



Strategic Sites Committee agenda

Date: Thursday 19 October 2023

Time: 10.00 am

Venue: The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF

Membership:

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, N Marshall, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

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Agenda Item	Page No
1 Apologies for absence	
2 Minutes To agree the minutes of the Strategic Sites Committee meeting held on 28 September 2023.	3 - 10
3 Declarations of interest	
4 23/05440/OUT - Tralee Farm, 20 Wycombe Road, Holmer Green, Buckinghamshire, HP15 6RY	11 - 144
5 21/08364/FUL - Land Between Tralee and Orchard End Farms and Rear of 22 Badger Way, Amersham Road, Hazlemere, Buckinghamshire	145 - 298

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Strategic Sites Committee minutes

Minutes of the meeting of the Strategic Sites Committee held on Thursday 28 September 2023 in The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF, commencing at 10.00 am and concluding at 3.47 pm.

Members present

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice Chairma) and A Wheelhouse

Agenda Item

1 Apologies for absence

Apologies for absence were received from Councillor Neil Marshall.

2 Minutes

Resolved: The minutes of the meeting held on 8 June 2023 were **agreed** as an accurate record and were signed by the Chairman.

3 Declarations of interest

There were no declarations of interest.

4 PL/20/4332/OA - Land to the north of A4007, Slough Road (between Junctions 15 and 16 of M25), Iver Heath, Buckinghamshire

Proposal: Outline application for a Motorway Service Area between M25 Junctions 15 and 16 near Iver Heath with all matters reserved, comprising vehicular access from the M25 including new overbridge and realignment of the A4007 Slough Road, a controlled vehicular access from the A4007 for emergency vehicles only, including a staff drop off point and associated footway works to Slough Road, facilities buildings, Drive-Thru, fuel filling stations, electric vehicle charging, parking facilities, service yard, vehicle circulation, landscaping, woodland and amenity spaces, Sustainable Drainage Systems, a diverted public bridleway; together with associated mitigation and infrastructure and with earthworks / enabling works including mineral extraction.

A site visit was carried out on 22 November 2022.

A statement was read out on behalf of local ward member Councillor Paul Griffin by Sally Taylor, Senior Democratic Services Officer.

Speaking as local ward member, Councillor Luisa Sullivan.

Speaking as local ward member, Councillor Wendy Matthews.

A statement was read out on behalf of Councillor Julie Cook, Iver Parish Council, by Sally Taylor, Senior Democratic Services Officer.

Speaking as objectors, David Rolinson, Katy Barton and Stewart Pomeroy.

Speaking as a supporter, Ann Bartaby.

Speaking on behalf of the applicant, Tom Jeremiah.

It was proposed by Councillor Jonathan Waters and seconded by Councillor Patrick Fealey and agreed at a vote.

Resolved:

1. That the decision be delegated to the Director of Planning and Environment for **APPROVAL subject to**
 - A) Referral to the Secretary of State in accordance with The Town and Country Planning (Consultation) (England) Direction 2021 on Green Belt grounds; and
 - B) The granting of satisfactory consents by the Secretary of State pursuant to the Green Belt (London and Home Counties) Act 1938 (as amended).
 - C) The completion of an Agreement under s111 Local Government Act 1972 (as amended) securing a further Agreement under s106 Town & Country Planning Act 1990 to secure planning obligations broadly in accordance with the details set out in the main body of the report (and any update sheet); and
 - D) The imposition of planning conditions broadly in accordance with the details set out in the report (and any update sheet) as considered appropriate by the Director of Planning and Environment;
2. If these cannot be achieved, for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate
OR
3. The application shall be referred back to the Strategic Sites Committee in the event that the application has not been called-in by the Secretary of State and;
 - (i) there has been no decision to approve any Green Belt (London and Home Counties) Act 1938 (as amended) consent application within 4 months of the date of this resolution; or
 - (ii) there has been no confirmation, within 4 months of the date of this resolution, that consent has been sought from the Secretary of State for the erection of buildings on the land and for any necessary alienation of

Buckinghamshire Council's interest in the land or for the land to be released from all of the restrictions contained in the Green Belt (London and Home Counties) Act 1938 (as amended); **or**

- (iii) within 4 months of the date of this resolution, the Director of Planning and Environment considers that new material considerations have arisen;

In the event of any changes being needed to the wording of this resolution (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Director of Planning and Environment has delegated authority to do so in consultation with the Chairman, provided that the changes do not exceed the substantive nature of the Strategic Sites Committee's resolution.

And **subject to** the first sentence of condition 37 being amended to read:

The details to be submitted under condition 3 (layout and appearance) should include details of Electric Vehicle Charging provision to include a minimum 100 **active** spaces to meet future demand, and/or, any details for the provision for any alternative (non-fossil) fuels for vehicles (including hydrogen fuelling), shall be submitted to and approved in writing by the Local Planning Authority.

The Chairman also agreed to write, in conjunction with officers, to the relevant Cabinet Member, to request a discussion on the matter of ensuring adequate electrical supply to the area.

5 CM/0036/21 - Land Adjacent to M25 between Junctions 15 and 16, Iver Heath, Buckinghamshire

Proposal: Mineral extraction and provision of access to facilitate the development of the Colne Valley Services and associated works proposed under planning application ref (PL/20/4332/OA).

A site visit was carried on 22 November 2022.

Speaking as local ward member, Councillor Luisa Sullivan.

A statement was read out on behalf of Councillor Julie Cook, Iver Parish Council, by Sally Taylor, Senior Democratic Services Officer.

Speaking as an objector, Chris Jarvis.

Speaking on behalf of the applicant, Tom Jeremiah.

It was proposed by Councillor J Waters and seconded by Councillor J Ng and agreed at a vote.

Resolved:

1. That the decision be delegated to the Director of Planning and Environment for **APPROVAL subject to:**
 - A) The granting of satisfactory consent by the Secretary of State pursuant to the Green Belt (London and Home Counties) Act 1938 (as amended).
 - B) The completion of an Agreement under s111 Local Government Act 1972 (as amended) securing a further Agreement under s106 Town & Country Planning Act 1990 to secure planning obligations broadly in accordance with the details set out in the main body of the report (and any update sheet); and
 - C) The imposition of planning conditions broadly in accordance with the details set out in the report (and any update sheet) as considered appropriate by the Director of Planning and Environment;
2. If 1. above cannot be achieved, for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate.
OR
3. The application shall be referred back to the Strategic Sites Committee in the event that:
 - (i) there has been no decision to approve any Green Belt (London and Home Counties) Act 1938 (as amended) consent application within 4 months of the date of this resolution; or
 - (ii) there has been no confirmation, within 4 months of the date of this resolution, that consent has been sought from the Secretary of State for any necessary alienation of Buckinghamshire Council's interest in the land or for the land to be released from all of the restrictions contained in the Green Belt (London and Home Counties) Act 1938 (as amended); or
 - (iii) within 4 months of the date of this resolution, the Director of Planning and Environment considers that new material considerations have arisen;

In the event of any changes being needed to the wording of this resolution (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Director of Planning and Environment has delegated authority to do so in consultation with the Chairman, provided that the changes do not exceed the substantive nature of the Strategic Sites Committee's resolution.

And subject to an additional condition to state that once the new slip roads have been constructed and available for use to access the mineral extract site there will be no access to the site for staff onto/from Slough Road during the works, all access thereafter will be via the M25.

6 PL/22/1411/OA - Land between Junctions 16 and 17 of the M25, Near Chalfont St Peter, Buckinghamshire

Proposal: Outline Application for the erection of a Motorway Service Area with all matters reserved with the exception of access from the M25, comprising a facilities building, fuel filling station, electric vehicle charging, service yard, parking facilities, vehicle circulation, landscaping, amenity spaces, Sustainable Drainage Systems (SuDS)/attenuation, retaining structures and associated mitigation, infrastructure and earthworks/enabling works.

A site visit was carried out on 22 November 2022.

Speaking as local ward member, Councillor Linda Smith BEM.

Speaking as local ward member, Councillor Jonathan Rush.

Speaking as local ward member, Councillor Isobel Darby.

Speaking as a representative of Chalfont St Peter Parish Council, Councillor Tony Shinner.

Speaking as objectors, Ann Bartaby and Stewart Pomeroy.

Speaking on behalf of the applicant, Barry Cansfield.

It was proposed by Councillor R Newcombe and seconded by Councillor P Cooper and agreed at a vote.

Resolved:

That planning permission be delegated to the Director of Planning and Environment for REFUSAL pending the 1938 Act consenting procedures in respect of CV MSA and minerals applications having been given an opportunity to take their course. The reasons for refusal would be based on the following reasons:

1. The proposed development would constitute inappropriate development in the Green Belt which by definition is harmful. The proposed development would also result in significant harm to the openness of the Green Belt in both spatial and visual terms, and would conflict with Purpose c of including land within the Green Belt. Substantial weight is given to the harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Having regard to the benefits arising from the proposal, the harm to the Green Belt and other harm is not clearly outweighed by the benefits such as to constitute the very special circumstances necessary to permit inappropriate development in the Green Belt. The proposed development is therefore contrary to Policy GB2 and GB30 of the Chilterns Local Plan and the National Planning Framework.

2. The proposed development is of a scale and nature on an open green field site which would represent an obstruction in to open countryside and result in considerable adverse landscape character and visual impact of the immediate area, fundamentally altering its character and appearance contrary to Policy CS4 of the Chilterns Core Strategy and Policies GC1 and GB30 of the Chilterns Local Plan and the National Planning Framework.

3. The proposed development would fail to meet the flood sequential test in that there is a reasonably available appropriate site for the development proposed. The development would not be an appropriate site for the development proposed, with regard to local and national policies relating to flood risk. Accordingly, it would conflict with Policy CS4 of the Chilterns Core Strategy, Policy GC10 of the Chilterns Local Plan and Paragraphs 161 and 162 of the Framework.

4. Had the above reasons for refusal not applied, it would have been necessary for the applicant and the Local Planning Authority to enter into a satisfactory Section 106 Agreement to secure the provision of planning obligations, including monitoring and financial contributions relating to footpath and cycle lane improvement, Biodiversity Net Gain, Security Group implementation and formation, security camera contribution, SuDs management and maintenance, employment and skills strategy and local procurement strategy; which are necessary to facilitate delivery of the proposed development and mitigate its impacts. In the absence of such provision the proposal is contrary to requirements of policies GC1, GC4,, NC1 and TR3, in The Chiltern District Local Plan Adopted 1 September 1997 (including alterations adopted 29 May 2001) Consolidated September 2007 and November 2011, and policies CS4, CS24, CS25, CS26, CS30, and CS32 of the Core Strategy for Chiltern District Adopted 15 November 2011, Policy PW11 of the Chalfont St Peter Neighbourhood Plan (2013 – 2028), Buckinghamshire Biodiversity Net Gain SPD (2022) and the National Planning Policy Framework”.

Subject to planning permission being granted for the competing site planning application PL/20/4332/OA

OR, on refusal of PL/20/4332/OA, to refer this application back to the Strategic Sites Committee for re-consideration.

In the event of any changes being needed to the wording of this resolution (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Director of Planning and Environment has delegated authority to do so in consultation with the Chairman, provided that the changes do not exceed the substantive nature of the Strategic Sites Committee’s resolution.

Note 1: A comfort break was taken between 11.43 and 11.53 am

Note 2: A lunch break was taken between 12.34 and 13.12 pm

Note 3: A comfort break was taken between 14.39 and 14.49 pm.

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Report to Strategic Sites Planning Committee

Application Number:	23/05440/OUT
Proposal:	Outline application (including details of access and layout) for construction of 87 dwellings with associated landscaping, amenity space, infrastructure and parking following demolition of existing dwelling at 20 Wycombe Road with all other matters reserved
Site Location:	Tralee Farm 20 Wycombe Road Holmer Green Buckinghamshire HP15 6RY
Applicant:	Hawridge Strategic Land Ltd
Case Officer:	Adam Smith
Ward(s) affected:	Hazlemere Penn Wood and Old Amersham
Parish-Town Council:	Hazlemere Parish Council Little Missenden Parish Council
Date valid application received:	14.02.2023
Statutory determination date:	16.05.2023 (EOT 31.10.2023)
Recommendation	<p>The recommendation is that the application be delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a Legal Agreement.</p> <p>And the imposition of planning conditions broadly in accordance with the details set out in the report below as considered appropriate by the Director of Planning and Environment.</p> <p>Or, if these cannot be achieved, then for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate.</p>

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The application seeks outline planning permission for the construction of 87 dwellings with matters of access and layout for consideration. Details of scale, appearance and landscaping remain reserved. Vehicular access with a footway would be provided from Wycombe Road and the proposal also incorporates two pedestrian and cycle connections into the neighbouring development parcel to the south. The existing woodland to the northern corner of the site would be retained as open space incorporating a leisure route, with the layout also showing the reinstatement of an orchard in open space to the rear of properties on Wycombe Road and additional areas of open space adjacent to 3 Kestrel Drive and to the southern boundary of the site (the latter including a SUDS basin). The proposal would also incorporate off-site highway works including the provision of a pedestrian crossing on Wycombe/Browns Road and upgrades to bus stops.
- 1.2 Cllr Catherine Oliver and Cllr Ed Gemmell (representing Hazlemere ward), and Cllr Jonathan Waters (representing Penn Wood and Old Amersham ward) have all requested that the application be called-in to Committee. Representations have also been received by Cllr Ron Gaffney objecting to the proposed development. Full details of the reasons for call-in and objections raised can be found in Appendix A.
- 1.3 While the scale of the development would ordinarily be referred to an Area Planning Committee, the application site straddles two Committee areas and could not be considered at one Committee. Furthermore, the development is part of a larger HW8 development that requires a comprehensive decision (the southern part of the HW8 site is also the subject of a report to this committee meeting). Therefore, the application has been referred to Strategic Sites Committee for consideration.
- 1.4 The application site forms part of an allocated site for residential development within the Wycombe District Local Plan under Policy HW8 (Land off Amersham Road including Tralee Farm, Hazlemere).
- 1.5 The proposed development is considered to be in accordance with the Development Plan, taken as a whole, and would deliver sustainable development in the context of environmental, social and economic elements. In addition, the proposal is considered to be broadly in accordance with the emerging Hazlemere Neighbourhood Plan which has progressed to the referendum stage and the adopted Development Brief for the site. Paragraph 11 of the NPPF indicates that the decisions should apply the presumption in favour of sustainable development and where they accord with an up-to-date development plan, they should be approved without delay.
- 1.6 The application is recommended for approval subject to the completion of a legal agreement and planning conditions which are considered necessary to ensure the scheme accords with development plan policy and other material considerations.

2.0 Site Description

- 2.1 The application site straddles the former Wycombe and Chiltern districts and has an area of 4.1ha. The majority of the site is located in Hazlemere within the settlement boundary for the High Wycombe urban area as defined by the Wycombe District Local Plan (WDLP) Policies Map and a small part of the site is within the Holmer Green built up area as defined by the Chiltern District Adopted Proposals Map. Within the former Wycombe District area, the application site forms part of a larger site which is allocated for residential development under Policy HW8 of the WDLP (see below).
- 2.2 The application site contains 20 Wycombe Road, a two-storey detached residential property on its northern frontage with Wycombe Road, together with a driveway to the western site of No. 20 that leads to a number of parcels of land including a woodland, several buildings of agricultural character and associated hardstanding, and fields. The north-eastern parcel of land to the rear of properties on Wycombe Road and Dean Way is woodland the subject of a TPO which together with the neighbouring north-western parcel once formed part of a commercial woodland. Although, the fruit trees in the north-western parcel were felled in 2022 with only a few boundary trees remaining that have subsequently been protected by TPOs. The remainder of the site comprises a large rectangular field, with some incomplete sections of hedgerows. The topography of the land slopes towards a valley that cuts across the southeastern corner of the site.
- 2.3 A larger woodland area is located to the east of the site, which is a traditional orchard and priority habitat designated as a local Green Space under Policy DM12 that also benefits from a recent TPO. Residential properties and their curtilages are located to the northwestern and southwestern boundaries of the application site. To the south and south-east of the site is the wider HW8 allocation.
- 2.4 The site is located within Flood Zone 1 as defined by the Environment Agency indicative flood map for planning. However, the valley within the eastern corner of the site has been identified as being susceptible to surface water flooding.
- 2.5 The site has been removed from the Green Belt through the Development Plan process. The Chilterns AONB lies to the south of the site at Amersham Road. No public rights of way cross the site.
- 2.6 There are no designated heritage assets (Conservation Area or Listed Building) within the site or within the immediate setting of the site.

3.0 Description of Proposed Development

- 3.1 The application seeks outline planning permission for the construction of 87 dwellings. The application seeks approval for layout and access, with matters of appearance, scale and landscaping reserved.

- 3.2 Access is proposed to be provided from Wycombe Road. To facilitate this the existing property, No.20 Wycombe Road, would be demolished. A 4m radii bellmouth junction onto Wycombe Road is proposed. The plans demonstrate that visibility splays of 2.4m x 43m would be achieved from the access point. A footpath would be provided on one side of the access road (eastern side) with landscaping proposed on the western side.
- 3.3 The proposal includes 87 dwellings with the layout indicating a mix of detached, semi-detached, terraced, and apartment properties. Of the 87 dwellings proposed, 42 units are proposed as affordable housing. Whilst the application is in outline, the application submissions set out the following indicative housing mix:

No. Bedrooms	No. Affordable Units	No. Market Units	Total
1 Bedroom	4	1	5 (5.7%)
2 Bedroom	20	7	27 (31%)
3 Bedroom	15	22	37 (42.5%)
4 Bedroom	3	15	18 (20.6%)
Total	42	45	87

- 3.4 The layout details a single access road into the site from Wycombe Road that loops around 3 perimeter blocks. It has no vehicular through route to the remainder of the HW8 allocation other than an emergency vehicle access route in the southeastern corner of the site which connects with the neighbouring HW8 development parcel. The emergency vehicle access route also serves as a pedestrian and cycle connection to the neighbouring HW8 development parcel and this links a continuous footway to the Wycombe Road that runs along the northeastern side boundary of the site. In addition, there is a pedestrian and cycle connection towards the southwestern corner of the site which also connects into the neighbouring HW8 development parcel and this includes a continuous footway through the new residential development to the access road into the application site.
- 3.5 In addition to the three main perimeter blocks, the layout also shows two runs of new dwellings neighbouring the back gardens of dwellings on Laceys Drive, Kestrel Drive and Inkerman Drive to the southwestern side of the site. These runs of proposed dwellings would predominantly back onto these neighbouring properties, although three dwellings would be side on to this boundary of the site and there would also be three small parking courts (containing 4-6 allocated spaces) adjacent to the rear gardens,

- 3.6 Parking is proposed to be provided throughout the site in a mix of off-street parking on driveways and parking courts, carports, and on street parking. A total of 201 parking spaces are proposed, of which 155 would be allocated and 46 would be unallocated or visitor parking.
- 3.7 The existing woodland in the northeast of the site would be retained, managed and maintained with public access provided. The scheme also shows a replacement orchard in an area of open space adjacent to the rear boundaries of properties on Wycombe Road including a small play facility. In addition, a small area of open space would be provided to the western side of the site adjacent to No.3 Kestrel Drive and there would be a larger area of public open space running along the central and eastern part of the southeastern rear boundary of the site. Small pockets of incidental open space are also provided within the scheme. While landscaping is a reserved matter, the submitted layout indicates landscaping within the areas of open space, the street and within the rear gardens.
- 3.8 A SUDS basin is proposed within the southeastern corner of the site within the southern area of open space together with a pumping station. The emergency access and pedestrian and cycle connections to the neighbouring HW8 parcel (as detailed above) also run along the northeastern and southwestern sides of this open space.
- 3.9 As set out above, details of scale, appearance and landscaping are reserved matters and as such are not for consideration in this application.
- 3.10 The application has been amended since its submission. These amendments include a reduction in the number of dwellings from the originally proposed 95 units to 87 units; alterations to the pedestrian connections through the site to provide continuous routes and a buffer to the northeastern boundary; revisions to the northern and open space areas to increase their sizes with associated alterations to the SUDS basin, the retention of part of the hedgerow to the former orchard and introduction of a play facility; alterations to the apartments and their parking courts; the introduction of additional flat over garage and terraced units; and parking alterations to address accessibility and wheelchair user requirements.
- 3.11 The application is accompanied by:
- a) Planning Statement
 - b) Design and Access Statement
 - c) Indicative schedule of accommodation (amended)
 - d) Statement of Community Involvement
 - e) Transport Assessment and Transport Technical Note (amended)
 - f) Draft Residential Travel Plan
 - g) Drainage Strategy Addendum, including surface water and foul water drainage strategies, and additional Drainages Technical Notes (March, June and August 2023)

- h) Geo-Environmental Phase 2 Report
- i) Landscape and Visual Impact Assessment (LVIA) and Landscape Addendum (amended)
- j) Tree Survey
- k) Arboricultural Impact Assessment incorporating an Arboricultural Method Statement (amended)
- l) Canopy Calculator
- m) Ecology Impact Assessment Addendum accompanied by an Ecological Impact Assessment, Ecology Consultation Technical Note A and Rev B, and Ecology Statement of Case
- n) Biodiversity Net Gain Metric (amended)
- o) Zero Carbon by Design Statement
- p) Energy and Whole Life-Cycle Carbon Statement
- q) EV Charging Point Statement
- r) Emerging Hazlemere Neighbourhood Plan Compliance Statement

3.12 The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that an environmental impact assessment will not be required in this case.

4.0 Relevant Planning History and Background

- 4.1 **18/07194/OUT:** Outline application (including details of access & layout) for the erection of 101 dwellings with all other matters reserved. Appealed against non-determination; appeal dismissed. This appeal application covers an identical site area to the current proposal and is a key material consideration for the assessment of the current application; a summary of the Inspector's Decision Notice is set out below.
- 4.2 The Inspector's Decision Notice for application 18/07194/FA is clear that the site comprises part of an allocated housing site and consequently that it is *"a sustainable location suitable for the quantum of housing development proposed (101 units), subject to meeting the requirements of the policy criteria."* It also highlights that development of this site would *"unlock the wider delivery of the HW8 allocation"*.
- 4.3 The appeal scheme, however, was found to have two issues with non-compliance with Policy HW8. Firstly, the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green [part 1 a) of Policy HW8], and secondly the requirement to provide a comprehensive development of the site within the Wycombe district [part 1 c) of Policy HW8].
- 4.4 In terms of maintaining a sense of separation between the settlements of Hazlemere and Holmer Green, the Inspector highlights that the Parish boundaries run along the northern boundary of the site (save for the proposed access) and that the existing trees and woodland on site (including the removed orchard) separate the existing

residential development in Holmer Green from the open part of the site, with these features making *“a significant contribution to the separation of Hazlemere from Holmer Green.”* Furthermore, the Inspector states that that the policy sets out a *“clear requirement for separation on the northern boundary, (as) this is the only part of the appeal site where the two parish boundaries are contiguous.”* Moreover, the Inspector identifies that this separation must be tangible and recognisable and states that it is represented in the indicative layout in Figure 14 of the WDLP. Although, the Inspector is also clear that Figure 14 of the WDLP, an indicative plan, is not part of Policy HW8.

- 4.5 In concluding on the sense of separation matter, the Inspector details that the appeal scheme would not provide for the retention of existing vegetation on the northern boundary. Therefore, this would not allow for the retention of the trees nor would it make provision for the remnant orchard to be retained and restored. As such, the Inspector found that the layout would cause significant harm to the character and appearance of the area in conflict with part 1 a) of Policy HW8 as it would fail to maintain any sense of separation between Hazlemere and Holmer Green. In addition, the Inspector found consequential conflict with development plan policies CP9, CP10, DM11, DM14, DM34, and DM35.
- 4.6 Turning to the requirement to provide a comprehensive development of the site within Wycombe District, the Inspector states that, *“the importance of co-ordinated or comprehensive development stems from the need to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation through this appeal site. The appeal site also needs to provide for adequate pedestrian and vehicular connections for emergency vehicles. This underpins the need to ensure that such connections are fully considered and the relationship between the two is of relevance.”*
- 4.7 However, the Inspector found that the proposed pedestrian linkages to the southern HW8 parcel for the appeal development, one of which included access for emergency vehicles, did not match with the links shown on the scheme for the southern site and that this *“lack of synergy undermines the comprehensive development the overall allocation required by Policy HW8.”* This point was re-iterated in the Appeal Decision Notice, with the Inspector subsequently stating, *“comprehensive development of the overall HW8 allocation is not secured as the two layouts do not fully align”.*
- 4.8 The Inspector also refers to a lack of comprehensive approach means that opportunities were not taken to co-ordinate the provision of open space and recreation, meaning some provision would be duplicated rather than co-located in one scheme.
- 4.9 The Inspector is clear that HW8 policy does not require a single planning application to achieve comprehensive development and that the co-ordination need not be *“hugely complicated”*, but that it would involve a greater degree of certainty as to the

connection routes and the use of the central open space than evidenced in the appeal scheme.

- 4.10 The Inspector therefore concluded on the comprehensiveness issues that the appeal scheme would not secure the co-ordinated approach which is envisaged by the comprehensive development of the site as required by part 1 c) of Policy HW8.
- 4.11 Other matters such as vehicular access, informal surveillance along the proposed access, amenity of neighbouring residents along the western boundary of the site, infrastructure and facilities in the local area, and the neighbouring woodland to the east were also considered by the Appeal Inspector, however no objections were raised in any of these respects.
- 4.12 **21/08364/FUL**: Demolition of existing buildings on site including Inkerman House and redevelopment for residential use comprising construction of 290 dwellings with hard/soft landscaping, parking including garaging and associated infrastructure – Undetermined. This application relates to land to the south of the application site within the wider HW8 allocation and is also due to be considered at the Strategic Sites Planning Committee on 19th October 2023.

5.0 Policy Considerations and Evaluation

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 Section 85 of the Countryside and Rights of Way Act 2000 requires that in exercising a function affecting land in an AONB, a Council shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB.
- 5.3 The development plan to which this application relates comprises of:
Wycombe District Local Plan 2019 (WDLP)
Wycombe District Adopted Delivery and Site Allocations Plan 2013 (ADSAP)
Chiltern District Local Plan 1997 (CDLP)
Core Strategy for Chiltern District 2011 (CSCD)
Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)
- 5.4 The following development plan policies are considered relevant to the proposed development:
Wycombe District Local Plan 2019 (WDLP)
CP1 (Sustainable Development)
CP2 (Overall Spatial Strategy)
CP3 (Settlement Strategy)

CP4 (Delivering Homes)
CP7 (Delivering the infrastructure to support growth)
CP9 (Sense of Place)
CP10 (Green Infrastructure and the Natural Environment)
CP11 (Historic Environment)
CP12 (Climate Change)
HW8 (Land off Amersham road including Tralee Farm, Hazlemere)
DM20 (Matters to be determined in accordance with the National Planning Policy Framework)
DM21 (The location of new housing)
DM22 (Housing Mix)
DM24 (Affordable Housing)
DM30 (The Chilterns Area of Outstanding Natural Beauty)
DM31 (Development affecting the Historic Environment)
DM32 (Landscape Character and Settlement Patterns)
DM33 (Managing Carbon Emissions: Transport and Energy Generation)
DM34 (Delivering Green Infrastructure and Biodiversity in Development)
DM35 (Placemaking and design quality)
DM38 (Water quality and supply)
DM39 (Managing flood risk and sustainable drainage systems)
DM40 (Internal Space Standards)
DM41 (Optional Technical Standards for Building Regulation Approval)

Wycombe District Adopted Delivery and Site Allocations Plan 2013 (DSA)

DM1 (Presumption in Favour of Sustainable Development)
DM11 (Green Networks and Infrastructure)
DM12 (Green Spaces)
DM13 (Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance)
DM14 (Biodiversity in Development)
DM16 (Open Space in New Development)

Chiltern District Local Plan 1997 (Saved Policies) (CDLP)

GC1 (Design of Development Throughout the District)

GC3 (Protection of Amenities Throughout the District)

GC4 (Landscaping Throughout the District)

GC9 (Prevention of Pollution Throughout the District)

H9 (Loss of Existing Dwellings and Land in Residential Use Throughout the District)

TR2 (Highways Aspects of Planning Applications Throughout the District)

TR3 (Access and Road Layout Throughout the District)

NC1 (Safeguarding of Nature Conservation Interest Throughout the District)

Core Strategy for Chiltern District 2011 (CS)

CS1 (The Spatial Strategy)

CS2 (Amount and Distribution of Residential Development)

CS4 (Ensuring that Development is Sustainable)

CS20 (Design and Environmental Quality)

CS22 (Chilterns Area Of Outstanding Natural Beauty)

CS24 (Biodiversity)

CS25 (Dealing with the Impact of New Development on the Transport Network)

CS26 (Requirements of New Development)

CS30 (Reducing Crime and the Fear of Crime)

CS31 (Infrastructure)

CS32 (Green Infrastructure)

- 5.5 The local planning authority has recently published notice of intention to send the emerging **Hazlemere Neighbourhood Plan (HNP)** to referendum, subject to the Examiner's modifications and the further modifications consulted on in May – June 2023 to ensure that the plan meets the basic conditions. Therefore, the policies within the referendum version of the HNP are also a material consideration that are increasingly attracting weight, with the National Planning Practice Guidance advising that neighbourhood plans at the referendum stage can be given significant weight in decision making, so far as the plan is material to the application (Paragraph: 107 Reference ID: 41-107-20200925 Revision date: 25 09 2020). The following emerging HNP policies are considered relevant to the current proposal:

HAZNP2 (Protecting and Improving Green Infrastructure)

HAZNP3 (Delivering Zero Carbon Buildings)

HAZNP4 (Promoting Sustainable Transport)

HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

5.6 The following documents SPD's, SPG's and guidance/statements are also relevant for the determination of the application:

Wycombe District Council Air Quality Supplementary Planning Document 2020

Wycombe District Council Residential Design Guidance 2017

Wycombe District Council Canopy Cover Supplementary Planning Document 2020

Wycombe District Council Planning Obligations Supplementary Planning Document 2020

Buckinghamshire Council Biodiversity Net Gain Supplementary Planning Document 2022

Buckinghamshire Countywide Parking Guidance

Buckinghamshire Council First Homes Interim Position Statement

5.7 In addition, the "Land off Amersham Road including Tralee Farm Development Brief" September 2022 (hereafter referred to as the "Development Brief") is a relevant material consideration. It carries less weight than an SPD but provides guidance on how the requirements of Policy HW8 could be achieved in practice.

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP2 (Overall Spatial Strategy), CP3 (Settlement Strategy), CP4 (Delivering Homes), DM21 (The location of new housing), DM33 (Managing Carbon Emissions, Transport and Energy Generation), and HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM1 (Presumption in favour of sustainable development)

Core Strategy for Chiltern District (November) 2011: CS1 (The Spatial Strategy) and CS2 (Amount and Distribution of Residential Development)

5.8 The application seeks outline planning permission with only matters relating to access and layout for approval. It is therefore necessary to consider whether the principle of residential development on this site, in this instance 87 dwellings, is acceptable.

5.9 The main part of the site lies within the former Wycombe District area on land which falls within the designated settlement boundary of High Wycombe and allocated for residential development under Policy HW8 (Land off Amersham Road including Tralee Farm, Hazlemere) of the Wycombe District Local Plan (WDLP). Following appropriate assessment and justification through the evidence base and adoption of

the WDLP, the site was taken out of the Green Belt. Green Belt policies are therefore not a relevant consideration to the determination of this application.

- 5.10 A large number of objections have been received regarding the plan making process for the WDLP and specifically detailing that the HW8 site should not have been removed from the Green Belt and allocated for housing. However, the only route for challenging purported issues with the adoption of a Local Plan is through a claim for Judicial Review in the Courts within the prescribed time frame immediately following the adoption of the Plan in 2019. No such legal challenge was made to the WDLP and, therefore, it is not appropriate at this stage to revisit whether the site should have been allocated for housing or removed from the Green Belt.
- 5.11 Given that the main part of the site is within a settlement boundary and allocated for housing, the principle of residential development on this land is acceptable, subject to compliance with the overarching site policy and other detailed policies contained within the Development Plan.
- 5.12 The Wycombe District Local Plan sets out an indicative capacity of 350 dwellings for the HW8 allocation. The application site forms the northern part of the allocation and would deliver a total of 87 dwellings which is considered to be a proportionate quantum of development for the total size of the allocated site.
- 5.13 Policy HW8 also sets out place making, transport and green infrastructure requirements for development on the site and a requirement to meet the needs arising from the development for additional primary school places.
- 5.14 As discussed in subsequent sections of this report, it is considered that the scheme is compliant with the requirements of Policy HW8, other policies of the Development Plan, and the guidance in the Development Brief covering the site, and therefore comprises sustainable development. It is considered that the proposal would not compromise the delivery of the remainder of HW8, and would integrate satisfactorily with and comprises a comprehensive form of development with the proposals on the neighbouring HW8 development parcel the subject of application 21/08364/FUL.
- 5.15 It is noted that Policy HAZNP5 of the emerging Hazlemere Neighbourhood Plan (HNP) is also a material consideration increasingly attracting weight (as detailed above). This policy covers the application site and supplements WDLP Policy HW8, including adding additional land parcels and further detail to the policy approach on the wider allocated site. Notwithstanding that at the time of drafting this report that Policy HAZNP5 does not form part of the development plan, it is considered that the proposal is in compliance with this policy and the other policies in the emerging HNP as detailed below.
- 5.16 The northern most part of the site (20 Wycombe Road and neighbouring access track) falls within the former Chiltern District area in the built-up area of Holmer Green. Therefore, Policies CS1 of the Core Strategy for Chiltern District and Policy H9

of the Chiltern District Local Plan (CDLP) are also relevant policy consideration regarding the principle of development on the site.

- 5.17 CS Policies CS1 and CS2 allow for limited residential development in selected villages excluded from the Green Belt, including Holmer Green, and thus the principle of development is acceptable under the Chiltern Core Strategy.
- 5.18 CDLP Policy H9, however, seeks to resist the net loss of existing dwellings and proposal requires the demolition of a dwelling (20 Wycombe Road) in the former Chiltern area to make way for the site access. Although, this loss of a single dwelling is more than outweighed by the gain of 87 dwellings within the HW8 allocation site. Furthermore, it should be noted that both settlements of Holmer Green and Hazelmere are within the same wider Housing Market Area (and therefore, the proposed development at Tralee Farm constitutes meeting the housing needs for both communities). The new Local Plan for Buckinghamshire will be based upon a wider HMA and as such new evidence on housing need that will be based on the whole new council area. As such, no objections are raised to the principle of development under Policy H9 of the Chiltern District Local Plan.
- 5.19 The development would deliver new homes, including affordable housing, and would contribute towards the Council's 5-year housing land supply. These are both matters of significant weight when considering this planning application.
- 5.20 Overall, no objections are raised regarding the principle of residential development on the application site.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), and DM24 (Affordable Housing) and DM41 (Optional Technical Standards for Building Regulations Approval)

Planning Obligations Supplementary Planning Document (POSPD)

First Homes Interim Position Statement

- 5.21 Policy DM22 requires all developments of 10 units or more to provide for a mix of dwellings in size, type and tenure. DM24 requires that all developments of 10 or more dwellings, or 1000sqm of residential floorspace, shall provide on-site affordable housing at 48% of the total number of units. DM24 also requires for a mix in the type of affordable dwellings and also tenure.
- 5.22 The scheme proposes 87 dwellings in total of which 42 would be affordable. This complies with the requirements of DM24 in terms of number of affordable housing units proposed.
- 5.23 The table above at paragraph 3.3 based on the indicative schedule of accommodation demonstrates that there would be a mix of 1 to 4 bed units across the scheme, with

the proposed affordable housing predominantly comprising 2 and 3 bed units. The proposed mix of affordable units is deemed broadly acceptable. The indicative distribution of affordable units, which would be in two groupings is also acceptable.

- 5.24 In accordance with Policy DM24, the Planning Obligations Supplementary Planning Document, and the First Homes Position Statement, the tenure split of the affordable housing should be 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing. As the scheme is in outline, details of the tenure split of the affordable housing scheme to meet the policy requirements would be secured through legal agreement.
- 5.25 Policy DM41 also requires developments to include accessible, adaptable and wheelchair user dwellings in accordance with Building Regulation Standards M4(2) and M4(3). All developments that are required to provide on-site affordable housing are also required to provide 30% of affordable homes and 20% of market homes in accordance with the Building Regulation M4(3) Standard and the remainder of the dwellings in accordance with the Building Regulation M4(2) Standard. The M4(3) standards relate to wheelchair user dwellings. The M4(2) standards relates to accessible and adaptable dwellings (similar to lifetime homes).
- 5.26 The submitted indicative accommodation schedule indicates that 12 affordable and 9 market homes would meet the M4(3) standards to comply with the policy requirements and all the remaining homes would be M4(2) compliant, with the exception of 4 flat over garages (FOGS) which by their nature cannot achieve either of these standards. Overall, it is considered that the development would make good provisions for accessible, adaptable and wheelchair user dwellings, and that the benefits from the delivery of housing including affordable housing would outweigh the small shortfall with regards to the M4(2) policy requirements. Compliance with the M4(2) and M4(3) standards for all units except the FOGS can be secured by condition.
- 5.27 Policy DM22 also requires schemes which deliver 100 houses or more to include 5% of the proposed dwellings to be self-build plots. Whilst the scheme falls under this 100 unit threshold, it is part of a larger allocated site such that it is considered reasonable to apply this policy to the scheme. The applicants have confirmed their intention to deliver 4 self-build plots on the site, which would equate to (5%), and is deemed to be acceptable. The delivery of the self-build plots can be secured through Legal Agreement, to include mechanisms for appropriately advertising of the plots.
- 5.28 Overall, with the necessary conditions and planning obligations in place, it is considered that the scheme would deliver an appropriate mix, type and tenure of dwellings.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP12 (Climate change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere), DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP4 (Promoting Sustainable Transport) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Chiltern District Local Plan (1997): TR2 (Highways Aspects of Planning Applications Throughout the District); TR3 (Access and Road Layout Throughout the District)

Core Strategy for Chiltern District 2011: CS4 (Ensuring that Development is Sustainable), CS25 (Dealing with the Impact of New Development on the Transport Network); CS26 (Requirements of New Development), CS31 (Infrastructure)

Buckinghamshire Countywide Parking Guidance

5.29 The application is in outline with matters of access and layout for determination.

5.30 The Highway Authority have confirmed no objections subject to the imposition of planning conditions and obligations to ensure that construction stage impacts are minimised, the development is appropriately implemented, offsite impacts are mitigated, and active travel is promoted.

5.31 Policies CP7, CP12 and DM33 of the WDLP and DM33 of the DSA require development to provide safe access, mitigate impacts on traffic conditions, deliver suitable levels of parking, include measures to increase the use of sustainable transport modes and improve walking and cycling provision. Policies TR2 and TR3 of the Chiltern District Local Plan and policies CS25 and C26 of the Chiltern Core Strategy similarly require satisfactory access onto the existing highway network and for the network to have capacity to accept the additional traffic, as well as seeking provisions for safe, convenient, and attractive access on foot and cycle, integration with local public transport, and appropriate parking arrangements.

5.32 Policy HW8 of the WDLP also includes the following site-specific transport requirements:

2. Transport:

a) Provide access from the A404 and the Wycombe Road;

b) Provide walk / cycle access through Tralee Farm onto Wycombe Road;

c) Improve access to existing bus routes;

d) Provide or contribute to off-site highway improvements as required by the Highway Authority.

- 5.33 In addition, the emerging Hazlemere Neighbourhood Plan includes a sustainable transport policy (HAZNP4) and site-specific transport requirements for the HW8 site under part B of Policy HAZNP5.
- 5.34 Policy HAZNP4 requires proposals to: sustain and enhance local footpaths, cycleway and transport infrastructure (part A); demonstrate how schemes will not increase car ownership and enable future occupiers to walk/cycle through the Parish to local infrastructure and services (part B); make reasonable provisions for car club spaces (part C), provide EV access to all charging spaces (part D), and ensure that transport routes and public spaces are accessible in their design and layout (part E).
- 5.35 Policy HAZNP5 part B sets out the following site-specific transport requirements for the HW8 site (parts 3, 4, and 5 are not however relevant to the current application as they only relate to the southern part of the HW8 allocation):
- 1) To provide vehicular access from the A404 and Wycombe Road;*
 - 2) To provide a strategic walk / cycle access to existing bus routes and community infrastructure through Tralee Farm onto Wycombe Road;*
 - 3) To facilitate a future pedestrian and possible cycle connection through to Badger Way and the adjacent play area through the provision of a suitable layout and rights for pedestrian and cycle access to the boundary without ransom;*
 - 4) To provide a pavement from Inkerman Drive to the site access along the A404;*
 - 5) To effect changes to the A404 along the site frontage to facilitate easier pedestrian and cycle access to the adjacent AONB; and*
 - 6) To make provision where justified for on-site and off-site improvements in relation to bus services.*

Site access

- 5.36 The application proposes the demolition of No.20 Wycombe Road to facilitate the creation of a new northern vehicular access road to serve the development from Wycombe Road. There would be no other vehicular route other than an emergency vehicle access through to the neighbouring HW8 parcel to the south, which would benefit from its own vehicular access to the A404 Amersham Road. This is in accordance with the requirements of Policies HW8 and HAZNP5 and, therefore, is acceptable in principle.
- 5.37 The proposed vehicular access for the application site would be in the form of a standard bellmouth junction with 4m radii and would achieve the requisite visibility splays for Wycombe Road, which has a 30mph speed limit (i.e 2.4m x 43m visibility). The access road would measure 5.5m in width and would have a 2m footway to its eastern side that would connect into the footway on Wycombe Road.
- 5.38 The access arrangements are identical to those found to be acceptable under the previous appeal scheme on the site. Furthermore, the Highway Authority have re-confirmed that the access arrangements are acceptable for vehicles, pedestrians and

cyclists, subject to the provision of vehicle waiting restrictions at the site access which can be secured by condition. Therefore, the access arrangements for the proposal are acceptable.

Highway Network Capacity

- 5.39 The applicant has submitted a Transport Assessment (TA) which has reviewed the trip generation potential of the site to ensure that the trips anticipated for this site is consistent with planning application 21/08364/FUL for the development of the southern parcel of the HW8 allocated site. Having reviewed the TA the Highway Authority have advised that it is anticipated that both sites would generate approximately 0.4 two-way vehicle trips in the AM and PM peak periods per unit, which equates to approximately 35 two-way vehicle movements in each peak period for the application site.
- 5.40 The applicant has assessed the highway network using survey data collected in June of 2015 as submitted within the previous appeal application on this site. Whilst ordinarily this data would not be accepted, the Highway Authority have undertaken a sensitivity evaluation of this data and advise that traffic flows post covid in the area are either comparable or lower than the surveyed data such that it can be accepted in this instance.
- 5.41 The Holmer Green Village Society have submitted an alternative form of traffic data from a vehicle actuated sign (VAS) on Wycombe Road. However, the Highway Authority have reviewed this and advised that it is not recognised as a reliable tool for traffic survey data collection and should not be relied upon for the appraisal of planning applications.
- 5.42 The initial application submissions includes modelling of nearby junctions. The Highway Authority advises that the submitted modelling demonstrates that the junctions assessed have sufficient capacity to accommodate the traffic anticipated to be generated by this development.
- 5.43 In addition, since the previous application on the site was submitted there are now other applications within the planning system that would impact on the Hazelmere Crossroads double mini-roundabout junction. Therefore, the Highway Authority has required the applicant for the current application to also assess the traffic impact at the Hazelmere Crossroads as part of a cumulative assessment with the application on the southern parcel of the HW8 site (21/08364/FUL) and the HW7 Terriers application (21/07002/FUL).
- 5.44 In response to the Highway Authority's request for further assessment of the Hazelmere Crossroads, the applicant has stated that 51% the development traffic is anticipated to route towards the crossroads, equating to approximately 18 two-way vehicle trips in the AM and PM peak periods respectively. Furthermore, the submitted modelling shows some of the arms of the junction are operating over

capacity including the Holmer Green Road arm in the future scenario with development traffic.

- 5.45 The Highway Authority have reviewed the submitted assessment of the Hazlemere Crossroads and advised that whilst the development would have some impact on the operation of this junction, the level of traffic added as a result of the development would not constitute a “severe” impact in the context of the NPPF. Although, this is on the basis that the development provides additional sustainable transport measures to support a reduction in the number of car trips generated by the site. Such an approach to maximise the use of sustainable transport and give priority to pedestrian and cycle movements is supported by the development plan, emerging policies in the HNP, and the National Planning Policy Framework (NPPF).
- 5.46 The application has also been accompanied by a Personal Injury Collision (PICs) review of the local road network, for the 5-year period between 2017 and 2021. Highway Authority have reviewed this data and advise that the collisions do not form a cluster and the highway safety of the local highway network would not be compromised by the proposed scheme.

Access by sustainable modes and connectivity

- 5.47 Policy HW8 requires the provision of walk/cycle connection through Tralee Farm and on to Wycombe Road and to improve access to existing bus routes; these requirements are echoed in Policy HAZNP5, which also highlights the importance of access to community infrastructure.
- 5.48 The submitted scheme includes two continuous, legible and attractive pedestrian routes through the site which also incorporate cycle connections to the wider HW8 allocation to the south. These routes would allow for the necessary connectivity through the allocated site and for occupants of the site and southern HW8 parcel to access Wycombe Road and the available bus routes and community infrastructure on foot and cycle. In addition, the connections through to the adjoining HW8 parcel would enable residents of the site to access both the recreational facilities and pedestrian and cycle links to Gravelly Way being proposed under this neighbouring development to meet the needs of the wider HW8 allocation.
- 5.49 It is necessary to ensure that these on-site pedestrian and cycle connections are provided with access allowed in perpetuity and also that the developer for the southern HW8 parcel has step in rights to provide a pedestrian connection to Wycombe Road should development not come forward on the northern parcel. These matters can be addressed by appropriate s106 clauses.
- 5.50 The majority of the site is located within reasonable walking distance of a bus stop on Sawpit Hill which has a frequent service to High Wycombe and Chesham/Hemel Hempstead. It is also noted that the bus service 1 serves both High Wycombe and Amersham railway stations providing a public transport link to London to the southeast, Aylesbury, Oxford and Birmingham to the north providing good

sustainable regional connectivity. To enhance the desirability of the bus stops and promote sustainable travel by future residents it is recommended that upgrades to the bus stop on Sawpit Hill are secured by Legal Agreement as confirmed by the Highway Authority.

- 5.51 With respect to walking and cycling, the whole of the village of Holmer Green falls within a 2km catchment of the site making walking and cycling to local facilities a viable option to residents. Although, the Highway Authority have identified an issue relating to a lack of a formal crossing point on Wycombe Road or Browns Road to allow for safer pedestrian movements between the development site and the school. However, the applicant has agreed to the provision of a Zebra Crossing on Wycombe Road or Browns Road in the interests of safety and to encourage residents from the HW8 site to walk to school and this can also be secured by Legal Agreement.
- 5.52 The application has also been accompanied by a Framework Residential Travel Plan (FRTP). The main objectives of the FRTP are to make residents aware of sustainable travel options and to encourage less reliance on the car. A detailed travel plan including monitoring can be secured by Legal Agreement.

Internal layout

- 5.53 The internal road layout comprises a central access road with a series of roads looping around perimeter blocks. Most roads within the development would measure between 5m and 5.5m in width and would be flanked by footways on both sides, with the scheme also include a couple of short sections of shared surface roads measuring 4.8m – 5m in width.
- 5.54 The application has been accompanied by vehicle tracking plans which demonstrate that refuse and other larger vehicles would be able to manoeuvre within the site. The development is also well connected to minimise the requirement for larger vehicles to reverse over excessive distances and incorporates suitable turning areas for refuse, emergency and goods vehicles where they are necessary.
- 5.55 In addition, and as detailed above, the scheme includes two continuous pedestrian routes through the site incorporating cycle connections with the neighbouring HW8 development parcel and linking into the footway network on Wycombe Road.
- 5.56 The Highway Authority are satisfied that the internal layout of the development is acceptable.

Parking provision

- 5.57 The scheme proposes a total of 201 parking spaces to serve the proposed 87 dwellings. This includes 155 allocated parking spaces, including on plot carports for some of the larger units, and an additional 46 unallocated visitor parking spaces.
- 5.58 Hazlemere falls in Residential Parking Zone B under the Countywide Parking Guidance and Holmer Green falls in Residential Parking C. Whilst the site would be accessed

from Holmer Green, it is located in Hazlemere and it has been established under the previous appeal decision that the Zone B Standards are appropriate for this site.

- 5.59 Based on bedrooms the proposed development would result in a small under provision of parking of 17 spaces (15 allocated and 2 unallocated) under the Parking Guidance.
- 5.60 However, the guidance allows for parking to be based on habitable rooms within each dwelling. Whilst internal layouts have not been provided with the application (as scale and appearance remain reserved matters), the applicants have confirmed that the dwellings would be designed in line with the guidance set out for habitable rooms and such an approach was accepted under the previous appeal application on the site. It should also be noted that the 2015 County Car Parking Standards were derived using data from the census which presented car ownership statistics by the habitable rooms in a dwelling (not by the number of bedrooms).
- 5.61 Based on the habitable rooms standards the development would require 142 allocated, 25 unallocated and 34 visitor spaces (a total of 201 spaces). The application proposes 201 spaces, with slightly more allocated spaces (155 in total) as every house is served by at least two parking spaces and 46 unallocated/visitor spaces, which is more than one for every 2 dwellings. As such, it is considered that proposed car parking provision are acceptable, subject to a condition to control the habitable rooms in the dwellings for any subsequent reserved matters application.
- 5.62 The layout shows the on-street parking comprises a mix of allocated and visitor/unallocated and also includes parking courts. Therefore, to ensure that suitable parking is provided on site, a planning condition is recommended to secure a scheme for the marking of the spaces to clearly identify whether they are allocated or visitor parking and ensure that the parking courts only contain allocated spaces in the interests of security.
- 5.63 The application also includes provisions for Electric Vehicle (EV) charging to serve the development, with all on plot and allocated parking spaces served by charging points and 78% of the 46 visitor / unallocated spaces served by charging points. As such, this would represent a shortfall with regards to Policy HAZNP4, which requires development schemes to provide access to EV charging for all parking spaces. However, all properties would have access to EV charging and there would be a very high provision of EV charging to visitor / unallocated parking such that it is not considered that objections could be sustained on the grounds of inadequate EV charging provision.
- 5.64 Concern has been raised that the level of parking to serve the development is inadequate and that this would lead to parking issues in the wider area. However, the development would providing acceptable parking levels under the Council's guidance, as detailed above, and the Highway Authority does not object on parking grounds. Furthermore, and in any event, Wycombe Road is over 100m from the closest units on site such it would not be a convenient, attractive, and likely parking

location for future residents and parking restrictions at the access would also be secured by s106 as detailed above.

- 5.65 There will also be opportunities to provide cycle parking within the development, the details and delivery of which can be secured via condition.
- 5.66 The application is supported by an “Emerging Hazlemere Neighbourhood Plan Compliance Statement” which refers to the developing exploring the viability of a car club space as part of a Travel Plan. However, to ensure compliance with the emerging HNP and to seek to reduce the reliance on car ownership, it is recommended that a minimum of one car club space is secured on site by legal agreement.

Transport Conclusions

- 5.67 The Highways Authority is satisfied that the development would provide safe and suitable access and does not lead to an impact on the highway network that cannot be adequately mitigated. Therefore, subject to conditions and a legal agreement, the proposals would be acceptable in highways terms and would be in accordance with the development plan and the emerging policies in the HNP.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), HW8 (Land off Amersham Road including Tralee Farm, Amersham), DM30 (The Chilterns Area of Outstanding Natural Beauty), DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

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

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Chiltern District Local Plan (1997): GC1 (Design of Development Throughout the District)

Core Strategy for Chiltern District 2011: CS20 (Design and Environmental Quality), CS22 (Chilterns Area Of Outstanding Natural Beauty), CS30 (Reducing Crime and the Fear of Crime)

Residential Design Guide SPD.

Development Brief

- 5.68 The application is in outline with only matters of layout and access for consideration. Details of scale, appearance and landscaping are reserved matters for later consideration at the reserved matters stage.
- 5.69 Policies DM35 and CP9 sets out that all developments are required to demonstrate attractive and high-quality design and respect and improve the character of an area

and the way it functions. Furthermore, Policy DM32 seek to protect and reinforce the positive key characteristics of the receiving landscape and existing settlement pattern. The RDG SPD provides further guidance to ensure new residential development is well designed.

5.70 In addition, Policy HW8 sets out site specific place making policies, with the Development Brief for the site providing guidance on ways that these can be delivered. These place-making criteria comprise as follows (Criteria 1b, 1d and 1e are not however relevant to the current application as the Chilterns and South Bucks Local Plan was withdrawn and criteria 1d and 1e relate to the southern part of the HW8 allocation):

1. Place-making

a) Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site;

b) In the event that land to the north east in Chiltern District (off Earl Howe Road) is allocated for development in the Chiltern and South Bucks Local Plan, to be planned comprehensively with that site as a whole; and in any event to not prejudice future integration;

c) Provide a comprehensive development of the site within Wycombe District;

d) Redevelop the existing coach yard and riding stables;

e) Consider the opportunity to redevelop existing residential properties fronting Amersham Road.

5.71 Policy HAZNP5 of the emerging Hazlemere Neighbourhood Plan also includes a placemaking requirement for proposals on the HW8 site “to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration”.

5.72 The site is also located some 350m to the north of the Chilterns AONB and there is a legal duty on the Council under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to the purpose of conserving and enhancing the natural beauty of the AONB in exercising any function affecting land in the AONB. Policies DM30 and CP10 also require all development in the setting of the AONB to not have a significant adverse impact on the natural beauty of the Chilterns AONB.

5.73 The proposal would have a single vehicular access to Wycombe Road that would extend into the centre of the site where there would be three main perimeter blocks of housing, with two runs of housing also backing onto the western boundary of the site. The layout of the roads and perimeter blocks is largely dictated by the shape of the site, its landforms (e.g. the valley to the southeast), and policy requirements (e.g. retain woodland, 25m separation distances, SUDS features, climate change mitigation, neighbour amenity, etc). However, it results in a legible and permeable layout with a northwest to southeast road alignment which is common in the wider

locality and reflects the alignment of the field boundaries on the boundaries of the site. Furthermore, there would be a clear distinction between the public and private realm with dwellings generally outward facing and providing good surveillance of the road networks, pedestrian routes and open space.

- 5.74 The development would include several flats over garages (FOGs) which have reduced ground floor surveillance. However, the FOGs would be subject to ground floor surveillance from properties opposite and would neighbour dwellings offering ground surveillance such that it is considered these units would not have unacceptable impact on the quality of the development. Furthermore, it is that no objections were raised regarding the inclusion of a FOG in the appeal scheme.
- 5.75 The proposed creation of perimeter blocks with parking predominantly to the front or the side of properties would also generally ensure good surveillance of parking spaces. There are a couple of instances where parking is adjacent to rear garden boundaries that is not subject to ground floor surveillance from the dwelling it would serve (for example plots 78 and 79 and the parking associated with and to the rear of the FOGS). Such arrangements are poor from a crime prevention perspective in terms of security of vehicles and rear boundaries. However, boundary treatments including trellising could be secured at the reserved matters stage to improve surveillance of these spaces and the parking courts to the rear of the FOGS would be small (4-6 spaces), only contain allocated parking spaces, and details of landscaping can be secured at the reserved matters stage. In addition, further details of the gates to the parking courts for the flats can be secured at the reserved matters stage together with ensuring that windows in the flats and FOGs provide overlooking the parking courts. Overall, it is considered that the layout of parking is not objectionable from a placemaking perspective.
- 5.76 It is noted that concerns from several parties have been raised regarding surveillance along the access drive into the site. However, whilst it is acknowledged that surveillance would not be ideal along this section of the site, windows in the flatted block would be able to offer longer views down the access drive which can be secured at the reserved matters stage. Furthermore, and as detailed by the Inspector for the previous appeal on this site, the access drive is identified in the allocation as suitable for serving the site and would have a level of traffic movements and activity which would limit deficiencies in informal surveillance from occupied properties.
- 5.77 The scale and appearance of the dwellings is a reserved matter, however the layout shows a good mix of property types across the site, including detached, semi-detached, terraced, flats, and FOGs. Furthermore, the details indicate that the new properties would predominantly be two storey, although some properties may include accommodation in their roof space and the flatted block would be three storey in scale. Whilst three storeys is not the predominant scale of properties in Hazlemere or Holmer Green, there is considerable variety in the size and appearance of properties in both villages and there are examples of three and four storey

developments in the wider locality, including at Park Parade and Turners Place. Furthermore, the siting of the three storey apartments overlooking the open space and access drive to the north of the development would provide good enclosure and surveillance of these public areas, prevent overshadowing issues, and the open space would also provide an appropriate setting for this taller block.

- 5.78 Turning to the public realm and open space, whilst landscaping is a reserved matter the layout indicatively details street trees along all roads in the development, which would enhance the quality of the development as well as serving to break up the appearance of parking areas and help to address the urban heat island effect. In addition, there would be three main landscaped areas of open space, two larger areas to the north and south and small pocket of open space to the western boundary.
- 5.79 The northern area of open space would retain the woodland to the northeast and reinstate the former orchard to the northwest and, therefore, would meet the requirements of part 1a of Policy HW8 to maintain the sense of separation between Hazlemere and Holmer Green. This matter is discussed at length in the decision notice for the previous appeal on the site (as set out in the Planning History section above), with the Inspector clarifying that the requirement for separation relates to the northern boundary only and that the existing trees and woodland on the northern part of the site (including the removed orchard) current separate the two settlements. Furthermore, the Inspector found that the absence of the retention of both the woodland and the area of the former orchard resulted in the appeal scheme being considered to fail to maintain a sense of separation.
- 5.80 The southern area of open space would be flanked by pedestrian and cycle connections to either side, with the eastern connection also including an emergency vehicle route. These connections would link up with connections proposed under the adjoining application on the neighbouring southern part of the HW8 site (21/08364/FUL) and, subject to step in rights being granted via legal agreements, it is considered that this provides evidence of comprehensive development. Indeed, and as detailed above, the Inspector for the previous appeal on the site was clear that the importance of the comprehensive requirement stems from the need to ensure that facilities in Holmer Green are accessible on foot from the southern parcel as well as to provide adequate connections for emergency vehicles.
- 5.81 The southern open space area would also be located beside the main open space area of the adjoining neighbouring HW8 development parcel with the pedestrian and cycle connections between the two ensuring that they can function as a central area of open space shared by both developments. The application site would be reliant on the adjoining southern parcel to meet the main play and outdoor recreation requirements of its future occupants; application 21/08364/FUL on the neighbouring scheme proposes that such facilities are sited adjacent to the boundary with the site and adjoining the pedestrian connections such that they would be readily accessible.

This approach prevents a duplication of play and recreation facilities and allows for both developments to be served by a meaningful central area of open space. Therefore, it is considered that the approach to open space and play facilities provides further evidence of a comprehensive approach.

- 5.82 The proposals also provide continuous, legible and attractive routes through the application site for occupiers of the southern HW8 parcel to access Wycombe Road on foot or by cycle. Furthermore, there are clear routes through the neighbouring southern site from the application site to the new cycle pedestrian and connections proposed on the A404 allowing access to the AONB. It is considered that this also provides evidence of the integration and comprehensiveness of the two schemes.
- 5.83 Therefore, the joined-up approach to connections, open space and play facilities with the neighbouring HW8 parcel is considered to demonstrate a comprehensive and integrated approach and a compliance with the Policy requirements of HW8 and HAZNP5 in this respect.
- 5.84 With regards to landscape, the application has been supported by a LVIA addendum and it is noted that the Chilterns AONB lies approximately 350m to the south of the site. Views of the development on site from the AONB would be limited and where they are available would be in the context of existing built form and landscape features. Furthermore, the Council's Landscape Officer raises no concerns regarding the wider landscape and visual effects arising from the proposal.
- 5.85 Overall, it is considered that the proposal is broadly in accordance with good placemaking and design principle and would meet with the site-specific policy requirements in the development plan and emerging Hazlemere Neighbourhood Plan to maintain a sense of separation between the two Parishes and form a comprehensive and integrated development with the neighbouring HW8 parcel. Furthermore, it would not have any objectionable impacts on the wider landscape, including the setting of the Chilterns AONB.

Historic Considerations

Wycombe District Local Plan (August 2019): CP9 (Sense of place), CP11 (Historic Environment), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

- 5.86 There are no listed buildings or conservation areas within the application site. Furthermore, it is considered that the proposals would not affect the setting of any such designated heritage asset.
- 5.87 Buckinghamshire Council Archaeology have identified that there is some archaeological potential on the site. However, given that the recent archaeological investigation to the south of this proposal for application 21/08364/FUL did not

record any significant features or finds, it is considered that the archaeological potential is low. Therefore, the Council's Archaeologists have advised that this matter can be addressed by conditions to secure appropriate investigation, recording, publication and archiving to be carried out, including a pre-development written scheme of investigation to include a geophysical survey and trial trenching.

Amenity of existing and future residents

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

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Chiltern District Local Plan (1997): GC3 (Protection of Amenities Throughout the District)

Residential Design Guide SPD

Development Brief

- 5.88 Matters of scale and appearance are reserved matters and as such elements of considering amenity would be left for any subsequent reserved matters application(s). Notwithstanding this, layout is for consideration under this application and therefore the positioning of dwellings and their relationship with neighbouring properties can be assessed.
- 5.89 The proposed layout includes a back-to-back and side to back relationship with existing properties on Lacey's Drive, Kestrel Drive and Inkerman Drive.
- 5.90 The spacing between elevations of the proposed dwellings and existing dwellings on Lacey's Drive would generally be more than 45m, with the closest properties some 39m apart (i.e Plot 49 and No.27), which exceeds the planning authority's separation guidance to ensure adequate privacy. Furthermore, the spacing between the new dwellings and the rear boundary would generally be some 10m which is sufficient to ensure no adverse overlooking arises, notwithstanding the position of any openings.
- 5.91 There would be two plots (i.e. 37 and 49) located much closer to the rear boundaries of properties on Lacey's Drive. However, given the large existing rear garden depths and subject to these new dwellings being two storey with hipped roofs as indicatively shown on the submitted details, it is considered that the layout would not give rise to an unacceptable relationship in terms of intrusion, privacy and daylight/sunlight to these properties. Furthermore, the relationship of plot 49 to 27 Lacey's Drive is similar to that already considered acceptable as part of the previous appeal on the site.
- 5.92 With regard to existing dwellings on Kestrel Drive and Inkerman Drive, it is noted Figure 14 in the Local Plan (an indicative plan drawn for capacity purposes only and

not part of Policy HW8 as acknowledged by the Inspector for the previous appeal on this site) identifies that these properties benefit from a “sensitive existing residential boundary”. However, the identified sensitive zone on Figure 14 comprises the original line of the rear boundaries of these properties (located some 8-9m from the rear of these dwellings) and does not include the additional parcel of land to the rear of their original gardens (some 15m deep) that have subsequently been converted from agricultural to garden land (see for example application 13/06640/FUL).

- 5.93 As a result of the extended garden areas, the back-to-back spacing between the new dwellings and properties at 29-36 Inkerman Drive would be 32m at its closest with first floor openings some 11m from the shared boundary. Again, these are acceptable spacing distances to ensure an acceptable level of amenity. Additional landscaping is indicatively shown to be proposed along this boundary and would help soften the impact of the development.
- 5.94 It is noted that there would be a rear parking court adjacent to the boundary with 29 Inkerman Drive. However, this parking court would be small, containing 4 allocated spaces, and subject to suitable boundary treatments, access controls and landscaping (which would fall to be addressed at the reserved matters stage), this would not be an unusual or unacceptable amenity relationship.
- 5.95 Nos 1-3 Kestrel Drive would have a different relationship with the development, due to the siting of the new dwellings (plots 50-52) to the rear of Nos 1-2 at right angles to these properties (i.e. a side to back relationship), and No.3 representing an anomaly in the pattern of development as it is sited immediately adjacent to the application site boundary.
- 5.96 In respect of Nos 1-2 Kestrel Drive, it is noted that the flank of plot 50 would only be some 4m from the rear boundary of No.2. However, No.2 benefits from an extended rear garden area which also wraps around the rear of No.1. As such, the smaller garden of No. 1 would effectively be buffered by the garden of No.2 (which includes several outbuildings adjacent to the rear boundary of No.1) and the flank of plot 50 would be over 25m from the closest point of the rear elevation of these properties (a conservatory to the rear of No. 2) such that the separation distances would be acceptable. This is on the basis that Plot 50 comprises a two-storey property with a hipped roof as indicatively shown on the submitted details, and no first-floor flank windows. These matters of scale and appearance can be addressed at the reserved matters stage together with details of landscaping to help soften the appearance of the development, and it is considered the indicative details shows that the layout would not give to an unacceptable relationship in terms of intrusion, privacy and daylight / sunlight to Nos 1-2 Kestrel Drive.
- 5.97 No.3 Kestrel Drive represents an anomaly in the pattern of development along the western boundary of the site, as it is sited immediately adjacent to the application site boundary. Furthermore, the property contains several openings within its rear elevation which face directly onto the site. To ensure that the amenity of this

neighbour is not significantly compromised the scheme proposes that no dwellings are immediately to the rear of this property and that the area adjacent to this existing dwelling is left to open space. There is a terrace of new dwellings (plots 47-49) at right angles to the northern rear corner of No.3 overlooking this new area of open space, however this is a similar relationship to that proposed under the appeal scheme and would not result in an unacceptable impact on the amenities of this neighbouring property.

- 5.98 The proposed area of open space to the rear of No.3 Kestrel Drive, which would also be to the side of the extended garden of No.2 Kestrel Drive, would need careful treatment of its boundaries within these existing properties including boundary planting in the interests of neighbour amenity and security. However, this situation is also the same as the previous appeal scheme on the site and would be addressed at the reserved matters stage.
- 5.99 It is noted that representations have been received regarding covenants associated with the existing overhead cables on the site preventing planting on the boundaries of the extended gardens to the rear of properties on Inkerman Drive and Kestel Drive. However, the development would have to relocate these electric cables to be implemented and the applicant has submitted a cable routing plan showing the cables running underground and relocated to follow the new road network.
- 5.100 Turning to properties on Wycombe Road and Nos 5-9 (odd) Lacey's Drive, a new area of open space including an orchard, substation and play facilities would back onto these properties. As detailed above, the provision of this open space to afford a sense of separation to Holmer Green is a policy requirement and the omission of this area of open land was a key reason for the previous appeal scheme on the site being dismissed. Furthermore, as a result of its provision there would be no built form other than a small single storey substation to the rear of these neighbouring properties, with the proposed flatted block (shown as 3 storeys on the submitted details) some 45m from the northwestern boundary of the site and 90m from the rear elevations of properties on Wycombe Road. The new flats and dwellings would however offer beneficial overlooking of the open space and thus provide surveillance and sense of custodianship of this land. Although, careful consideration would need to be given to boundary treatments and landscaping of the open space at the reserved matters stage in the interests of neighbour amenity and security.
- 5.101 Similarly, the provision of the access to the site from Wycombe Road is a policy requirement and no objections were raised to the relationship of this with neighbouring properties under the appeal scheme. Careful consideration would again need to be given to boundary treatments and landscaping of this part of the site at the reserved matters stage in the interests of neighbour amenity and security.
- 5.102 Concerns have been raised with regard to noise, disturbance, and lighting from the site. While change is inevitable as a consequence of development, it is considered, based on the layout for consideration, that the proposed development would not

give rise to amenity issues arising from noise or light, however a condition relating to lighting would be necessary in the interest of amenity, dark skies and ecology.

5.103 In respect of the amenity of future occupiers of the proposed development, the layout demonstrates 25m back-to-back distances for all the perimeter blocks with the exception of the gap between units 78 and 79 which would be 23m. However, given the intervening parking spaces between the rear gardens of these units, it is not considered that this small shortfall is objectionable. Furthermore, the layout shows all houses would benefit from an appropriate level of rear amenity space, and indicative details have been submitted to show how the flatted block could incorporate balcony areas for all units. The flats over garages would not benefit for any amenity space, however this is not unusual for such units and they would have access to the generous levels of public open space provided as part of this and the neighbouring development. No objections are therefore raised with regards to the amenities of future occupiers of the site.

Flooding and drainage

Wycombe District Local Plan (August 2019): CP12 (Climate Change), DM39 (Managing Flood Risk and Sustainable Drainage Systems), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

Core Strategy for Chiltern District 2011: CS4 (Ensuring that Development is Sustainable)

5.104 The application site lies within Flood Zone 1 as defined by the Environment Agency indicative flood map for planning and groundwater flood risk is also low. However, there is a narrow channel of identified surface water flooding which runs in a north-south direction across the southeastern corner of the site within the small valley.

5.105 The application has been supported by the FRA and surface water management strategy submitted pursuant to the previous appeal scheme on the site as well as an Addendum Drainage Strategy to update the surface and foul water drainage strategies to reflect the current layout. The surface and foul water drainage approach remains similar to the previous proposal, including permeable paving, bioretention areas, an infiltration basin and attenuation tanks for surface water and a new pumping station to the southern boundary of the site for foul water drainage.

5.106 The submissions demonstrate that no dwellings or land within their boundaries would be located within the surface water flow path. The emergency access route, embankment for the infiltration basin and internal access road including visitor parking would encroach onto the flow path. However, level details have been submitted to show the roads and parking at or below the existing ground levels so as not obstruct surface water flows and the infiltration basin shape has been amended during the course of the application to minimise the encroachment. Furthermore,

mitigation to compensate for the encroachment, comprising the localised lowering of land levels within the valley, has also been included in the drainage design.

- 5.107 The surface and ground water flood risk implications of the proposal, taking into account climate change impacts, have been assessed by both the LLFA and Thames Water, with neither consultee raising objections. This is however subject to conditions to secure the provision and management thereafter of a surface water drainage scheme and further details of the levels/kerbs for the access road, parking bays and informal footpaths within the open space.
- 5.108 In addition, Thames Water raise no objections with regards to the implications of the proposal on the capacity of the foul drainage network.
- 5.109 Affinity Water are responsible for water supplies in the area and have been consulted on the application but have not submitted any objections.

Biodiversity and green infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP9 (Sense of place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP2 (Protecting and Improving Green Infrastructure) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Core Strategy for Chiltern District 2011: CS32 (Green Infrastructure)

Chiltern District Local Plan (1997): GC4 (Landscaping Throughout the District)

Biodiversity SPD

Canopy Cover SPD

- 5.110 The application has been supported by ecological reports to assess the biodiversity value of the site including an assessment and necessary surveys of the impact on protected species and Biodiversity Net Gain metric. No objections are raised to the proposal subject to conditions to safeguard protected species and secure biodiversity enhancements and a Legal Agreement to secure 10% biodiversity net gain (BNG).

Impact on Designated Sites

- 5.111 There are no statutory designated sites within the application site. There are 2 SSSI's (Sites of Special Scientific Interest) and 3 LNR's (Local Nature Reserves) within a 5km radius of the site, the nearest being 2.6km from the site. Given the distance of the

application site from designated sites, and the nature of the proposed development, the scheme would not have any adverse direct or indirect impact upon designated sites. In addition, the proposals would not have any direct or indirect impact on non-designated statutory sites. No concern has been raised through consultations with regard to impact on designated sites.

Impact on Protected Species and Habitats

- 5.112 The application has been supported by the ecological surveys submitted pursuant to the appeal scheme on the site, together with an Ecological Impact Assessment Addendum that reviews the findings of the previous surveys and summarises the implications of an updated site walkover carried out in January 2023.
- 5.113 The Ecological Impact Assessment Addendum details that the findings of the previous ecological assessments remain largely applicable in relation to protected species and their habitats. Therefore, the Addendum concludes that the proposed development, with appropriate mitigation, would have no direct adverse impact on protected species including great crested newts, badgers and bats.
- 5.114 Indeed, the surveys have not confirmed the presence of roosting bats, hazel dormouse, great crested newts or reptiles, although the site is used for navigating and foraging bats. The impact on navigating and foraging bats would however be mitigated through the retention of existing and new habitat corridors in the layout, although conditions relating to external lighting will also be necessary to mitigate impacts. Furthermore, the submissions suggest that the current scheme offers significant opportunities for navigating and foraging bats compared to the appeal scheme due to the proposed reinstatement of the orchard to the north of the site. Therefore, subject to measures to secure the provision and management of habitat corridors, ecology enhancements, control external lighting, and construction mitigation measures it is considered that the proposal would not have an unacceptable impact on these protected species.
- 5.115 The smooth newt *Lissotriton vulgaris* has been found onsite (in 2020) and immediately offsite (in 2017) and common frog *Rana Temporaria* has been found onsite (in 2020). However, the impact on these species can be adequately mitigated via a construction ecological management plan.
- 5.116 An active badger sett is located within the retained green space on site and would benefit from a buffer area of over 10m from any proposed development. As such, and given its connectivity to wider green infrastructure, the retention of the badger sett is considered to be achievable. Therefore, and subject to conditions, including conditions to secure ecological supervision and appropriate construction management practices it is considered that the proposal would not have an unacceptable impact on badgers.
- 5.117 The findings of the surveys and mitigation measures proposed with respect to protected species and their habitats are accepted by the Council's Ecology Officer.

Biodiversity Net Gain

5.118 The application has been supported by a DEFRA 3.1 Biodiversity Metric, which has been amended during the course of the application in response to comments from the Council's Ecology Officer.

5.119 As per the previous appeal scheme on site, it is not possible to provide a net gain in habitats/biodiversity on site and deliver the housing allocation. The current application does however represent a biodiversity improvement on the appeal scheme due to the proposed replanting of the recently felled remnant orchard. Indeed, the submissions detail that the appeal scheme would have resulted in a net loss of 5.32 (-23%) habitat units under the 3.1 metric, whereas the current application would result in a net loss of 3.08 habitat units (-13%).

5.120 Therefore, as well as conditions to secure the on-site enhancements and mitigation measures set out in the ecology submission, there would need to be offsite compensation to deliver the policy requirements of 10% net gain in BNG as required by the emerging HNP. The applicants have agreed to the principle of a financial contribution to deliver offsite net gain and this can be secured by legal agreement.

5.121 No objections are therefore raised with regards to BNG subject to conditions and a legal agreement.

Trees and canopy cover

5.122 Landscaping of the site is a Reserved Matter, however the outline application needs to demonstrate that it can achieve adequate canopy cover (achieved via a combination of tree retention and planting) in accordance with the 25% requirement set out in WDLP Policy DM34 and re-iterated within criterion E of Policy HAZNP2 of the emerging HNP.

5.123 In addition, WDLP Policy DM34 seeks to protect existing green infrastructure and details that trees shown to be retained through site layout and during construction should be protected. Furthermore, Criterion E of Policy HAZNP2 of the emerging HNP states that proposals that lead to the felling of one or more trees will be refused unless it can be demonstrated that is unavoidable and satisfactory mitigation measures are put in place.

5.124 Policy HW8 sets out the following site specific green infrastructure requirements which relate to retaining trees and hedgerows within the application site under criterion 3:

- a) Provide access to and retain the existing orchard within the north-east of the site;
- b) Provide protection and future management for the orchard;
- e) Retain the field boundaries within the site;

5.125 It is also noted that criterion C3 of Policy HAZP5 requires development proposals on the HW8 housing allocation to retain the hedges within the site.

- 5.126 In terms of the policy requirements to retain the field boundaries / hedges within the site, it is noted that the indicative plans in the supporting text for both site specific policies only shows this applying to the site boundary hedgerows and the hedgerows splitting the two main HW8 development parcels and running through the centre of the southern HW8 development parcel. Furthermore, the supporting text for both policies also detail that existing hedges should only be removed where an effective layout cannot otherwise be achieved. Whilst indicative plans and supporting text do not form part of the policy, nevertheless they indicate a reasonable approach to the interpretation and application of this policy requirement as the total retention of onsite hedgerows would clearly prevent the delivery of this allocated site. In addition, the guidance within the adopted Development Brief for the site does not identify that any internal hedgerows within the application site should be retained.
- 5.127 The application proposes that all boundary hedges and trees would be retained, including the southern hedgerow shown as retained on both indicative plans supporting Policies HW8 and HAZNP5 trees, with the exception of an Elder tree on the western boundary. This Elder (T10) is a category C tree according to the submissions and would need to be removed to deliver plot 49 as per the previous appeal scheme on the site. In addition, the application would retain and enhance the woodland to the northeast corner of the site and all the TPO trees to the north east corner of the site which neighbour the former remnant orchard. All of these TPO trees to the north east were shown to be lost as part of the previous appeal scheme.
- 5.128 The western part of the hedgerow neighbouring the southern side of the former remnant orchard would also be retained, but all remaining internal hedgerows within the site would be lost. The hedgerows to be lost would comprise the central and eastern part of the hedgerow enclosing the remnant orchard; a Leyland Cypress hedge and Western Red Cedar hedge also in the northeastern part of the site; and the remnants of a mixed hedgerow to the south west corner of the site. All of these hedgerows and associated trees are identified as low quality (category C or U in the submitted Arboricultural Assessment) and their removal is considered necessary and reasonable to facilitate the proposed development and thus the delivery of the housing allocation.
- 5.129 The submissions include an Arboricultural Method Statement (AMS), which details that there are no buildings within the root protection areas of retained trees and that the relationships between buildings and retained trees is sustainable in terms of shading. The AMS also contains a range of tree protection measures in root protection areas, including details of tree protection fencing and ground protection, non-dig construction for hardstanding, and guidance on installing infrastructure, which can be secured by condition to ensure the protection of all retained trees on site.
- 5.130 The orchard which neighbours the eastern side of the site is also the subject of a TPO. The scheme proposes an appropriate landscaped buffer adjacent to the boundary

hedge which separates this orchard from the site and this would ensure that these neighbouring protected trees are not unduly impacted by the proposal. This buffer is also important in the context of the orchard being a priority habitat.

5.131 The Council's Arboricultural Officer raises no arboricultural objections regarding the proposed development subject to conditions.

5.132 Turning to proposed tree planting and canopy cover, the indicative landscaping details demonstrate that trees can be provided within the street, rear gardens, parking courts, and the areas of open space, including notably the replanting of the remnant orchard to the northwest of the site and a small orchard area on the open space to the western boundary of the site. The retained woodland to the northeast of the site would also contribute towards canopy coverage together with the retained mature trees along the site boundaries.

5.133 The submitted canopy cover calculator summary indicates that the existing site has 14% canopy cover and that 29% canopy cover could be achieved through the indicative landscape proposals presented. Although, it is possible that that an even greater figure could be achieved through more detailed design. However, the submissions clearly demonstrate that the policy requirements for at least a 25% canopy cover can be achieved and will likely be exceeded on site, the precise details of which can be secured through condition and demonstrated in the subsequent reserved matters application for landscaping.

5.134 Overall, the submitted details indicate that the highest quality trees and hedgerows would be retained as part of the proposed layout. Furthermore, the loss of the poorer quality internal trees and hedgerows would be necessary and reasonable to allow the provision of the housing allocation. Moreover, and in any event, it is considered that the loss of onsite trees and hedges would be outweighed by the mitigation arising from the significant increase in canopy cover on site and the reprovision of orchards on the site. Therefore, the proposal would comply with Policies DM34, HW8 (parts A and B) and HAZNP2 and objections could not be sustained regarding the loss of internal hedges under Policies HW8 and HAZP5.

Green Infrastructure Links

5.135 Policy HW8 part 3d and Policy HAZNP part C2 requires development proposals to provide a Green Infrastructure link / connectivity through the valley of the site connecting the orchard in the northeast corner of the site with the woodland at Badger Way (to the western side of the southern part of the HW8 allocation).

5.136 Policy HAZNP5 also requires development to provide a green infrastructure corridor within the site along the rear of Wycombe Road (part C1); enhance the green infrastructure link along the northeastern boundary of the site (connecting the orchard adjacent the site to the north to the site to the wider countryside to the south) (part C4); and also to contribute to off-site green infrastructure network improvements adjacent to the site (part C5).

- 5.137 The woodland to the northeast of the site would be retained and enhanced with the former remnant orchard re-planted to the northwest of the site such that a substantial green infrastructure corridor would be provided to the rear of Wycombe Road.
- 5.138 The proposed layout also includes an area of open space to the southern part of the site which would follow the alignment of the valley through the site and adjoins with the southern hedgerow boundary and an area of open space on the neighbouring development parcel which links to the woodland at Badger Way. As such, the southern part of the site, cumulatively with the proposals on the adjoining part of the HW8 allocation, would result in a substantial central green infrastructure belt that follows the route of the valley across the HW8 allocation.
- 5.139 In addition, the proposal has been amended to set the northeastern access road some 8m back for the northeastern boundary with the neighbouring orchard and the pedestrian route along this boundary has also been set in with landscaping including tree planting indicatively shown along its route. As such, this would enhance the green infrastructure link between the on-site orchard and valley as well as the green infrastructure link along the north-eastern boundary of the site.
- 5.140 The development, therefore, would deliver green corridors running along three of the four boundaries of the site (the northwestern, northeastern and southeastern boundaries), which cumulatively with the neighbouring HW8 development proposals would achieve the policy requirements to provide a green infrastructure corridor to the rear of Wycombe Road, connect the onsite orchard with the valley and woodland on Badgers way, and enhance the green infrastructure link to the northeast boundary such that there would be corridors running northwest to southeast through the allocation.
- 5.141 Part C5 of Policy HAZNP5 also requires development proposals to contribute to off-site green infrastructure network improvements adjacent to the site. However, given the extent of green infrastructure linkages that would be delivered along the boundaries of the site, thus connecting in with and offering benefits to neighbouring green infrastructure it is considered that requirement would be addressed. Furthermore, and whilst not directly adjoining the site, the scheme would also deliver off site biodiversity enhancements via the requirement to secure 10% BNG as detailed above and thus the ecological impacts of the development would clearly be mitigated. In addition, and in any event, there is no defined Parish project to which any funding for off-site green infrastructure network improvements adjacent to the site could be secured against and, therefore, such a contribution would not meet the CIL122 tests. Therefore, no objections are raised regarding Part C of Policy HAZNP5.
- 5.142 Overall, it is considered that the proposal would provide and enhance green infrastructure links across the allocation which comply with the policy requirements.

Public open space

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

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

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Development Brief

- 5.143 Policy DM16 of the DSA states that the development of strategic sites will be expected to meet all local and strategic space requirements on site as a minimum. These are set at a standard of 1.15ha Local Open Space/1000 population, and 3.3ha Strategic Open Space/1000 population. The open space requirement for the site would equate to 0.93ha.
- 5.144 The scheme proposes a total open space provision of 1.14ha of Open Space across the site which is a sufficient quantum of open space to meet the cumulative requirements of local and strategic open space requirements for the proposed development in this instance.
- 5.145 The open space is split into 3 parcels of land, a northern parcel of open space which provides the required sense of separation to the Parish of Holmer Green, a small western parcel of open space which would act as a buffer to No 3 Kestrel Drive (as detailed above) and a southern parcel of land which would connect into the proposed neighbouring open space for the adjoining HW8 development the subject of application 21/08364/FUL. The southern parcel of open space would comprise an easily accessible and part of a shared area of open space for the wider HW8 development as well as the required green corridor through the site.
- 5.146 The open space area to the south includes the provision of a SUDs basin which would be provided within the south eastern corner due to the topography of the site. It will be necessary to ensure that this provides a feature which contributes positively to the overall recreational function of the open space and details of its final design and margin landscaping can be secured through condition, and through subsequent reserved matters applications.
- 5.147 The open space to the north would include an area of retained woodland and the submitted details indicate a new leisure route running through this woodland. This would comprise an attractive alternative area of open space. It is noted that this woodland does require initial and long-term management and maintenance to make it an attractive proposition for leisure, which can be secured by condition and as part of the legal agreement.

5.148 The application site also contains a small informal play facility in the northern parcel of open space, which would take the form of a Local Area for Play (LAP) and further details of this can be secured through condition and Legal Agreement.

5.149 The HW8 site also needs to provide a Neighbourhood Equipped Area for Play (NEAP) with a Multi Use Games Area (MUGA) to meet the outdoor play requirements of the allocation as set out in the Development Brief. The developer for the neighbouring parcel is proposing such facilities adjacent to the southern boundary of the site and it is recommended that the Legal Agreement includes provisions to ensure that this is provided.

5.150 It is considered that the proposed development meets the requirements of Policy DM16 in terms of open space delivery, in isolation, and also that a comprehensive approach has been taken to the delivery of open space and recreation facilities across the wider HW8 allocation.

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)

Chiltern District Local Plan (1997): GC9 (Prevention of Pollution Throughout the District)

Air Quality SPD

5.151 Environmental Health have reviewed the application in terms of noise, air quality and land contamination matters and have not raised any objections subject to conditions to secure EV charging points in accordance with the Air Quality SPD and a land contamination remediation scheme.

5.152 It is also recommended by officers that a condition is imposed to secure a Construction Environmental Management Plan (CEMP) to control the construction impacts of the proposed development (e.g. noise and dust).

Building sustainability and climate change

Wycombe District Local Plan (August 2019): CP12 (Climate Change), DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM34 (Delivering Green Infrastructure and Biodiversity in Development), (DM41 (Optional Technical Standards for Building Regulations Approval)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP3 (Delivering Zero Carbon Buildings)

Air Quality SPD

- 5.153 Policy CP12 of the WDLP sets out that the Council seeks to promote mitigation and adaptation to climate change through the incorporation of SUDS into the design of new developments, ensuring flood risk assessments take into account climate change factors, adopting higher water efficiency standards, introducing a requirement to contribute to mitigating urban heat island effects and increases in air pollution, and supporting the integration of renewable technologies.
- 5.154 The measures set out in strategic Policy CP12 are then secured through detailed DM policies, with Policy DM39 addressing the climate impacts on flood risk and SUDS; Policy DM41 providing further details on the specific water standards; the canopy cover requirement of Policy DM34 addressing the urban heat island effect and pollution issues; and Policy DM33 requiring the integration of renewal technologies and these matters are addressed in turn below.
- 5.155 As detailed in the Flooding and Drainage section above, the proposal addresses the climate change implications of flood risks and incorporates SUDS features to accord with Policy DM39.
- 5.156 The water efficiency standards set out in Policy DM41 can be conditioned to ensure compliance with this requirement.
- 5.157 In addition, and as detailed in the Biodiversity and Green infrastructure section above, the details submitted indicate that the proposed development would be able to meet the 25% canopy cover requirements and thus would include measures to mitigate against the urban heat island effect and increases in air pollution as required by Policy DM34.
- 5.158 Finally, the submitted Energy and Whole Life-Cycle Carbon Statement sets out that the development would incorporate rooftop mounted PV and further details of this renewable technology can be secured by condition to meet the requirements of Policy DM33.
- 5.159 Policy HAZNP3 of the emerging HNP also seeks to address climate change and includes the following requirements relevant to the application proposals:
- A. All development should be 'zero carbon ready by design; to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping*
 - C. Where the PassivHaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report.*
 - D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.*

- 5.160 The applicant has submitted a Zero Carbon Ready by Design Statement. This sets out a range of measures incorporated in the development to address Policy HAZNP3(A), including avoiding development in the part of the site with steepest landforms, a perimeter block layout with 25m back to back distances and predominantly two storey dwellings to prevent overshadowing, locating the taller flatted block to the north of the site which would also prevent overshadowing, only a limited proportion of the development has north facing dwellings and these will be designed to be dual aspect, and allowance for appropriate street trees to mitigate the urban heat island effect. Although, it must be acknowledged that there are also a variety of other non-climate change related constraints and policy requirements that need to influence the layout of a development including the shape and size of the development parcel, features that need to be retained such as trees, hedgerows and surface water flow path; character of the surrounding area; amenity of neighbouring properties; access points; etc. However, overall, it is considered that the layout adequately addresses the requirements of part A of Policy HAZNP3.
- 5.161 The requirement of part C of Policy HAZNP3 for the completed development to have no energy performance gap can be addressed via a condition requiring the submission of a Post Occupation Evaluation Report including remediation measures as necessary.
- 5.162 The applicant has submitted an Energy and Whole Life-Cycle Carbon Statement to address the requirements of part D of Policy HAZNP3. This details that the development would exceed the average LETI Life Cycle Embodied Carbon Rating for residential developments via the incorporation of measures to embodied carbon from the construction of the development (e.g. use of natural insulation materials, PVC rather than aluminium windows, use of timber within the structure, etc) and carbon emissions resulting from the use of the development over its entire life (e.g. fabric first approach, utilising rooftop mounted solar PV, etc). It is recommended that further details of and implementation of the measures within the statement are secured by condition, including achieving a minimum of a LETI Life Cycle Embodied Carbon rating of D.
- 5.163 It is noted that a large number of the objectors to the application have raised concerns with regards to climate change, reducing carbon emissions and targets, and the climate emergency. However, as detailed above, the proposal would comply with the relevant climate change policy requirements and whilst it is presently a largely greenfield site, it remains an allocated site within the Development Plan whereby its redevelopment for housing has been accepted.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), HW8 (Land off Amersham Road including Tralee Farm)

DSA: DM19 (Infrastructure and delivery)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP4 (Promoting Sustainable Transport) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralelee Farm)

Core Strategy for Chiltern District 2011: CS31 (Infrastructure)

Planning Obligations SPD

5.164 The development is a type of development where CIL would be chargeable.

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

Education

5.166 Policy HW8 acknowledges that development of this site will be required to meet the needs arising from the development for additional primary school places. The WDLP was drafted at a time whereby the adjoining site was being considered for allocation in a new Chiltern and South Bucks Local Plan. The policy justification acknowledges this and states that should both sites come forward for development then a new primary school would be required to serve both HW8 and the adjoining site within the former Chiltern area. The Chiltern and South Bucks Local Plan is no longer progressing and as such that site is not allocated.

5.167 Paragraph 5.1.69 of the WDLP states that "Alternatively, a commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places if the adjoining Chiltern site is not allocated or if it can be demonstrated to the satisfaction of the Local Education Authority that these needs will be better met through the expansion of existing schools". As the adjoining site is not advancing at this stage there is no justification for the provision of a new school to be provided on site.

5.168 The Local Education Authority have provided comments on the application and have advised that it would be necessary to secure financial contributions towards the primary school expansion programme for the High Wycombe area.

5.169 With regards to secondary schools, the Infrastructure Delivery Plan confirms that in the majority of cases the Council will not seek specific s.106 contributions for secondary school provision. There is no specific reference to deliver secondary funding within the HW8 policy through financial contributions by way of S106. The IDP confirms that funding will be sourced from capital funding, Government grants, as well as funds from the Community Infrastructure Levy (CIL).

Health Facilities

5.170 Policy CP7, which relates to Delivering Infrastructure to support growth, states that where justified, development will be required to provide or contribute towards the

delivering key infrastructure requirements for the district. This includes, inter alia, new primary care facilities where required, and facilities which promote healthy living including open space and recreation. There is no specific requirement identified within Policy HW8 for the delivery of health facilities.

5.171 The NHS Buckinghamshire Healthcare Trust (BHT) and NHS Integrated Care Board (ICB) have both been consulted on the application. BHT have not responded to the consultation, but the ICB have provided comments as addressed in more detail below.

5.172 The NHS ICB have advised that the increase in population will have an effect on surgeries and the surrounding area. This increase in pressure would amount to further pressure on GP practices through the need for more consulting rooms and larger/additional waiting areas and car parking. Therefore, in order to cope with the additional pressure, the ICB have requested financial S106 contributions for infrastructure.

5.173 The ICB have submitted calculations and methodology for a contribution based on average floor space per patient, build costs per sqm, and an estimation of the population arising from the proposed development. In addition, the ICB have specified the GP surgeries that the contribution would serve, detailing that it would be an extension to either Hazlemere Surgery or Highfield Surgery. It is considered the information submitted by the ICB is adequate to satisfy Regulation 122 of the CIL Regulations and therefore it is recommended that this financial contribution for health infrastructure is secured by s106.

Utilities

5.174 Concerns have been raised with regard to existing utilities infrastructure including matters relating to sewerage and water.

5.175 However, it is proposed that surface water will not connect to the network, and the LLFA is content with the principles of the scheme presented which includes SUDS feature that take into climate change.

5.176 Thames Water also raise no objections regarding surface water, the waste water network and sewerage treatment works infrastructure capacity serving the development.

5.177 Affinity Water have also been consulted on the application, but have not responded to the consultation.

Other Infrastructure

5.178 The development is CIL chargeable and, with the exception of education contributions, Policy HW8 does not identify other specific contributions towards other social infrastructure to be provided.

Planning Obligations

5.179 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) Provision of a minimum 48% on-site affordable housing (and related controls) - 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.
- b) Provision of 4 custom/self-build dwellings (5% of the proposed dwellings)
- c) Provision of on-site public open space, including LAP and on site woodland, and its future management and maintenance
- d) Provision and future management and maintenance of MUGA and NEAP on Bellway development at agreed occupancy trigger if not provided by Bellway
- e) Provision of and management / maintenance of a pedestrian connections between site boundary and MUGA and NEAP on Bellway development at agreed occupancy trigger if not provided by Bellway
- f) Future management and maintenance of on-site sustainable drainage system
- g) Provision of a scheme of biodiversity off-setting to provide a 10% net gain in biodiversity
- h) Financial contributions towards off site highways works including provision of Real Time Passenger Information at bus stops on Sawpit Hill
- i) Provision of waiting restrictions at the access onto Wycombe Road [£15k]
- j) Provision of zebra crossing on Wycombe Road/Browns Road
- k) Travel Plan and monitoring
- l) Provision of a car club vehicle within the site
- m) Future management and maintenance of off plot EV charging
- n) Provision and maintenance of a pedestrian route (either permanent or temporary until permanent routes are provided) to provide access between Wycombe Road and the southern site boundary including a step in right for the route to be constructed by Bellway
- o) Provision and management / maintenance of emergency vehicle accesses connection to southern boundary of site
- p) Removal of any ransom opportunities relating to other development of the HW8 site.
- q) Financial contribution towards primary education in the area
- r) Financial contribution towards NHS primary care in the area
- s) Future occupiers to enter into covenants regarding trees on plot

5.180 The applicant has confirmed that they are willing to enter into a legal agreement to secure obligations relating to the above matters.

Other Matters

5.181 Various comments have been made with regard to the cumulative total of dwellings proposed with the undetermined application on the neighbouring parcel to the south. However, the Local Plan identifies an indicative capacity of some 350 dwellings to be provided on HW8 and following amendments to both the current application and the adjoining application to the south, should planning permission be forthcoming on both schemes this would result in a cumulative total of 346 dwellings. There would remain several small undeveloped parcels of the HW8 allocation on the southern A404 Amersham Road frontage, however the southern undetermined application extends outside the original HW8 allocation. Furthermore, and in any event, as detailed above it is considered that the current application for determination, at 87 units, proposes a proportionate quantum of development within the allocated site.

6.0 Weighing and balancing of issues / Overall Assessment

- 6.1 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.
- 6.2 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 (such as CIL if applicable), and,
 - c. Any other material considerations
- 6.3 As set out above it is considered that the proposed development would accord with the development plan policies taken as a whole to deliver sustainable development in the environmental, social and economic context. The few instances of non-compliance have been detailed and justified in the report and do not outweigh this conclusion.
- 6.4 The development would bring the following benefits:

- a. The provision of housing on an allocated site for which there is a need and which will count towards the Council's 5-year housing land supply.*
 - b. The provision of affordable housing for which there is a significant need in the area.*
 - c. The provision of self-build and custom housing.*
 - d. The provision of wheelchair user dwellings and accessible and adaptable dwellings.*
 - e. The provision of new open space, recreation and play equipment to serve the community.*
 - f. Enhancement to on site woodland, replanting of orchard and delivery of 25% canopy cover on site*
 - g. Community Infrastructure Levy will be paid which will fund local infrastructure.*
 - h. In the short term employment in the construction industry.*
- 6.5 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.
- 6.6 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The application provides for 87 dwellings at land at Tralee Farm, off Wycombe Road. The development would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.
- 6.7 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

7.0 Working with the applicant / agent

- 7.1 In accordance with paragraph 38 of the NPPF (2023) the Council 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.
- 7.2 The Council 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.

7.3 In this instance

- Was provided with pre-application advice.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was determined without undue delay following receipt of an acceptable scheme.
- The application was considered by the Strategic Sites Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

8.0 Recommendation

8.1 The recommendation is that the application be delegated to the Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement to secure the following:

- a) Provision of a minimum 48% on-site affordable housing (and related controls) - 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.
- b) Provision of 4 custom/self-build dwellings (5% of the proposed dwellings)
- c) Provision of on-site public open space, including LAP and on site woodland, and its future management and maintenance
- d) Provision and future management and maintenance of MUGA and NEAP on Bellway development at agreed occupancy trigger if not provided by Bellway
- e) Provision of and management / maintenance of a pedestrian connections between site boundary and MUGA and NEAP on Bellway development at agreed occupancy trigger if not provided by Bellway
- f) Future management and maintenance of on-site sustainable drainage system
- g) Provision of a scheme of biodiversity off-setting to provide a 10% net gain in biodiversity
- h) Financial contributions towards off site highways works including provision of Real Time Passenger Information at bus stops on Sawpit Hill
- i) Provision of waiting restrictions at the access onto Wycombe Road [£15k]
- j) Provision of zebra crossing on Wycombe Road/Browns Road
- k) Travel Plan and monitoring
- l) Provision of a car club vehicle within the site
- m) Future management and maintenance of off plot EV charging

- n) Provision and maintenance of a pedestrian route (either permanent or temporary until permanent routes are provided) to provide access between Wycombe Road and the southern site boundary including a step in right for the route to be constructed by Bellway
- o) Provision and management / maintenance of emergency vehicle accesses connection to southern boundary of site
- p) Removal of any ransom opportunities relating to other development of the HW8 site.
- q) Financial contribution towards primary education in the area
- r) Financial contribution towards NHS primary care in the area
- s) Future occupiers to enter into covenants regarding trees on plot

8.2 And the imposition of planning conditions broadly in accordance with the details set out in the report below as considered appropriate by the Director of Planning and Environment.

8.3 Or, if these cannot be achieved, then for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate.

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

Reserved matters and time limits

1. Details of the appearance, scale and landscaping (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority prior to the commencement of development, and the development shall be carried out as approved.

Reason. That the application is expressed to be an outline application only

2. Application for approval of all reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission.

Reason. To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended)

3. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the reserved matters, whichever is the later.

Reason:

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

Approved Plans

4. The development hereby permitted shall be carried out in accordance with attached schedule of approved plans.

Reason:

In the interest of proper planning and to ensure a satisfactory development of the site.

Accessibility and Water Efficiency Standards

5. Plots 1, 4, 7, 9, 12, 15, 17, 18, 33, 34, 35, 36, 61, 64, 71, 72, 81, 83, 84, 85, and 86 hereby permitted shall be designed and built to achieve the standards in Building Regulations Approved Document M4(3) and the remaining dwellings other than plots 39, 46 and 53 hereby permitted shall all be designed and built to achieve the standards in Building Regulations Approved Document M4(2).

Reason:

To meet the need for accessible, adaptable and wheelchair user dwellings as required by policy DM41.

6. The development hereby permitted shall be designed and constructed to meet a water efficiency standard of no more than 110 litres per head per day.

Reason:

In order to meet the requirements of Local Plan policy CP12 and DM41 in the interests of water efficiency.

Reserved Matters Application Requirements

7. Notwithstanding the details of layout hereby approved, the Reserved Matters applications for Scale and/or Landscaping shall be accompanied by:

(a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).

(b) The level of the roads outside the site. (AOD).

(c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).

(d) The location and type of any retaining structures needed to support ground level changes.

(e) The Finished Floor Level for every building that is proposed.

(f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.

The development shall be carried out only in accordance with the approved details.

Reason:

To ensure that the work is carried out at suitable levels in the interests of the character and appearance of the area, to safeguard the setting of the Chilterns AONB and wider views, and protect residential amenities.

8. The Reserved Matters applications of Landscaping shall comply with the canopy cover requirements of Policy DM34 and the Canopy Cover Supplementary Planning Document and be accompanied by:

- An assessment of the existing and retained canopy of the site which relates to details produced in line with BS5837:2012 (electronic copy as per SPD)
- An assessment of the canopy cover value to be provided by new trees (electronic copy as per SPD) demonstrating how a future canopy cover of at least 25% of the site area will be achieved.
- An assessment of the canopy cover value to be provided by new green infrastructure elements (electronic copy as per SPD)
- A canopy cover plan showing existing, retained trees and new canopy cover provided by trees (with canopy at size of planting and in the future), green walls and green roofs.
- The plan will be annotated with a reference for each tree/element and their canopy cover area value.

Reason:

To ensure the canopy cover requirements for the site can be met in accordance with the Canopy Cover Supplementary Planning Document.

9. The Reserved Matters application(s) for Landscaping shall include a fully detailed landscape scheme which shall include:

- a) A scaled plan showing all existing vegetation and landscape features, on and off site, to be retained and trees and plants to be planted;
- b) The design of all boundary treatments and enclosures including gates to parking courts;
- c) Details of all play equipment and any other structures to be placed in the open space (e.g. litter bins, seating);
- d) Location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - i. permeable paving
 - ii. tree pit design
 - iii. underground modular systems
 - iv. Sustainable urban drainage integration

v. use within tree Root Protection Areas (RPAs)

- e) A schedule detailing species, sizes and numbers/densities of all proposed trees/plants;
- f) Landscaping measures to screen the parking to the rear of the flat over garage units, pumping station and substation
- g) Access road boundary treatment and landscaping
- h) Construction and alignment of the routes for pedestrians through the retained woodland on site

Reason:

To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development. This is in accordance with Policy DM34 of the Wycombe District Local Plan.

10. The reserved matters application(s) for Scale and Appearance shall include full details of any ancillary structures including the substation and pumping station hereby permitted. The development shall be carried out in accordance with the approved details.

Reason:

In the interest of the character and appearance of the development.

11. The reserved matters application(s) for Scale and Appearance shall demonstrate, through floorplans and an updated schedule of accommodation, that the number of habitable rooms proposed for each dwelling provides an overall optimum level of parking provision for the site in accordance with the Habitable Room Standards in Table 5 of the Buckinghamshire Countywide Parking Guidance. The dwellings shall be laid out in strict accordance with the approved details.

Reason:

To ensure that the development delivers an appropriate quantum of parking provision as detailed in the approved layout in the interest of highway safety.

12. The Reserved Matters applications of Landscaping, Scale and Appearance shall be accompanied by a Zero Carbon by Design Statement to demonstrate how the details of the landform, internal layout, building orientation, massing, and landscaping of the development will minimise the amount of energy needed to heat and cool buildings.

Reason:

To carbon emissions in the interest of climate change in accordance with Policies CP12, DM33, DM41 of the WDLP and Policy HAZNP3 of the emerging HNP.

13. The Reserved Matters applications of Appearance shall include full details of the rooftop PV panels required to comply with the recommendations in Paragraph 4.6 of the submitted Energy and Whole Life-Cycle Carbon Statement. The PV panels shall be provided in accordance with the approved details prior to the occupation of the building that they would serve.

Reason:

To support the integration of renewable and low carbon technology and reduce carbon emissions in the interest of climate change in accordance with Policies CP12, DM33, DM41 of the WDLP and Policy HAZNP3 of the emerging HNP.

Construction Management Plans

14. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impacts arising in relation to noise and vibration (including working hours and details of all piling as appropriate), and dust and fumes. It shall also set out arrangements by which the developer shall maintain communication with local stakeholders in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason:

This is pre-commencement to protect the amenities of nearby residential properties and air quality

15. No development shall commence until a Construction Traffic Management Plan (CTMP) 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) 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 CTMP.

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; and to protect residential amenity.

16. No development shall commence until a Construction Ecological Management Plan (CEcolMP) has been submitted to and approved in writing by the local planning authority. The CEcolMP shall include the following.

- a. Risk assessment of potentially damaging construction activities.
- b. Identification of "biodiversity protection zones".

- c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d. The location and timing of sensitive works to avoid harm to biodiversity features.
- e. The times during construction when specialist ecologists need to be present on site to oversee works.
- f. Responsible persons and lines of communication.
- g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h. Use of protective fences, exclusion barriers, escape ramps from trenches/holes and warning signs (including their specification, location and timing for erecting and dismantling).

The approved CEcolMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason:

This is a pre-commencement condition to ensure that development is undertaken in a manner which ensures important wildlife is not adversely impacted.

Archaeology

17. No development shall commence until archaeological evaluation in the form of a geophysical survey and trial trenching have been undertaken in accordance with a written scheme of investigation that has been submitted by the applicant and approved by the local planning authority. Where significant archaeological remains are confirmed, these will be preserved in situ and no development shall take place until an appropriate methodology for their preservation in situ has been submitted by the applicant and approved by the local planning authority and the development shall thereafter be carried out in accordance with the approved methodology. Where archaeological remains are recorded and are not of sufficient significance to warrant preservation in situ but are worthy of recording, no development shall take place until the implementation of a programme of archaeological works has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

Reason:

This is a pre-commencement condition to ensure any archaeological remains that may be present are preserved in situ and/or recorded for future generations as appropriate and to comply with the requirements of Policy CP11 and the NPPF.

Land Contamination

18. No development other than demolition shall commence until a contamination remediation strategy has been submitted to and approved in writing by the Local Planning Authority. The

works in the approved remediation strategy shall be carried out in full and under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

Reason:

To ensure that the contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The approved remediation strategy for this additional contamination shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

Reason:

To ensure that any potential contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

20. Prior to the occupation of the development hereby permitted, a contamination validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include details of the completed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to demonstrate that the site has reached the required clean-up criteria shall be included in the validation report together with documentation detailing the type and quantity of waste materials that have been removed from the site.

Reason:

To ensure that the contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

Surfaced Water Drainage

21. No development other than demolition shall commence until such time as a detailed 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, as set out by the Addendum Drainage Strategy (ref. Acl713/20012/A/TN, 10th February 2023) and supporting Technical Notes (ref. Acl761/20012/A/TN, 15th June 2023) and (ref. Acl748/20012/TN, 31st March 2023), has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also include:

- Detailed hydraulic modelling to support the detailed design of the flood compensation area shown on drawing no. 20-012-002 Rev D
- Flush kerbs will be provided through the engineered low points to ensure existing flood flow arrangements are not impeded in relation to the overland surface water flow route.
- Soakaways are to be situated a minimum of 10m away from any building.
- Assessment of the suitability of tree pits for tree planting adjacent to the highway and/or parking areas
- Infiltration rate testing in accordance with BRE365 in the specific locations of infiltration components
- Full construction details of all SuDS and drainage components
- 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 proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason:

To ensure that there is a suitable mitigation strategy for managing surface water flood risk and a sustainable drainage strategy has been agreed in accordance with Paragraph 167 and 169 of the National Planning Policy Framework.

Highway safety and parking

22. No development other than demolition shall commence until details of the estate roads and footways have been approved in writing by the Planning Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason:

In order to ensure that the estate road is of an appropriate design to minimise danger, obstruction and inconvenience to users of the highway and of the development.

23. No development other than demolition shall commence until details of the disposal of surface water from the highway have been approved in writing by the Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water from the highway have been constructed in accordance with the approved details.

Reason:

To minimise danger and inconvenience to highway users.

24. Prior to the occupation of the development hereby permitted, the new means of access from Wycombe Road hereby permitted shall be sited and laid out in accordance with the approved drawing reference 141278/A/A07 Rev. A and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway".

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

25. Prior to the occupation of the development hereby permitted, visibility splays shall be provided on both sides of the new vehicle access on Wycombe Road hereby permitted between a point 2.4 metres along the centre line of the access measured from the back line of footway and a point 43 metres along the back line of footway measured from the intersection of the centre line of the access and thereafter the area contained within the splays shall be kept free of any obstruction exceeding 0.6m in height above the nearside channel level of the carriageway.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

26. Prior to the occupation of the development hereby permitted, a car parking allocation and marking/identification scheme including a timetable/phasing details for the provision of all unallocated/visitor parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be provided and retained and maintained in accordance with the approved scheme, with all on plot and allocated car parking spaces provided prior the occupation of the dwelling it would serve, and the unallocated/visitor car parking spaces provided in accordance with the approved timetable/phasing details.

Reason:

To ensure that adequate car parking is provided in the interests of highway safety and with regards to residential and visual amenity.

27. The car parking spaces, included those contained with carports, and manoeuvring and loading/unloading provisions for refuse and delivery vehicles hereby permitted shall only be used for the parking, manoeuvring and loading/unloading of vehicles and shall not be used for any other purposes.

Reason:

To ensure that adequate car parking is provided in the interests of highway safety and with regards to residential and visual amenity.

28. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external or internal alterations other than maintenance shall take place to any carports hereby approved.

Reason:

To ensure that adequate car parking is provided in the interests of highway safety and with regards to residential and visual amenity.

29. Prior to occupation of the development hereby permitted, full details of facilities for the storage of refuse bins and cycles for each dwelling shall be provided to the local planning authority for approval. The approved details shall be provided before the dwelling(s) that they relate to is first occupied and the facilities shall thereafter be permanently retained and maintained for their purpose.

Reason:

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

Green Infrastructure and Ecology

30. The development hereby permitted shall be landscaped and planted in accordance with the details approved pursuant to the reserved matters application(s) of Landscaping. All hard surfacing and means of enclosures in the approved details of landscaping shall be carried out prior to the occupation of the development and 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 occupation or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 5 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, green infrastructure and biodiversity, and to ensure a satisfactory standard of landscaping.

31. No development shall commence until a fully detailed scheme for the protection of the retained trees (including within the retained woodland), in accordance with BS 5837:2012, including a tree protection plan (TPP) and an Arboricultural Method Statement (AMS) have been submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage that may impact on retained trees
- b) Methods of any construction-related activities within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) A full specification for the installation of boundary treatment works that may impact on the retained trees.
- d) A full specification for the construction of any roads, parking areas, driveways and pathways including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- e) A specification for protective fencing to safeguard retained trees during both demolition and construction phases.
- f) A specification for scaffolding and ground protection within tree protection zones where necessary.
- h) Methodology and specification for any facilitation pruning, including root pruning in accordance with BS3998:2010
- i) Arboricultural supervision and inspection by a suitably qualified tree specialist
- j) Methods to improve the rooting environment for retained trees and landscaping

The development thereafter shall be implemented in accordance with the approved details.

Reason:

This is a pre-commencement condition which is required to satisfy the Local Planning Authority that the trees to be retained not be damaged during construction and to protect and enhance the character of the site, in accordance with Policy DM34 and pursuant to section 197 of the Town and Country Planning Act 1990.

32. With the exception of any pruning, tree surgery or felling specifically shown in the Arboricultural Report (reference TGA.2529ArbImpactAssessmentRevA) submitted as part of the application or landscaping scheme to be submitted as part of the reserved matters application(s) for Landscaping, no trees or hedge shown to be retained shall be pruned, felled or removed without the prior approval in writing of the Local Planning Authority. If during construction of the development, or within a period of five years of its completion, any such tree or hedge shown to be retained dies or becomes damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another healthy tree, or hedge as the case may be of a similar size and species, unless otherwise approved in writing by the Local Planning Authority. Thereafter any such replacement planting shall be maintained or further replaced as necessary for five years after replacement.

Reason:

To ensure the satisfactory retention of existing trees, and hedges in the interests of amenity, green infrastructure and biodiversity.

33. No development (other than demolition) shall take place until a tree planting and canopy cover implementation and management scheme produced in line with the Canopy Cover Supplementary Planning Document has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. Details of tree pit design and required soil volume,
- b. The locations of underground infrastructure to demonstrate that there are no clashes.
- c. Details of monitoring and supervision of the tree planting process including provision to take photographs of each tree pit/soil volume space, prior to filling with soil.
- d. Details of how the tree planting is to be phased across the development so that planting takes place in line with the occupation of the development.
- e. Details of maintenance and management (and replacement procedure if necessary) of trees for at least 5 years after planting

Thereafter the development shall be carried out and completed in accordance with the approved scheme unless otherwise first agreed in writing by the Local Planning Authority. An annual monitoring and supervision report from a qualified arboriculturalist, shall be submitted to and approved in writing by the Local Planning Authority in line with the phased planting scheme and management and maintenance scheme approved under 4 and 5 above.

Reason:

To ensure the canopy cover and biodiversity requirements for the site can be met

34. No development shall take place until an ecological design strategy (EDS) addressing mitigation compensation enhancement has been submitted to and approved in writing by the local planning authority. The EDS shall include the following:

- a. Purpose and conservation objectives for the proposed works.
- b. Review of site potential and constraints.
- c. Detailed designs and working methods to achieve stated objectives.
- d. Extent and location/area of proposed works on appropriate scale maps and plans
- e. Specification and source of materials (including plants and soil) to be used where appropriate, e.g. native species of local provenance.
- f. Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g. Persons responsible for implementing the works.
- h. Details of initial aftercare prior to implementation of the Landscape Ecology Management Plan (LEMP).
- i. Details for monitoring and remedial measures.
- j. Details for disposal of any wastes arising from works.
- k. Retention and protection of existing habitats during construction (on and adjacent to the site), including the area of traditional orchard to be restored.
- l. Provision for wildlife corridors, linear features and habitat connectivity (especially along hedgerows and buffers on the edge of the site).
- m. Woodland, tree, hedgerow, shrub, wetland (including in the SuDS feature) and wildflower planting and establishment.
- n. Proposed new landforms associated with habitat creation, e.g. SuDS features, ensuring they have a natural form.
- o. Soil handling, movement and management.
- p. Creation, restoration and enhancement of semi-natural habitats (especially the traditional orchard).
- q. Creation of new wildlife features, including a reptile hibernaculum, holes in all fences for hedgehogs and at least one of the following incorporated into the fabric of each new building:
 - a. Bird brick,
 - b. Swift box
 - c. Bat box
 - d. Bee brick
- r. Reasonable Avoidance Measures Method Statements (RAMMS) for species which need particular attention e.g. badgers.

The EDS shall where appropriate be cross reference in other relevant details (e.g. landscape plans, LEMP, detailed building design, construction environmental management plan), and it shall be

implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason:

To ensure that species and habitats are appropriately designed into the new development to ensure that a biodiversity net gain is achieved for species and habitats in line with policy DM34 of the Wycombe District Local Plan.

35. No development shall take place until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority. The content of the LEMP shall include the following:

- i. Description and evaluation of features to be managed.
- ii. Ecological trends and constraints on site that might influence management.
- iii. Aims and objectives of management, including the requirement to create and retain the minimum number of biodiversity units as set out in the updated biodiversity metric.
- iv. Appropriate management options for achieving aims and objectives.
- v. Prescriptions for management actions.
- vi. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period) which ensures that management will be maintained for at least 30 years.
- vii. Details of the body or organisation responsible for implementation of the plan.
- viii. Details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
- ix. Ongoing monitoring and remedial measures including (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason:

To ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the approved development and to provide a reliable process for implementation and aftercare.

36. Prior to occupation of the last five dwellings hereby permitted, a post construction Biodiversity Net Gain Audit Report shall be submitted to and approved in writing by the Local Planning Authority. It shall be produced in line with the CIEEM Guidance document: Biodiversity Net Gain Report and Audit Templates (July 2021) and the details set out in the approved Landscape and

Ecology Management Plan. It should also include photos of all of the ecological enhancement features which have been installed in line with the EDS.

Once approved, the Biodiversity Net Gain Audit report shall also be passed to a named management company, or other organisation responsible for management as appropriate (depending on who will manage the open space on the site), along with the Landscape and Ecology Management Plan (LEMP) and the following must be passed to the Local Planning Authority prior to full occupancy:

- Evidence that the management organisation has received and agreed with the LEMP and the details of the BNG Audit Report.
- Contact details of the person/s who will be responsible for its implementation.

Reason:

To ensure the habitats which are to be relied upon to ensure that the biodiversity value on site is achieved, have been correctly created so that they can establish correctly and ensure they will continue to be managed appropriately.

37. If the development hereby approved does not commence within 18 months from the date of the planning consent (or, having commenced, is suspended for more than 12 months), the approved ecological measures secured through Condition 16 shall be reviewed and, where necessary, amended and updated. The review shall be informed by further ecological surveys commissioned to:

- i) establish if there have been any changes in the presence and/or abundance of protected species which could be impacted by the proposals and which would not be adequately protected by the measures in place, and
- ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement (or recommencement) of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason:

To provide protection to legally protected or rare species to comply with the requirements of The Conservation of Habitats and Species Regulations 2017, and the Wildlife and Countryside Act 1981 (as amended) and in accordance with para 99 of ODPM Circular 06/2005.

38. Prior to the construction of the development hereby permitted above ground floor slab level, an external lighting scheme which shall address the biodiversity, landscape, residential amenity and crime prevention implications of proposed external lighting on the site shall be submitted to

and approved in writing by the Local Planning Authority. The scheme shall also include a “lighting design strategy for biodiversity” (which follows the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 ‘Bats and artificial lighting in the UK’) including:

- a. identify those areas/features on site that are particularly sensitive for wildlife and that are likely to cause disturbance in or around their breeding sites and resting places or along important movement corridors; and
- b. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
- c. ensure that lighting shall have a colour temperature of less than 3000 Kelvin.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved external lighting scheme prior to the completion of the development, and shall be maintained thereafter in accordance with the approved scheme.

Reason:

In the interests of visual and residential amenity, crime prevention, and biodiversity

Sustainability Measures

39. Electric Vehicle (EV) charging points shall be installed in accordance with the submitted EV Charging Point Statement Rev C October 2023, with all EV Charging points for on plot and allocated parking spaces providing prior to the occupation of the dwelling that it would serve and all EV Charging points for unallocated/visitor parking spaces providing in accordance with the timetable/phasing details for unallocated/visitor parking spaces approved pursuant to Condition 26. Any allocated/unallocated/visitor parking spaces provided with Electric Vehicle charging points shall not be restricted to the parking of only electric vehicles and shall be available for the parking of any vehicle including those with internal combustion engines.

Reason:

To manage carbon emission generation and mitigate for climate change and the impact on the health of Nitrogen Dioxide emissions and in the interests of parking provision and highway safety.

40. Prior to the commencement of the development hereby permitted, a detailed scheme to reduce embodied carbon from the construction of, and carbon emissions resulting from, the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comply with the recommendations in Paragraph 4.6 of the submitted Energy and Whole Life-Cycle Carbon Statement, including the provision of rooftop PV panels, and demonstrate the achievement of a minimum LETI Life Cycle Embodied Carbon Rating of “D”. The development shall thereafter be carried out in accordance with the approved details

and no building shall be occupied until the measures within the scheme relating to that building have been provided.

Reason:

To support the integration of renewable and low carbon technology and reduce carbon emissions in the interest of climate change in accordance with Policies CP12, DM33, DM41 of the WDLP and Policy HAZNP3 of the emerging HNP.

41. Within 6 months of the practical completion or occupation of each new dwelling hereby permitted, whichever is the sooner, a post completion/occupation energy performance evaluation report for the dwelling including any remediation measures as necessary to ensure that there is no energy performance gap shall be submitted to and approved in writing by the Local Planning Authority. In the event that remediation measures are necessary then within 6 months of their approval by the Local Planning Authority a further report demonstrating the implementation of the approved remediation measures shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To reduce carbon emissions in accordance with the requirements of Policy HAZNP3 the emerging HNP

Security of flatted blocks

42. Prior to the occupation of the flats hereby permitted, full details of an access and security strategy to serve the flats, including details of access controls and visitor entry systems, management of mail deliveries to avoid unrestricted access to communal hallways, and physical security standards for communal door sets and bin and cycle stores, shall be submitted to and approved in writing by the local planning authority. The approved measures shall be installed and fully operational prior to the occupation of the flats that they would serve and be retained thereafter in accordance with the approved details.

Reason:

To ensure the provision of a secure development.

Removal of permitted development rights

43. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), no development falling within Classes A to E of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.

Reason:

In order that the Local Planning Authority can properly consider the effect of any future proposals on the character of the locality, the amenity of neighbouring properties and surface water drainage.

44. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a highway.

Reason:

In order to safeguard the visual amenities of the area.

45. Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no gates shall be erected upon the development's estate road.

Reason:

To prevent vehicles reversing out onto Wycombe Road and enable vehicles to draw off clear of the highway, turn within the site and re-enter Wycombe Road for the safety and convenience of all highway users.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Cllr Ron Gaffney

As an elected County Councillor for Hazlemere I feel duty bound to represent the strong view of my electorate. It is no secret that the vast majority of my electorate are totally opposed to this development. And, my views are well known and documented. I urge you to strongly think again. I know that my two councillor colleagues feel the same as me.

Cllr Ed Gemmell

If the officers are minded to approve this application then I will want to call this into the Strategic Sites Planning Committee.

The submitted plans are not in compliance with the Development Brief which was stated to be "essential" under the Wycombe Plan to ensure the comprehensive development of the site. The submitted plan from the renamed applicant Hawridge (previously Inland Homes) is not in compliance with the Development Brief which states:

"Ensure the site layout and the design of dwellings mitigates climate change. For example

- maximising the potential heating effect of the sun in winter through site layout, building design and orientation.

- use of passive house design principles

- incorporating low carbon energy and heat including the use of renewables such as heat pumps and photo voltaic cells

- incorporating high levels of insulation

- use of low carbon or zero carbon building materials

- make climate change allowances in the design of SuDS schemes to deliver sufficient capacity."

No effort at all has been made to mitigate and adapt to climate change as required under Paragraph 8c of the NPPF.

The plans are almost identical to the previous plans from applicant when it was Inland. The plans need to be changed to show an effective orientation of the buildings to mitigate and adapt to climate change through ensuring maximum use of the sun in the winter and maximum use of the shade from mature trees and other buildings through the summer. Summers will get hotter and hotter necessitating intelligent planning of orientation as required.

The plans do not show how the buildings use zero or low carbon building materials or how they incorporate heat pumps and solar panels.

The canopy cover needs to be over 25% after 25 years as required under the Wycombe Plan and this has not been shown. Additional canopy cover will be required above 25% ultimately as the

emerging Hazlemere Neighbourhood Plan requires the applicant to agree the increased level with the parish council. In addition to adapt and mitigate climate change the canopy cover will need to reach 25% decades earlier as extreme heatwaves are already very likely.

The development brief also requires '*Make climate change allowances in the design of SuDS schemes to deliver sufficient capacity*' this has not been done. We know storms will become much worse and vastly more water will be delivered in short periods of time - the plans need to show that the expected massive levels of water delivery in 10, 20, 30 and 50 years can be comfortably accommodated.

Cllr Ed Gemmel – October 2023

Comments on the HW8 Developments by Hawridge and Bellway 7 10 23

Introduction to Compliance with the Development Brief – National and Climate Context

In order to make a correct determination of this application Buckinghamshire Council's planning officer needs to ensure the applicant complies with "Section 6.3 Climate Change" of the Development Brief. This is so far completely ignored by the applicant.

In order to have 'comprehensive development' the applicant must comply with the Development Brief. This carries full weight for this new application as it was made under the Wycombe Plan which stated the Development Brief was ESSENTIAL for the comprehensive development of the site.

In considering how the application should comply with the requirements of Section 6.3 Climate Change of the Development Brief it is also necessary to take into account the relevant sections of the updated NPPF which have also been conveniently ignored by the applicant. This is especially important as the NPPF was updated in 2021 particularly in relation to climate change and other related matters and this supersedes the Wycombe Plan which came into being in August 2019.

The Wycombe Plan itself anticipates a strengthening of the requirements to mitigate climate change in relation to driving down carbon emissions from future developments. The notes to DM33 g) and h) say:

6.144 Opportunities exist in every development to integrate renewable technologies, such as heat pumps and photo voltaic cells.... As technologies improve and prices fall, building renewables in as an integral part of a scheme will become normal practice.

6.145 Larger scale developments present the opportunity of doing more, by implementing district wide energy and / or heating schemes.... Similar carbon savings may be available from other technologies, and that would need to be set out in the investigation

Material Factors

Net Zero Context

Hazlemere Parish Council has declared a climate emergency and set a target for the whole community to be net zero by 2030 and this is reflected in the Neighbourhood Plan.

Buckinghamshire Council has set a target for the whole community to be net zero by 2050 and has interim carbon reductions targets.

The UK has the legally binding target of being net zero by 2050 and interim targets including 68% reduction in carbon emissions by 2030.

The planning department of Bucks Council will clearly recognise that for any of these targets to be met then every new development must be low carbon both in terms of embedded carbon in the build and in terms of ongoing carbon emissions from the buildings.

The buildings to be created by the applicant must contribute to Hazlemere, Buckinghamshire and the UK reaching their net zero targets. The NPPF, the Development Brief and the Neighbourhood Plan all provide the tools to ensure this happens and it is the duty legally and morally of the council planning department to ensure these legal tools are used to their full effect.

Other Material Factors

There are also other 'Material Factors' to take into account since the issue of the Wycombe Plan and even since the most recent updating of the NPPF in 2021 including:

- Britain has updated its commitment to reduce carbon emissions by 68% by 2030. This was an extension (made at COP26) of Britain's Nationally Determined Contributions as required under the legal binding commitment as signatory of the Paris Agreement to try to keep global emissions under 1.5C
- The issue of new carbon budgets (the maximum amount of GHGs we can put into the atmosphere to stay under 1.5C) in 2021/22 by the IPCC in conjunction with COP26. The IPCC's new updated carbon budget for staying under 1.5C will be exhausted globally by 2028 and even if we then stop polluting, we will already have a 1 in 5 chance of breaching 1.5C permanently
- The plethora of scientific papers calling for immediate action to avert catastrophe and avoid breaching 1.5C and risking in turn breaching global tipping points such the uncontrolled melting of the ice sheets and permafrost leading to an unprecedented and immediately disastrous release of trapped methane gas. Methane gas being 85 times more potent at warming the planet within the first 10 years in comparison to carbon dioxide.
- The recent clear acceleration of climate related disasters moving much faster than scientists had predicted even only a few years ago which has caused them to update their projections and, in many cases, these have already been found to be wildly conservative. For example in 2021 the Climate Change Committee (Britain's government appointed but independent scientific advisory body on climate change) reported in its 3rd Climate Change Risk Assessment Report that the chance of very high risk impacts (costing over £1billion in economic damage) from extreme weather rose from 5% in 2012 to over 20% in 2021. Although terrible this can be considered a very conservative projection as in the same report in 2021 the CCC said the chance of Britain having heat over 40C was only 0.02% by 2040 and yet only one year later on 19 July 2022 later this was exceeded decades earlier than the CCC thought in multiple places in UK.

- The World continues to smash maximum temperature records. This year's average temperature from January to September is the highest for that period ever recorded and is on average 1.4C above the pre-industrial average. Especially worrying is already 1/3 of the days in 2023 are more than 1.5C warmer.
- Floods – catastrophic floods made more likely and more severe by climate change have occurred all over the World in 2023 in every country including in the UK. In a specific scientific report Greece's flooding was made up to 10 times more likely to occur and 40% more intense by climate change. As for floods in Libya a catastrophic natural event that would typically occur once every 300 to 600 years was found to be a staggering 50 times more likely and up to 50% more intense compared to a 1.2C cooler climate (the World is currently at 1.2C).
- Droughts – multiple new studies and reports in 2023 have confirmed droughts and so called 'flash droughts' have become more frequent and intense due to climate change. These effect the World's ability to feed itself effecting food security
- Rainfall – multiple record breaking rainfall events in the UK and globally in 2023 have been caused as a result of climate change. In May 2023 areas of Italy experience 6 months of rainfall dropping in just 36 hours. This is very pertinent in Buckinghamshire – as a result of the unusually severe rainstorms locally last autumn and winter additional damage was caused to roads requiring more than £7 million additional spend on pothole repairs – around 10% of the council's reserve was spent on this. It is clearly projected that all weather including rainstorms will become more severe (such as the mentioned storm in Italy) with the result that further additional and increasing budget will need to be found in the future which will quite possibly put at risk the financial stability of Buckinghamshire Council.

These recent reports and extreme weather events are all more recent than the Wycombe Plan and the latest changes to NPPF both of which already required planning applications in Wycombe and nationally to mitigate and adapt to climate change. These material considerations simply illustrate how this is even more important and critical for the safe continuation of life locally to mitigate climate change in all developments. The NPPF is very clear that “The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, **the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs**” in light of all the scientific evidence and recent physical evidence this is even more critical now and puts planners and applicants under legal and moral obligations to do everything possible to take action on climate change adaptation and mitigation in all current plans and developments.

The Development Brief

“6.3. Climate change

Refer to the criteria in Policy CP12, DM18 and DM33 which will be used to assess any scheme. Ensure the site layout and the design of dwellings mitigates climate change.

For example,

- maximising the potential heating effect of the sun in winter through site layout, building design and orientation.
- use of passive house design principles
- incorporating low carbon energy and heat including the use of renewables such as heat pumps and photo voltaic cells
- incorporating high levels of insulation
- use of low carbon or zero carbon building materials “

This section of the Development Brief is very clear. It is necessary to “ensure” that “the site layout and the design of dwellings mitigates climate change”.

The applicant has hardly changed the general layout of housing on the site since the first application and has completely ignored this section of the Development Brief. The most effective way to ensure this is taken seriously in the future is to reject the application until the applicant decides to comply with this requirement.

NPPF Guidance

The Local Planning Authority must refuse this application in the first instance and then subsequently impose on a new application mandatory S106 requirements as set out below on the basis of section 6.3 of the Development Brief is in accordance with these overriding requirements of the NPPF (indented below) which the applicant would prefer to simply ignore:

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, **the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs** At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection

[Comment - The relevant SDGs for this development are: 3. Good Health and Wellbeing; 7. Affordable and Clean Energy; 13. Climate Change; 11 Sustainable Cities and Communities. All these SDGs as incorporated into the NPPF would require developers to act in all cases to mitigate and adapt to climate change, to reduce embedded and ongoing emissions from their buildings and to incorporate the maximum level of insulation and renewable technologies. There is also a very clear requirement to ensure that their buildings do not become death traps in the coming decades as climate change hits harder and harder – development plans must orientate and plan for shading in dangerous heat and maximise the effect from heat and light from the sun in colder periods.]

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective –

b) a social objective – to support strong, vibrant and **healthy communities**, by ensuring that a sufficient number and **range of homes can be provided to meet the needs of present and future**

generations; and **by fostering well-designed**, beautiful and **safe places**, with accessible services and open spaces **that reflect current and future needs and support communities' health, social and cultural well-being**;

and c) an environmental objective – to **protect and enhance our natural**, built and historic **environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.**

[Comment 1 - unsurprisingly the applicant has supplied ample evidence of how they fulfil the economic objective of 8a). There is also the very clear economic objective of the applicant making as much money as possible by cutting as many corners as it can. The planning department of Buckinghamshire Council must balance the applicant's drive to maximise their profits with a strong defence of the other two equally important objectives of the planning system]

[Comment 2 - it is important to note that 8c) this was specifically strengthened in the most recent version of the NPPF. Originally the obligation on a developer was only to 'contribute' to protecting us – now the developer is called on to actually 'protect' us – no ifs and buts but a real obligation to protect. In order to 'protect' the developer has to 'include' **making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.**]

11a. all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; **improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;**

[Comment - This section 11a again was specifically strengthened and improved from the version in 2019 which rather weakly stated "plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change". Now this section of the NPPF that ALL plans SHOULD mitigate climate change and adapt to its effects. The applicant has totally ignored this requirement as well as section 6.3 of the Development Brief and must now be required to update their plans and their submission to take this into full account as suggested in the S106 requirements above]

131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that **existing trees are retained wherever possible.**

[Comment – The applicant callously destroyed one of the orchards on the site as soon as it became public that the Neighbourhood Plan and the Development Brief were going to protect both orchards. The action was taken on a weekend when no council staff would have been available to grant urgent TPOs or take any other protective action. The applicant must now be made to show how the new tree planting on site mitigates and adapts to climate change as

required in the NPPF. No longer is it enough to talk about amenity value and how nice looking trees are. The NPPF requires that trees must be saved and also proactively planted to help protect people from the effects of climate change (searing heat in urban street environments, drought, flood etc). The applicant must be forced to improve the submitted plan to show how the incorporated trees help to mitigate and adapt to climate change.

[Planning officer comment: The Tralee Farm land has been sold to a different housebuilding company since the trees were removed. The Council has no evidence to suggest that the current applicant had any role in the removal of trees from the northwest orchard at that site.]

134 (new in 2021). Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.... Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents ... and/or b) outstanding or innovative designs which promote high levels of sustainability...

[Comment – the applicants current bog standard building design and basic positioning plan for buildings is totally inadequate to reflect guidance on sustainable design and the requirements in S6.3 of the Development Brief]

14. Meeting the challenge of climate change, flooding...

152. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk ... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

[Comment – the current application totally and utterly fails with regard to this requirement of the NPPF. There are NO ways in which this application contributes to RADICAL reduction in GHGs. There is nothing at all in relation to the orientation or design of the buildings, the placement of trees or the spatial planning of the streets that in any minimises vulnerability and improves resilience. On the contrary the complete lack of regard for the safety and comfort of the humans inhabiting these buildings in the future during decades where the temperatures rise on path predicted by scientists is appalling to behold. The local planning authority must refuse this development until it reaches the basic standards required by the NPPF and section 6.3 of the Development Brief]

Planning for climate change

153. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures

[Comment: this application DOES NOT take a proactive approach to mitigating and adapting to climate change and makes no effort AT ALL to mitigate the risk of overheating from rising

temperatures even when being specifically directed by Section 6.3 of the Development Brief. If the applicant will not incorporate serious steps into the plans to mitigate and adapt to climate change bearing in mind the likely vast increases in temperature coming then the application must not be approved]

53. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.

[Comment: Section 6.3 of the Development Brief which was said to be essential in the Wycombe Plan actually requires measures 'to ensure the future resilience of communities ... to climate change but this has been ignored by the developers. This application must be rejected until it complies with the Development Brief, Wycombe Plan and NPPF]

154. New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

[Comment: this development as required in the Development Brief and this section of the NPPF should 'avoid increased vulnerability to the range of impacts (i.e. heatwaves/overheating, floods/biblical rainstorms, extreme cold snaps) arising from climate change... including through the planning of green infrastructure' – this has not even been considered by the applicant which shows a complete disregard for trees and canopy cover beyond a one line suggestion that the S106 agreement should require the 25% canopy cover after 25 years as required under the Wycombe Plan.]

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

[Nothing in this application helps to reduce GHG emissions 'through its location, orientation and design' even though this is also required under the S6.3 of the Development Brief. In this regard the developer has shown a callous disregard for the local plan and development brief derived from it. The application does not show the council out how this development is reducing GHGs and thus must be dismissed]

155. To help increase the use and supply of renewable and low carbon energy and heat, plans should:

a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);

b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and In line with the objectives and provisions of the Climate Change Act 2008.

c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for collocating potential heat customers and suppliers.

[Comment: this plan currently does nothing to increase use and supply of renewable low carbon energy and heat. In order to 'increase' such supply the development would need to generate more energy and heat than it uses otherwise it is clearly 'decreasing' local supply of energy and heat. There are no indications that the applicant will do this and accordingly the application must be rejected]

157. In determining planning applications, local planning authorities should expect new development to:

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

[Comment: as clearly stated above from the NPPF and in the Development Brief the LPA should "expect new developments to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption". S6.3 of the Development Brief goes even further by helpfully suggesting the developers should do this by ensuring "the site layout and the design of dwellings mitigates climate change [by] maximising the potential heating effect of the sun in winter through site layout, building design and orientation". How this can more plainly be stated I do not know? This application must be rejected until the developer takes this obligation seriously]

158. When determining planning applications for renewable and **low carbon development**, local planning authorities should:

a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and ...

[Comment: here the NPPF is clearly showing the government and the planning system's positive discrimination towards 'low carbon development'. This emphasises that low carbon developments (also those that incorporate lots of renewables should be seen as the norm in new world where the climate has become less benign. The council's planning department must stand firm on the need for this application to fully mitigate and adapt to climate change.)]

Conclusion

There is absolutely no conceivable way in which the LPA can approve this application which so clearly breaches and ignores the requirements of the Development Brief and thus and the Wycombe Plan and multiple very plan English sections of the NPPF.

The council planning department needs to take into account the NPPF, particularly the recent updates related to climate mitigation, the UN Sustainable Development Goals (now incorporated into the NPPF through the most recent amendments)

As Buckinghamshire Council's planning department in the past has shown itself to be positively in favour of this development and overly pre-disposed to complying with the requests of the developers such a courageous recommendation to reject based on this not expected and in which case Buckinghamshire Council must, as a minimum, make the following very clear demands in the S106 conditions:

- A) No development must take place until a new site layout is submitted showing how the orientation and spatial placement of the dwellings on the site has been specifically planned to ensure that ongoing carbon emissions from the development are at an absolute minimum and approved in writing by the local planning authority. This new layout will include placement of the buildings on the site to ensure the maximum use of natural light and sunshine in winter months in order to minimise building energy use and also the maximum shading and protection from sunlight for the buildings in the summer months particularly taking into account the likely rapid increase in extreme temperatures in the coming years and decades.
- B) No development must take place until a clear statement of building design is issued guaranteeing that all buildings on the site will comply with Passivhaus or equivalent standards and approved in writing by the local authority. This statement will prove how all buildings on the site have additionally been designed to ensure the maximum use of natural light and sunshine in winter months in order to minimise building energy use in the winter in order to reduce carbon emissions and to provide the maximum shading and protection from sunlight in the summer months particularly taking into account the likely rapid increase in extreme temperatures in the coming years and decades. This statement will also make it clear that the insulation levels committed to for each building on the site will be of the highest possible level of effectiveness and provide evidence of how the proposed insulation will protect occupants of the dwellings through periods of extreme temperatures and will ensure energy use in the colder months will be at an absolute minimum.
- C) No development must take place until a comprehensive commitment is made to ensure the site a whole and all buildings on it incorporate **low carbon energy and heat resources to the maximum extent possible** and approved in writing by the local planning authority. **This commitment will include the use of renewables such as heat pumps and photo voltaic cells (and possibly wind turbines) and may include the incorporation of area wide local energy of heating schemes (which could serve a wider area as suggested in Wycombe Plan 6.145).**
- D) No development must take place until a comprehensive commitment has made and explained to ensure the buildings on the site are built with low or zero carbon building materials and approved in writing by the local planning authority. This commitment will guarantee that the embedded carbon emissions from development of the site will be at the minimum level possible and will evidence how the applicant is seeking to utilise all currently available products and technologies.

- E) No development must take place until the applicant supplies the council with evidence that the building on the site will not need to be refitted, upgraded, retrofitted or in another way altered in order to be as safe as possible for occupants in a World that has warmed to 1.5C or 2C and how the construction of them minimises all carbon emissions and pollution in order to comply with the Paris Accord and such evidence is approved in writing by the local planning authority.

CLlr Catherine Oliver

Please can this be considered by Strategic Sites Committee due to the effect on the two villages and concerns raised by residents.

CLlr Jonathan Waters

I would like to call this application in for the decision to be made by the Planning Committee.

Parish Council Comments

Hazlemere Parish Council – Comments on amended scheme

The Parish Council stands by its report from 20th March 2023 but in light of the amended application wishes to add the following comments:

We support the local residents concerns about increased traffic flows not only on Wycombe Road and Browns Road but also as it disperses onto Sawpit Hill and Watchet Lane, which are both already at heavy capacity at times.

The access road into the proposed development is now planned to be even longer due to the expanded green buffer zone. Our concerns over public safety and the lack of surveillance along this roadway are therefore increased and are supported by Thames Valley Police. The access road is still so narrow that many vehicles passing others will need to drive into the cycle lane/pedestrian footway. This application continues to be non-compliant with the WDC Housing Intensification Supplementary Planning Document 2011.

Play area - will this be fenced to prevent children running into the access road? Will it be lit? is there a maintenance and management plan for post development?

Western Boundary - The HW8 development brief states (3.2 Table 2): Surrounding residential boundaries: Provide at least 25m back-to-back distances. Bolster existing planting along the boundary. Use defensive planting to protect boundary where it is not possible to back onto boundary. Whilst back-to-back distances may be 25m (not measured), the siting of a terrace of houses to the rear of 2 Kestrel Drive and 3 Kestrel Drive / 27 Laceys Drive dominates and obscures the view. There is not 25m back-to-back distance between 3 Kestrel Drive and the proposed terrace. There is a small car park at the rear of 29 Inkerman Drive, again this is against Wycombe District Council policy.

The HW8 Development brief states (3.2 Table 2): Adjacent Orchards and Woodlands: Link these features across the site. Front onto the boundaries to allow for potential future public access. Public access is not possible along the western boundary in the current plan.

Amended Cable Route Layout – We are pleased to see that the developer has removed the overhead cabling and submitted plans for it to be put under ground although it seems to go between two trees at the north-western edge. Will this siting or future maintenance affect the root system?

Amended Design and Access Statement – Addendum A – A reminder that other than the entrance, this site is in the Parish of Hazlemere. The DAS title of Wycombe Road, Holmer Green is misleading.

The Private and affordable dwellings plan shows Affordable housing clustered mainly to the centre north of the site. This grouping of dwellings does not engender tenure neutrality.

EV Charging Point Statement – Whilst HPC welcomes the EV Charging Point Statement, it does not go far enough and does not meet the requirements of the HPC Neighbourhood Plan (NP) policy HAZNP4: Promoting Sustainable Transport D – All development schemes will be required to provide access to EV charging for all parking spaces.

Zero Carbon by Design Statement/ Energy and Whole Life-Cycle Carbon Statement - This statement pays lip service to HPC NP POLICY HAZNP3: Delivering Zero Carbon Buildings as there is no mention of Passivhaus or equivalent (clauses B and C) in fact the Energy and Whole Life-Cycle Carbon Statement states “Due to the relatively low uptake in Passivhaus certification in the UK so far, supply chain and construction experience is constrained. Therefore, delivering Passivhaus buildings is not proposed for this development. The applicant will maximise building fabric and energy efficiency, to reduce space heating and primary energy demand as far as possible.” Whilst this is encouraging, it is not supported by HPC. HPC want to see clear action from the developer, not just his “consideration”.

The Energy and Whole Life-Cycle Carbon Statement claims “...to reduce operational carbon emissions, the following measures have been incorporated: Layout of homes to optimise south and north facing glazing for maximising daylight and minimising overheating risk” yet most homes on the site are not north south facing, they are east west.

Emerging Hazlemere Neighbourhood Plan Compliance Statement

HAZNP1 Delivering Homes for First Time Buyers & Downsizers is not applicable to the site.

HAZNP2 Protecting and Improving Green Infrastructure. According to their statement, the application claims to be largely in accordance with HAZNP2 although HPC ask that any mitigation for BNG is within the Hazlemere Green Infrastructure Network. However, the AMENDED BIODIVERSITY NET GAIN CALCULATION shows an 8.19% LOSS of biodiversity; this is not compliant with B: Proposals will be required to deliver a 10% biodiversity net gain.

HAZNP3 Delivering Zero Carbon Buildings – see previous comments. This statement says that Design is for Reserved Matters. HPC requests that this is taken to committee and not decided by

delegated powers to officers. Furthermore, HPC request HAZNP3 is a required condition of approval, not simply a consideration by the developer.

HAZNP4 Promoting Sustainable Transport Car club spaces: The proposed development will be accompanied by a Travel Plan that will require the developer to explore the viability of a car club, and there are enough visitor car parking spaces proposed to accommodate such an appropriate provision, if required. TVP has concerns over unallocated and visitor parking. HPC required visibility of the Travel Plan and asks that HAZNP4 is a required condition of approval, not simply a consideration by the developer.

See previous statement on EV charging.

HAZNP5 Planning for Sustainable Development at Amersham Road/Tralee Farm. Firstly, this application is premature and presumptive as the decision of the proposed modifications to HAZNP5 has not been published (deadline 30th August). The main areas for consideration here are vehicular access at 20 Wycombe Road (see previous comments re non-compliance with the WDC Housing Intensification Supplementary Planning Document 2011, and the removal of the original Clause C4: To enhance Green Infrastructure along the south western boundary of the site connecting existing isolated pockets of green infrastructure, including the off-site woodland between Badger Way and the A404, and the off-site woodland near the play area at Badger Way, and the larger back gardens with mature trees to the rear of Laceys Drive; see previous comments on the effect of these plans on the Western Boundary.

Hazlemere Parish Council – Comments on scheme as originally submitted

The Parish Council strongly objects to this application. It does not comply with either the HW8 Development Brief or the Hazlemere Neighbourhood Plan and has a blatant disregard to mitigating Climate Change. The access road and the linked pathways with the Bellway development do not provide sufficient active frontage compromising safety and surveillance.

Whilst the Parish Council have had sight of the outline application, we would hope and expect to be able to review the Full detailed application in due course with sufficient time to review the accompanying documents.

The Parish Council would like to emphatically state this site is not in Holmer Green and other than the access road from 20 Wycombe Road, the site remains in Hazlemere. There is therefore the continuing concern that this proposed development will not comply with the separation between the two villages. Throughout the application there is multiple references to Holmer Green and ignoring the “sense of separation” issue (reference DAS1). Reference DAS2 6.2 in the application refers to replacing the orchard “... forms a visual and physical separation between the HW8 development (Hazlemere) and Holmer Green (to the north of the Site)”. The Parish Council understands this to mean they will comply with physical separation but not symbolic separation by continuing to refer to the site as Holmer Green when it is in the parish of Hazlemere. It is the view of the Parish Council that the developers of this site are misrepresenting the location of the site in their marketing documentation.

The Parish Council would like to draw the Officer's attention the lack of services and provision in the application, and we support the comments already submitted by the NHS in respect of the adjoining site, which we expect them to repeat for this one. There is no mention of contribution to primary school places in DAS1 or DAS2 in relation to WDLP HW8 clause 4.

The Parish Council would want it noted there is no mention of climate change requirements of development brief in DAS2 and furthermore no reference of Wycombe intensification SPD in DAS2 4.5.

There is concern the allocated Private and affordable dwellings seem to be zoned within the corner of the development which will mean it is not compliant with "tenure neutral".

The Parish Council are concerned the 18 wheelchair accessible properties are two bedrooms only and are therefore not suitable for families who require disability access.

Drawing the Case Officer's attention to DAS4 "The proposed height of the buildings has been guided by the study of the character of Holmer Green which identifies the predominantly two storey character of the residential development in the local area." The Parish Council wishes to confirm once again this site is not in Holmer Green which is predominantly bungalow style houses.

There are no visible porches on the drawings and the Parish Council would assume many potential buyers would put in their own planning applications shortly after buying. Should this application be approved, the Parish Council would ask that permitted development rights are removed.

The Parish Council would like to express their unease about the parking allocation and don't see evidence there will be sufficient parking spaces per each dwelling. This could have a potential impact on the offroad parking within the estate and neighbouring roads. There is also no mention that each house will have access to its own EV charging point.

In paragraph 6.77 there is very light and whimsical reference to the renewable tech scheme and the Parish Council wishes more concrete plans in their application.

The Parish Council is greatly concerned there was previous visibility of a play area but in the new application this appears to have been left off.

DAS5 Designing out crime p95.

There was overwhelming concern about the lack of surveillance and security particularly along the access road with high fencing and the footpaths that link this application site with its neighbour (Bellway) on HW8. The Parish Council would like to highlight this as a serious safety concern.

DAS5 Sustainability p92 "Sustainable Energy

"The fabric insulation standards and the construction specification of the dwellings will exceed the minimum required by the Building Regulations. A number of low carbon and/ or renewable technologies could be considered appropriate for the development: solar hot water heating panels; photovoltaic panels; and flue-gas and waste-water heat recovery systems." There is no evidence of these in the applicants' documents or drawings.

Hazlemere Parish Council have recently completed Regulation 16 of their Neighbourhood Plan and will imminently be entering the next steps of a referendum so would like to disagree that the Plan

has little weight as mentioned in DAS2 4.6. As such, the Hazlemere Neighbourhood Plan should be accorded the maximum weight possible. The Parish Council would like to draw the Case Officer's attention to this in further detail.

Hazlemere Neighbourhood Plan

HAZNP1 does not apply.

HAZNP2 - application does not comply with the following:

A. Proposals will be required to deliver a 10% biodiversity net gain.

C. Throughout the Neighbourhood Area, proposals that will lead to the felling of one or more trees including any that are subject to a Tree Preservation Order will be refused unless it can be demonstrated it is unavoidable and satisfactory mitigation measures are put in place.

HAZNP3 - application does not comply with the following:

A. All development should be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing, and landscaping.

B. New and refurbished buildings (except householder applications) that are certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year are supported.

C. Where the Passivhaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report.

D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.

HAZNP4 - application does not comply with the following:

C. All major development schemes will be required to make reasonable provision for car club spaces.

D. All development schemes will be required to provide access to EV charging for all parking spaces.

HAZNP5 - application does not comply with the following:

A. For its place-making proposals -

1) to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration.

B. In respect of its transport proposals –

3) to facilitate a future pedestrian and possible cycle connection through to Badger Way

HW8 Development Brief

2. Create one comprehensive development - we see no evidence of comprehensiveness between the two applications. Building styles are different, street layouts are different, the paths may line up but that is really the only part we can see.

6.3. Climate change - we see no evidence of this in the application.

Ensure the site layout and the design of dwellings mitigates climate change. For example,

- maximising the potential heating effect of the sun in winter through site layout, building design and orientation.
- use of Passivhaus design principles incorporating low carbon energy and heat including the use of renewables such as heat pumps and photo voltaic cells
- incorporating high levels of insulation
- use of low carbon or zero carbon building materials

Little Missenden Parish Council

Please accept this as an objection to the outline planning application 23/05440/OUT

TRANSPORT MATTERS

The updated Highways Department report relies upon that drawn up by the developer's agent which estimates that 51% of traffic will exit from the site toward Hazlemere. Even should this estimate be correct this means that just under 50% will travel toward Holmer Green. At peak times Holmer Green Village experiences severe congestion at the cross roads of New Pond Road, Earl Howe Road and Pond Approach. There is no reference in any document to this. This cross roads has no traffic management, no signs to warn of schoolchildren crossing. It has bus stops opposite each other which, during peak times, involve long waits whilst pupils are received to or exit from the vehicles. This further adds to congestion and makes it more complex for pedestrians crossing the roads. This junction is on the main route used by children and parents accessing Holmer Green Middle School on The Common. Due to the increased number of pupils attending Holmer Green Senior School and the incomplete, erroneous Travel Plan, car use and drivers dropping off at, or adjacent to the junction further adds to congestion. Increased numbers of 6th Formers, who are also car drivers, is now meaning that cars are parked down New Pond Road as the school has no pupil parking. Now New Pond Road effectively becomes single lane. This results in drivers wishing to drive up from the cross roads unable to do so and therefore increases the congestion. Holmer Green already has a bottle-neck, dangerous for pedestrians, but this has not been acknowledged within any Transport report.

Also within the Report by Buckinghamshire Highways is a reference to 'the requirements of the policies for the HW8 allocation'. 20 Wycombe Road is not part of the HW8 allocation. It is Holmer Green and not within the Wycombe Local Plan remit. The reference to Wycombe Road does not require it to be used as vehicular access, it is 'potential' vehicular access. The aspiration with HW8 for the Tralee site is for pedestrian and cycle access to Wycombe Road, the rationale being that 'it is here that residents will get access to local facilities and local bus service'. It does not highlight a need to facilitate car use, rather a pedestrian and cyclist access.

The Highways report discusses the utilisation of the bus route to reduce the reliance on vehicles. The bus route through Holmer Green does not operate after 2030 hours thus is of no use to residents who work unsocial hours, attend classes outside of Holmer Green which finish after 20.00 or are hoping to use public transport, and not use private or hire vehicles, when socialising in the evening.

The cycle and pedestrian access is important when there is a desire to reduce the reliance on vehicles. Both these alternatives have been superseded by attention to ensuring vehicle access from Wycombe Road. Despite it being seen as desirable to have separation between cyclist and car the limitation of available road, cycleway, footpath width has meant that is not achievable.

There has not been an assessment of the footfall and cycle use over the entire site. It is unlikely that pedestrians or cyclists will exit from HW8 onto the A404. It should be anticipated that the majority cyclists and pedestrians from the 2 developments will be utilising the Wycombe Road exit and, of these, a substantial number will be pupils travelling to school. As these young persons will be travelling this access road at the same time as the peak of vehicular use the provision for maximum separation from motor vehicles should be ensured.

The Highways report concentrates on the potential impact of the Tralee Farm component on Hazlemere. It ignores the impact on the Wycombe Road/Sawpit Hill junction despite acknowledging that the Holmer Green Road arm from the Hazlemere crossroads is operating over capacity. This will therefore also be the case at the Wycombe Road/Sawpit Hill junction. The impact on this junction and on the flow of traffic through Holmer Green requires investigating and addressing.

I would bring to the attention of the committee the results of the traffic survey undertaken in support of planning application 20/07610/FUL Erection of 8 detached 4 bedroom dwellings. *The results of the TRICs assessment demonstrates that the proposed development is anticipated to generate 4 additional trips in the AM peak, 2 additional trips in the PM peak and 34 additional trips across the 12-hour period which equates to 1 additional trip every 15 minutes in the AM peak, 1 additional trip every 30 minutes in the PM peak and an average of 3 additional trips each hour on average across the day.* If this assessment estimates 34 additional trips in a 12 hour period from 8 dwellings this indicates an extra 340 from the Tralee site, an extra 30 each hour. This application was refused.

SAFE ACCESS

On previous development layouts the access road has fed back from Wycombe Road and immediately encountered residential properties. On the revised plan the length of non-overlooked access from Wycombe Road has been increased by 50%, with the final 40 metres being what appears to be a shrub and tree-lined area. Thames Valley Police have also identified this issue. From the plans provided there is very limited surveillance potential along the access road from Wycombe Road into the site due to the orientation and layout of the housing plots both new and existing. As the desire is for pedestrian and cycle access this, allied with no planned street lighting, is also a risk for the safety of the individual.

SENSE OF SEPARATION

5.1.64 states 'the likely access points onto the site mean that residents are more likely to use the facilities in, and feel part of, Holmer Green'. How is it that a vehicular access from Wycombe Road can be considered? There is also the repeated reference to retaining 'the sense of separation between the two communities of Hazlemere and Holmer Green'.

5.1.65. Retain 'the sense of separation between the two communities of Hazlemere and Holmer Green'.

The revised plans do increase the area between properties on Wycombe Road and those proposed on HW8, Tralee Farm. However, the revised plans do not address the fact that vehicular access from Wycombe Road negates separation and causes the proposed development to be identified with Holmer Green rather than Hazlemere. The Wycombe Local Plan states 'there should be a sense of separation between Hazlemere and Holmer Green'...'the two communities'. The vehicular access fails the separation, identity and two communities requirement. It also results in there being no appreciable sense of leaving one settlement before entering the other. This is an example of coalescence. It also brings into question address; parish and government responsibility and precept.

A sense of separation will be maintained where there is no actual physical coalescence between the two settlements; there is a strong and well-defined boundary; there is a clear and distinct experience of leaving one settlement behind, passing through another quite different and distinct area (the 'gap') before entering another separate settlement. (Taken from farehamlandscapeassessment_final_extractsfrompart-3.pdf).

By the retention of 20 Wycombe Road as the access this plan fails to fulfil the stated requirements of the HW8 component of The Wycombe Local Plan.

Penn Parish Council

No comments received.

Consultation Responses

Affinity Water

No comments received.

Arboricultural Officer

Should the application go to the full consent stage, we would like to see a more concrete planting specification. Special attention to soil volume for new trees and maintenance plans for the first five years. Species confirmed for each new tree location with careful thought given to the proposed back garden trees choices. If we want the trees to stay, they need to avoid common problems tree owners/neighbours mention, whilst giving the benefits we all need. Careful tree selection in relation to climate change should be considered whilst also planting essential native

species. Where footpaths have been mentioned through protected wooded areas, we would need a plan for how this is to be carried out minimising harm to trees.

Archaeology Officer

The proposed site is located within a wider landscape that has undergone minimal archaeological investigation and as such there is a low understanding of the archaeological potential of the area. Despite this, both to the east and the west of the site, archaeological fieldwalking has recovered numerous artefacts of prehistoric date suggesting the area may have been a focus for early human activity. In addition, the site of the medieval Holmer Manor is believed to have been located approximately 500m to the north-east, suggesting the application site may lie within the grounds of the manor. The large footprint of the application area, and the limited open space proposed in the application suggests that if archaeological deposits are present within the site, that they will be adversely impacted upon by the proposed development. If significant archaeological deposits are encountered, it is possible they will need to be preserved in situ, which may result in the need to redesign either the layout of the development or the construction methodology.

If planning permission is granted for this development, then it may harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 205.

Chilterns Conservation Board

No comments received.

Ecology Officer

COMMENTS

The Ecological Impact Assessment Addendum (Walkover 12th Jan 2023) makes it clear that some of the previous amenity grassland is now considered semi-improved grassland. It also notes that many of the orchard trees in the remnant traditional orchard were felled in 2022, these were a mix of apple, cherry and a pear. This has taken orchard tree numbers from 31 to 2 (T28 and T29, both wild cherry).

Piles of dead wood from the removed orchard trees were noted.

The image of the headline results from a metric, (submitted February 2023) shows the Biodiversity Net Loss resulting from the scheme (23/05440/OUT) is less than the previous scheme (18/07914/OUT) (down from -5.32 habitat units to -3.66).

An amended scheme (submitted 31st July 2023) shows that the net loss has been reduced further to just 1.89 habitat units (-8.19%).

The way in which the latest figures were calculated in the metric did not seem to be correct and following an email exchange a revised metric was submitted which resolved the questions relating to tree sizes and also to the way in which the SuDS feature had been dealt with. The revised metric which was submitted in September 2023, shows a net loss of 3.08 habitat units (-13.29%) which now appears to be correct.

In previous comments I had asked about the change in the way in which some of the areas of grassland had been recorded and entered into the metric, these questions have been answered to my satisfaction I am now content that the metric is sufficiently accurate.

There are several protected species which are known to be on or use the site and habitats which need protecting and these will need to be mitigated and compensated for in detail.

The plans which have been submitted show that there is scope for providing a reasonable buffer to protected habitats, including those off site. The plans also show that the area where the traditional orchard was located, is now being retained and the intention is to recreate the orchard and replant locally appropriate orchard trees. This is a significant step forward in the proposals from the previous scheme.

Badgers have been identified on the boundary of the site and they have been catered for in the designs.

It has been previously requested for a more detailed assessment to be made of the Green Infrastructure of the area and the way in which the design of the site should respond to this.

The submitted details still fail to provide a proper analysis. This requirement comes from policy DM34. Analysis of Green Infrastructure requires an understanding of several specialist areas, including ecology. It should also include an understanding of landscape, informal recreational, non-motorised movement and more. Understanding GI enables the best planning of green space to meet functional needs, rather than just putting it where building isn't planned.

Although a separate formal piece of work has not been submitted to address this point, it is clear that the designs have taken into account green infrastructure thinking and to a reasonable extent, landscape, ecology and public access networks have been considered in the designs. Therefore, I am no longer asking for further work to be done on this and instead I am content that this element of the policy has been considered sufficiently at this stage, however, detailed designs will also need to be assessed as to whether they are sufficiently taking account of green infrastructure and ecological networks.

The types and locations for habitats which are to be created is suitable, but there will be a requirement to ensure that ecological features are included both in the public open space and associated with built structures to ensure that species are accommodated in the designs.

The southern most corner of the site has seen an increase in the amount of development, this is a negative step as, along with the pumping station (which is still in broadly the same location), this encroaches into the valley, but it appears that the buildings would be kept away from the badger sett.

RECOMMENDATIONS

The metric /BNG calculations are now sufficiently accurate to accept. There will be a net loss of 3.08 habitat units (-13.29%) with the outline proposals. I consider that the mitigation hierarchy has been adequately followed in getting to this result and so offsetting is acceptable. In addition to this, the Hazlemere Neighbourhood Plan adds the requirement for a minimum of a 10% Biodiversity Net Gain. The baseline habitat units for the site is 23.14 and so 10% of this is 2.314. Therefore, at present there is a requirement to provide 5.394 habitat units off site.

A payment could be made to the council to address the offsetting and net gain; however, this is the least preferable option (the applicant should ideally find their own offset site or make arrangements with a broker).

Offsetting needs to ensure that it addresses trading rules and so the loss and gains in individual habitats will need to be worked out.

If payment were to be made to the council and if one third of the costs relate to tradition orchard and two thirds are grassland, an estimate of the payment needed would be approximately £195,000.00.

There is a requirement for reserve matters to clarify the exact plans of what will be provided in biodiversity terms. This will result in a need for an update to the metric, which will in turn need to be agreed with the LPA to confirm the number of units to be offset (and cost BC would charge if they wanted to go through the BC system).

There is a need for a number of conditions to cover mitigation, compensation and enhancement measures and to cover the long-term management of the site to ensure it achieves ecological objectives.

Details of how the applicant is intending to address the need for biodiversity net gain of at least 10%, through offsetting need to be agreed. This will need to be done through a combination of a s106 agreement and details submitted as reserve matters.

CONDITIONS

- Ecological Design Strategy
- Construction Environmental Management Plans (Biodiversity)
- Landscape and ecological management plan (LEMP)
- Lighting design strategy for light-sensitive biodiversity
- Biodiversity Net Gain Audit Report
- Time limit on development before further surveys are required.
- Tree planting specification

- Tree planting audit report

Education

The Wycombe Local Plan to 2033 adopted in August 2019 allocates up to 6350 homes within the High Wycombe Area over the period 2013-2033 which is projected to increase the pressure on school places. In line with Policy HW8 of the Wycombe Local Plan, the site is required to meet the needs arising from the development...and a commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places.

The following financial contribution is therefore required towards the Local Authority's expansion programme in the High Wycombe area in accordance with the Council's adopted S106 guidance based on the following education infrastructure costs per dwelling type (prices as at September 2023):

Flats			Houses			
1 Bed	2 Bed	3+ Bed	1 Bed	2 Bed	3 Bed	4+ Bed
£468	£3,146	£5,287	£1,049	£3,926	£8,054	£11,221

Environmental Health Officer

No environmental Health objections to this application subject to a condition to secure EV charging in accordance with the Air Quality SPD.

Environmental Protection Officer

Land contamination

The submitted Geo-Environmental Phase 2 report summaries the findings of intrusive investigations on the site and identifies elevated areas of contamination in some areas of the site. Whilst no large-scale remediation actions are necessary, remedial measures are necessary in those areas where elevated levels of contamination have been identified. Therefore, conditions are required to secure a remedial strategy and validation report.

Air Quality

There is no requirement for air quality assessments to be submitted.

Highway Authority – Consolidation of comments received during course of application

Introduction

The application has been amended to reduce the number of units from 95(no) to 87(no) and a Transport Technical Note has been submitted during the course of the application to provide

further assessment on the impact of this development on the Hazlemere Crossroads double mini-roundabout junction including a review of the site's trip generation potential and a review of the access to consider a shared footway / cycleway.

Trip generation and local highway network

The applicant has included a Personal Injury Collision (PICs) review of the local road network, for the 5-year period between 2017 and 2021. Analysis of the data identifies that there have been three PICs which occurred on Wycombe Road/Browns Road, two of these collisions resulted in slight injuries and one resulted in serious injuries. The serious collision occurred at the junction of Parish Piece / Browns Road approximately 540m east of the site access in February 2020 involving one car and one motorcycle. Another serious collision occurred in May 2017 at the approach to the Wycombe Road / Watchet Lane junction involving a car and a motorcycle. Based on the collisions which have occurred during the study period, it is considered that the collisions do not form a cluster and the highway safety of the local highway network would not be compromised by the proposed scheme.

The applicant has reviewed the trip generation potential of the site to ensure that the trips anticipated for this site is consistent with planning application 21/08364/FUL on the southern parcel of the HW8 allocated site. Both sites have assessed the trip generation using the TRICS database. However, the inclusion of affordable houses has not been used within this application, creating a marginally higher trip rate. It is anticipated that both sites would generate approximately 0.4 two-way vehicle trips in the AM and PM peak periods per unit. Therefore, the site is anticipated to generate approximately 35 two-way vehicle movements in each peak period.

The Transport Assessment has outlined the expected trip distribution and suggests that 43% of the trips would be to the east of the site with the remaining 56% to the west. These figures are a suitable assessment of the likely destinations.

The applicant has assessed the highway network using survey data collected in June of 2015 as submitted within the previous application on this site. Whilst ordinarily data of this age would not be acceptable, the Highway Authority has undertaken a sensitivity evaluation of this data against more up to date information, and has concluded that the data can be accepted in this instance. It is noted that new surveys were not acceptable through the COVID-19 period from 2020 through to mid 2022, and traffic volumes have reduced since that period. Indeed, the sensitivity evaluation has found that traffic flows in this area are either comparable with the 2015 or are now lower than the surveyed data. Therefore, the Council can be confident that the survey data remains a robust basis for evaluation.

The Highway Authority has received information supplied by the Holmer Green Village Society, which questions the validity of the data used, and has supplied alternative data. This alternative information is taken from a vehicle actuated sign (VAS) placed on Wycombe Road. The Society also questioned whether the survey data used in the application was valid as it was questioned if the time of year that the survey was undertaken was out side of school term time. It can be confirmed that the surveys were all undertaken during the school term time and so are acceptable on that basis.

With respect to the VAS Data itself, Vehicle Activated Signs (VAS) are not recognised as a reliable tool for traffic survey data collection. Industry practice is to record data via a Manual Classified Count (MCC) and/or Automatic Traffic Count (ATC). The DfT's guidance with respect to survey methods used to gather transport data is provided within WebTAG Unit M1.2 "Data Sources and Surveys" (DfT May 2020) and states 3.3 Highways Surveys "Traffic counts may be obtained by automatic means (Automatic Traffic Counts, ATCs) or manually (Manual Classified Counts, MCCs)...Surveys should typically be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods". VAS collects speed data but that is not its primary function and the calibration and validation of such data can be questionable. This means it should not be relied upon for the appraisal of planning proposals. As a result, the Highway Authority accepts MCC and ATC data conducted in accordance with guidance provided by the DfT.

Mindful of this, the Highway Authority continued its review of the submitted application by assessing the results of PICADY and ARCADY assessments of the following junctions:

- Site Access/Wycombe Road
- Wycombe Road/Sawpit Hill
- Holmer Green Road/Western Dene/Sawpit Hill Mini Roundabout
- Pond Approach/Earl Howe Road
- Earl Howe Road/A404

The results are presented in terms of Ratio of Flow to Capacity (RFC), seconds delay per passenger car unit (s/pcu) and Queue length (number of vehicles). RFC is a measure of the volume of traffic making a turning movement at the junction compared to the capacity of that movement determined by the geometric measurements of the road layout. The generally agreed practical capacity of a junction is at an RFC 0.85 or 85%. While junctions can still operate within theoretical capacity with an RFC value of up to 1 (100%).

A design year of 2028 has been adopted for assessment purposes, on the basis that it represents five years from the date of the planning application, in accordance with DfT guidance. To calculate 2028 base traffic flows, traffic growth rates of 1.093 for the AM peak and 1.091 for the PM peak have been calculated using TEMPRO/NTEM.

The modelling demonstrates that the junctions assessed have sufficient capacity to accommodate the traffic anticipated to be generated by this development. The Highway Authority are aware of concerns raised previously at the junction of Wycombe Road/Sawpit Lane. The evidence before us shows RFC values of less than 0.5, and queues being measured at maximum 5 vehicles. The development traffic at this junction would not create an increase in congestion that can be considered to be a severe impact in this location.

The Highway Authority is also mindful of concerns raised by the Parish Councils regarding traffic increases due to the schools growth, however these relate predominately to driver behaviour and poor parking practices. These are not considerations that can be taken into account with regards the acceptability of this development proposal.

Since the previous application was submitted on this site and the Highway Authority's response was provided, there are now other applications within the planning system that impact on the Hazlemere Crossroads. Therefore, the current application will lead to increases in traffic reaching an already saturated arm of that junction and it is the Highway Authorities position that the impacts of the development traffic at the Hazlemere Crossroads are now required to be assessed within this application as part of a cumulative assessment with the applications 21/08364/FUL and 21/07002/FUL.

In response to the Highway Authority's request for further assessment of the impacts of the development on the operation of the Hazlemere Crossroads double-mini roundabout junction, the applicant has stated that 51% the development traffic is anticipated to route towards the junction. This would equate to approximately 18 two-way vehicle trips in the AM and PM peak periods respectively.

I note that the results of junction modelling for the Hazlemere Crossroads junction has been included as part of the Transport Assessment for Planning Application 21/08364/FUL and is included as part of the appendices of the Transport Technical Note for this application.

The modelling exercise carried out for the southern parcel of HW8 shows some of the arms of the junction are operating over capacity including the Holmer Green Road arm in the future scenario with development traffic. This development would add traffic to the already congested double mini-roundabout junction. Whilst the development would have some impact on the operation of the junction, it is not considered that the level of traffic added as a result of the development would constitute a severe impact in the context of the NPPF.

However, to further reduce the impacts of the development on the local highway network, it is the Highway Authority's position that this development must provide additional sustainable transport measures to support a reduction in the number of car trips generated by the site, and therefore ensure that the impacts on the local highway network are not significant.

An approach such as this which seeks to maximise the use of sustainable transport and give priority to pedestrian and cycle movements is supported by the National Planning Policy Framework (NPPF).

Access by sustainable modes

The site access as proposed is positioned within the village of Holmer Green and the site is close to a number of local amenities as outlined within the Transport Assessment.

The Highway Authority previously identified the requirement for improvements to the bus stops on Sawpit Hill to provide Real Time Passenger Information (RTPI). The stops are served by the number one service which operates between High Wycombe and Chesham/Hemel Hempstead at a frequency of every 20 minutes Monday to Saturday. The bus stops are approximately 160m from the site access and the back of the site is approximately 330m from Wycombe Road. This would put the extremity of the site in the region of 490m from the nearest bus stop location.

The provision of RTPI would serve to enhance the desirability of using these stops and would be secured by a legal agreement.

It is noted that the bus service 1 serves both High Wycombe and Amersham railway stations providing a public transport link to London to the southeast, Aylesbury, Oxford and Birmingham to the north providing good sustainable regional connectivity.

With respect to walking and cycling the whole of the village of Holmer Green falls within a 2km catchment of the site making walking to local services a viable option to residents. However, some constraints have been identified on the main pedestrian route to Holmer Green Senior School. There is no formal crossing point on Wycombe Road or Browns Road to allow for safer pedestrian movements between the development site and the school.

To facilitate pedestrian access to Holmer Green Secondary School, the applicant has agreed to the provision of a Zebra Crossing on Wycombe Road or Browns Road. The provision of a zebra crossing would allow pedestrians to cross the road more quickly and more safely which may encourage more residents from the development to walk to school. This can be secured by a planning condition and the location of the crossing can be agreed during the discharge of the condition.

With regard to cycling, it is noted that parts of High Wycombe fall within the 5km cycle catchment from the site, and while this may be within the accepted radius for cycle journeys the topography of the area makes this unlikely to be an appealing option for replacement of motorised journeys for all but the most enthusiastic cyclists. It is therefore considered to be of greater importance to enhance the desirability of public transport options.

A Framework Residential Travel Plan (F RTP) has been submitted as part of the application. The main objectives of the F RTP are to make residents aware of sustainable travel options and to encourage less reliance on the car. A detailed Travel Plan shall be required to accompany any reserved matters applications based on the provisions set out within the F RTP.

Access

The proposed access will be created by demolishing No. 20 Wycombe Road and will not provide a through route for vehicles to the remainder of the HW8 allocation with the exception of an Emergency Vehicle Access. This accords with the requirements of the policies for the HW8 allocation. The access point to the site can achieve the requisite visibility splays for an access located upon a road subject to a 30mph speed limit (i.e. 2.4m x 43m in both directions). The access road is shown to measure 5.5 metres wide. On the eastern side of the access road a separate 2-metre-wide pedestrian footway will be provided which will link the site with Wycombe Road.

Swept-path analysis has been undertaken at the proposed site access arrangements which demonstrates that the access arrangement could accommodate a refuse vehicle although these vehicles are not able to negotiate this entrance without using both sides of the site access. However, refuse vehicles, by their very nature, are unlikely to form a large part of the traffic using the junction. This together with the likelihood that they would be undertaking the manoeuvres to access the site at a slow speed, given the limitations of the highway, means that the potential for conflict between road users would be limited and would not result in an unacceptable impact on highway safety. This analysis should be updated in light of a revised access arrangement.

A visual inspection of the site shows a telegraph pole that is within the bell mouth of the junction at the front of the existing footway. This pole will be required to be moved to the back of the footway and away from accesses to other properties along Wycombe Road.

The Highway Authority previously requested that the applicant that the applicant investigate the potential to deliver a 4.8m wide carriageway with a 3m footway/cycleway. A review of the potential to provide a 3m wide footway / cycleway along the site access road has been included in the Technical Note. Whilst there is sufficient space to provide a 3m wide shared footway/cycle way, it is not possible to achieve a

6m radii to the back of the footway to connect with the junction within the applicant's land of public highway which would create a pinch point for cyclists.

LTN 1/20 states the following:

Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic.... Most people, especially with younger children, will not feel comfortable on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph.

Therefore, given the level of traffic the development is anticipated to generate, in this case, the absence of segregated cycle infrastructure would be acceptable.

The Highway Authority will seek to secure the implementation of parking and waiting restrictions at the site access to protect it from dangerous or obstructive parking and prevent conflicts.

Layout

Within the site, most roads would measure between 5m and 5.5m which is sufficient in accommodating two vehicles to pass simultaneously and would be flanked by footways on both sides of the carriageway.

The wider scheme includes some shared surface streets. Any minor residential roads designed as shared surface areas would serve fewer than 25(no) units. Some of the shared surface carriageways would measure 4.8m – 5m in width. The Highway Authority does not seek to adopt shared surface carriageways measuring less than 5.5m in width.

The development would provide two cycling/pedestrian links connecting this application site to the development proposed under application 21/08364/FUL, one of which would also provide access for emergency vehicles between the application site, and the remainder of the HW8 allocation. The pedestrian and cycle infrastructure would provide direct routes between Wycombe Road and Amersham Road which is a requirement of the Local Plan Policy for HW8.

To ensure that future residents of this development have access to recreational facilities being provided as part of the wider allocated site such as the play area and MUGA as well as a car club vehicle being secured as part of planning application 21/08364/FUL, access to the southern parcel of the site must be secured through an appropriate mechanism with relevant triggers in place. Providing pedestrian and cycle routes through the site between Wycombe Road and Amersham Road will reduce the need for future residents to travel for recreational purposes. The connection would also allow for future residents of the southern parcel to access facilities in Homer Green by

active travel modes. Within the Planning Inspectorates Decision notice for a previous application for this site (18/07194/OUT), the importance of co-ordinated or comprehensive development to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation was noted.

Servicing arrangements

With regards to refuse collection, a vehicle tracking plan has been provided which demonstrates that a refuse vehicle could turn into and out of the site via the junction with Wycombe Road and manoeuvre within the site.

The development is well connected to minimise the requirement for larger vehicles to reverse over excessive distances. Where cul-de-sacs are unavoidable, suitable turning areas for refuse, emergency and goods vehicles have been incorporated. Suitable refuse collection points have been identified. Fire appliances would be able to get within 45m of each dwelling without the need to reverse more than 20m. The Highway Authority is satisfied that larger vehicles can manoeuvre safely through the development as designed.

Parking

Parking is proposed to be provided throughout the site in a mix of garages, off street parking on driveways and parking courts, and on street parking. Some of the units would feature allocated off-plot parking spaces which are generally well located for their respective plots. However, the parking for plots 66 – 69 is set away from the front of each respective plot. The layout proposed is not legible and may lead to additional on-street parking. Whilst this would not necessarily raise an objection from the Highway Authority, it is something the applicant should consider.

The site is located within Residential Zone B, as defined by the Council's Buckinghamshire Countywide Parking Guidance (BCPG) policy document.

In accordance with the BCPG, parking provision for developments is generally determined using the level of habitable rooms per dwelling (in accordance with what is defined as a habitable room by the Census). The internal layouts of each respective dwelling have not been provided with the application (as scale and appearance remain reserved matters).

The BCPG provides a general conversion between habitable rooms and bedrooms. Residential units on developments above ten dwellings located in Residential Zone B with 1–4 habitable rooms (1 bedroom) are required to provide 1.5(no) parking spaces each, units with five or 6 habitable rooms (2/3 bedrooms) should provide 2(no) spaces each, houses with 7 habitable rooms (4 bedrooms) should feature provision for 2.5(no) spaces and houses with 8+ habitable rooms (5 bedrooms) should be provided with 3(no) spaces to accord with the optimum standards. Each half space should count toward the development's requisite unallocated visitor parking.

The table below shows the parking requirement for each unit when assessed using the number of bedrooms.

	4-bed	3-bed	2-bed	1-bed
Amount of houses/flats	18	37	27	5
BCPG-required parking spaces per unit	2.5	2	2	1.5
BCPG-required total allocated spaces for unit type	45	74	54	7.5
Half-spaces that can be subtracted and used toward total unallocated provision	9	-	-	2.5

It is stated in the Transport Assessment that the two bed dwellings will comprise only four habitable rooms and as such, a parking provision of 1.5 car parking spaces will be provided for these units. Given that the dwelling types (and their respective level of habitable accommodation) is not an element that is for determination as part of this planning application, a definitive parking calculation is difficult to ascertain. However, if it is assumed that all 1- and 2-bedroom units will feature 1 – 4 habitable rooms (as stated in the Transport Assessment), 3-bedroom dwellings feature 6 habitable rooms and 4-bedroom dwellings have 7 habitable rooms, the site would require 142 allocated spaces, 25 unallocated spaces (made up of half spaces) and an additional 20% of spaces (34) for visitor parking. Therefore, the provision of 201(no) of which 46 would be for visitor/unallocated parking would provide the optimum level of parking when assessed using the assumptions on the level of habitable accommodation.

The off-street allocated and unallocated bay spaces have the requisite dimensions of 2.8m x 5m whilst the garage dimensions adhere to BCPG guidance of 3m x 6m, thus permitting a practical space to store a vehicle and allow adequate driver/passenger access/exit.

The site would also provide a number of parallel parking bays distributed around the site. These would measure 3m x 6m and would feature flares to facilitate access and egress from the spaces. Some of the parallel parking bays would be allocated to plots which are located in potentially adoptable areas. The Highway Authority does not adopt estate roads which contain allocated parking. Therefore, it is assumed that the developments estate roads would not be offered for adoption.

Within the applicants Emerging Hazelmere Neighbourhood Plan Compliance Statement, it is confirmed that as part of the Travel Plan, the developer will explore the viability of a car club. A visitor parking space within the site should be designated for a future car club vehicle. This could connect in with the car club being secured as part of Planning Application 21/08364/FUL and implemented once desire for car clubs increases in the area.

The draft travel plan does not include this measure at present. The conditioned Travel Plan must include this element when submitted for review.

Conclusions

Mindful of the above, the Highway Authority considers that the application meets the NPPF requirements to have Safe and Suitable access, does not lead to a severe impact on the highway that cannot be adequately mitigated. In the review of the layout and parking it is considered that these are acceptable and meet the needs of the development proposal, therefore I raise no objection to this application subject to the following S106 obligations, conditions and informatives:

Obligations

- Travel Plan and monitoring
- Provision of Real Time Passenger Information at bus stops on Sawpit Hill
- Provision of waiting restrictions at the access onto Wycombe Road

Conditions

- Details of estate roads and footways
- Details of disposal of surface water from highway
- Provision and retention thereafter of vehicular access and associated vision splays
- Provision of a Zebra Crossing on Wycombe Road/Browns Road
- Provision and retention thereafter of parking, garaging and manoeuvring scheme
- Construction Traffic Management Plan
- Travel Plan

Informatives

- Highway drainage
- Access and offsite works require s278 Agreement
- Offence for vehicles to carry mud on highway
- Offence to obstruct a highway
- Measures to ensure water not carried onto highway

Housing Service Officer - Comments on scheme as originally submitted

Quantum

Policy DM24 states that all developments of 10 or more dwellings or more than 1,000 sqm of residential floor space, will be required to provide at least 48% affordable homes on sites that are greenfield.

Should the application achieve the 87 dwellings referred to in the application then we would expect at least 42 affordable dwellings

Tenure

In accordance with Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document, and the First Homes Position Statement the tenure split of the affordable housing should be 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.

For a total of 42 affordable homes, this would equate to 10 First Homes, 26 affordable for rent and 6 for intermediate tenure.

Size

Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document and the Bucks HEDNA illustrated a tenure split and housing mix for the rented and intermediate dwellings before the introduction of First Homes.

Unit Types	Affordable Housing for Rent	Intermediate
1 bedroom	13%	12%
2 bedroom	36%	46%
3 bedroom	36%	36%
4 bedroom	15%	6%
TOTAL	100%	100%

Therefore, we would expect the size mix for 26 affordable homes for rent and 6 homes for intermediate element of the affordable dwellings to provide a mix similar to that in the table below:

Unit Types	Rent	Intermediate
1 bedroom	4	-
2 bedroom	9	3
3 bedroom	9	3
4 bedroom	4	-
TOTAL	26	6

Accessibility

Policy DM41 requires that all dwellings achieve the standards in Building Regulations Approved document M4(2) and that developments required to provide on-site affordable housing in accordance with Policy DM24 are required to provide 30% of any affordable homes (and 20% of any market) in accordance with the dwelling standards in Building Regulations Approved Document M4(3) wheelchair accessible standard.

In terms of the affordable wheelchair user dwellings, should 42 affordable dwellings be achieved, this equates to 6 units. The preference is for most of these to be delivered at affordable rents so the Local Authority can nominate households to them. The greatest need is currently for ground floor 1 and 2 bedroom wheelchair user dwellings but there is also a need for larger units for families which, on a site of this size, should be provided.

Design

Policy DM40 requires all new dwellings to meet nationally described technical housing standards for internal space requirements.

The SPD states affordable housing should be well integrated with the development as a whole to ensure the creation of mixed and integrated communities and should be of equivalent quality to the market housing on site and not be visually distinguishable from the market housing in terms of materials, details, level of amenity space, parking provision and privacy.

Occupancy

The council's nomination rights, and the occupancy of the affordable housing, will be controlled through the s106 agreement. Unless otherwise agreed, no more than 50% of the private units on a residential phase are to be occupied until all relevant affordable units on that phase have been completed and transferred to a Registered Provider. The Council is not currently a stock holding local authority and so works with registered providers to support the delivery of the affordable homes.

The applicant will need to supply an affordable housing plan at the next stage of the application process showing the location, tenures, sizes, mix and the wheelchair user dwellings that will be supplied, taking in to account the points above.

Landscape Officer

LANDSCAPE COMMENTS on amended scheme 31 July 2023

Previous comments made in May 2023 are included for reference – ***new comments and updates from previous comments shown in bold italics.***

KEY CONTEXT

HW8 policy and development brief, previous appeal decision (requirement to provide separation and to coordinate OS and routes with southern part of HW8 allocation).

Natural features: orchard, woodland, GI links through valley, Badger site, Green Infrastructure to be used to separate Hazlemere from Holmer Green, existing field boundaries to be kept unless they significantly compromise the layout, some critical drainage features.

This application is only considering layout and access, scale, landscape and appearance are reserved for future applications.

SUMMARY

Key landscape issues to still be resolved through this outline application:

- Layout/ levels/ landscape detail of SUDS area, emergency access and overland route within open space. It is not clear whether all these uses can be successfully accommodated in the area allocated in the layout. A larger area may be needed which would impact the layout and development area – ***the amended layout shows an enlarged area which will better accommodate the features listed above, details of amended design not submitted and will be needed as part of a reserved matters application.***

- securing coordination of footpath links with southern development, and provision of play/MUGA facilities

COMMENTS

Proposed hard and soft landscaping is to be a reserved matter, therefore no detailed comments are made at this time. However, comments are made on specific aspects where changes will be needed to the layout which is considered in the outline and to inform the future reserved matters application.

1 ISSUE Landscape and visual impact

An addendum to the LVIA submitted with the previous Inland scheme that was refused at appeal confirms that the changes made will not introduce any further visual or landscape impact. However, there is no mention of the increase in height of the apartments. As heights have changed with the latest layout this should be updated. However, it is not expected that the increase in height will make a significant difference in landscape or visual terms and that the previous comments below will still apply:

There are no concerns regarding landscape and visual impacts on the basis of the information submitted. The conclusions of the submitted LVIA and the likely landscape and visual effects arising are acceptable. Separation and orientation of new buildings in relation to existing houses is satisfactory and the scope for retaining and improving boundary planting within private gardens, to mitigate private views, is also mostly satisfactory.

1 RESPONSE Landscape and visual Impact

Update LVIA so reflects increased height of apartments. **(not resubmitted)**

The use of hedging along the existing residential boundary should be included in subsequent detailed landscape proposals.

2 ISSUE Landscape structure

2.1 The landscape principles set out in the Illustrative Landscape Strategy are generally acceptable. Retention of woodland and northern orchard, trees and hedgerows are welcomed. The strategy should also detail boundary treatments. This is needed particularly for the Wycombe Road access and the northern orchard open space to ensure these are treated correctly with landscape planting. Close boarded fencing would not be appropriate in these locations.

2.2 As noted in Urban Design comments it would be beneficial to use existing Green Infrastructure and create new GI to provide an attractive route for the key pedestrian corridor from the south to Wycombe Road. The accommodation of a buffer to the existing woodland/orchard/ priority habitat as noted in the development brief will help facilitate this corridor. The route currently is sandwiched between the road and the hedge boundary with little space to create an attractive walking corridor. **An increased buffer has now been included in the amended layout.**

2.3 Much of the new tree planting is provided in rear gardens, and this needs to be secured in the long term as the limited size of rear gardens will put pressure on removal of these trees to release more space for unshaded amenity.

2.4 There is some tree planting in streets that helps mitigate the high levels of parking. Further landscape treatment is needed to ensure the parking does not adversely dominate the street. As noted in the UD comments a better distribution of on plot and off plot parking would help to reduce the long lines of perpendicular parking. This will need further attention when reserved matters are submitted to make the most of opportunities for soft landscape in the street and frontages of properties. (RDG P2/P6, B10, GI5 & GI6)

2.5 Footpaths shown in landscape strategy do not match/ are not included on layout plan, please confirm which are correct. ***This has been corrected.***

2.6 Hedges and trees are shown along the western boundary, this boundary also has an electric power line running along it which could impact the extent to which planting can be provided. ***Details of this are now included, the conflict is resolved by undergrounding the cable.***

2.7 The layout now includes three rear parking areas – the rear and side garden boundaries of new dwellings to be walls with landscape planting in front to ensure the areas are attractive. Also ensure that sufficient landscape is provided along the boundary with existing gardens to ensure the boundary is secure and impact of activity of car park is minimised.

2. RESPONSE Landscape Structure

2.1 Provide boundary treatment details ensuring that close boarded fencing is not used for public facing boundaries ***To be provided in landscape reserved matters.***

2.2 Use and develop Green Infrastructure to provide corridor for the key pedestrian route and incorporate necessary buffers. ***Largely now achieved subject to detailed design.***

2.3 Demonstrate how trees in rear gardens will be retained for the long term. ***To be provided in landscape reserved matters.***

2.4 Amend layout to vary parking arrangements to reduce dominance of perpendicular parking on some streets. In future submissions provide more opportunities for soft landscape (hedges/ trees/ shrub areas, climbers, green walls) in the streetscape. ***Some layout amendments and additional landscape trees have been indicated on the site layout plan but still awaiting further amendments as detailed in Urban design comments. Further design and landscape details to be provided in landscape reserved matters.***

2.5 Update layouts so that footpaths are correct and included. ***This has been corrected.***

2.6 Confirm proposals for the electric power line and ensure sufficient landscape can be provided to screen the gardens of existing properties. ***Proposals confirmed and conflict removed.***

2.7 The rear and side garden boundaries of new dwellings to be walls with landscape planting in front to ensure the areas are attractive. Also ensure that sufficient landscape is provided along the boundary with existing gardens to ensure the boundary is secure and impact of activity of car park is minimised.

3 ISSUE SUDs/ SOUTHERN OPEN SPACE

3.1 The complex nature of the levels and need to preserve the overland route, the valley feature and accommodate SuDS, pumping station, footpath routes, sensitive ecology areas, provide usable

attractive open space, and coordinate with the southern site requires a fully detailed landscape and levels proposal. The current information supplied (landscape sketch and SUDS sections) does not demonstrate that these aspects can be accommodated successfully in the space allocated for them. **Revised layout has increased the area to accommodate the above features, further details will need to be submitted as part of a reserved matters application.**

3.2 From the information submitted, the SUDS basin looks like it will be perched below the dry valley with an embankment between. This will look quite awkward and reduce the quality of the open space. The shape of the basin also does not work well with the valley. **Revised layout increasing the area will likely resolve this issue subject to details to be submitted as part of a reserved matters application.**

3.3 Although the detail will be submitted as part of a future application the information shown shows a lack of imagination and integration with the layout and the detention basin is not naturalistic in shape and form. RDG GI3 **Revised layout has revised the shape slightly and better resolved with interface with the access using a gabion wall/ boardwalk further details will need to be submitted as part of a reserved matters application.**

3.4 The Hydro planters indicated are not shown in other layouts and conflict with footpaths

3 RESPONSE SUDS

3.1 Provide topographic information (showing existing and proposed levels) with site layout with full landscape details (1:100/ 1:200) Provide critical sectional details (both for footpath/cycle links, SUDs, OS, etc) and ensure these are consistent across the disciplines. **This information has not been submitted with the amended proposals and will be needed as part of a reserved matters application.**

3.2 Redesign so that basin and overland route are accommodated and work together in an attractive unforced way.

The site layout has been amended to give more space for the basin and it now has a more formal edge along the emergency access and an indicative boardwalk. These amendments are welcome but further information as detailed in 3.1 will be required at reserved matters.

3.3 As part of the reserved matters submission, review SUDs design approach so that it is more integrated into the residential layout and design using features such as swales, rills and channels and bio-retention areas within planting areas and tree pits. Revise the design of storage basin so it integrates with the landscape structure and existing landform and is naturalistic in shape and appearance and contributes rather than detracts from the quality of open space. **Further information and details to be supplied as part of a future reserved matters application.**

3.4 Coordinate and confirm positions of Hydro planters with latest layout. **No amended details provided.**

4 ISSUE Open Space

4.1 Some of the southern open space is dominated by SuDS features, this could limit its functionality and contribution it can make to the recreational needs of the development if designed poorly. SuDS features that for functional reasons cannot be designed in a way to form a

meaning and attractive Open Space component should be discounted from Open Space area calculations. (RDG GI1, GI3) The D&A shows an open space area of 1.14ha excluding the SuDS basin and pumping station.

4.2 It is understood that the formal play / sports requirements for this northern side of the HW8 will be provided on the southern side of the HW8 area, this is accepted and follows the guidance given in the development brief. Informal opportunities for play and recreation can though be incorporated into the open spaces and this should be considered in the reserved matters.

Open space requirements 87 dwellings		Ha
Strategic:		0.69
	Public outdoor sport:	0.25
	Park:	0.35
	Allotments:	0.05
	Play:	0.04
Local:		0.24
	Informal amenity space:	0.11
	Local play:	0.13
Total		0.93

Above table revised to account for reduction from 95 to 87 units

4.3 Future management/ maintenance of the spaces created should be secured.

4. RESPONSE Open Space

4.1 Revise SuDS as described in 3 – ***see further comments in 3 OS has been enlarged slightly to help better accommodate SuDS features.***

4.2 Confirm how play requirements will be delivered/ secured. Detail informal opportunities for play and recreation in future reserved matters application. ***To be confirmed.***

4.3 Confirm and secure management and maintenance arrangements. ***To be confirmed.***

5. ISSUE FOOTPATH ROUTE/ PUMPING STATION

The pumping station impacts the quality of footpath route and Open Space.

5. RESPONSE Pumping Station

Provide space and sufficient width for sufficient landscape treatment to mitigate its impact, consider relocating pumping station to a less visually sensitive location (e.g. corner of the site instead of plot 56)

The pumping station has been redesigned to minimise its impact on the open space and footpath link. Further details on this are needed as part of a future reserved matters application

CONDITIONS

If minded to approve this application, it is recommended that the following details be controlled through an appropriately worded condition:

Standard Landscape and maintenance/ management establishment conditions including details of soft and hard landscape, levels and boundary treatments.

And specific issues identified above:

- Protection of rear garden trees
- further details of SuDS to further integrate into the landscape and minimise impact on function of open space
- access road boundary treatment and landscape
- landscape treatment to integrate pumping station
- delivery of formal play/ sports facilities on adjacent site

Lead Local Flood Authority (LLFA) – Consolidated version of comments

Summary

No objections subject to a condition to secure a detailed surface water drainage scheme for the site and a s106 obligation to secure a whole life maintenance and management plan for the scheme.

Surface Water Flood Risk

The Risk of Flooding from Surface Water Map (RoFSW) provided by the Environment Agency identifies that this area of the site is a low to high flood risk meaning that each year this area has a chance of flooding from surface water between 3.3% and 0.1%. The anticipated flood depth in this area is 150mm to 300mm and a velocity of over 0.25m/s.

The Addendum Drainage Strategy states that the development layout has been revised and due to the need for an emergency vehicle access to the south of the site, the infiltration basin has been repositioned and encroaches further into the existing surface water overland flow path.

Under the previous application (18/07194/OUT), the encroachment was minimal and resulted in 1m³ flood volume.

It is the proposed embankment which forms part of the basin under the current proposal that will encroach into the existing overland surface water flow route. The basin design has been revised to avoid the areas at risk of surface water flooding as much as possible, however there would be encroachment (approx. 7.8m³) and as such mitigation is required. The June technical note includes an indicative design for compensation (an 81m² plateau with 1:4 banks which provides a volume of 11m³). The indicative design is appropriate for this stage in the planning process, with the detailed design secured by condition.

Groundwater flood risk

The FRA identifies that groundwater flood risk is low. I agree with this assessment as the groundwater monitoring that took place on site between 18.01.2018 and 31.01.2018 did not encounter groundwater except for BH8. In BH8, suspected perched groundwater was encountered at a depth of 3.910m below ground level.

Surface water drainage

The impermeable area for the originally proposed development under this application would have increase from 0.177ha to 1.835ha. It is highlighted that prior to mitigation, this increase in impermeable area would result in a runoff volume of 1,335.20m³ for the 1 in 100-year 6-hour storm event. The increase in impermeable area will be mitigated through the provision of a surface water drainage strategy. The proposed surface water drainage strategy comprises of permeable paving, bioretention areas, an infiltration basin and attenuation tanks. I am pleased to see a range of sustainable drainage that aims to capture runoff at source as well provide improvements to local amenity and biodiversity.

The additional information submitted during the course of the application includes a Catchment Review. The review of the impermeable catchments is due to changes to the development site plan and indicates that there is a decrease in impermeable area based on the revised scheme and therefore the drainage strategy remains relevant and fit for purpose.

Shallow infiltration methods are possible within the southern area of the site, near to TP8 and the remainder of the site is suitable to drain via deep bored soakaways. Results from the infiltration rate testing show that the chalk materials are low density and in line with CIRIA guidance, soakaways will need to be positioned at least 10m from buildings, this should include any existing buildings.

Other Matters

The June 2023 technical note states that the access road and parking bays are at or below existing ground levels so as not to obstruct the existing medium and high surface water flood risk. It is noted that the infiltration basin and attenuation tanks have additional capacity and in the event that this flood volume is routed to the basin, there is a remaining freeboard of 50-60mm. Flush kerbs will be provided through the engineered low points to ensure existing flood flow arrangement are not impeded.

I also note that the amended site plan indicates informal footpaths crossing the area identified as the overland surface water flow route. It is strongly recommended that these footpaths are laid at existing ground level so as not to obstruct the flow route. This can be secured by a suitably worded planning condition.

NHS Integrated Care Board

NHS Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (BOB ICB) object to this application on the grounds of insufficient primary medical care capacity locally.

We anticipate an increase in population of approximately 218 new patients as a result of this housing growth who will require care from Cygnet Primary Care Network (PCN), and Desborough and Hazlemere Surgeries.

This large development will put increasing pressure on the practices' infrastructure i.e. the need for more consulting rooms and administration plus larger / additional waiting areas and car parking.

The effects of larger developments can be significant, particularly on a practice that is used to catering for small village communities and we would anticipate that there would be a requirement for modification to existing infrastructure using CIL contributions. In the majority of cases, primary care services are already operating under extreme pressure and physical constraints, such as the lack of space hamper the delivery of additional services. The GP Practices in Hazlemere and/or surrounding areas are at full capacity.

Access to GP appointments is a national issue and we 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.

Further development in the area will create more pressure on GP Services and put existing patients at risk if the current practices are unable to cope with any additional workload. If this development is to go ahead BOB ICB would seek appropriate S106 contributions in order to help to support the local health service infrastructure.

BOB ICB estimates that this development would require an increase in floorspace of 14.4 m² (Gross Internal Area) to serve the projected population increase. At current building costs of £5,692 per m² this would require developer contributions of value £82,123.

BOB ICB would allocate resources gained to increase capacity at GP Services in Hazlemere and surrounding areas and have identified project opportunities for expansion of existing practice premises.

Thames Valley Police Crime Prevention Design Advisor

Comments on application as originally submitted; no comments received on amended scheme.

Surveillance along the access road

- There is very limited surveillance potential along the access road from Wycombe Road into the site due to the orientation and layout of existing and new housing plots. In addition, the positioning of visitor parking spaces is likely to obscure sightlines from the nearest plots.
- There is likely to be issues in terms of lighting the access appropriately. To ensure safe movement of pedestrians lighting columns are required, however this would likely be in conflict with the neighbouring houses and private rear gardens.

Parking

- Parking strategy is concerning with visitor spaces in many locations more convenient than the allocated spaces leading to potential for neighbour disputes.
- Parking courts can be problematic in terms of crime and anti-social behaviour. As a general rule, where they cannot be avoided they should be small in size, and where located behind the building line should be treated as private residential parking and not include any visitor parking as shown in several locations across the site.

Rear access routes

- There are pedestrian rear access routes which appear to be running concurrently or in parallel to others where they could become unauthorised routes through the development along vulnerable side and rear boundaries (the point of entry for the majority of burglaries). All rear access routes should be secured at the front fascia of the buildings to avoid any recess, serve a maximum of 4 dwellings, fitted with self-closing hinges and lockable from both sides.

Thames Water

Waste comments

This catchment is subject to high infiltration flows during certain groundwater conditions.

The scale of the development does not affect the sewer network as such TW has no objections. However, care should be taken when designing new networks to ensure that they do not surcharge and cause flooding.

The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer.

In the longer term, TW are working on a strategy to reduce groundwater entering the sewerage network.

TW have no objections with regards to the Waste Water Network and Sewerage Treatment Works infrastructure capacity.

With regards to surface water drainage, no objections provided the developer follows the sequential approach

Water comments

With regard to water supply, this comes within the area covered by Affinity Water

Other Representations

Amenity Societies/Residents Associations

Holmer Green Village Society has submitted several objections raising the following points:

- Lack of engagement with local residents and organisations
- This is a piecemeal and fragmented development of the (C.30% of the plot) and does not deliver a full suite of services and facilities, it is not a comprehensive development
- Building two separate developments in two adjacent parcels of land and linking them with a secondary means of transport does not come close to comprising comprehensive development.
- The developer has failed to work with the NHS ICB on how they expect to increase capacity in the area

- The PCN have clearly stated that they are at capacity in terms of clinical space and GP/clinical time such that they would not be able to cater for 350 new houses
- A further 16 houses has recently been permitted at Inkerman Drive
- Tralee farm is one of three proposed developments that could add a minimum of 2,500 people in the PCN catchment area
- No amount of money can overcome the practical and physical limitations of the surgery at Roberts Ride since it is a converted residential property with only 6 parking spaces
- No regard is being had to the requirements of current and future residents or to consider the cumulative impact of various proposed development on local infrastructure and residents
- The land is part of Hazlemere and therefore access should be provided from the A404
- Policy only seeks walk / cycle access to Wycombe Road
- The policy requirements for off site highway works presumably relate to a major improvement of the A404
- Access on to the Wycombe Road is totally unsuitable for the car and vehicle movements associated with 87 homes, in addition to the 257 houses using the access for walking and cycling
- A narrow road with a blind turn extending 120m into the development before the first building or turning has the potential be a rat run with added danger when larger vehicles use the road; it is effectively a single track which will not allow vehicles to pass each other and forcing encroaching onto footways and reversing to the detriment of safety
- The access visibility splays are the minimum possible and there are issues with the radii of the corners overlapping neighbours
- A dentist neighbours the site and the potential for drop offs at the site access is highly likely affecting visibility
- 1.7 million vehicles travel on Wycombe Road a year and between 4,000 to 8,000 on a daily basis, with 20% travelling over 30mph. A new access with minimum visibility splays and tight turning radii cannot safely be justified in this location.
- The vehicle movements in the applicant's submissions are incorrect; the Society has submitted speed data which seeks to substantiates this and the vehicle movements detailed above
- The objection to vehicular access from Wycombe Road is based on excessive traffic in Holmer Green as a result of pupils travelling to attend places in Holmer Green Schools; Holmer Green is frequently gridlocked at school drop off and pick up times.
- 87 extra people accessing the village will make the situation less safe
- The development is accessed from Holmer Green not Hazlemere and therefore should be treated as falling within Residential Parking Zone C which applies to Holmer Green not B which applies to Hazlemere

Other Representations

Sarah Green MP (Member of Parliament for Chesham and Amersham) has submitted a letter of objections which includes the following points:

- *Constituents have raised a number of objections directly with MP including:*
 - *the lack of a comprehensive plan for the development*
 - *Incorrect traffic data*
 - *Safety of site access*
 - *Lack of separation between Holmer Green and Hazlemere*
 - *Lack of Primary School capacity*
 - *Lack of GP capacity*
 - *Inadequate road infrastructure and capacity*
 - *Inadequate parking already, particularly at school times with existing danger to children and residents*
 - *Waste water system already at capacity*
 - *Ecological issues*
 - *Existing local flood issues exacerbated by the development.*
- *The MP shares these concerns, particularly the lack of a comprehensive plan for the site, absence of sufficient infrastructure, and additional traffic and road safety risks*

A total of 128 neighbours / third parties have submitted representations regarding the application, of these 118 were objectors and 10 were supporters of the application.

Objections

The main issues raised in the objectors' representations are set out below:

Principle of development

- Site should not have been removed from the Green Belt
- Green Belt land should not be built on (Officer note: Site is not in the Green Belt)
- Village cannot cope with the increase in housing / overpopulation in the village
- Located in the AONB (Officer note: Site is not in the Chilterns AONB)
- Development should not be allowed on green fields
- Holmer Green will be merged into Hazlemere
- Urban sprawl out of Wycombe

- The site is unsuitable for mass housing
- Detrimental effect on the community/village
- Overcrowding of village
- The two planning applications for the sites should be considered together
- The two proposed sites are being done independently; needs to be a joined up approach
- Cumulatively allocated number of dwellings would be exceeded
- Hazlemere Neighbourhood Plan and Holmer Green Neighbourhood Plan are not completed
- Object to modifications to Hazlemere Neighbourhood Plan

Traffic

- Increase the volume of traffic in Holmer Green and Hazlemere
- Increase traffic on Wycombe Road
- Traffic already bad at peak times
- Will cause standstill traffic at peak times
- