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App No : 19/05794/R9FUL App Type : R9FUL

Application for : Creation of a shared footpath and cycle way along a part of the Bourne End to Wycombe Railway track, with intermediate access point at Bowden Lane.

At Part Of Disused Railway, Bassetsbury Lane, High Wycombe, Buckinghamshire

Date Received : 12/04/19 Applicant : Mr Robert Turner - Wycombe District Council

Target date for decision: 12/07/19

1. **Summary**

- 1.1. The application relates to an existing informal pedestrian route that links between Bassetsbury Lane and London Road in High Wycombe, utilising the former railway track bed.
- 1.2. The intention is to improve the surfacing and connections to the route to facilitate greater use and, is part of the Local Plan policy objective, to have a new walk/cycle route between Bourne End and High Wycombe using the Railway Line.
- 1.3. The scheme also incorporates an extension of the roadside footway in Bassetsbury Lane. This scheme, in its entirety, is known as the "Footpath Improvement Scheme" which was identified in the application for the development of the adjacent former allotments site. A planning obligation was attached to the planning permission (18/06767/FUL) requiring the implementation of the footpath improvement scheme.
- 1.4. The development of the adjacent allotments site required this path/cycle way improvement to enable it to be a sustainable form of development. It also had the benefit of achieving a part of a larger ambition to promote a walking and cycling route along the former Bourne End to High Wycombe Railway Line. This application is the first stage in establishing the footpath improvement
- 1.5. The former railway line is a natural corridor allowing the movement of wildlife and also is adjacent to Funges Meadow and the Rive Wye. Consequently there was a need for robust ecological information. This was provided and subject to identified mitigation and enhancement measures the proposal is acceptable.
- 1.6. The initial concerns raised by the Environment Agency and Lead Local Flood Authority have been addressed.
- 1.7. The improvement of the footpath through improved surfacing and easier and accessible connections to the route are intended to increase pedestrian and cycling use and promote greater use.
- 1.8. The application complies with development plan policies except for concerns raised by the Crime Prevention Design Advisor regarding anti-social behaviour and lack of surveillance which in part is because the route is not well used.
- 1.9. These concerns have been considered in the weighing and balancing and do not outweigh the presumption in favour of sustainable development.
- 1.10. Application is recommended for approval.

2. **The Application**

- 2.1. The proposal is for a shared footway/cycleway along the old railway trackbed between Bassetsbury Lane and London Road, the proposal includes a footpath extension to Bassetsbury Lane footpath. The proposal includes the following works:

- Forming of an all-weather combined footpath and cycleway along the centre of the trackbed;
 - Re-profiling the access slopes at the London Road and Bassetsbury Lane ends of the embankment. Creating a new access path from Bassetsbury Lane to connect to the trackbed.
 - Creating a new intermediate access point at Bowden Lane
 - Extension of the roadside footway from the site entrance to the former allotments to meet up with the existing footway beyond the existing entrance to the track bed.
- 2.2. The railway track section between Bourne End and Wycombe closed and the tracks lifted sometime after 1967.
 - 2.3. The railway track that is the subject of this application is an embankment between two and five metres above the natural valley floor level, crossing the Wye valley. Overbridges at each end of the embankment once allowed the railway to pass over London Road and Bassetsbury Lane have, long since, been demolished. Only the bridge crossing Bowden lane remains in place.
 - 2.4. The embankment is currently used as a footpath but it is not particularly easy to access because of the existing steps and steep and uneven slopes.
 - 2.5. The surfacing of the pathway is compacted hoggin. The new access slopes will be finished with tarmac to avoid run off erosion which will be contoured and cambered.
 - 2.6. This application is linked to a legal agreement required as part of planning permission 18/06767/FUL for the change of use of land to site 40 residential park homes. The details of which are considered at 4.2.
 - 2.7. The application is accompanied by:
 - a) Design and Access Statement
 - b) Flood Risk position
 - c) Ecological Appraisal
 - d) Lighting Report
 - e) Arboricultural Method Statement and Tree Protection Plans
 - 2.8. Following the initial consultation stage the scheme was amended to remove the link to the Park Home development at Bassetsbury Lane and the link to Sierra Road. This was in part, a response to the significant level of objection to the proposed link at Sierra Road.
 - 2.9. A lighting report was submitted to support the amendment to remove lighting from the proposal.

