects nor supports but echoes the comments that they have made at the Local Plan examination. Their request is that the planning application should be determined after the Inspector has reported on the new Local Plan. But in the event of this not happening they recommend that siting and layout is determined at the outline stage; that development is confined to the eastern part of the site; and that the LVIA specifically addresses how design, layout & density takes account of views from the escarpment.
- 6.53. Because an appeal against non-determination has been lodged the Council cannot now make a decision on the application. However, the Inspectors report on the new Local Plan shall have a bearing on the appeal. It is considered that detailed design and layout matters can be adequately addressed at the reserved matters stage to avoid harm to the Chilterns AONB.

### **Archaeology**

CSDPD: CS17 (Environmental Assets)

New Local Plan (Submission Version): CP9 (Sense of place), CP11 (Historic Environment), DM31 (Development Affecting the Historic Environment)

- 6.54. The County Archaeologist has noted that archaeological evaluation of the site has taken place which has not highlighted any significant remains. As such no planning conditions are necessary in relation to archaeology.

### **Agricultural land**

- 6.55. The NPPF sets out government policy to protect agricultural land, which is that decisions should take into account the economic and other benefits of the best and most versatile agricultural land. The best and most versatile agricultural land is in grades 1, 2 and 3a of the agricultural land classification. The development plan does not contain a policy which reflects this aspect of the NPPF.
- 6.56. Supporting application information concludes that the land is classified as 3.8ha of grade 2, 1.8ha of grade 3a and 0.1 ha of grade 3b. Therefore 5.6 ha of the site would be best and most versatile agricultural land.
- 6.57. The loss of some high quality agricultural land would cause some harm. However, given the need to meet the housing needs of the District, the weight of harm is limited, as per the last appeal decision.

### **Ecology**

CSDPD: CS17 (Environmental assets)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

New Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 6.58. The application includes as part of the Environmental Statement detailed ecological surveys (bats, badgers, news, reptiles and breeding birds) and proposes a series of mitigation measures. The site largely comprises arable farmland, however a number of other habitat types are present including trees and developing woodland, scrub, semi-improved grassland, hedgerows and a watercourse.
- 6.59. Under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 “a competent authority, in exercising any of its functions, must have regard to the

requirements of the Directives so far as they may be affected by the exercise of those functions.” Regard also has to be given to Regulation 43 of the Conservation of Habitats and Species Regulations 2017 and Article 12 of the Habitats Directive as to whether a criminal offence for European Protected Species (EPS) animals (such as bats) is likely to be committed.

#### Protected species

6.60. Surveys have confirmed:-

- No badger setts currently present on the site
- No bat roosts within the site
- Small numbers of grass snake are present, mitigation will be implemented
- Great crested newts absent from the site
- Mitigation will be needed prior to vegetation removal to protect breeding birds
- Site unlikely to support any notable invertebrate populations

#### Protected habitats

6.61. The site lies close (approx. 1.5 km) to statutory habitats – a SSSI and the Chilterns Beechwood Special Area of Conservation (SAC). It is considered that either alone or in combination with other projects, the proposal would not be likely to have a significant effect on the above protected sites and that permission may be granted (subject to other planning considerations) under the terms of the Conservation of Habitats and Species Regulations.

6.62. The Local Planning Authority, as the competent authority has had regard to the Conservation of Habitats and Species Regulations 2017, which is the principal means by which the Habitats Directive is transposed in England and Wales. It is considered given the assessment of effects on statutory designations set out within the Environmental Statement, that the development would not be likely to have a significant effect on a European site and is not directly connected or necessary to the management of that site.

6.63. Planning conditions will be necessary to secure ecological mitigation and enhancement measures to maintain and enhance the ecological potential of the site.

#### **Building sustainability**

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

New Local Plan (Submission Version): DM33 (Managing carbon emissions: transport and energy generation)

6.64. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the new homes. However, this issue has been transferred to Building Regulations. As such it would only be necessary to condition water efficiency.

#### **Public open space**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM16 (Open space in new development), DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR4 (The main expansion area development framework), PR6 (Expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

6.65. It is considered that the parameter plans & illustrative masterplan would allow for appropriate open space to be provided in accordance with development plan policy and that envisaged within the Princes Risborough expansion area. Planning



obligations and conditions would be necessary to ensure the appropriate quantum, delivery timing and management of open space provision.

- 6.66. The green infrastructure parameter plan would reflect open/green space provision as per the concept plan for the expansion area in that it would illustrate:
- A green corridor along the railway line
  - North-south “green” lanes focused on existing rights of way
- 6.67. However, it is noted that the parkland buffer to the railway line is annotated as being 20m wide, while the new Local Plan states that a minimum width of 25m (comprising 15m safeguarded for future double tracking of the railway line and a further 10m corridor) is needed to create a linear park. It is considered that this aspect can be addressed at the reserved matters stage and will not materially impact on the quantum of development that can be accommodated on the site.
- 6.68. To accord with development plan policy DM16 the scheme would be required to make provision for 1.6ha of open space provision comprising both local and strategic open space. The Design and Access Statement states that 3.35 ha of open space is proposed, thereby exceeding the requirement set out within policy DM16.
- 6.69. In the absence of a planning obligation, the development fails to secure the provision of open space in accordance with the development plan and emerging planning policies.

### **Education provision**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR4 (The main expansion area development framework), PR6 (Expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

- 6.70. Para 94 of the NPPF states the importance of the need to provide sufficient choice of school places to meet the needs of existing and new communities. The NPPF highlights that local planning authorities should give great weight to the need to create, expand or alter schools through preparing plans and in decision making.
- 6.71. The Education Authority have confirmed that based on current pupil/population migration trends and housing permissions there will be a deficit of school places in the area. The Education Authority intends to create some additional capacity by expanding two existing schools at Great Kimble and Princes Risborough which would result in a small surplus of school places to accommodate approximately 260 homes.
- 6.72. The Princes Risborough expansion area will need to deliver two new primary schools in order to meet the educational needs arising from housing growth (policy PR7). Policy PR4 and the Concept Plan indicate a new primary school each side of the Longwick Road within the two main development areas. The location of the new schools set out within the new Local Plan reflects Department for Education guidance on the location of new schools.
- 6.73. The planning application does not deliver and make equitable contributions for education provision and is therefore in conflict with the emerging new Local Plan. The Education Authority have highlighted that the proposal puts the County at risk of not being able to meet its statutory duty to provide sufficient school places to meet demand generated from the Princes Risborough expansion area.
- 6.74. The planning application is not accompanied by a detailed phasing and infrastructure delivery plan which would be contrary to emerging policy PR17. Instead the application submission highlights that the scheme is a free standing proposal. The application therefore fails to demonstrate how it would ensure and not compromise the comprehensive delivery of education infrastructure requirements of the total

expansion area.

- 6.75. As such the application would not be consistent with the co-ordinated and equitable approach for the delivery of infrastructure that is necessary for the Princes Risborough expansion area. The application would fail to accord with policy PR17 in that it would not provide on-site infrastructure and equitable contributions towards infrastructure requirements across the expansion area.

### **Infrastructure and Developer Contributions**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR3 (Princes Risborough area of comprehensive development including relief road), PR4 (the main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR8 (Provision and safeguarding of transport infrastructure), PR17 (Princes Risborough delivery of infrastructure)

- 6.76. In the absence of a planning obligation the development would fail to make provision for infrastructure both on and off-site that is necessary to make the development acceptable in planning terms.
- 6.77. The development is a type of development where CIL would be chargeable. The amount of CIL that this development would be liable to pay is approximately £2.1m. There would be infrastructure that the development would need to make provision for by way of either direction provision or equitable contributions to ensure that it accords with development plan policy and emerging planning policy. It is also necessary for the development to make equitable and timely contributions towards infrastructure associated with the Princes Risborough expansion area. In the absence of this being offered and secured the development would prejudice comprehensive delivery of the whole expansion area.
- 6.78. The application submission includes a list of heads of terms proposed by the applicant. This includes:-
- A contribution towards primary education facilities
  - Provision of sustainable urban drainage
  - Provision and management of open space
  - Compliance with a travel plan
  - Provision of a bus service
  - Provision of a considerate construction plan
  - Provision of affordable housing
  - Facilitating the provision of a pedestrian/cycle path under the Aylesbury railway line.
- 6.79. Policy PR17 of the new Local Plan requires that new development within the Princes Risborough expansion area delivers on-site infrastructure and equitable contributions for off-site infrastructure across the total requirements of the expansion area. The applicants draft heads of terms and the planning application are silent and makes no provision to accord with the requirements of policy PR17. The application is presented on the basis of free-standing proposal which would be contrary to the comprehensive equitable approach for the Princes Risborough expansion area as set out within the new Local Plan.
- 6.80. Therefore the application would fail to make developer contributions & direct infrastructure provision that is necessary to make the development acceptable in planning terms, directly related to the development and reasonable. The proposal would jeopardise the proper planning of the area and the ability to comprehensively plan and develop the whole of the expansion area.

6.81. As part of the appeal, aspects regarding the direct provision of and equitable contributions towards infrastructure could be addressed if the applicant entered into a suitable Section 106 legal agreement to secure relevant planning obligations.

### **Housing supply and need**

ALP: H2 (Housing Allocations), H4 (Phasing of New Housing Development)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS6 (Princes Risborough), CS8 (Reserve Locations for Future Development), CS12 (Housing provision)

New Local Plan (Submission Version): CP4 (Delivering Homes)

6.82. Currently, the Council can demonstrate significantly more than a five year supply of housing against local housing need. 8.5 years of housing supply can be demonstrated.

6.83. Paragraph 73 of the new NPPF published in July 2018 sets out that “Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old”. The most recently adopted strategic housing policies for Wycombe District are in the Core Strategy which was adopted in 2008 and as such they are more than five years old.

6.84. The Council submitted the new local plan for examination in March 2018 based on the Objectively Assessed Need (OAN) as set out in the Housing and Economic Development Needs Assessment (HEDNA) Addendum. The plan has been subject to a number of hearing sessions, however, at this stage it still remains the case that until the Council adopts the Local Plan full weight cannot be given to the housing requirements set out in the Local Plan. However the publication of the Main Modifications to the Plan gives an indication of the Inspector’s ‘direction of travel’ and when the Inspector’s report is received very substantial weight can be attached to the housing requirements set out in the Local Plan.

6.85. As such until the Local Plan is adopted, local housing need is calculated using the standard methodology as set out in the NPPG. The minimum annual local housing need for Wycombe in 2018 is 453 dwellings per year.

6.86. The most up to date published data on housing supply is contained in the Interim Position Statement on Five Year Housing Land Supply (January 2019), which sets out an update to the position in the Annual Monitoring Report published in March 2018. This shows a supply of 4,019 dwellings against a requirement, including a 5% buffer in line with NPPF paragraph 73, of 2,378 for the period 2017-22. This amounts to an 8.5 years supply.

6.88. The Council will update its 5 year housing land supply assessment further in due course, including updating the assessment to a 31st March 2018 base date, taking account of any Government policy changes and progress with the Local Plan.

### **Conclusion**

6.87. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

6.88. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and

Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a) Provision of the development plan insofar as they are material
  - b) Any local finance considerations, so far as they are material to the application (in this case, New Homes Bonus & CIL)
  - c) Any other material considerations
- 6.89. As set out above it is considered that the proposed development would conflict with a number of development plan policies and emerging policies in the new Local Plan.
- 6.90. The NPPF (para 15) highlights that the planning system should be genuinely plan-led and para 49 and 50 set out guidance on premature planning applications being determined when an emerging plan is at an advanced stage.
- 6.91. The new Local Plan, albeit not yet formally part of the development plan for the area, is at an advanced stage having been submitted for examination in March 2018 with hearings sessions having taken place in July and September 2018. It is clear that the new Local Plan is at an advanced stage. The new Local Plan proposes significant expansion of Princes Risborough but there are unresolved objections to the scale and location of housing growth. The extent of housing growth at Princes Risborough is clearly a matter that is being examined through the new Local Plan process and should not be a decision as part of the development management process/Section 78 appeal. Therefore an argument that the application is premature could be justified.
- 6.92. There is a scenario that the Inspector examining the new Local Plan may not support the scale of growth at Princes Risborough. Therefore in this context, a grant of permission would predetermine issues relating to scale, location and phasing that would be determined as part of the new Local Plan. A grant of permission has the potential to harm the emerging plan by allowing housing against the Local Plan Inspector saying that the new Local Plan proposes the wrong scale of development at Princes Risborough.
- 6.93. As the planning inquiry is not going to be heard until September, the position regarding prematurity is highly likely to have changed when the appeal is being heard. By that stage the new Local Plan is likely to have been adopted, as such prematurity would not be an issue. At this stage it is considered that the harm arising from a premature grant of permission would weigh against the proposal.
- 6.94. In considering other material considerations, the proposal has also been assessed against policies of the NPPF and found to be in conflict particularly in relation to delivering a sufficient supply of homes, promoting healthy and safe communities, promoting sustainable transport and achieving well-designed places. Overall, it is considered that the proposal does not represent sustainable development. Officers conclude that the adverse impacts of the proposal significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF as a whole.
- 6.95. As set out above, the Council can currently demonstrate a five year supply of housing sites when assessed against local housing need. The proposal is contrary to the development plan and emerging planning policies for the reasons set out in the report. Therefore it will be contested through the appeal.

### **Recommendation: Minded to Refuse**

- a) **That had the Authority been in a position to determine this application, permission would have been refused for the following reasons:**

1. Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be properly and fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing local road network. As such, the proposed development would be contrary to policies CS16 (Transport) and CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD, policy DM2 (Transport Requirements of Development Sites) of the Delivery and Site Allocation Plan, policies CP7 (Delivering the Infrastructure to Support Growth), PR4 (The Main Expansion Area Development Framework), PR8 (Provision and Safeguarding of Transport Infrastructure), DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Council Local Plan Submission Version, the aims of the Buckinghamshire Local Transport Plan 4 and the National Planning Policy Framework.
2. The proposed development fails to provide safe, convenient and attractive access on foot and by cycle across the Aylesbury railway line, particularly to link the proposed development directly with the town centre. The absence of such route(s) results in an unsatisfactory degree of integration of the development with Princes Risborough, would not maximise opportunities for walking and cycling as an alternative means of transport to the car. It would also prejudice the wider delivery and integration of the Princes Risborough residential expansion area. As such the proposed development would be contrary to policies CS16 (Transport), CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD, Policy DM2 (Transport Requirements of Development Sites) of the Adopted Delivery and Site Allocation Plan, policy H2 and Appendix 2 of the Adopted Local Plan, policies CP7 (Delivering the Infrastructure to Support Growth), PR4 (The Main Expansion Area Development Framework), PR6 (Main Expansion Area Development Principles), PR7 (Development Requirements) and PR17 (Princes Risborough Delivery of Infrastructure) of the Wycombe District Council Local Plan (Submission Version), the aims of the Buckinghamshire Local Transport Plan 4 and the National Planning Policy Framework.
3. The development would not safeguard, deliver and equitably contribute for on and off-site infrastructure arising from the development and for infrastructure across the total requirements of the for the Princes Risborough expansion area. As such the development would prejudice the comprehensive delivery of the Princes Risborough expansion area as set out within the Wycombe District Local Plan (Submission Version). The development would be contrary to policies CS19 (Raising the Quality of Place Shaping and Design), CS18 (Waste/Natural Resources and Pollution), CS21 (Contribution of Development to Community Infrastructure) of the Adopted Core Strategy DPD, policy DM16 (Open Space in New Development) and DM19 (Infrastructure and Delivery) of the Delivery and Site Allocations DPD, policies CP7 (Delivering the Infrastructure to Support Growth), PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The Main Expansion Area Development Framework), PR6 (Expansion Area Development Principles), PR7 (Development Requirements), PR8 (Provision and Safeguarding of Transport Infrastructure), PR17 (Princes Risborough Delivery of Infrastructure) of the Wycombe District Local Plan (Submission Version) and the Planning Obligations Supplementary Planning Document.
4. The development fails to make adequate provision and secure affordable housing as such it would not contribute to the objective of creating mixed and balanced communities. In the absence of a legal agreement to secure the required level of affordable housing the development would be contrary to the National Planning Policy Framework; Policy CS13 (Affordable Housing and Housing Mix) of the Adopted Core Strategy DPD, policy DM24 (Affordable Housing) of the Wycombe District Local Plan (Submission Version) and the Planning Obligations Supplementary Planning Document.

5. In the absence of a legal agreement the proposed development would fail to make adequate provision to maximise sustainable travel options. The development will therefore be heavily reliant on the use of the private car contrary to policy CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD (Adopted July 2008), policy DM2 (Transport Requirements of Development Sites) of the Delivery and Site Allocations Plan July 2013 ) and policies CP7 (Delivering the Infrastructure to Support Growth), PR7 (Princes Risborough Development Requirements), PR8 (Provision and Safeguarding of Transport Infrastructure), PR17 (Princes Risborough Delivery of Infrastructure) and DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the New Local Plan Submission Version, the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 4.

#### INFORMATIVE(S)

1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

2. This application is the subject of an appeal against non-determination. The reasons for refusal are therefore the reasons that the Local Planning authority will defend at the forthcoming public inquiry. Please note that reasons for refusal 2, 3, 4 and 5 could be overcome if the applicant were to enter into an appropriate Section 106 legal agreement to secure relevant planning obligations.

**b) To note that the Head of Planning and Sustainability will defend the appeal lodged against the non-determination of this planning application in line with these reasons, appropriately amended to reflect and align with any modifications to and progress of the New Wycombe District Local Plan and publication of Inspectors Report.**



18/07096/OUTEA

## Consultations and Notification Responses

### Parish/Town Council Comments/Internal and External Consultees

**Princes Risborough Town Council – Object.** The parish council's main concern is to ensure these early applications relative to the emerging Local Plan (LP) reflect the aspirations / intentions of the LP. To accept otherwise at this stage could set a negative precedent for future applications. The Parish feel that this application falls well short of the emerging LP, lack of commitment to numbers of affordable houses, a lack of commitment to funding infrastructure and to the required underpass. As a result, Princes Risborough Town Council would wish this application be refused.

### **Town Planning Team Network Rail**

Comments: Planning conditions recommended to ensure closure of existing at-grade railway crossings and creation of suitable alternatives.

### **Environment Agency (south-east)**

Comments: No objection subject to conditions

### **Natural England**

Comments: No objection. The proposed development would not compromise the purposes of designation or special qualities of the Chilterns AONB.

### **The Chilterns AONB Planning Officer**

Comments: These proposals fall within the wider setting of the Chilterns Area of Outstanding Natural Beauty. This impact is appreciated from views outwards as well as views towards the escarpment and generates the need for mitigation to conserve and enhance the Chilterns, and address the understandably increased number of visitors to it arising from the expansion of Princes Risborough. Chilterns Conservation Board (CCB) has made a series of Local Plan representations, calling for deletion and/or amendment of various policies that affect the Princes Risborough strategic growth allocation. With this application submitted in parallel with the examination-in-public, CCB would request that the application is determined after the Inspector has reported on the Local Plan. Detailed comments provided in relation to Local Plan representations.

In the event that the application were to be determined ahead of the Local Plan examination outcome then CCB recommend that the siting and layout of the application is determined at the outline stage to ensure that:

- a) development is more confined to the eastern part of the site and that
- b) the applicant's LVIA specifically reports back as to how roofscapes / design / density / layout takes account of views down from the escarpment, to ensure that the existing setting is conserved and enhanced, wherever possible. Our interest in protecting the setting of the Chilterns requires that the views outwards from especially popular vantage points are not diminished and protects the setting.

The Environmental Statement (ES) deals with proposed mitigation of AONB impacts through a construction and environmental management plan, including details of lighting and hours of operation (for construction). In delivery of this mitigation we would recommend a series of agreed design codes linked to an approved layout. These should include materials (to blend new with existing roofscapes - when viewed from framed views within the AONB), green buffers and corridors to shield impacts from wider views and a layout that confines most development to the less visible southern end of the site. Views towards appropriate roofscapes, design details and development densities from the escarpment constitute an important objective. The character of the landscape here is of considerable importance and the relationship between the Chilterns National Character Area and the Upper Thames Vale National Character Area means that a careful design is required to achieve an appropriate and sensitive transition.



CCB recommends that the scope of the ES mitigation - construction / environmental management plan is broadened to include vehicular routing. This should avoid construction vehicles traversing the AONB beyond the A 4010.

The green infrastructure proposed should also promote habitat management seeking appropriate conservation gains. Further that there should be an enhancement strategy that funds enhancements to visitor facilities, rights of way and habitat management at Whiteleaf and Brush Hill to accommodate the increased town population using these already popular sites.

#### **Crime Prevention Design Advisor**

Comments: Object, some aspects of the design and layout would be problematic in crime prevention terms. The application has not addressed crime prevention of community cohesion comprehensively. Detailed comments provided on parking areas/courts, excessively permeable layout, subway design and site layout

#### **Thames Water Utilities Ltd**

Comments: Thames Water have identified an inability of the existing water and foul water network infrastructure to accommodate the needs of this development. A planning condition is recommended to ensure that adequate provision is in place before any houses are occupied. An odour modelling assessment should be submitted in consultation with Thames Water and include an odour mitigation measures strategy.

#### **Bucks County Council Education Department**

Comments: Currently, there is 5% surplus capacity across all schools within the Princes Risborough planning area which is in line with the level recommended by the Department for Education that Councils should maintain to allow for volatility in pupil/population trends. The latest five year projections based on current pupil/population migration trends and housing permissions show that there will be a deficit of places in the area. BCC has plans to create additional capacity at both Great Kimble School and Princes Risborough School to meet the increased demand/housing in the area (as well as provide a better distribution of places to meet local demand and reduce car use) which would leave a small surplus to accommodate a further 260 homes.

The proposed submission Wycombe Local Plan (dated October 2017) allocates up to 2460 homes within the Princes Risborough Expansion Area (PREA), 300 homes in Longwick (Policy RUR5) and a further 160 homes in Great Kimble (Policy RUR6). BCC estimates that this will generate the need for over 4 forms of entry of primary school pupil provision. Beyond the current expansion plans at Great Kimble and Princes Risborough, BCC would expect development of this scale in the town to be met through the establishment of new schools. BCC has worked with planning policy colleagues at Wycombe District Council (WDC) to develop a concept plan and identify appropriate sites on the PREA for education use as part of the emerging Local Plan. The agreed location of the sites would ensure sufficient and reasonable access to education facilities within the development itself (NPPF Paragraph 72) and promote sustainable travel (NPPF Paragraph 122).

Policy PR4 (The Main Expansion Area Development Framework) of the emerging Local Plan states that while the concept plan is illustrative the provision of elements, which includes the two primary schools located one each side of the A4129 to minimize the need to cross a main road, is fixed: 'The main expansion area falls naturally into two main development areas (north and south of the Crowbrook green corridor), so a primary school is located in each, taking into account the location of the existing primary schools in the town, and minimising the need for children to cross the main road to Thame in getting to school. This will enable primary education demand to be met locally and encourage safe and sustainable travel to school'. Policy PR7 (Development Requirements) confirms the proposed size of the two new schools: 'The Council will require development within the main expansion area to provide...sufficient new primary school places to meet the needs of the development, including two new primary schools, each of two forms of entry...'

The above local plan policy is in line with Department for Education (DfE) Building Bulletin 95 Guidance which states that 'the location of the school is an important consideration from the point of view of both attracting customers and sustainability. The site should be in the heart of the community so minimising transport use, and allowing safe routes to school and access to public or school transport. School security is also important. For example, a school in a remote area is more vulnerable because it is not overlooked by neighbours.' The location of a school site south of the Longwick Road would also ensure a balanced distribution of provision and sufficient choice of school places is available to the existing and new community in Princes Risborough encouraging effective travel planning (NPPF Paragraph 94). The size of primary school is based on DfE guidance on setting up a mainstream free school (July 2018) which includes an expectation that primary schools have a minimum of 2 forms of entry of 30 pupils to ensure a viable and cost-effective proposal. This is considered to be the optimum size for primary schools supporting long term financial sustainability by achieving greater economies of scale and allowing wider access to staff and other learning resources.

Paragraph 18 of the planning statement confirms that the application does not intend to make provision for a school site of up to 2FE on the basis that the concept plan (which shows a primary school site within the PMF site) is not a 'fixed' proposal and therefore there is no conflict with the emerging plan. The applicant refers to the 2017 appeal Inspector who concluded at the time that there was no specific requirement for a school site in association with PMF. This approach is not consistent with emerging local plan policy (which is based on national guidance) and would undermine the prospects for conveniently and sustainably meeting the education needs of the development.

Emerging Local Plan Policy PR3 (Princes Risborough Area of Comprehensive Development) requires a structured and coordinated planning approach to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Detailed planning guidance, guided by relevant planning policies, is being taken forward by the Council to achieve the following objectives:

- i. Provide a framework for equalisation of infrastructure costs and delivery;
- ii. Support the assessment of planning applications, and negotiation of S106 contributions;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

The Local Plan has already been developed and consulted on and is currently with the Secretary of State for Examination in Public. Accordingly BCC has concerns regarding how the application site supports the comprehensive planning of the PREA. The application does not make clear what is the framework for delivery of infrastructure or the equalization of costs. The application site also does not allocate land for a school site or identify a suitable alternative site. This application is therefore not considered consistent with the coordinated planning approach required in the emerging Local Plan and as a result the Council is at risk of not being able to meet its statutory duty to provide sufficient school places to meet demand generated from the PREA.

If the underlying concerns were addressed and it were possible to identify another school site that fitted the emerging policy requirements, then it would also be necessary to make a financial contribution towards the proposed new school buildings in accordance with BCC's adopted S106 guidance based on the education infrastructure costs per dwelling.

#### **Bucks County Fire Officer**

Comments: Consideration should be given to water supplies for firefighting and access for fire service vehicles when Building Regulations is applied for.

#### **County Highway Authority**

Comments: Detailed comments provided in relation to transport sustainability, railway line underpass, use of shared space, layout, trip generation & distribution, transport assessment on the surrounding network and proposed mitigation. Further information requested:-

- How the widened footway/cycle way will be achieved on Longwick Road under the railway bridge
- Detail as to how the bus service provision will be achieved.
- That the Railway Underpass has sufficient provisions in place between all parties and can be delivered within reasonable time scales.
- Detail on the provision of the spine road to the red edge of the application area.
- Agreed trip rates and strategic modelling analysis prior to discussion and submission regarding potential mitigation measures.

### **County Archaeological Service**

Comments: No objection. Archaeological evaluation in the form of a geophysical survey and trial trenching has taken place with no significant remains recorded within this application boundary. As such there is no objection to the proposed development and it is not necessary to apply a condition to safeguard archaeological interest.

### **County Rights Of Way and Access**

Comments: Detailed comments provided about existing rights of ways which cross the application site. Planning conditions recommended regarding creation of and upgrading of existing rights of way.

### **Control of Pollution Environmental Health**

Comments: No objection subject to planning conditions regarding noise protection scheme, remediation and electric vehicle charging points.

### **Community Housing**

Comments: There does not appear to be a specific commitment to deliver policy level affordable housing within the application. If the proposal meets the planning requirements and goes ahead, the housing service would expect to see the provision of an appropriate amount and mix of affordable housing in accordance with planning policy.

### **Buckinghamshire County Council (Major SuDS)**

Comments: Holding objection until the following matters are addressed:-

- Amend masterplan to include reference to the ordinary watercourse
- Further details such as indicative drawings to show how the bridge crossing may be achieved
- FRA should be amended to reflect that no residential development will occur in areas shown as at risk from surface water
- FRA should be amended to take account of the NPPF, particularly in relation to future flood risk associated with the watercourses and climate change
- Review the Princes Risborough Groundwater Flooding Phase 1 Report and amend proposed mitigation measures to reflect the findings of this report
- A reduction of 50% of the proposed discharge rate contained in the FRA
- The Conceptual Surface Water Drainage Layout amended to provide an indication of the possible locations of SUDS features

### Representations

**Risborough Area Residents Association - RARA** does not support this application and believes it to be unsound and particularly untimely considering the site forms part of the Wycombe District Local Plan, currently being examined by the Planning Inspector. We feel that no informed decision on this application can be made until the result of this enquiry has been published and understood.

We note that this application is very similar to three previous applications made in the last five years all of which have been rejected for numerous reasons which this plan has not addressed and so are still valid. We have concerns over the following matters:

- Underpass. We note that an underpass has been included in the northern end of the plan to link it with the town centre through Wades Park. The planning inquiry in 2012

(K0425/A/06/2020104) paragraph 15 was dismissed by the Secretary of State who agreed with the Inspector's findings that the absence of an underpass would be a wasted opportunity to find a solution that would have fully integrated the estate and town from the outset. We also note the concerns that the crime prevention officer raised about this underpass, which match many of our members concerns.

- Flooding. The Environment Agency have reported in their Memorandum of Understanding with WDC, presented at the recent Local Plan Examination, that land within the expansion zone (which this site is part of) is in an area that has the potential to flood and a full study of this now needs to be carried out. As part of this Local Plan it was stated that any underpass would require pumps to be installed to remove water and flooding that will occur in the winter.
- Access. The only entrance/exit for this estate is to the west of the Hypnos factory, which is totally inadequate for an estate of this size. The site to the east of the Hypnos factory is currently under construction and has a separate entrance and access on that side of the factory. Eventually there will be two busy junctions on to the Longwick road within a couple of hundred yards of each other with access to the factory. To have so many junctions within such a short distance will be dangerous. There is another application from Bloor Homes (18/06916/OUTEA) that will enter the north side of the Longwick road opposite the Hypnos factory so potentially there could be four entrances within a limited distance that would be unsustainable.
- Green Zone. RARA appreciates the inclusion of a green zone by the railway line but notes that if the line is to be widened, which is currently an option, this zone will disappear. This uncertainty means it cannot be regarded as a permanent contribution to the green requirement of the overall site or help reduce noise pollution from the line.  
Car parking. Buckinghamshire has the third highest ownership of cars in the country and Princes Risborough, with its rural location and shortage of good public transport links, has understandably one of the highest uses within the county. This proposal will only provide car parking spaces based on national figures therefore below what is required. Provision of spaces will be inadequate and consequently issues will emerge with on road parking and traffic flow. We also again note the crime prevention officers concerns that parking 'courts' will create

The following summarised comments have been received objecting to the proposal:

- The application is in advance of the Planning Inspectors decision on the new Local Plan and should be delayed until after the new Local Plan. The proposal does not fit in with the District's strategic plans.
- The site is not suitable for new homes because access to the area is through a narrow railway bridge and existing roads, such as the A4010 are already heavily congested.
- Opposed to building on this greenfield site.
- The location of the site is cut off from the existing town by the railway line and there is no safe crossing of the railway track. The new residents would therefore be cut off from the main town and would be difficult for them to access current facilities.
- The new houses will be for rich people, while what is needed is housing for people on a modest income but who cannot afford to buy.
- Increased flood risk. The application makes no allowance for increased run off into Summerleys Stream which increases flood risk to all properties downstream of the development.
- Loss of amenity from increased foot, cycle and vehicle traffic, construction traffic and restrictions/amendments to footpaths.
- No contribution towards local infrastructure such as school places and local healthcare.
- Local resources are already stretched
- There is no provision for pedestrian access to the railway station for new residents.
- Impact on local wildlife habitat.
- Thames Water have identified the inability of the existing foul water network to accommodate the needs of this development as such there is a risk of untreated sewerage entering the water course with associated health and odour impact.

- Risk of failure of existing Thames Water foul water network
- It is unclear how it will be ensured that Park Mill Lane does not become an informal “rat run” into the new development

Agenda Item 6.

18/07096/OUTEA

Scale 1/5000



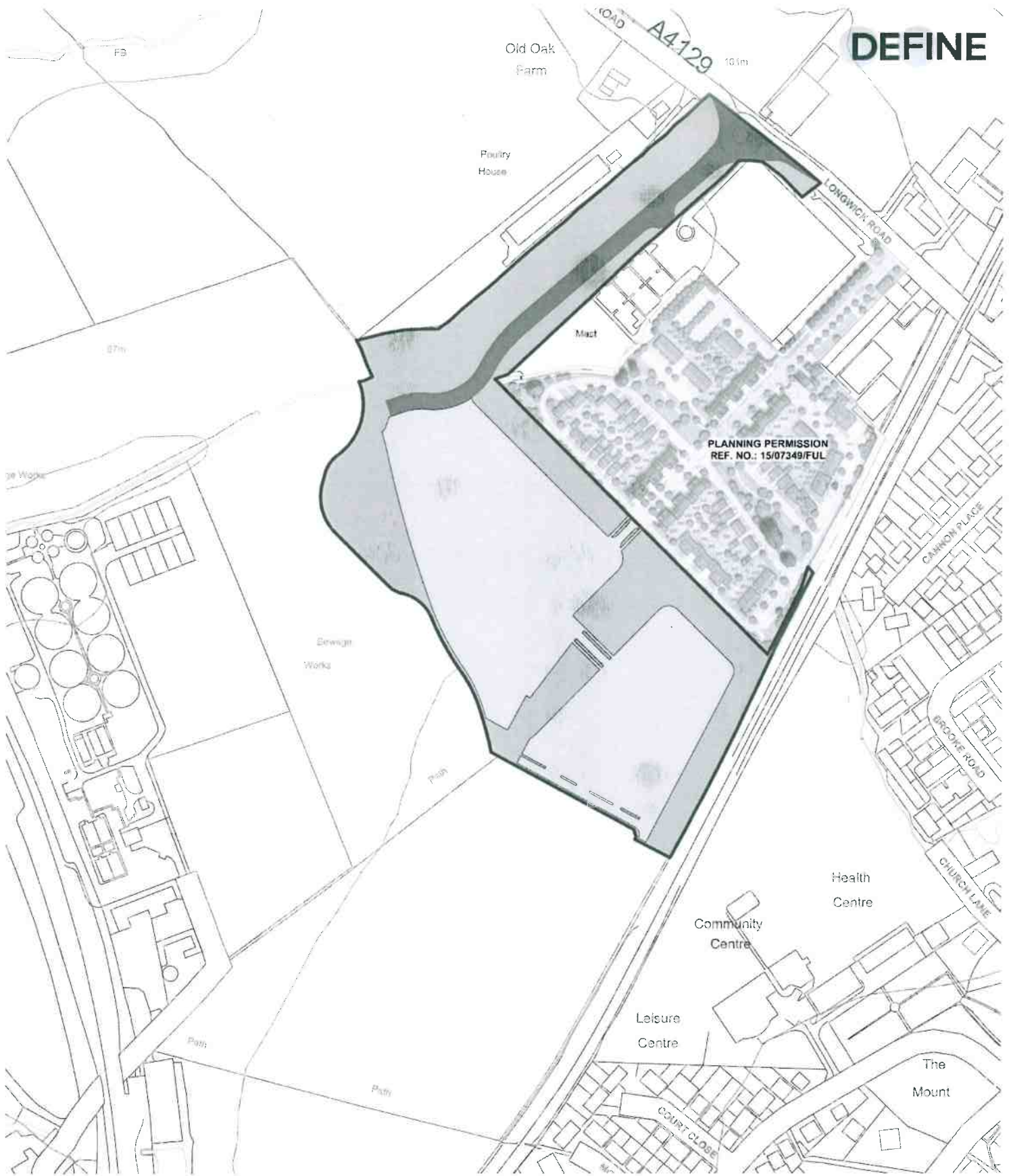


**LEGEND**  
 [Thick black line] Site boundary  
 [Thin black line] Other land in applicants' ownership

SCALE 1:2,500  
 0m 20 50 100



Rev	Description	Date
		C
		Rev
	DE235_101	Drwg No
	Halsbury Homes	Client
	Princes Risborough	Project
	Park Mill Farm 150 Red Line Plan	Title
	1:2500@A3	Scale



**LEGEND**

- Site boundary
- Up to 12.5m to top of residential up to 3 storeys
- Primary site access road
- Green Infrastructure (prior to GI Parameter Plan)

**NOTES:**  
 The height parameters set out above are to ridge height and exclude chimneys or flues. The heights for residential development are set from existing ground levels. These have been set at such a level to allow for flexibility to be introduced in the routine and steepness of roof pitches and to take account for girthworks which may be required. Heights throughout the development are expected to deviate with final confirmation for each building confirmed during a subsequent reserved matters application.

All features and areas, except primary access road (subject to detailed design and approval with highways) are subject to a horizontal tolerance of +/- 10m and heights are taken from existing ground level which is subject to a vertical tolerance of +/- 2m.

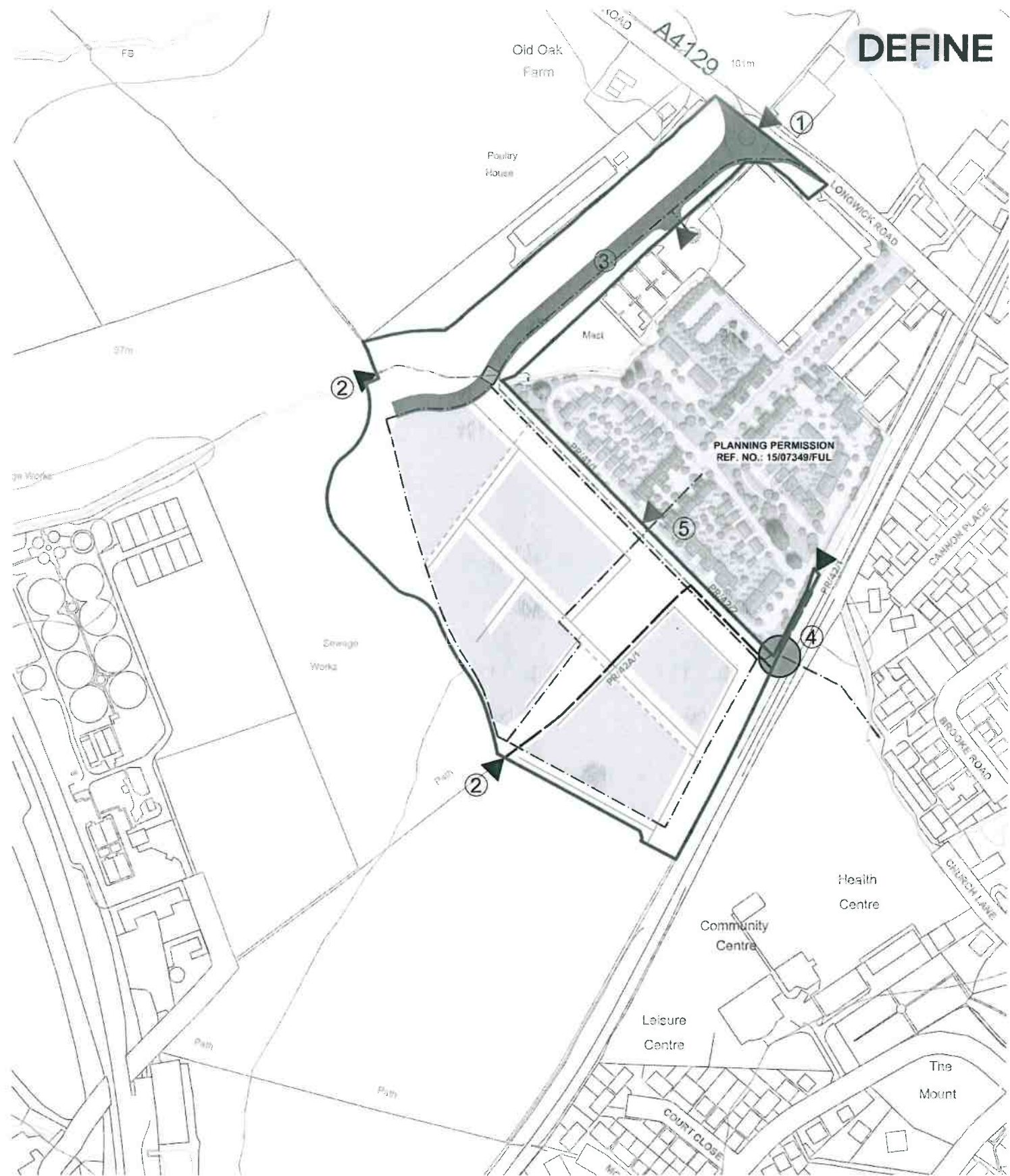
Site area	7.51 Ha
Net Developable Area	3.62 Ha
Infrastructure not included in NDA	0.64 Ha
Public open space/GUIDS	3.35 Ha
up to 150 dwellings @ 41rph (26rph incl. Infrastructure)	

SCALE 1:2,500



Rev	Description	Date
B	DE235_102	Rev
	Halsbury Homes	Client
	Princes Risborough	Project
	PMF150 Parameter Plan - Land Use and Heights	Title
	1:2500@A3	Scale





**LEGEND**

- Site boundary
- Development parcels
- Primary site access road
- Principal vehicular, pedestrian and cycle access point
- Principal vehicular and cycle only access point
- Potential access point
- Position of future railway overpass
- Retained public footpath
- Potential re-routed footpaths
- Indicative secondary road

- Indicative pedestrian routes
  - Indicative footpath / cycleway
  - Indicative pedestrian crossing
- \* Only when link road is in operation with the final alignment of the link road to be confirmed.  
 For further details regarding the proposed new junctions, crossing points and bus stops refer to the Transport Assessment.

**KEY MOVEMENT PRINCIPLES**

1. Vehicular, pedestrian and cycle access
2. Pedestrian and cycle access
3. Main entrance road (indicative alignment)
4. Facilitation of underpass
5. Potential access through adjacent site

SCALE 1:2,500



Rev	Description	Date
		D
		Rev
	DE235_103	Dis No
	Halsbury Homes	Client
	Princes Risborough	Project
	Park Mill Farm 150	TIME
	Indicative Movement Plan	Scale
	1:2500@A3	



### LEGEND

- Site boundary
- Development parcels
- Existing woodland / tree canopy to be retained
- Indicative location of Local Enriched Area of Play (LEAP)
- Position of future railway access point
- Strategic open space
- Local open space incl. LEAP
- Drainage requirements within strategic open space

NOTES:  
A total of circa 2.35 ha of Public Open Space (incl. SuDS) to be provided on site.

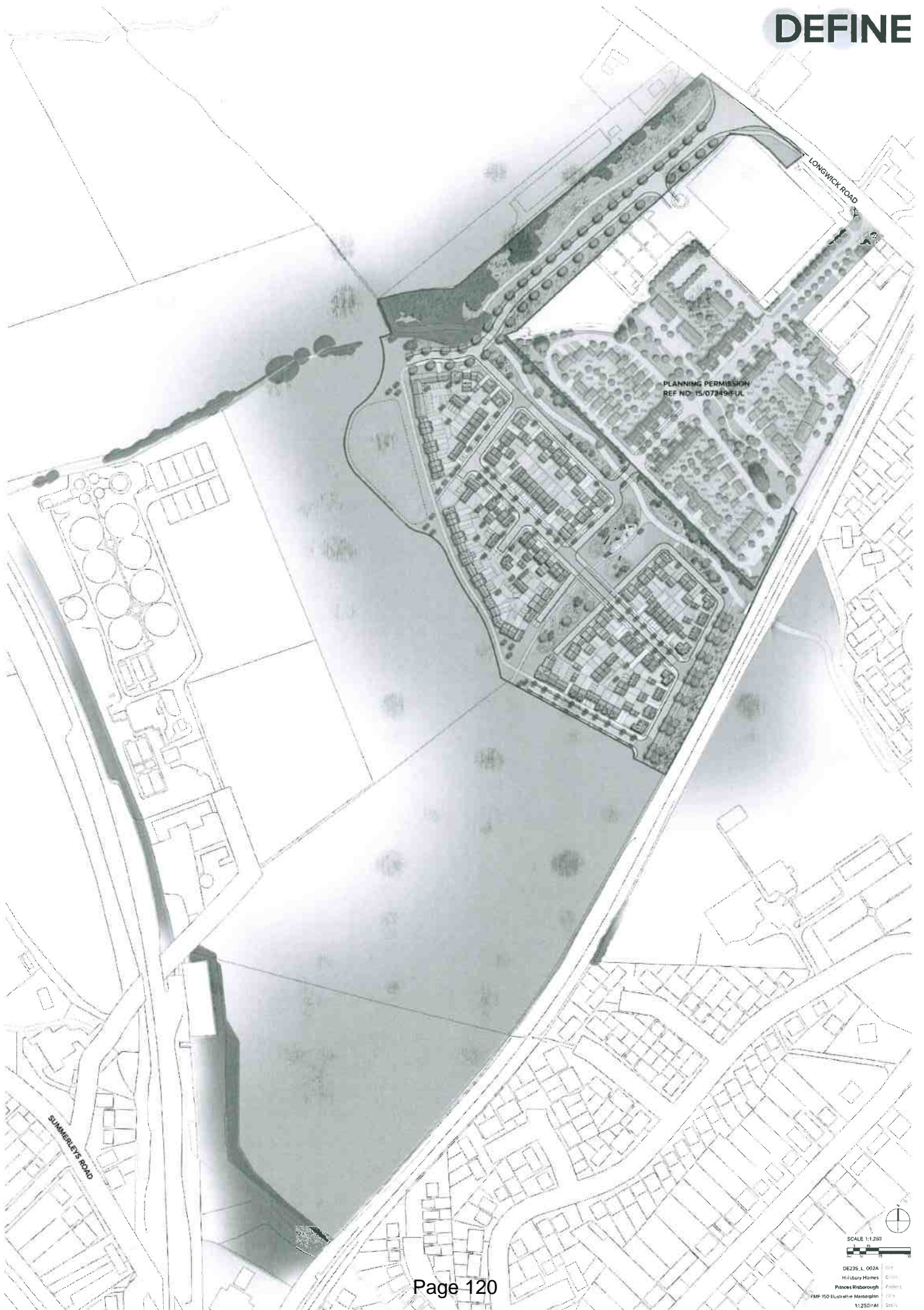
### KEY GREEN PRINCIPLES

1. Distinctive parkland buffer to highway line, temporarily used for construction of an exit track
2. Gateway arrival green space
3. Central green zone
4. Green link from Water's Edge to Longwick

SCALE 1:2,500



Rev	Description	Date
C		Rev
	DE235_104	Drwg No
	Halsbury Homes	Client
	Princes Risborough	Project
	PMF150 Parameter Plan - Green Infrastructure	Title
	1:2500@A3	Scale



PLANNING PERMISSION  
REF NO. 15/07249/FUL

SUMMERLEYS ROAD

LONGWICK ROAD

# Agenda Item 7.

Contact: Lucy Bellinger DDI No. 01494 421525

App No : 18/07097/OUTEA App Type : OUTEA

Application for : Outline application with all matters reserved for the construction of up to 500 dwellings, public open space, landscaping and sustainable urban drainage features

At Land Rear Of Park Mill Farm, Park Mill, Princes Risborough, Buckinghamshire

Date Received : 15/08/18 Applicant : Halsbury Homes Limited

Target date for decision: 05/12/18

## 1. Summary

- 1.1. The applicant has lodged an appeal against the non-determination of the application. The Local Planning Authority cannot therefore issue a decision on the application but needs to provide an indication of what the recommendation would have been had the Authority been in a position to determine this application.
- 1.2. The proposal relates to the construction of up to 500 dwellings on land at Park Mill Farm. The application is submitted alongside another planning application for up to 150 homes which would cover part of the land at Park Mill Farm to the east. The applicant states that both the applications are free-standing proposals, but that the smaller proposal for 150 homes can also be regarded as an initial phase of the larger scheme.
- 1.3. The whole of Park Mill Farm is allocated for housing in the 2004 Local Plan. The site is also located in the Princes Risborough Expansion Area which is allocated in the new Local Plan for comprehensive residential development.
- 1.4. Park Mill Farm has extensive planning history, with planning appeals being dismissed on 3 occasions, the last one being in 2017. There are three notable contextual changes that post-date this appeal. First is the submission and examination of the new local plan, second is the replacement of the 2012 NPPF with the 2018 edition, third is that the Council is now able to demonstrate a five year supply of housing
- 1.5. This report provides an assessment of the planning issues relating to this application. There is no objection to the principle of residential development on the site. However, it is considered that the proposal would be contrary to the development plan and emerging new Local Plan in a number of respects. The appeal will be contested for the following reasons:-
  - Insufficient transport information and resulting adverse impact on the safety and flow of users of the local highway network
  - Failure to provide suitable access across the Aylesbury railway line and lack of necessary integration of the site with Princes Risborough
  - Failure to provide and equitably contribute to the provision of infrastructure arising from the development and that is required as part of the total requirements of the Princes Risborough Expansion Area
  - In the absence of a legal agreement the scheme fails to secure appropriate provision of affordable housing
  - Failure to provide sustainable transport solutions
- 1.6. The recommendation is that the appeal is defended for the reasons set out in this report.

## 2. The Application

2.1. The application is in outline with all matters reserved to develop 20.78 hectares of land with up to 500 new homes. The scheme would include:-

- Public open space
- Landscaping
- Creation of a new access for vehicles, pedestrians and cyclists from the A4129 Longwick Road
- Improvements to existing public transport infrastructure

2.2. The Environmental Statement contains a number of parameter plans, the purpose of which is to inform the assessment of significant environmental effects. The plans detail:-

- Land use and heights plan (drawing DE235-107)
- Green infrastructure plan (DE235-109)
- Movement plan (DE235-108)
- Indicative Phasing Plan (DE235-110)

2.3. An illustrative masterplan is also included (drawing DE235-L-001A) with the planning application. The following parameters are set out within the Environmental Statement.

<b>Development element</b>	<b>Parameter for Environmental Statement</b>
Total site area	20.78 ha
Developable area	11.85 ha
Maximum number of dwellings	500
Average site density	42 dwellings per hectare
Maximum building height	3 storeys/12.5 m Above Ordnance Datum to top of ridge line
Area of public open space, landscaping & ecological planting	7.31 ha

2.4. These parameters within the environmental statement should also be considered as in essence 'fixed' at this point because, if permission were to be granted without fixing these parameters through planning conditions (or S106), this could result in development of a form which was inconsistent with the Environmental Impact Assessment. Or in other words, development would be consented without an assessment of its environmental impacts, in breach of the relevant EU directives. Consideration of these proposals should therefore be on the basis that the parameters within the Environmental Statement will be fixed if permission is granted.

2.5. The application site comprises agricultural land with a spur to the Longwick Road in the north eastern corner which is scrub & rough grassland. To the east of the site lies the former Leo Laboratories site where 96 new homes are under construction. A public bridleway cuts through the site from the west and links through to Longwick Road whilst another route crosses the railway line running north-south.

2.6. The application is accompanied by:

- a) Planning Statement
  - b) Design and Access Statement, including landscape strategy and open space assessment
  - c) Sustainability Statement
  - d) Energy Statement
  - e) Arboricultural Impact Assessment
  - f) Infrastructure Utilities Report
  - g) Wildlife Checklist
- 2.7. The application is accompanied by an Environmental Statement. This comprises the following:-
- Non-Technical Summary
  - Socio-economics
  - Landscape and visual resources
  - Ecology and nature conservation
  - Traffic and transport
  - Air quality and odour
  - Noise and vibration
  - Water resources and flood risk
  - Cultural heritage
  - Agriculture and soil resources
  - Geology, hydrogeology, ground conditions and contamination
- 2.8. The applicant has not carried out any community involvement. The Council has widely consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

### **3. Working with the applicant/agent**

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 3.2. In this instance:
- The applicant has not sought pre-application advice,
  - The applicant/agent was provided with the opportunity to submit additional information to address technical issues arising from consultation responses but chose not to do so

### **4. Relevant Planning History**

- 4.1. 06/05685/OUTEA, Outline application for development of land to provide approximately 570 dwellings with access from Longwick Road, and associated open space and landscaping, appeal dismissed 14 June 2007.
- 4.2. 10/07225OUTEA, Outline application with all matters reserved for 380 - 400 dwellings, up to a maximum of 896 sq.m of Class B1(a), up to a maximum of 224 sq.m of Class A1 (Shops) and/or Class A2 (Financial and Professional Services) and/or Class A3 (Restaurants and Cafes) and up to 13.5 hectares of public open space comprising 2 tennis courts, 2 Multi Use Games Areas, 5 Local Areas for Play, 2 Local Equipped Areas of Play, 1 Neighbourhood Equipped Area of Play, 2 playing pitches, sports pavilion, up to a maximum of 169 sq.m, floodlighting, community woodland, orchard and allotments, refused May 2011, appeal dismissed March 2012.
- 4.3. 15/07825/OUTEA, Outline application with all matters reserved for the construction of up to 500 dwellings with public open space and landscaping. Appeal against non-determination, dismissed 21st March 2017.

- 4.4. 16/05846/OUTEA, Outline application with all matters reserved for the construction of residential development with public open space and ancillary development, withdrawn November 2016.
- 4.5. 18/07096/OUTEA, Outline application with all matters reserved for the construction of up to 150 dwellings, public open space, landscaping and sustainable urban drainage features, appeal against non-determination lodged.
- 4.6. Three previous appeals have been dismissed. The most recent, and most relevant, was a proposal for up to 500 dwellings dismissed in March 2017 by Inspector Baird (APP/K0425/W/16/3146838).
- 4.7. Inspector Baird's decision in 2017 finds firstly that policies for the supply of housing were out-of-date and that the tilted balance applied as a consequence of the LPA being unable to demonstrate a 5 year supply of housing land. He continues that despite this, "LP Policy H2 is designed to deliver housing and the weight attached to its constituent elements has to be nuanced." (IR54-55) In other words there would be a perversity in setting aside a policy that is designed to deliver housing because of a failure to deliver housing.
- 4.8. He then identifies a conflict with LP Policy H2 at IR55. "The railway represents a significant physical and psychological barrier between the site and the town, the provision of an underpass would significantly improve pedestrian and cycle linkages to the town centre and in the absence of an underpass, the proposal lacks the necessary integration with the settlement." The current proposal makes no provision to deliver an underpass.
- 4.9. He attached limited weight to the loss of Best and Most Versatile Agricultural Land and significant weight to the some of the benefits arising from the scheme (IR56-57). Other benefits, he concluded, attracted only moderate weight as they relate to the provision of infrastructure directly required by the needs of the development. (IR58).
- 4.10. He says that "in the absence of a demonstration that the proposed highway mitigation measures would be acceptable, I attach considerable weight to my conclusion that the residual cumulative impacts of the development on the highway network would be severe and unacceptable" (IR59).
- 4.11. Lastly he concludes that "the residual cumulative impacts on the highway network would be severe and unacceptable. This factor coupled with the moderate weight I attach to the conflict with LP Policy H2 significantly and demonstrably outweigh the benefits of this application when assessed against the policies of the Framework as a whole" (IR59).
- 4.12. There are three notable contextual changes that post-date this appeal. First is the submission and examination of the new local plan, second is the replacement of the 2012 NPPF with the 2018 edition, third is that the Council is now able to demonstrate a five year supply of housing.

## **5. Development Plan and Emerging Planning Policy**

- 5.1. In considering the application, the determination must be made in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004 which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2. In addition regard must be had to Section 143 of the Localism Act, which relates to the determination of planning applications. It states that in dealing with planning applications, the authority shall have regard to:
  - (a) Provision of the development plan insofar as they are material,
  - (b) Any local finance considerations, so far as they are material to the application,
  - (c) Any other material consideration.

Any local finance consideration means;

- a grant or other financial assistance that has been or will or could be provided to a relevant authority by a Minister of the Crown,
- sums a relevant authority has received, or will or could receive, in payment of community infrastructure levy.

5.3. The relevant financial considerations in this instance will be CIL and New Homes Bonus.

### **Development Plan**

5.4. For the purposes of considering this application the development plan comprises the Wycombe District Local Plan (January 2004) (as saved extended and partially replaced), the Wycombe Development Framework Core Strategy (July 2008) and the Delivery and Site Allocations Plan (July 2013).

5.5. It is considered that the following policies are the most relevant to the main issues:

**Local Plan (2004):** H2 (Housing Development (Allocations)) and Appendix 2

**Core Strategy (2008):** CS6 (Princes Risborough), CS16 (Transport), CS20 (Transport and Infrastructure) and CS21 (Contribution of development to Community Infrastructure)

**Delivery and Site Allocations Plan (2013):** DM2 (Transport Requirements of Development Sites) and DM19 (Infrastructure and delivery)

### **Emerging Development Plan**

5.6. The emerging Wycombe District Local Plan (Submission Version, March 2018) was submitted for examination in March 2018. The following emerging policies are considered to be the most relevant to the main issues:

**The Wycombe District Local Plan (Submission version, March 2018):** PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The Main Expansion Area Development Framework), PR6 (Main expansion area development principles), PR7 (Development Requirements), PR8 (Provision and safeguarding of transport infrastructure), PR17 (Princes Risborough Delivery of Infrastructure)

### **Material considerations**

5.7. Material considerations which need to be taken into account include the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG), the CIL Regulations, the Planning Obligations Supplementary Planning Guidance and Buckinghamshire County Council Local Transport Plan.

### **Policy weighting and consistency**

5.8. As ever the starting point for any development management decision is the adopted development plan. Paragraph 213 of the NPPF highlights that existing policies should not be considered out-of-date simply because they were adopted prior to the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF.

5.9. One of the aims of the NPPF is to boost housing supply and given that Local Plan policy H2 is about delivery of the housing requirement, it is considered that this policy is consistent with the NPPF. The sites allocated for housing within policy H2 hang off the housing requirement set out within policy H1, which was based on the structure plan. The housing requirement and strategic context has moved on and changed since the Local Plan was adopted. The context behind policy H1 and H2 has changed in that the scale of housing need and the housing requirement are different. The scale of housing growth at Princes Risborough and across the District has changed such that the strategic context has moved on since the Local Plan. As such the specific housing requirement and strategy element behind H2 is out of date.



- 5.10. The wording of policy H2 says that proposals are required to take account of the Development Principles set out in Appendix 2. The principle of development providing infrastructure would be consistent with the NPPF. However, a much wider set of infrastructure requirements are now envisaged as part of the Princes Risborough expansion area in comparison to just the development of the Park Mill Farm housing allocation. As such the weight given to Appendix 2 is tempered.
- 5.11. In relation to relevant Core Strategy policies it is considered that they are consistent with the NPPF and can be said to be consistent with the achievement of sustainable development.
- 5.12. Relevant policies contained within the Delivery and Site Allocations Plan were tested through the examination process part of which was to ensure consistence with national policy in the NPPF and can thus be considered to be fully up to date in this regard.
- 5.13. The weight to be given to relevant emerging policies will be assessed in accordance with paragraph 48 of the NPPF. The New Local Plan is at an advanced stage of preparation by virtue of it being at examination, which means it can be afforded a higher degree of weight. The Council is satisfied that relevant policies in the emerging plan are totally consistent with the NPPF.
- 5.14. It is acknowledged that there are a high number of unresolved objections to the scale and location of housing growth at Princes Risborough. No substantive evidence was submitted to the EiP to challenge the Council's position that PR3 and PR4 are the most appropriate options when assessed against the reasonable alternatives. Therefore limited weight is given to policy PR3 and PR4.
- 5.15. In relation to PR6 there were very few direct objections as criticism of the policy was more focused on asserting that the Plan fails to deliver against the principles. As such moderate weight is attached to PR6.
- 5.16. There are a high number of unresolved objections to PR7 but in general these representations expressed doubt that existing infrastructure would cope and concern that new development would not deliver all required infrastructure or not deliver it soon enough. Development interests tended to object on the grounds of the overall burden of obligation placed on the development and cast doubt on the viability of the allocation. As such moderate weight is given to PR7.
- 5.17. In relation to PR8 the relief road is a controversial proposal for most sections of the community and is linked to objections about the scale of development at Princes Risborough. However, no substantive evidence was submitted to the EiP to challenge the Council's position that this is the most appropriate option when assessed against the reasonable alternatives. It was broadly accepted as a requirement by development interests. It is considered that there are substantial unresolved objections, therefore limited weight is attached to PR8.
- 5.18. In relation to policy PR17, unresolved objections tended to focus again on viability and deliverability. Objections that have been raised do not go to the principle aim of the policy which is to ensure that new development fairly and equitably delivers and contributes towards the infrastructure requirements of the whole Princes Risborough expansion area, and not compromise the full realisation of the allocation. As such it is considered that moderate weight should be afforded to emerging relevant policy PR17.

## **6. Main Issues and consideration**

### **The principle and development requirements**

ALP: H2 (Housing Development (Allocations)), H4 (Phasing of New Housing Development), Appendix 2 Development Principles Park Mill Farm  
 CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS6 (Princes Risborough), CS12 (Housing provision), CS16

(Transport) and CS20 (Transport and Infrastructure)

DSA: DM1 (Presumption in favour of sustainable development), DM17 (Planning for Flood Risk Management, DM19 (Infrastructure and Delivery)

- 6.1. The application site is covered by the Park Mill Farm housing allocation. Park Mill Farm was allocated for housing in the Local Plan and saved policy H2 retains the allocation as site (k), with a capacity of some 570 dwellings.
- 6.2. Core Strategy policy CS6 looks to identify opportunities to provide a minimum of 480 new dwellings in Princes Risborough.
- 6.3. As such against the development plan there is no objection to the principle of housing in this location.
- 6.4. In terms of detail, Appendix 2 of the Local Plan provides a list of “development principles” to assist developers and landowners to understand the range of planning requirements. The expected development requirements for Park Mill Farm include:
  - Secure a form of development that is well integrated with Princes Risborough
  - Strong landscape structure, provision of informal and recreational open space
  - Provision of effective transport linkages to the town
  - Secondary access to Summerleys Road (for buses and emergency access)
  - A local distributor road, incorporating a loop road, between the two accesses
  - Improvement to the Longwick Road and New Road arms of the Longwick roundabout
  - Improved footway/cycle track along Longwick Road (with link from development at the north-east corner)
  - New high quality pedestrian and cycle route(s) across the Aylesbury railway line to include a route across Wades Park to give access to the town centre
  - Shared pedestrian/cycle subway under Banbury railway line
  - Start-up of bus service link with the town centre and railway station and extended hours of operation for existing services along Longwick Road
- 6.5. The application would conflict with Appendix 2 and policy H2 because it would fail to provide a new high quality pedestrian and cycle route across the railway line. The lack of this would mean that the development would not be well integrated with Princes Risborough. Although the applicant within the draft Heads of Terms has offered the provision of a bus service, in the absence of a planning obligation this is not secured.
- 6.6. The application proposes that it will “facilitate and “support” the provision and construction of a grade separated solution to crossing the railway line. The application lacks clarity on what this actually means. The application seems to allude that this would mean that the layout would not hinder an underpass being constructed by others and that the applicant would provide necessary land and access to it to allow an underpass to be constructed. But no commitment has been given as to how and when this will be achieved.
- 6.7. The three previous appeals have highlighted that the railway line presents a significant physical and psychological barrier between the site and the town. And that the provision of a railway underpass would significantly improve pedestrian and cycle linkages to the town centre. The Inspector in dismissing the last appeal stated that in the absence of an underpass, the development would lack the necessary integration with the settlement and would therefore conflict with policy H2. This application has not addressed previous Inspectors conclusions and would conflict with Local Plan policy H2 and Appendix 2, policy DM2 of the Delivery and Site Allocations Plan and policy CS16 and CS20 of the Core Strategy.

**Fit with the emerging development plan**

New Local Plan (Submission Version): PR3 (Princes Risborough area of comprehensive development), PR4 (The main expansion area development framework), PR17 (Princes Risborough delivery of infrastructure)

- 6.8. The emerging new Local Plan envisages a much greater scale of growth at Princes Risborough in comparison to the current development plan. In order to help meet housing needs for the District it is clear that the expansion of Princes Risborough into land to the northwest will be required to meet a proportion of the need for Wycombe District. New Local Plan policy PR3 allocates the Princes Risborough Expansion Area as an area of comprehensive development for residential development and other land uses to support the major expansion of the town. This has an indicative dwelling number of 1765 of which 1662 is indicated within the main expansion area to be delivered within the plan period.
- 6.9. The site would be located within the main expansion area set out within policy PR3 of the new Local Plan. Therefore the principle of housing development on the site would fit with the emerging Local Plan.
- 6.10. Policy PR4 sets out what is required of development within the Main Expansion Area in terms of the broad disposition and scale of land uses, green infrastructure and highway infrastructure, which is illustrated on the Concept Plan.
- 6.11. The Concept Plan contained within the new Local Plan illustrates the provision of a 2 FE primary school within the application site. It is acknowledged that the exact location of the primary school is not fixed by policy PR4. However policy PR4 does require that development within the expansion area delivers the broad disposition of elements. The logic behind the location of the primary schools as illustrated on the Concept Plan, is that it:-
  - Takes account of the location of existing primary schools in the town;
  - Minimises the need for children to cross a main road (the Longwick Road) in getting to school;
  - Would locate a primary school in each of two main development areas (north and south of the Crowbrook green corridor)
- 6.12. Evidence highlights that existing primary schools in the Princes Risborough area are close to capacity and have very limited scope to expand. Therefore to ensure sufficient education provision, a new primary school will be required early in the phasing of the expansion area. The application documentation highlights that the scheme is intended to be a first phase of development within the expansion area. But it fails to address the requirement for primary school provision and thereby does not fit with the comprehensive and equitable approach to the delivery of the expansion area and associated infrastructure set out within policy PR4, PR7 and PR17.
- 6.13. Policy PR4 also requires that land north of the railway line is safeguarded for future railway expansion. The application parameter plans and illustrative masterplan do show land safeguarded. But a planning condition would be necessary to ensure that this is carried forward through into reserved matters application(s).
- 6.14. The application parameter drawings and illustrative masterplan indicate a primary access road running through the site but this is not shown to be built up to the site boundaries. The creation of an internal primary route through the expansion area to act as a complete alternative route to the A4010 is a policy requirement of PR4, PR7, PR8 and PR17. A planning condition would be necessary to ensure that the road is built up the site boundaries so as not to prejudice the delivery of the expansion area and the whole relief road. If such a planning condition was not imposed then the proposal would prejudice the comprehensive delivery of the expansion area and be contrary to the emerging Local Plan.
- 6.15. Policies PR4, PR6 and PR7 requires that development within the main expansion area to deliver safe pedestrian and cycle crossings of the railway with particular

reference to a new underpass to Wades Park. As has been highlighted above the application does not deliver any contribution towards this piece of infrastructure which would be contrary to relevant emerging Local Plan policies that require equitable contributions for infrastructure provision.

- 6.16. Policy PR17 requires that the Princes Risborough expansion area is delivered on a comprehensive basis and in a phased manner, with each developer/application making equitable contributions to infrastructure so as to avoid piecemeal or incomplete provision. The costs of on-site infrastructure will be “offset” against financial contributions sought for off-site infrastructure, bearing in mind the need to ensure a proportionate approach to contributions from different developers. Financial contributions will be adjusted to take into account the costs of any on-site infrastructure required. This will be calibrated to be sure the full costs of the off-site requirements are still secure.
- 6.17. The application makes no provision for an equitable contribution towards the total infrastructure requirements of the expansion area which would be contrary to policy PR17.
- 6.18. The Council is developing supplementary planning guidance in the form of a site-wide detailed capacity and delivery plan(s). These will guide and inform:-
  - the detailed layout and form of development within the expansion area
  - the phasing and delivery of homes and necessary infrastructure
- 6.19. In due course the capacity and delivery plan(s) will be subject to public consultation before their adoption as supplementary planning guidance. Policy PR17 requires that until the capacity and delivery plans have been produced & approved, planning applications within the expansion area be accompanied by a detailed phasing and infrastructure delivery plan. This is so that planning applications demonstrate that the full package of on and off-site infrastructure set out within the new Local Plan can be delivered and phasing issues overcome.
- 6.20. The planning application is not accompanied by a detailed phasing and infrastructure delivery plan which would be contrary to policy PR17. Instead the application submission highlights that the scheme is a free-standing proposal. The application therefore fails to demonstrate how it would ensure and not compromise the comprehensive delivery of the expansion area including infrastructure requirements.
- 6.21. The application proposal is silent on the co-ordinated, comprehensive and equitable approach for the delivery of the Princes Risborough expansion area as set out within the new Local Plan.

**Other planning issues**

**Affordable Housing and Housing Mix**

ALP: H9 (Creating balanced communities)

CSDPD: CS13 (Affordable housing and housing mix), CS21 (Contribution of development to community infrastructure)

New Local Plan (Submission Version): DM22 (Housing Mix), DM24 (Affordable Housing), Planning Obligations Supplementary Planning Document (POSPD)

- 6.22. The proposal fails to provide policy compliant affordable housing provision. The application states that affordable housing will be provided but on the basis of 40% of the units. However, Core Strategy policy CS13 requires affordable housing provision on the basis of bedspaces. Secondly in the absence of a legal agreement, affordable housing provision within the scheme would not be secured.

- 6.23. An indicative housing mix is suggested within the application.

House size	Indicative number of	% of housing mix
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	dwellings	
1 bed flat	25	5%
2 bed flat/house	190	38%
3 bed house	160	32%
4 bed house	125	25%

6.24. This detailed aspect would be dealt with at the reserved matters stage and should be based upon current evidence of housing need. If planning permission were forthcoming it is considered that the matter of housing mix could be dealt with by way of planning condition and would be necessary in order to respond to housing needs.

### **Contribution to economic growth**

6.25. The proposed development would bring some short term benefits during the construction phase in terms of employment and possibly an increase in local spending.

6.26. The development would deliver the benefit to the Council of a New Homes Bonus payment and CIL, but this would not be unique to this development and would still occur with comprehensive development.

### **Transport matters and parking**

ALP: T2 (On – site parking and servicing), T4 (Pedestrian movement and provision), T5 and T6 (Cycling)

CSDPD: CS16 (Transport), CS20 (Transport and Infrastructure), CS21 (Contribution of development to community infrastructure)

DSA: DM2 (Transport requirements of development sites), DM19 (Infrastructure and Delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure), DM33 (Managing Carbon Emissions, Transport and Energy Generation), DM47 (Princes Risborough to Aylesbury safeguarded land)

6.27. The application proposes the following access/transportation aspects, albeit that the matter of access is reserved for future consideration:-

- New primary access from A4129 Longwick Road
- A link road with the potential to form part of the proposed Princes Risborough relief road providing vehicular, pedestrian and cycle links to the north and south
- Connections for pedestrians and cyclists to existing rights of way network to the north east and south west and a potential connection to the adjacent Leo Laboratories site
- Provision of a walk and cycle route along the western side of Longwick Road between the site and Brooke Road;
- Additional bus stops close to the site, with bus shelters for the stop into Princes Risborough;
- Provision of a toucan crossing over Longwick Road directly to the south of the junction with Brooke Road/Wellington Avenue; and
- Provision of a new local bus service to serve the site linking to the railway station, funded for a 10 year period

6.28. The County Highway Authority have advised that there are a number of deficiencies

with the transport assessment including trip generation assumptions and local junction assessment. As such insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be properly and fully assessed. The Highway Authority is of the opinion that the proposed development is shown to have a significant impact on the operation of the local highway network, in particular the Tesco roundabout (Longwick Road/Aylesbury Road/New Road/ Duke Street/Tesco roundabout).

- 6.29. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing local road network.
- 6.30. The application recognises the capacity issues raised and proposes to mitigate the impact of increased demand by changes to the Tesco roundabout:
- Increasing the entry width of the Longwick arm of the roundabout
  - Widening of the New Road exit arm
  - Relocation of the Zebra crossing on the Aylesbury Road arm of the junction
- 6.31. The Highway Authority has advised that the mitigation proposed to the Tesco roundabout does not address the capacity issues experienced or provide safe and suitable mitigation to deliver the changes needed to overcome the impact that the development would have on the junction.
- 6.32. The application parameter drawings and illustrative masterplan indicate a primary access road running through the site but this is not shown to be built up to the site boundaries. The creation of an internal primary route through the expansion area to act as a complete alternative route to the A4010 is a policy requirement of the expansion area. A planning condition would be necessary to ensure that the road is built up the site boundaries so as not to prejudice the delivery of the expansion area and the whole relief road. If such a planning condition was not imposed then the proposal would prejudice the comprehensive delivery of the expansion area.
- 6.33. The application makes reference to a number of transportation measures and off-site highway works. However, none of these are secured within a planning obligation. Therefore in the absence of a planning obligation, the development would fail to maximise sustainable transport options.

#### Railway buffer

- 6.34. The illustrative masterplan would safeguard land so as not to frustrate future double tracking of the railway line. A planning condition would be necessary to ensure that this is carried through into reserved matters application(s).

#### Railway crossing and public rights of way

- 6.35. The lack of underpass provision and the resulting conflict of the proposal against policy H2 and Appendix 2 is addressed above. The Highway Authority have highlighted that severance remains an issue and that without any assurance that the underpass is deliverable the site is not considered to be sustainable in transport terms.
- 6.36. In terms of consultee responses, Network Rail have highlighted that the development would result in an increase in number and change in character of users on the existing at-grade railway crossings. They recommend planning conditions to ensure that existing footpaths over the railway line are diverted and at-grade crossings closed prior to occupation of any of the new houses. It is considered that this matter could be dealt with by way of Grampian planning conditions.

#### Travel Plan

- 6.37. A Travel Plan framework has been submitted as part of the planning application. The approval of a detailed travel plan would need to be secured within a legal agreement.

## **Raising the quality of place making and design**

ALP: G3 (General design policy), G7 (Development in relation to topography), G8 (Detailed Design Guidance and Local Amenity), G10 (Landscaping), G11 (Trees), G26 (Designing for safer communities), Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development)  
New Local Plan (Submission Version): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality), PR3 (Princes Risborough area of comprehensive development including relief road), PR4 (Main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

- 6.38. At the outline stage, the issue to assess is whether the site can accommodate the level of development proposed taking into account site constraints and other land requirements, such as the provision of public open space. The dispersal of development and the type of land uses, as illustrated on the parameter plans, can also be considered at the outline application stage. The application is in outline form with all matters reserved. However an illustrative masterplan has been submitted and the Environmental Statement (ES) contains development parameters.
- 6.39. The average site density would equate to 42 dwellings per hectare (dph). The Concept Plan contained within the new Local Plan illustrates a range of densities figures of 25 to 38 dwellings per hectare across the expansion area. Areas of higher density development are envisaged on the application site in comparison to other parts of the expansion area, given the sites' closeness to the existing town centre and regard to views from the AONB. A density of 41 dph was accepted by the Inspector at the last appeal. It is considered that the quantum of development can be accommodated in an acceptable manner on the site.
- 6.40. There are a number of layout aspects of the illustrative masterplan that would need to be addressed by planning conditions and at the reserved matters stage to ensure acceptable place-making and design quality.
- 6.41. Although it is considered that the quantum of development could fit on the site, the emerging Local Plan envisages a primary school being located on the site. The absence of a school from the application has implications for the comprehensive delivery of the expansion area and for meeting educational needs, which is detailed elsewhere within this report.

## **Amenity of existing and future residents**

ALP: G8 (Detailed design guidance and local amenity), H19 (Residents amenity space and gardens) Appendix 1

CSDPD: CS19 (Raising the quality of place shaping and design)

New Local Plan (Submission Version): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)

- 6.42. As the application is in outline form, with scale, layout and appearance reserved for future consideration, matters such as safeguarding the amenity of existing and proposed residents would be addressed through reserved matters application(s).

## **Environmental issues**

ALP: G15 (Noise), G16 (Light pollution)

CSDPD: CS18 (Waste, natural resources and pollution)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 6.43. Environmental issues relevant to planning include potential disturbance due to noise from traffic and from the adjacent railway line, land contamination and pollution, including odour from the adjacent sewage treatment works.
- 6.44. If planning permission were forthcoming a number of planning conditions would be necessary in relation to contamination, odour and noise protection in order to safeguard future residents and minimise any potential environmental risk.

### **Flooding and drainage**

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)

DSA: DM17 (Planning for flood risk management)

New Local Plan (Submission Version): CP12 (Climate Change), PR7 (Development requirements), DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 6.45. The Lead Local Flood Authority have raised a holding objection and requested that further information be submitted in relation to surface and ground water flood risk and the drainage strategy. It is considered that these matters could be addressed by planning conditions and are not issues that are fundamental to the application in flooding and drainage terms.
- 6.46. An ordinary watercourse runs through the site and the site is at risk of surface water flooding. The area also has naturally high groundwater levels.
- 6.47. Although the masterplan is illustrative, the application has failed to take a sequential approach to the location of development within the site because it appears as though development would be located within areas at risk of flooding. Part of the access road would be located within an area identified to be at risk of surface water flooding. These aspects could be addressed at reserved matters stage and is not fundamental to the scheme.
- 6.48. Although the FRA acknowledges that bridge design will ensure a safe route of access & egress, the application is lacking in detail to demonstrate how flood risk will be overcome by design. The FRA has also failed to take account of climate change in relation to the watercourse & associated surface water flood risk. It is considered that these matters could be addressed by planning conditions and is not fundamental to the scheme.
- 6.49. The County Council has carried out groundwater flood modelling which has identified that the site is at risk of groundwater emergence of 5mm across the whole site for a 10% annual exceedance probability flood event. The risk of groundwater flooding has not been adequately addressed by the application and proposed mitigation is insufficient. This would need to be addressed by planning condition and is not fundamental to the scheme.
- 6.50. The Lead Local Flood Authority has criticised the application's drainage strategy. This needs to be revised to demonstrate that the development would include an appropriate surface water drainage scheme based on sustainable drainage principles in order to manage flood risk. This could be addressed by way of planning conditions.
- 6.51. Thames Water has identified an inability of the existing waste and water infrastructure to accommodate the needs of the development. Thames Water have therefore recommended that should planning permission be forthcoming that it be subject to a planning condition to ensure that drainage infrastructure is in place to cater for the water supply and wastewater flows from the development, thereby avoiding any increased risk of sewerage flooding or pollution from the development. The Environment Agency has also suggested a similar planning condition. It is considered that such a Grampian style planning condition would be necessary and reasonable.

### **Landscape and visual impact**



ALP: L1 (Chilterns Area of Outstanding Natural Beauty),  
CSDPD: CS17 (Environmental assets)  
DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance), DM15 (Protection and enhancement of river and stream corridors)  
New Local Plan (Submission Version): CP9 (Sense of place), DM30 (Chilterns Area of Outstanding Natural Beauty) DM32 (Landscape character and Settlement Patterns) DM34 (Delivering Green Infrastructure and Biodiversity in Development)

- 6.52. The site is not located within the AONB but is visible from viewpoints within the AONB. It is considered that subject to the inclusion of meaningful and robust green infrastructure within the site layout, appropriate building design & materials the development would not harm the special qualities of the Chilterns AONB. The sites area and quantum of development sought would allow scope for appropriate green infrastructure to be incorporated into the layout, which would be dealt with at the reserved matters stage and/or by planning condition.
- 6.53. It is noted that Natural England have not objected and consider that the proposal will not compromise the special qualities of purposes of designation of the Chilterns AONB.
- 6.54. The Chilterns Conservation Board have submitted a detailed representation which neither objects nor supports but echoes the comments that they have made at the Local Plan examination. Their request is that the planning application should be determined after the Inspector has reported on the new Local Plan. But in the event of this not happening they recommend that siting and layout is determined at the outline stage; that development is confined to the eastern part of the site; and that the LVIA specifically addresses how design, layout & density takes account of views from the escarpment.
- 6.55. Because an appeal against non-determination has been lodged the Council cannot now make a decision on the application. However, the Inspectors report on the new Local Plan shall have a bearing on the appeal. It is considered that detailed design and layout matters can be adequately addressed at the reserved matters stage to avoid harm to the Chilterns AONB.

### **Archaeology**

CSDPD: CS17 (Environmental Assets)  
New Local Plan (Submission Version): CP9 (Sense of place), CP11 (Historic Environment), DM31 (Development Affecting the Historic Environment)

- 6.56. The County Archaeologist has noted that archaeological evaluation of the site has taken place which has not highlighted any significant remains. As such no planning conditions are necessary in relation to archaeology.

### **Agricultural land**

- 6.57. The NPPF sets out government policy to protect agricultural land, which is that decisions should take into account the economic and other benefits of the best and most versatile agricultural land. The best and most versatile agricultural land is in grades 1, 2 and 3a of the agricultural land classification. The development plan does not contain a policy which reflects this aspect of the NPPF.
- 6.58. Supporting application information concludes that the land is classified as 13.7 ha of grade 2, 4.6 ha of grade 3a and 0.7 ha of grade 3b. Therefore 19 ha of the site would be best and most versatile agricultural land.

6.59. The loss of some high quality agricultural land would cause some harm. However, given the need to meet the housing needs of the District, the weight of harm is limited, as per the last appeal decision.

## **Ecology**

CSDPD: CS17 (Environmental assets)

DSA: DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

New Local Plan (Submission Version): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

6.60. The application includes as part of the Environmental Statement detailed ecological surveys (bats, badgers, newts, reptiles and breeding birds) and proposes a series of mitigation measures. The site largely comprises arable farmland, however a number of other habitat types are present including trees and developing woodland, scrub, semi-improved grassland, hedgerows and a watercourse.

6.61. Under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 “a competent authority, in exercising any of its functions, must have regard to the requirements of the Directives so far as they may be affected by the exercise of those functions.” Regard also has to be given to Regulation 43 of the Conservation of Habitats and Species Regulations 2017 and Article 12 of the Habitats Directive as to whether a criminal offence for European Protected Species (EPS) animals (such as bats) is likely to be committed.

### Protected species

6.62. Surveys have confirmed:-

- No badger setts currently present on the site
- No bat roosts within the site
- Small numbers of grass snake are present, mitigation will be implemented
- Great crested newts absent from the site
- Mitigation will be needed prior to vegetation removal to protect breeding birds
- Site unlikely to support any notable invertebrate populations

### Protected habitats

6.63. The site lies close (approx. 1.5 km) to statutory habitats – a SSSI and the Chilterns Beechwood Special Area of Conservation (SAC). It is considered that either alone or in combination with other projects, the proposal would not be likely to have a significant effect on the above protected sites and that permission may be granted (subject to other planning considerations) under the terms of the Conservation of Habitats and Species Regulations.

6.64. The Local Planning Authority, as the competent authority has had regard to the Conservation of Habitats and Species Regulations 2017, which is the principal means by which the Habitats Directive is transposed in England and Wales. It is considered given the assessment of effects on statutory designations set out within the Environmental Statement, that the development would not be likely to have a significant effect on a European site and is not directly connected or necessary to the management of that site.

6.65. Planning conditions will be necessary to secure ecological mitigation and enhancement measures to maintain and enhance the ecological potential of the site.

## **Building sustainability**

CSDPD: CS18 (Waste, natural resources and pollution)

DSA: DM18 (Carbon reduction and water efficiency)

New Local Plan (Submission Version): DM33 (Managing carbon emissions: transport and energy generation)

6.66. Following the Adoption of the Delivery and Site Allocations Plan (July 2013) and in particular policy DM18 (Carbon Reduction and Water Efficiency) it would have previously been necessary to impose a condition to secure the required 15% reduction in carbon emissions as well as reducing future demand for water associated with the new homes. However, this issue has been transferred to Building Regulations. As such it would only be necessary to condition water efficiency.

### **Public open space**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM16 (Open space in new development), DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR4 (The main expansion area development framework), Comprehensive approach to the expansion area), PR6 (Expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

6.67. It is considered that the parameter plans & illustrative masterplan would allow for appropriate open space to be provided in accordance with development plan policy and that envisaged within the Princes Risborough expansion area. Planning obligations and conditions would be necessary to ensure the appropriate quantum, delivery timing and management of open space provision.

6.68. The green infrastructure parameter plan would reflect open/green space provision as per the concept plan for the expansion area in that it would illustrate:

- A green corridor along the railway line
- North-south “green” lanes focused on existing rights of way

6.69. However, it is noted that the parkland buffer to the railway line is annotated as being 20m wide, while the new Local Plan states that a minimum width of 25m (comprising 15m safeguarded for future double tracking of the railway line and a further 10m corridor) is needed to create a linear park. It is considered that this aspect can be addressed at the reserved matters stage and will not materially impact on the quantum of development that can be accommodated on the site.

6.70. To accord with development plan policy DM16 the scheme would be required to make provision for 5.35 Ha of open space provision comprising both local and strategic open space. The Design and Access Statement states that 7.31 ha of open space is proposed, thereby exceeding the requirement set out within policy DM16.

6.71. In the absence of a planning obligation, the development fails to secure the provision of open space in accordance with the development plan and emerging planning policies.

### **Education provision**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR4 (The main expansion area development framework), PR6 (Expansion area development principles), PR7 (Development requirements), PR17 (Princes Risborough delivery of infrastructure)

6.72. Para 94 of the NPPF states the importance of the need to provide sufficient choice of school places to meet the needs of existing and new communities. The NPPF highlights that local planning authorities should give great weight to the need to create, expand or alter schools through preparing plans and in decision making.

6.73. The Education Authority have confirmed that based on current pupil/population migration trends and housing permissions there will be a deficit of school places in the area. The Education Authority intends to create some additional capacity by

expanding two existing schools at Great Kimble and Princes Risborough which would result in a small surplus to accommodate approximately 260 homes.

- 6.74. The Princes Risborough expansion area will need to deliver two new primary schools in order to meet the educational needs arising from housing growth (policy PR7). Policy PR4 and the Concept Plan indicate a new primary school each side of the Longwick Road within the two main development areas. The location of the new schools set out within the new Local Plan reflects Department for Education guidance on the location of new schools.
- 6.75. The planning application does not deliver and make equitable contributions for education provision and is therefore in conflict with the emerging new Local Plan. The Education Authority have highlighted that the proposal puts the County at risk of not being able to meet its statutory duty to provide sufficient school places to meet demand generated from the Princes Risborough expansion area.
- 6.76. The planning application is not accompanied by a detailed phasing and infrastructure delivery plan which would be contrary to emerging policy PR17. Instead the application submission highlights that the scheme is a free standing proposal. The application therefore fails to demonstrate how it would ensure and not compromise the comprehensive delivery of education infrastructure requirements of the total expansion area.
- 6.77. As such the application would not be consistent with the co-ordinated and equitable approach for the delivery of infrastructure that is necessary for the Princes Risborough expansion area. The application would fail to accord with policy PR17 in that it would not provide on-site infrastructure and equitable contributions towards infrastructure requirements across the expansion area.

### **Infrastructure and Developer Contributions**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), PR3 (Princes Risborough area of comprehensive development including relief road), PR4 (the main expansion area development framework), PR6 (Main expansion area development principles), PR7 (Development requirements), PR8 (Provision and safeguarding of transport infrastructure), PR17 (Princes Risborough delivery of infrastructure)

- 6.78. In the absence of a planning obligation the development would fail to make provision for infrastructure both on and off-site that is necessary to make the development acceptable in planning terms.
- 6.79. The development is a type of development where CIL would be chargeable. The amount of CIL that this development would be liable to pay is approximately £7.3m. There would be infrastructure that the development would need to make provision for by way of either direction provision or equitable contributions to ensure that it accords with development plan and emerging planning policy. It is also necessary for the development to make equitable and timely contributions towards infrastructure associated with the Princes Risborough expansion area. In the absence of this being offered the development would prejudice comprehensive delivery of the whole expansion area.
- 6.80. The application submission includes a list of heads of terms proposed by the applicant. This includes:-
- A contribution towards primary education facilities
  - Provision of sustainable urban drainage
  - Provision and management of open space
  - Compliance with a travel plan
  - Provision of a bus service

- Provision of a considerate construction plan
  - Provision of affordable housing
  - Facilitating the provision of a pedestrian/cycle path under the Aylesbury railway line
- 6.81. Policy PR17 of the new Local Plan requires that new development within the Princes Risborough expansion area delivers on-site infrastructure and equitable contributions for off-site infrastructure across the total requirements of the expansion area. The applicant's draft heads of terms and the planning application are silent and makes no provision to accord with the requirements of policy PR17. The application is presented on the basis of free-standing proposal which would be contrary to the comprehensive equitable approach for the Princes Risborough expansion area as set out within the new Local Plan.
- 6.82. Therefore the application would fail to make developer contributions & direct infrastructure provision that is necessary to make the development acceptable in planning terms, directly related to the development and reasonable.
- 6.83. As part of the appeal, aspects regarding the direct provision of and equitable contributions towards infrastructure could be addressed if the applicant entered into a suitable Section 106 legal agreement to secure relevant planning obligations.

### **Housing supply and need**

ALP: H2 (Housing Allocations), H4 (Phasing of New Housing Development)

CSDPD: CS1 (Overarching principles - sustainable development), CS2 (Main principles for location of development), CS6 (Princes Risborough), CS8 (Reserve Locations for Future Development), CS12 (Housing provision)

New Local Plan (Submission Version): CP4 (Delivering Homes)

- 6.84. Currently, the Council can demonstrate significantly more than a five year supply of housing against local housing need. 8.5 years of housing supply can be demonstrated.
- 6.85. Paragraph 73 of the new NPPF published in July 2018 sets out that "Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old". The most recently adopted strategic housing policies for Wycombe District are in the Core Strategy which was adopted in 2008 and as such they are more than five years old.
- 6.86. The Council submitted the new local plan for examination in March 2018 based on the Objectively Assessed Need (OAN) as set out in the Housing and Economic Development Needs Assessment (HEDNA) Addendum. The plan has been subject to a number of hearing sessions, however, at this stage it still remains the case that until the Council adopts the Local Plan full weight cannot be given to the housing requirements set out in the Local Plan. However the publication of the Main Modifications to the Plan gives an indication of the Inspector's 'direction of travel' and when the Inspector's report is received very substantial weight can be attached to the housing requirements set out in the Local Plan.
- 6.87. As such until the Local Plan is adopted, local housing need is calculated using the standard methodology as set out in the NPPG. The minimum annual local housing need for Wycombe in 2018 is 453 dwellings per year.
- 6.88. The most up to date published data on housing supply is contained in the Interim Position Statement on Five Year Housing Land Supply (January 2019), which sets out an update to the position in the Annual Monitoring Report published in March 2018. This shows a supply of 4,019 dwellings against a requirement, including a 5% buffer in line with NPPF paragraph 73, of 2,378 for the period 2017-22. This amounts to an 8.5 years supply.

6.89. The Council will update its 5 year housing land supply assessment further in due course, including updating the assessment to a 31st March 2018 base date, taking account of any Government policy changes and progress with the Local Plan.

## **Conclusion**

6.90. This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

6.91. In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a) Provision of the development plan insofar as they are material
- b) Any local finance considerations, so far as they are material to the application (in this case, CIL)
- c) Any other material considerations

6.92. As set out above it is considered that the proposed development would conflict with a number of development plan policies and emerging policies in the new Local Plan.

6.93. The NPPF (para 15) highlights that the planning system should be genuinely plan-led and para 49 and 50 set out guidance on premature planning applications being determined when an emerging plan is at an advanced stage.

6.94. The new Local Plan, albeit not yet formally part of the development plan for the area, is at an advanced stage having been submitted for examination in March 2018 with hearings session having taken place in July and September 2018. It is clear that the new Local Plan is at an advanced stage. The new Local Plan proposes significant expansion of Princes Risborough but there are unresolved objections to the scale and location of housing growth. The extent of housing growth at Princes Risborough is clearly a matter that is being examined through the new Local Plan process and should not be a decision as part of the development management process/Section 78 appeal. Therefore an argument that the application is premature could be justified.

6.95. There is a scenario that the Inspector examining the new Local Plan may not support the scale of growth at Princes Risborough. Therefore in this context, a grant of permission would predetermine issues relating to scale, location and phasing that would be determined as part of the new Local Plan. A grant of permission has the potential to harm the emerging plan by allowing housing against the Local Plan Inspector saying that the new Local Plan proposes the wrong scale of development at Princes Risborough.

6.96. As the planning inquiry is not going to be heard until September, the position regarding prematurity is highly likely to have changed when the appeal is being heard. By that stage the new Local Plan is likely to have been adopted, as such prematurity would not be an issue. At this stage it is considered that the harm arising from a premature grant of permission would weigh against the proposal.

6.97. In considering other material considerations, the proposal has also been assessed against policies of the NPPF and found to be in conflict particularly in relation to delivering a sufficient supply of homes, promoting healthy and safe communities, promoting sustainable transport and achieving well-designed places. Overall, it is considered that the proposal does not represent sustainable development. Officers conclude that the adverse impacts of the proposal significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF as a whole.

6.98. As set out above, the Council can currently demonstrate a five year supply of housing sites when assessed against local housing need. The proposal is contrary to the

development plan and emerging planning policies for the reasons set out in the report. Therefore it will be contested through the appeal.

Recommendation: Minded to refuse

**1. That had the Authority been in a position to determine this application, permission would have been refused for the following reasons:**

1. Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be properly and fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing local road network. As such, the proposed development would be contrary to policies CS16 (Transport) and CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD, policy DM2 (Transport Requirements of Development Sites) of the Delivery and Site Allocation Plan, policies CP7 (Delivering the Infrastructure to Support Growth), PR4 (The Main Expansion Area Development Framework), PR8 (Provision and Safeguarding of Transport Infrastructure), DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the Wycombe District Council Local Plan Submission Version, the aims of the Buckinghamshire Local Transport Plan 4 and the National Planning Policy Framework.
2. The proposed development fails to provide safe, convenient and attractive access on foot and by cycle across the Aylesbury railway line, particularly to link the proposed development directly with the town centre. The absence of such route(s) results in an unsatisfactory degree of integration of the development with Princes Risborough, would not maximise opportunities for walking and cycling as an alternative means of transport to the car. It would also prejudice the wider delivery and integration of the Princes Risborough residential expansion area. As such the proposed development would be contrary to policies CS16 (Transport), CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD, Policy DM2 (Transport Requirements of Development Sites) of the Adopted Delivery and Site Allocation Plan, policy H2 and Appendix 2 of the Adopted Local Plan, policies CP7 (Delivering the Infrastructure to Support Growth), PR4 (The Main Expansion Area Development Framework), PR6 (Main Expansion Area Development Principles), PR7 (Development Requirements) and PR17 (Princes Risborough Delivery of Infrastructure) of the Wycombe District Council Local Plan (Submission Version), the aims of the Buckinghamshire Local Transport Plan 4 and the National Planning Policy Framework.
3. The development would not safeguard, deliver and equitably contribute for on and off-site infrastructure arising from the development and for infrastructure across the total requirements of the for the Princes Risborough expansion area. As such the development would prejudice the comprehensive delivery of the Princes Risborough expansion area as set out within the Wycombe District Local Plan (Submission Version). The development would be contrary to policies CS19 (Raising the Quality of Place Shaping and Design), CS18 (Waste/Natural Resources and Pollution), CS21 (Contribution of Development to Community Infrastructure) of the Adopted Core Strategy DPD, policy DM16 (Open Space in New Development) and DM19 (Infrastructure and Delivery) of the Delivery and Site Allocations DPD, policies CP7 (Delivering the Infrastructure to Support Growth), PR3 (Princes Risborough Area of Comprehensive Development including Relief Road), PR4 (The Main Expansion Area Development Framework), PR6 (Expansion Area Development Principles), PR7 (Development Requirements), PR8 (Provision and Safeguarding of Transport Infrastructure), PR17 (Princes Risborough Delivery of Infrastructure) of the Wycombe District Local Plan (Submission Version) and the Planning Obligations Supplementary Planning Document.

4. The development fails to make adequate provision and secure affordable housing as such it would not contribute to the objective of creating mixed and balanced communities. In the absence of a legal agreement to secure the required level of affordable housing the development would be contrary to the National Planning Policy Framework; Policy CS13 (Affordable Housing and Housing Mix) of the Adopted Core Strategy DPD, policy DM24 (Affordable Housing) of the Wycombe District Local Plan (Submission Version) and the Planning Obligations Supplementary Planning Document.
  
5. In the absence of a legal agreement the development would fail to make adequate provision to maximise sustainable travel options. The development will therefore be heavily reliant on the use of the private car contrary to policy CS20 (Transport and Infrastructure) of the Adopted Core Strategy DPD (Adopted July 2008), policy DM2 (Transport Requirements of Development Sites) of the Delivery and Site Allocations Plan July 2013 ) and policies CP7 (Delivering the Infrastructure to Support Growth), PR7 (Princes Risborough Development Requirements), PR8 (Provision and Safeguarding of Transport Infrastructure), PR17 (Princes Risborough Delivery of Infrastructure) and DM33 (Managing Carbon Emissions: Transport and Energy Generation) of the New Local Plan Submission Version, the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 4.

#### INFORMATIVE(S)

1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
  
2. This application is the subject of an appeal against non-determination. The reasons for refusal are therefore the reasons that the Local Planning authority will defend at the forthcoming public inquiry. Please note that reasons for refusal 2, 3, 4 and 5 could be overcome if the applicant were to enter into an appropriate Section 106 legal agreement to secure relevant planning obligations.
  
- 2. To note that the Head of Planning and Sustainability will defend the appeal lodged against the non-determination of this planning application in line with these reasons, appropriately amended to reflect and align with any modifications to and progress of the New Wycombe District Local Plan and publication of Inspectors Report.**





18/07097/OUTEA

## Consultations and Notification Responses

### Parish/Town Council Comments/Internal and External Consultees

**Princes Risborough Town Council** - Object. The parish council's main concern is to ensure these early applications relative to the emerging Local Plan (LP) reflect the aspirations / intentions of the LP. To accept otherwise at this stage could set a negative precedent for future applications. The Parish feel that this application falls well short of the emerging LP, lack of commitment to numbers of affordable houses, a lack of commitment to funding infrastructure and to the required underpass. As a result, Princes Risborough Town Council would wish this application be refused.

### **Town Planning Team Network Rail**

Comments: Planning conditions recommended to ensure closure of existing at-grade railway crossings and creation of suitable alternatives.

### **Environment Agency (south-east)**

Comments: No objection subject to conditions

### **Natural England**

Comments: No objection. The proposed development would not compromise the purposes of designation or special qualities of the Chilterns AONB.

### **The Chilterns AONB Planning Officer**

Comments: These proposals fall within the wider setting of the Chilterns Area of Outstanding Natural Beauty. This impact is appreciated from views outwards as well as views towards the escarpment and generates the need for mitigation to conserve and enhance the Chilterns, and address the understandably increased number of visitors to it arising from the expansion of Princes Risborough. Chilterns Conservation Board (CCB) has made a series of Local Plan representations, calling for deletion and/or amendment of various policies that affect the Princes Risborough strategic growth allocation. With this application submitted in parallel with the examination-in-public, CCB would request that the application is determined after the Inspector has reported on the Local Plan. Detailed comments provided in relation to Local Plan representations.

In the event that the application were to be determined ahead of the Local Plan examination outcome then CCB recommend that the siting and layout of the application is determined at the outline stage to ensure that

- (a) development is more confined to the eastern part of the site and that
- (b) the applicant's LVIA specifically reports back as to how roofscapes / design / density / layout takes account of views down from the escarpment, to ensure that the existing setting is conserved and enhanced, wherever possible. Our interest in protecting the setting of the Chilterns requires that the views outwards from especially popular vantage points are not diminished and protects the setting.

The Environmental Statement (ES) deals with proposed mitigation of AONB impacts through a construction and environmental management plan, including details of lighting and hours of operation (for construction). In delivery of this mitigation we would recommend a series of agreed design codes linked to an approved layout. These should include materials (to blend new with existing roofscapes - when viewed from framed views within the AONB), green buffers and corridors to shield impacts from wider views and a layout that confines most development to the less visible southern end of the site. Views towards appropriate roofscapes, design details and development densities from the escarpment constitute an important objective. The character of the landscape here is of considerable importance and the relationship between the Chilterns National Character Area and the Upper Thames Vale National Character Area means that a careful design is required to achieve an appropriate and sensitive transition.

CCB recommends that the scope of the ES mitigation - construction / environmental management plan is broadened to include vehicular routing. This should avoid construction vehicles traversing the AONB beyond the A 4010.

The green infrastructure proposed should also promote habitat management seeking appropriate conservation gains. Further that there should be an enhancement strategy that funds enhancements to visitor facilities, rights of way and habitat management at Whiteleaf and Brush Hill to accommodate the increased town population using these already popular sites.

### **Crime Prevention Design Advisor**

Comments: Object, some aspects of the design and layout would be problematic in crime prevention terms. The application has not addressed crime prevention of community cohesion comprehensively. Detailed comments provided on parking areas/courts, excessively permeable layout, subway design and site layout

### **British Transport Police**

Comments: The British Transport Police (BTP) Designing Out Crime Unit (DOCU) delivers Crime Prevention and Designing Out Crime advice to our partners within the railway industry as well as the wider construction industry for proposed developments on railway land and those that can impact on the railway.

This planning application was brought to our attention by the Thames Valley Police (TVP) Crime Prevention Design Adviser due to the close proximity of the proposed development to the railway and the nearby pedestrian foot crossings leading from the area of the proposed development – these foot crossings join with Mount Way and the area of the recreation ground off Church Lane. Currently it is perceived that these crossings are little used but with the proposal for 500 homes (along with a number currently under construction) the amount of use as well as the type of user will change. Additionally at present the land is on which the development is proposed to take place is arable land and because of this the fence along much of the boundary is simple post and wire. It is accepted that the crossings and boundary fence are outside of the development's boundary but they will be impacted if planning is approved.

Therefore it is felt that the following conditions should be put on the developers should the development go ahead (notwithstanding the objections to the development already made by colleagues from Thames Valley Police):

1. Prior to the occupation of any houses both foot crossings must be closed and grade-separated means of crossing the railway lines should be provided. This is for the following reasons:
  - a) There will be an increase in use of these crossings as it will be the shortest route from the development into Princes Risborough Town Centre, thus bringing with it an increase in the risk of pedestrian / train interaction. The NPPF Paragraph 110 (c) states that developments should “create spaces that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians cyclists and vehicles...”;
  - b) The type of user may also change to include families and groups of all ages e.g. children walking to the local schools, users wishing to access the Community Centre, Leisure Centre and Health Clinic and those who may have been into Princes Risborough for social activity including the consumption of alcohol etc. Currently neither crossing is fully level as both have steps leading to the railway line over which the rights of way run and cannot therefore be used by those with physical disabilities or those pushing children in buggies for example. The NPPF Paragraph 108 (a) states that “safe and suitable access to the site can be achieved for all users.”
2. Prior to the occupation of any houses the fence on the boundary must be improved in line with the Network Rail standards for that between residential premises and railway lines – this is likely to be a steel palisade fence of 1.8m in height though Network Rail will be able to provide confirmation. This is for the following reason:
  - a) There will be an increase in public activity near to the railway line and there is a danger that trespass will increase due to the larger number of people living in area.

### **Thames Water Utilities Ltd**

Comments: Thames Water have identified an inability of the existing water and foul water network infrastructure to accommodate the needs of this development. A planning condition is recommended to ensure that adequate provision is in place before any houses are occupied. An odour modelling assessment should be submitted in consultation with Thames Water and include an odour mitigation measures strategy.

### **Bucks County Council Education Department**

Comments: Currently, there is 5% surplus capacity across all schools within the Princes Risborough planning area which is in line with the level recommended by the Department for Education that Councils should maintain to allow for volatility in pupil/population trends. The latest five year projections based on current pupil/population migration trends and housing permissions show that there will be a deficit of places in the area. BCC has plans to create additional capacity at both Great Kimble School and Princes Risborough School to meet the increased demand/housing in the area (as well as provide a better distribution of places to meet local demand and reduce car use) which would leave a small surplus to accommodate a further 260 homes.

The proposed submission Wycombe Local Plan (dated October 2017) allocates up to 2460 homes within the Princes Risborough Expansion Area (PREA), 300 homes in Longwick (Policy RUR5) and a further 160 homes in Great Kimble (Policy RUR6). BCC estimates that this will generate the need for over 4 forms of entry of primary school pupil provision. Beyond the current expansion plans at Great Kimble and Princes Risborough, BCC would expect development of this scale in the town to be met through the establishment of new schools. BCC has worked with planning policy colleagues at Wycombe District Council (WDC) to develop a concept plan and identify appropriate sites on the PREA for education use as part of the emerging Local Plan. The agreed location of the sites would ensure sufficient and reasonable access to education facilities within the development itself (NPPF Paragraph 72) and promote sustainable travel (NPPF Paragraph 122).

Policy PR4 (The Main Expansion Area Development Framework) of the emerging Local Plan states that while the concept plan is illustrative the provision of elements, which includes the two primary schools located one each side of the A4129 to minimize the need to cross a main road, is fixed: 'The main expansion area falls naturally into two main development areas (north and south of the Crowbrook green corridor), so a primary school is located in each, taking into account the location of the existing primary schools in the town, and minimising the need for children to cross the main road to Thame in getting to school. This will enable primary education demand to be met locally and encourage safe and sustainable travel to school'. Policy PR7 (Development Requirements) confirms the proposed size of the two new schools: 'The Council will require development within the main expansion area to provide...sufficient new primary school places to meet the needs of the development, including two new primary schools, each of two forms of entry...'

The above local plan policy is in line with Department for Education (DfE) Building Bulletin 95 Guidance which states that 'the location of the school is an important consideration from the point of view of both attracting customers and sustainability. The site should be in the heart of the community so minimising transport use, and allowing safe routes to school and access to public or school transport. School security is also important. For example, a school in a remote area is more vulnerable because it is not overlooked by neighbours.' The location of a school site south of the Longwick Road would also ensure a balanced distribution of provision and sufficient choice of school places is available to the existing and new community in Princes Risborough encouraging effective travel planning (NPPF Paragraph 94). The size of primary school is based on DfE guidance on setting up a mainstream free school (July 2018) which includes an expectation that primary schools have a minimum of 2 forms of entry of 30 pupils to ensure a viable and cost-effective proposal. This is considered to be the optimum size for primary schools supporting long term financial sustainability by achieving greater economies of scale and allowing wider access to staff and other learning resources.

Paragraph 18 of the planning statement confirms that the application does not intend to make provision for a school site of up to 2FE on the basis that the concept plan (which shows a primary school site within the PMF site) is not a 'fixed' proposal and therefore there is no conflict with the emerging plan. The applicant refers to the 2017 appeal Inspector who concluded at the time that there was no specific requirement for a school site in association with PMF. This approach is not consistent with emerging local plan policy (which is based on national guidance) and would undermine the prospects for conveniently and sustainably meeting the education needs of the development.

Emerging Local Plan Policy PR3 (Princes Risborough Area of Comprehensive Development) requires a structured and coordinated planning approach to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Detailed planning guidance, guided by relevant planning policies, is being taken forward by the Council to achieve the following objectives:

- i. Provide a framework for equalisation of infrastructure costs and delivery;
- ii. Support the assessment of planning applications, and negotiation of S106 contributions;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

The Local Plan has already been developed and consulted on and is currently with the Secretary of State for Examination in Public. Accordingly BCC has concerns regarding how the application site supports the comprehensive planning of the PREA. The application does not make clear what is the framework for delivery of infrastructure or the equalization of costs. The application site also does not allocate land for a school site or identify a suitable alternative site. This application is therefore not considered consistent with the coordinated planning approach required in the emerging Local Plan and as a result the Council is at risk of not being able to meet its statutory duty to provide sufficient school places to meet demand generated from the PREA.

If the underlying concerns were addressed and it were possible to identify another school site that fitted the emerging policy requirements, then it would also be necessary to make a financial contribution towards the proposed new school buildings in accordance with BCC's adopted S106 guidance based on the education infrastructure costs per dwelling.

#### **Bucks County Fire Officer**

Comments: Consideration should be given to water supplies for firefighting and access for fire service vehicles when Building Regulations is applied for.

#### **County Highway Authority**

Comments: Detailed comments provided in relation to transport sustainability, railway line underpass, use of shared space, layout, trip generation & distribution, transport assessment on the surrounding network and proposed mitigation. Further information requested:-

- How the widened footway/cycle way will be achieved on Longwick Road under the railway bridge
- Information on the take up of cycle stands within the town to evidence use of and requirements for expansion of provision for sustainable travel choices
- Detail as to how the bus service provision will be achieved
- That the Railway Underpass has sufficient provisions in place between all parties and can be delivered within reasonable time scales
- Detail on the provision of the spine road to the red edge of the application area
- Agreed trip rates and strategic modelling analysis prior to discussion and submission regarding potential mitigation measures

#### **County Archaeological Service**

Comments: No objection. Archaeological evaluation in the form of a geophysical survey and trial trenching has taken place with no significant remains recorded within this application boundary. As such there is no objection to the proposed development and it is not necessary to apply a condition to safeguard archaeological interest.

### **Rights of Way and Access**

Comments: Detailed comments provided about existing rights of ways which cross the application site. Planning conditions recommended regarding creation of and upgrading of existing rights of way.

### **Control of Pollution Environmental Health**

Comments: No objection subject to planning conditions regarding noise protection scheme, remediation and electric vehicle charging points.

### **Community Housing**

Comments: There does not appear to be a specific commitment to deliver policy level affordable housing within the application. If the proposal meets the planning requirements and goes ahead, the housing service would expect to see the provision of an appropriate amount and mix of affordable housing in accordance with planning policy.

### **Buckinghamshire County Council (Major SuDS)**

Comments: Holding objection until the following matters are addressed:-

- Amend masterplan to include reference to the ordinary watercourse
- Further details such as indicative drawings to show how the bridge crossing may be achieved
- FRA should be amended to reflect that no residential development will occur in areas shown as at risk from surface water
- FRA should be amended to take account of the NPPF, particularly in relation to future flood risk associated with the watercourses and climate change
- Review the Princes Risborough Groundwater Flooding Phase 1 Report and amend proposed mitigation measures to reflect the findings of this report
- A reduction of 50% of the proposed discharge rate contained in the FRA
- The Conceptual Surface Water Drainage Layout amended to provide an indication of the possible locations of SUDS features

### **Representations**

The following summarised comments have been received objecting to the proposal:

- The application is in advance of the Planning Inspectors decision on the new Local Plan and should be delayed until after the new Local Plan. The proposal does not fit in with the District's strategic plans.
- The site is not suitable for new homes because access to the area is through a narrow railway bridge and existing roads, such as the A4010 are already heavily congested.
- Opposed to building on this greenfield site.
- The location of the site is cut off from the existing town by the railway line and there is no safe crossing of the railway track. The new residents would therefore be cut off from the main town and would be difficult for them to access current facilities.
- The new houses will be for rich people, while what is needed is housing for people on a modest income but who cannot afford to buy.
- Increased flood risk. The application makes no allowance for increased run off into Summerleys Stream which increases flood risk to all properties downstream of the development.
- Loss of amenity from increased foot, cycle and vehicle traffic, construction traffic and restrictions/amendments to footpaths.
- No contribution towards local infrastructure such as school places and local healthcare.
- Local resources are already stretched
- There is no provision for pedestrian access to the railway station for new residents.
- Impact on local wildlife habitat.
- Thames Water have identified the inability of the existing foul water network to accommodate the needs of this development as such there is a risk of untreated sewerage entering the water course with associated health and odour impact.

- Risk of failure of existing Thames Water foul water network
- It is unclear how it will be ensured that Park Mill Lane does not become an informal “rat run” into the new development

18/07097/OUTEA

Scale 1/5000







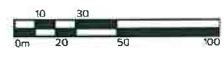
**PLANNING PERMISSION  
REF. NO.: 15/07349/FUL**

**LEGEND**

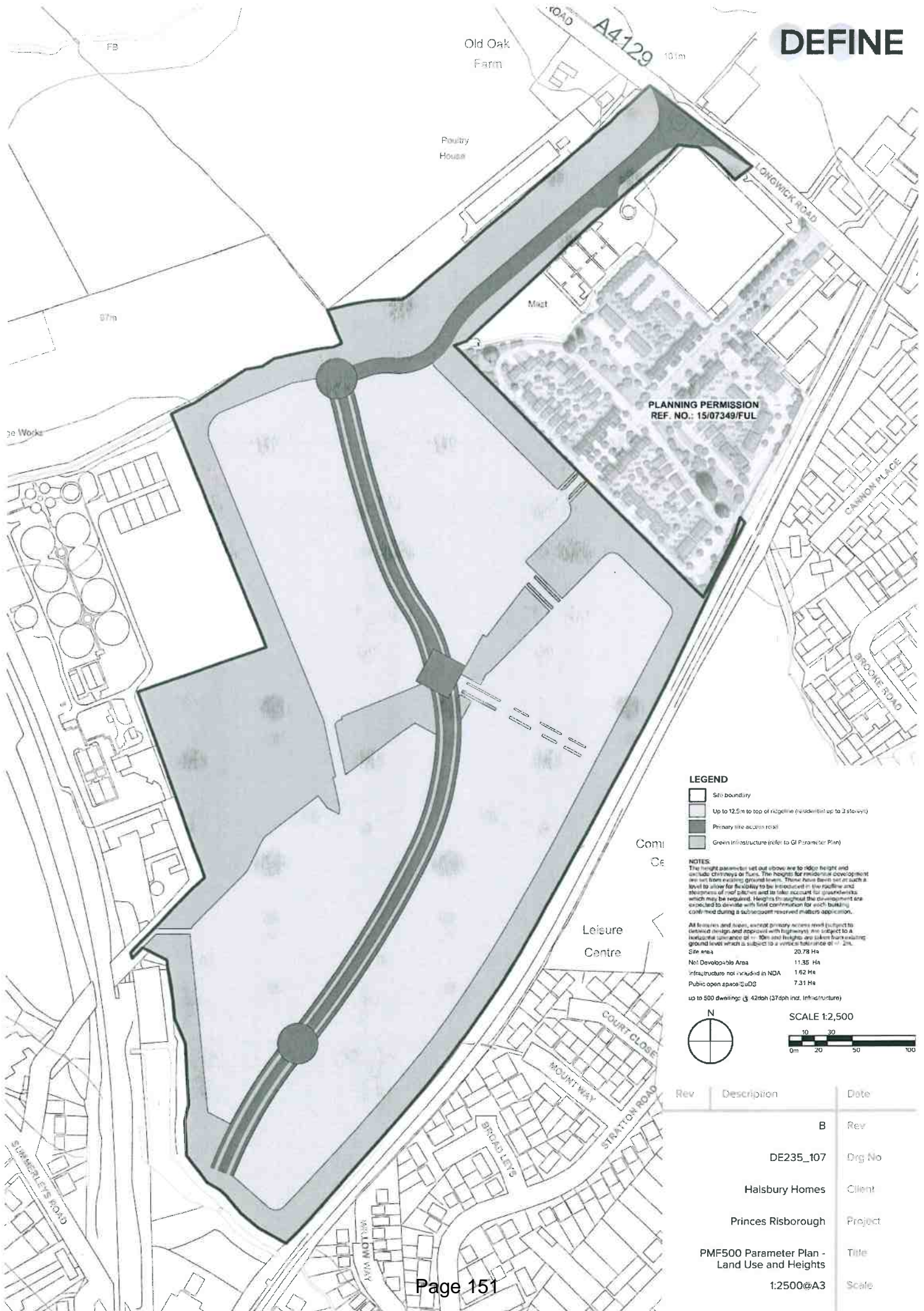
□ Site boundary



SCALE 1:2,500



Rev	Description	Date
	B	Rev
	DE235_106	Drwg No
	Halsbury Homes	Client
	Princes Risborough	Project
	Park Mill Farm 500 Red Line Plan	Title
	1:2500@A3	Scale



### LEGEND

- Site boundary
- Up to 12.5m to top of ridge line (residential up to 3 storeys)
- Primary site access road
- Green infrastructure (refer to GI Parameter Plan)

### NOTES

The height parameter set out above are to ridge height and include driveways or runs. The heights for residential development are set from existing ground levels. These have been set at such a level to allow for flexibility to be introduced in the profile and the presence of roof pitches and to take account of ground levels which may be required. Heights throughout the development are expected to deviate with field confirmation for each building confirmed during a subsequent reserved matters application.

All heights and levels, unless primary access roads, subject to detailed design and approval with highways, are subject to a horizontal tolerance of +/- 30m and heights are taken from existing ground level which is subject to a vertical tolerance of +/- 2m.

Site Area 20.75 Ha

Net Developable Area 11.35 Ha

Infrastructure not included in NDA 1.62 Ha

Public open space/UDS 7.31 Ha

up to 500 dwellings @ 42dph (37dph incl. Infrastructure)

N



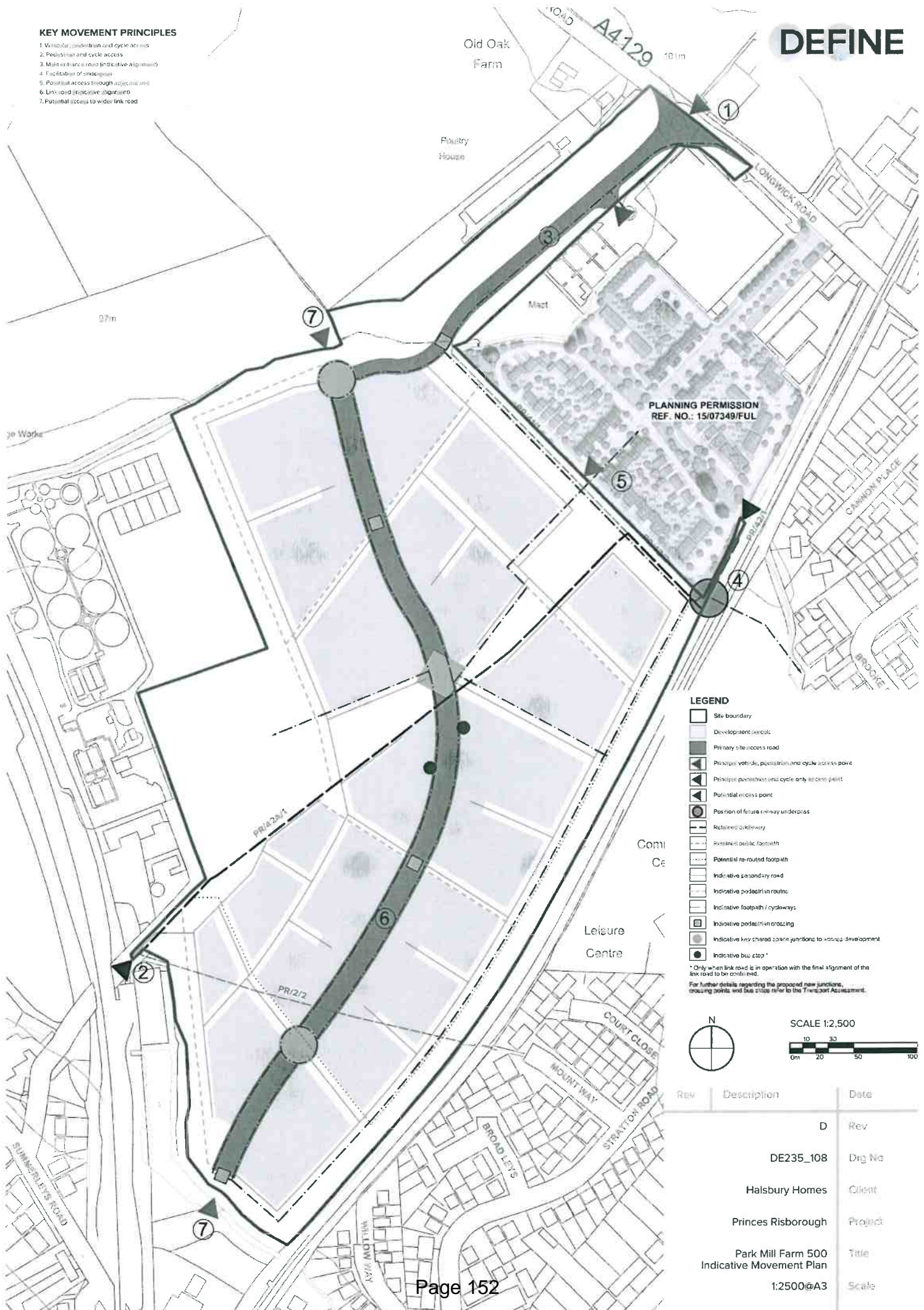
SCALE 1:2,500



Rev	Description	Date
B	Rev	
	DE235_107	Drwg No
	Halsbury Homes	Client
	Princes Risborough	Project
	PMF500 Parameter Plan - Land Use and Heights	Title
	1:2500@A3	Scale

## KEY MOVEMENT PRINCIPLES

1. Vehicular, pedestrian and cycle access
2. Pedestrian and cycle access
3. Main vehicular road indicative alignment
4. Facilitation of sidings
5. Potential access through adjacent area
6. Link road indicative alignment
7. Potential access to wider link road



### LEGEND

- Site boundary
- Development parcels
- Primary site access road
- Potential vehicle, pedestrian, and cycle access point
- Potential pedestrian and cycle only access point
- Potential access point
- Position of future railway underpass
- Retained cycleway
- Retained public footpath
- Potential re-routed footpath
- Indicative secondary road
- Indicative pedestrian route
- Indicative footpath / cycleways
- Indicative pedestrian crossing
- Indicative key shared access junctions to wider development
- Indicative bus stop \*

\* Only when link road is in operation with the final alignment of the link road to be confirmed.

For further details regarding the proposed new junctions, crossing points and bus stops refer to the Transport Assessment.



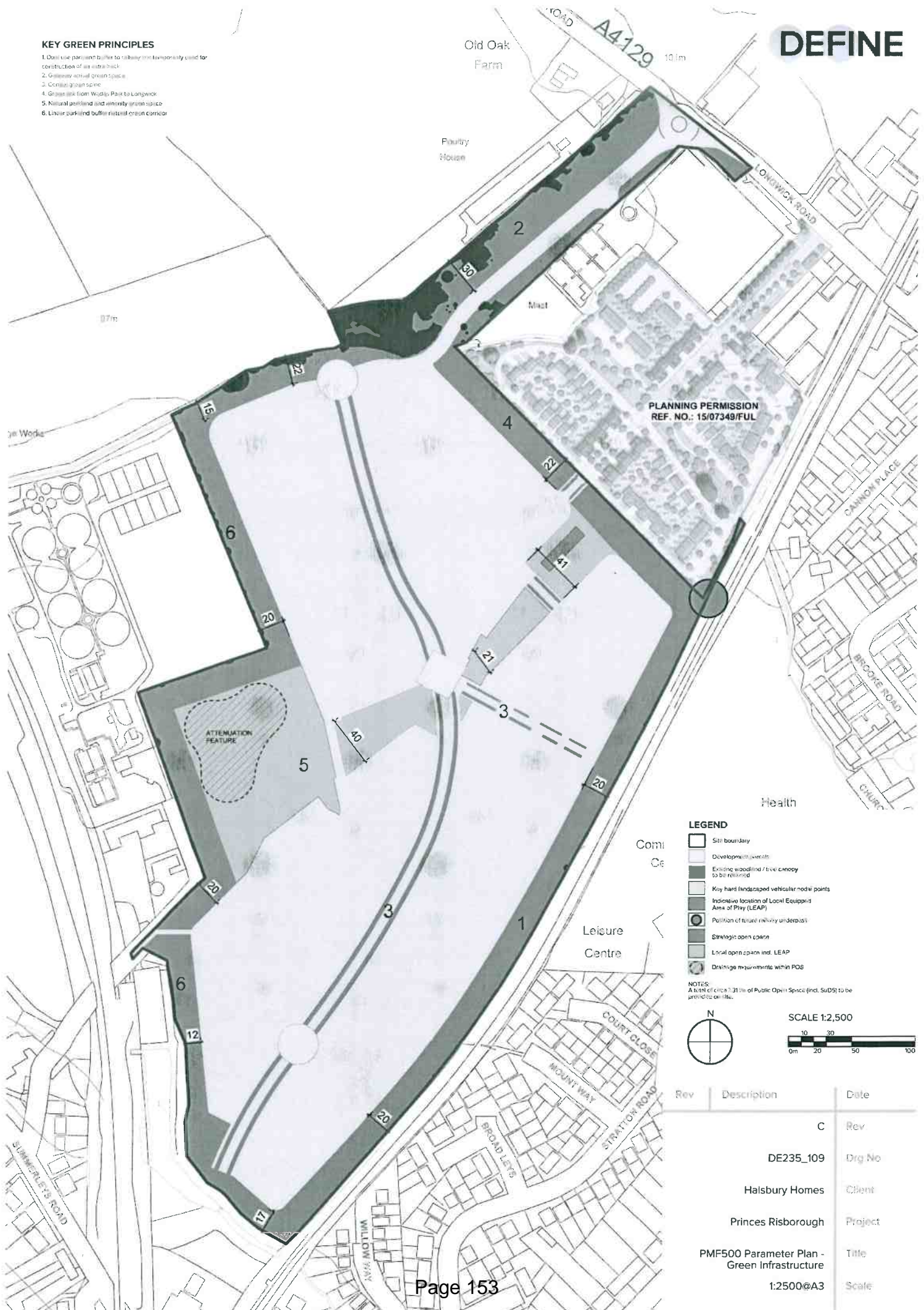
SCALE 1:2,500



Rev	Description	Date
	D	Rev
	DE235_108	Dirg No
	Halsbury Homes	Client
	Princes Risborough	Project
	Park Mill Farm 500 Indicative Movement Plan	Title
	1:2500@A3	Scale

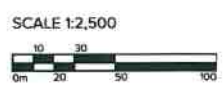
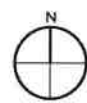
## KEY GREEN PRINCIPLES

1. Don't use parking buffer to deliver the temporary need for construction of an extra block
2. Gateway around green space
3. Central green spine
4. Grass link from Woddy Park to Longwick
5. Natural parkland and winery green space
6. Linear parkland buffer natural green corridor





**LEGEND**  
 [Black outline] Site boundary  
 [Light grey] PMP 150 (4.19.14)  
 [Dark grey] PMP 500 (9.71.14)



Rev	Description	Date
	<b>B</b>	Rev
	<b>DE235_110</b>	Drwg No
	<b>Halsbury Homes</b>	Client
	<b>Princes Risborough</b>	Project
	<b>Park Mill Farm 500 Indicative Phasing Plan</b>	Title
	<b>1:2500@A3</b>	Scale



# Agenda Item 8.

## 1. Pre-Planning Committee Training/ Information Sessions

Officer contact: Alastair Nicholson DDI: 01494 421510

Email: alastair.nicholson@wycombe.gov.uk

Wards affected: All

### PROPOSED DECISION OR RECOMMENDATION TO COUNCIL

1.1 The Committee note that the next pre-committee training/information session is scheduled for 6.00pm on Wednesday 6 March.

1.2 No presentations have as yet been booked. If a developer comes forward members will be updated, otherwise it is proposed to begin the Planning Committee meeting at 6.30pm.

### Corporate Implications

1.3 Members of both the Planning Committee, and the Regulatory and Appeals Committee, are required to complete a minimum level of planning training each year.

### Sustainable Community Strategy/Council Priorities - Implications

1.4 None directly.

### Background and Issues

1.5 The pre Planning Committee meeting gives an opportunity for member training or developer presentations.

### Options

1.6 None.

### Conclusions

1.7 Members note the recommendation.

### Next Steps

1.8 None.

**Background Papers:** None.

## Agenda Item 10.

### For Information: Delegated Action Authorised by Planning Enforcement Team Between 18/12/2018-28/01/2019

18/00231/OP	2 Park Close Lane End Buckinghamshire HP14 3LF	Alleged construction of outbuildings in rear garden	Without planning permission, the erection of a detached outbuilding	16-Jan-19	No Material Harm
17/00230/OP	11 Dashwood Avenue High Wycombe Buckinghamshire HP12 3DN	Alleged erection of two storey rear extension	Without planning permission the erection of a first floor rear extension and material change of use of the property to 2 x 2 bed flats	16-Jan-19	Enforcement Notice
17/00584/OP	The Warren Jackson Court Hazlemere Buckinghamshire	Alleged erection of fencing to front	Without planning permission, the erection of boundary fencing	16-Jan-19	No Material Harm
18/00171/CU	20 Baring Road High Wycombe Buckinghamshire HP13 7SH	Alleged material change of use of site to a mixed use comprising residential and car sales/repairs	Alleged material change of use of site to a mixed use comprising residential and car sales/repairs	16-Jan-19	Planning Contravention Notice