3. Working with the applicant/agent

- 3.1. In accordance with paragraph 38 of the NPPF (2019) 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.
- 3.2. 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.
- 3.3. In this instance:
 - the applicant/agent was updated of any issues after the initial site visit,
 - The applicant was provided the opportunity to submit amendments to the scheme/address issues.
 - The application was considered by the Planning Committee where the applicant/agent will have the opportunity to respond should there be public

speaking.

4. Relevant Planning History

- 4.1. **18/06767/FUL:** Change of use of land to site 40 residential park homes with associated car parking, landscaping, recreational areas and boundary fence and gate (all within area outlined in orange on plan 07B707320-001 Rev N), siting of ranger's lodge unit with new access onto Bassetsbury Lane on land adjoining the proposed park home estate (within area outlined in blue on plan 07B707320-001 Rev L). Permission with Planning Obligation.
- 4.2. The Planning Obligation required:
 - the payment of Off Site housing contribution into the Affordable Housing contributions Fund
 - Not to commence the development until the Footpath Improvement Scheme has been submitted and approved in writing by the Local Planning Authority
 - Not to permit Occupation of any dwelling until the Footpath Improvements Scheme has been implemented in full.

5. Issues and Policy considerations

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM1 (Presumption in favour of sustainable development), DM4 (Former Bourne End to High Wycombe Railway Line)

- 5.1. The site is a corridor of land between Bassetsbury Lane and London Road within the built up area of High Wycombe. The site is part of the former Bourne End to High Wycombe Railway Line which is proposed as a new walk/cycle route in the Delivery and Site Allocations Plan July 2013 (Policy DM4).
- 5.2. The aim is to have a cycling and walking corridor between High Wycombe town centre/railway station and Bourne End using the track bed of the disused railway.
- 5.3. As such the land has been safeguarded as part of this route. The principle of the development is acceptable because it supports sustainable travel, health and economic objective. Although the proposal is subject to compliance with other detailed policies in the plan.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

DSA: DM2 (Transport requirements of development sites)

- 5.4. The Highway Authority required as part of the development of 40 park homes on the former allotments site on Bassetsbury Lane (18/06767/FUL) the implementation of an alternative pedestrian route between Bassetsbury Lane and London Road. This application seeks to provide an alternative route through the upgrading of the former railway track bed which effectively links Bassetsbury Lane to London Road.
- 5.5. The benefit of this development is that it helps secure the longer term ambition to have a walk/cycle route linking Bourne End to High Wycombe.
- 5.6. There has been significant objection to the original proposal to have a number of links from existing development adjacent to the route. It is, therefore, unlikely that the associated landowners will agree to facilitate the pedestrian links to the route in the short term. It is possible the additional links could be facilitated in the longer term when demand for such links is established. As a consequence the scheme has been amended to remove two additional links.

5.7. The Highway Authority have no objections subject to recommended conditions.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)
DSA: DM11 (Green networks and infrastructure),

- 5.8. The footpath/cycleway proposal helps to deliver part of the new walk/cycle route proposed in the Adopted Delivery and Site Allocations Plan (Policy DM4: Former Bourne End to High Wycombe Railway Line).
- 5.9. It is an existing footpath although there are difficulties accessing the route because it is an embankment with limited formal connection points and some informal connections which are difficult to access. This means that as a footpath it has limited functionality. Although from representations received it is the informality of the path that is appreciated and also it provides a valuable resource for leisure such as dog walkers.
- 5.10. The aim is to provide an alternative off road route between Bassetsbury Lane and London Road for pedestrians and cyclists which is intended to increase usage of the route.
- 5.11. However to meet the ambitions of the policy the current path will require improvements to provide a viable walk and cycle route. The policy requires that convenient links to the route are provided in order to maximise the opportunities for walking and cycling.
- 5.12. The proposal seeks to improve and formalise access onto the route from London Road and Bassetsbury Lane. There is also a ramp connection and proposed upgrading of steps at Bowden Lane to allow improved access to and from the path. . These connections provide the necessary connectivity to ensure that the cycleway/footway is functional and comprehensive.
- 5.13. Significant concern has been expressed about the loss of rural character along the route. However, the site is within the urban area of High Wycombe but the rural character is created by the relatively dense vegetation, raised height of the embankment and informality of the path.
- 5.14. The upgrade of the path is not intended to change the character of the land but to better manage the vegetation that exists which will help improve natural surveillance and to provide better surfacing to encourage greater usage.
- 5.15. The proposed surfacing is hoggin which is suitable for the location and will help maintain its current character. The new path way links will be hard surfaced but these are closer to the urban edges of the pathway and need to be of a robust material to ensure that the surface material is not degraded given that these paths are sloped.
- 5.16. The policy requires good surveillance of the public realm through layout and building design. The police do not support this proposal because it is a seclude route, with limited surveillance and need for regular maintenance of trees.
- 5.17. The police are also concerned about the possibility of making it a lighted path as this suggests that it is a safe pedestrian route.
- 5.18. The applicant no longer intends to have lighting along the path. A report was commissioned to try and marry the desire to light the path sufficiently while protecting the wildlife and the trees. Lighting to provide sufficient illumination for security purposes would require mains voltage electricity, this however would lead to likely root damage to the trees.
- 5.19. A proposal for more limited illumination would still have a detrimental impact on local wildlife and there was strong objection for any form of lighting from conservation groups (Chiltern Rangers) and local residents.
- 5.20. As a consequence the applicant decided to withdraw the intention to light the route.
- 5.21. The route will therefore remain unlit. As such it removes the suggestion that the route

is promoted as a safe pedestrian route during hours of darkness which was a concern of the policy. This approach is consistent with the intention to have no lighting along the other refurbished part of the route between High Wycombe and Bourne End.

- 5.22. It would seem from representations received that the path is relatively well used currently mainly for leisure pursuits. It is likely that improving the surface and connections will help to ensure that the route is better used during daylight hours and is available to more users.
- 5.23. The majority of the representations received that do not support the upgrade of this existing route. A number of objectors consider this to be piecemeal development. However, it is part of a wider scheme promoted in the Local Plan.
- 5.24. Some of the closest neighbours are concerned about increased overlooking into their windows directly from the pathway which is at an elevated height. There is some overlooking of the path from these properties, limited to some extent by the trees. This is however an existing relationship although it may increase with usage of the path but, in turn, will also provide some limited surveillance. The relationship is acceptable given that during summer months it will be lessened by tree and bush cover.
- 5.25. The proposal is in accordance with this policy by securing high quality design although there are some limitations in respect of good surveillance of the public realm.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): DM35 (Placemaking and Design Quality), DM40 (Internal space standards)
Housing intensification SPD

- 5.26. As mentioned at 5.21 the pathway does allow some overlooking of existing properties which are part of the new development of Wye Dene. This is an existing relationship. Although it is hoped and intended that the pathway has a higher usage the pathway will be unlit, it has tree coverage and is part of larger scheme to introduce a cycleway/path along the old track bed and on balance this is considered an acceptable relationship.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.27. The issue of lighting has been considered as part of the place making and raising the quality of design and also as part of the ecological impacts.
- 5.28. The decision not to incorporate lighting is well founded and supported by evidence.

Flooding and drainage

Wycombe District Local Plan (August 2019): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.29. The applicant, on request, submitted a Flood Risk Assessment, additional Surface Water Runoff Calculations and additional supporting letter from Odyssey.

Surface Water drainage

- 5.30. There is a small increase in surface water runoff associated with small increases in impermeable areas. The existing footpath discharges into ditches along the length of the footpath and it is proposed to direct all surface water runoff into these ditches. This is considered acceptable.

Fluvial Flood Risk

- 5.31. According to the most recent Flood Maps the majority of the site lies in Flood Zone 1. Based on the significantly higher levels of the disused railway compared to the surrounding levels, it is reasonable to assume that site will not be at risk of flooding.

- 5.32. Based on the updated information the Environment Agency removed their objection on flood risk.

Impact on River Wye

- 5.33. The Environment Agency raised concerns about the potential ecological impact on the Wycombe Marsh Stream and the River Wye. As a consequence they have requested a pre-commencement condition requiring a Construction Environment Management Plan. This is to demonstrate that the river will be protected during the construction works association with the ramp at Bowden Lane.

Green networks and infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM15 (Protection and enhancement of river and stream corridors)

Green Infrastructure

- 5.34. Policy DM34 applies to all development and specifically for this proposal the policy affords protection to the green infrastructure features and networks both on and off-site for the lifetime of the development.
- 5.35. The policy requires protection for the trees that are to be retained during layout and construction. To address these requirements the application was accompanied by an Arboricultural Method Statement and Tree Protection Plans.
- 5.36. The works to the existing pathway between Bassetsbury Lane and London Road result in minimal loss of trees. Those that are lost are low quality. The tree line along Bassetsbury Lane where the path will be extended is more sensitive. However, the route has been carefully aligned and will result in the loss of low quality small or scrub trees. The realignment of the fence will not have any detrimental impact on the retained trees.
- 5.37. The plans include future tree maintenance which is acceptable. The trees along the route have historically received only received limited maintenance and the proposals are likely to improve the situation.
- 5.38. The applicant will remove low-value non-native scrub and replace it with native species to create a habitat to support and encourage wildlife. However, the shading of the embankment by the trees above will mean that establishing a species rich habitat will be problematic. The applicant is, therefore, proposing to plant on the adjacent escarpment overlooking Funges Meadow, and the embankment slopes at places where there is thinner tree cover.
- 5.39. Although the land in question is not within the red edge of the site it is identified within the blue edge, as land within the control of the applicant, and a suitable landscaping condition can be imposed.
- 5.40. A condition is also required to ensure that the trees works are carried out in accordance with the details submitted.

Ecology

Wycombe District Local Plan (August 2019): DM34 (Delivering Green Infrastructure and Biodiversity in Development)

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

- 5.41. The link between Bassetsbury Lane and London Road is a natural corridor allowing the movement of wildlife. The site lies adjacent to Funges Meadow and also the River Wye (an internationally rare priority habitat). For these reasons an ecological appraisal was requested by officers to enable a robust assessment.

- 5.42. The ecological appraisal has demonstrated that no further survey work is required. However, the appraisal has recommended mitigation and enhancement measures. These will be secured by condition.
- 5.43. Given the potential impact on wildlife with any proposed lighting schemes the applicant has indicated that they no longer intend to provide artificial lighting. This has important ecological benefits and is compliant with the relevant policy.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

BCSNP: Policy 13 (Connecting the Parish)

- 5.44. The development is a type of development where CIL would not be chargeable.
- 5.45. It is considered that there would not be other types of infrastructure that will be put under unacceptable pressure by the development to justify financial contributions or the direct provision of infrastructure.
- 5.46. Indeed the application is the result of a legal agreement requirement attached to the planning permission for the development of the Bassetsbury Allotments site for the change of use of land for the stationing of mobile homes.

Weighing and balancing of issues – overall assessment

- 5.47. 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.
- 5.48. 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), and,
 - c) Any other material considerations.
- 5.49. As set out above it is considered that the proposed development would accord with most of the development plan policies, except for the concerns raised by the Crime Prevention Design Advisor (CPDA) which therefore conflict with Policy DM35.
- 5.50. This was an issue which was raised and considered in the report that accompanied application 18/06767/FUL for the development of the adjacent site – former Bassetsbury Allotments. The concerns of the CPDA are legitimate but have to be balanced against the long term aim of creating a new walk/cycleway route along the former railway line.
- 5.51. The improvements which form part of this application are intended to encourage greater use and that, in turn, will create better surveillance of the route. The route is no longer intended to be lit which will discourage use in the hours of darkness, and so this will be a route mainly used in daylight. The connections to and from the route will be improved and should help to address concerns about safe use of the route.
- 5.52. Given the above the dis-benefits of promoting a route which has limited surveillance is given limited weight because the situation should improve as the route is better used, a fact which is also acknowledged by the CPDA. The dis-benefits of the proposal do not outweigh the presumption in favour of sustainable development (paragraph 11 of the NPPF).

Equalities Act Duties

5.53. Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

Recommendation: Application Permitted

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 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers;

WDC1	Location and Site Plan
16-155-020-C	Proposed Footway Alignment Sheet 1 of 7
16-155-021-C	Proposed Footway Alignment Sheet 2 of 7
16-155-022-C	Proposed Footway Alignment Sheet 3 of 7
16-155-023-C	Proposed Footway Alignment Sheet 4 of 7
16-155-024-D	Proposed Footway Alignment Sheet 5 of 7
16-155-025-D	Proposed Footway Alignment Sheet 6 of 7
16-155-026-C	Proposed Footway Alignment Sheet 7 of 7
16-155-027-E	Proposed Footway Alignment Overview
BJUFC MAR19	Footpath RPA Plan
BJUFC MAR19	Footpath Shading Plan
BJUFC MAR19	Footpath Tree Plan
BJUFC MAR19	Footpath TRP Plan 1 of 4
BJUFC MAR19	Footpath TRP Plan 2 of 4
BJUFC MAR19	Footpath TRP Plan 3 of 4
BJUFC MAR19	Footpath TRP Plan 4 of 4

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.

3 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of all surfacing materials shall be submitted to and approved in writing by the Local Planning Authority before any work to the finished surfaces of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory appearance.

4 Prior to any development of the shared footway/cycleway, except for the approved trees works identified in the Arboricultural Method Statement, the construction details (including sections) of the following:

1. ramp and stair connections at Bowden Lane
2. connection with London Road
3. connection with Bassetsbury Lane and a
4. new section of footway along Bassetsbury Lane

shall be submitted to and approved by the Local Planning Authority and thereafter constructed in accordance with the details approved and then retained for the lifetime of the scheme..

Reason: To ensure that connections to the shared footway/cycleway are satisfactory and do not have any adverse impacts. Also to minimise danger, obstruction and inconvenience to users of the highway and of the development

- 5 Prior to any development on site, except for the approved tree works identified in the Arboricultural Method Statement, a scheme to mitigate against potential harm to protected species/habitats and to provide ecological enhancement shall be submitted to and approved in writing by the Local Planning Authority. The proposed ecological enhancement measures must be incorporated into the landscape scheme and shown on the landscaping plans that are to be submitted as part of the requirements of a landscaping condition. All works shall then proceed in accordance with the approved scheme with any amendments agreed in writing. The enhancement measures contained within the scheme shall thereafter be retained on site for the lifetime of the scheme unless otherwise approved in writing by the Local Planning Authority.

Reason: This a pre-start condition and it is required to ensure that the development safeguards protected wildlife and achieves a net gain in biodiversity prior to the development commencing.

- 6 The development shall take place in accordance with the arboricultural method statement (AMS) and tree protection plan submitted as part of the planning application, and any permitted works between the site entrance and the new access point on Bassetsbury Lane leading onto the disused railway line specified in the AMS will take place under the supervision of a retained arboricultural specialist.

Reason: To ensure that the retained trees, shrubs and hedgerows are not damaged during the construction process and in the long term interests of local amenity value.

- 7 Prior to the commencement of any works on the site, other than the approved tree works documented in the Arboricultural Method Statement, 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 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.

- 8 No works, other than the approved tree works documented in the Arboricultural Method Statement, shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Update to FRA to include surface water and groundwater flood risk
- Details of all drainage ditches - in the form of cross sections
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of how and when the ditches will be maintained, this should also include details of who will be responsible for the maintenance

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to the main construction in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

- 9 No development shall take place, other than the approved tree works documented in the Arboricultural Method Statement, until a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The Construction Environment Management Plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- details demonstrating how the river and the river corridor for both the Wycombe Marsh Stream and River Wye will be protected during development, e.g. by temporary fencing and according to Environment Agency Pollution Prevention Guidelines.
- details of any lighting that could impact on the river and river corridor. There should be no light spill onto the River Wye or the Wycombe Marsh Brook as artificial lighting disrupts the natural nocturnal behaviours of a range of wildlife using and inhabiting the river and its corridor, such as bats. Where lighting is required it should be directional and focused with cowlings (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) 'Guidance Notes for the Reduction of Obtrusive Light'. Lights triggered by motion sensors should also be considered.

Reason: To ensure the protection of wildlife and supporting habitat.

- 10 A fully detailed landscaping scheme for some planting on the escarpment overlooking Funges meadow and the embankment slopes shall be submitted to and approved in writing before any of the works to the highway are undertaken.

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the the completion of the development. 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 the ecology of the area and in the interests of the amenity and to ensure a satisfactory standard of landscaping.

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 The applicant should be aware that this proposal forms the Footpath Improvement Scheme that is referred to in the planning obligation that is attached to planning permission 18/06767/FUL for the adjacent site (former Bassetsbury Allotments) and the development of this site is linked to the approval and implementation of the Footpath Improvement Scheme.
- 3 The Environment Agency draws your attention to the fluid filled cables that go through the embankment and that the embankment is underlain by alluvium and then the Chalk (Principal Aquifer) and the River Wye is associated with the alluvium. If these cables are disturbed this could be a risk to groundwater quality during construction of the proposed development.
- 4 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. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.

- 5 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 the Transport Development Control Section at the following address for information:-

Development Management
Buckinghamshire County Council
9th Floor, County Hall
Walton Street
Aylesbury
Buckinghamshire
HP20 1UY
Tel: 01296 395000

- 6 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.
- 7 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.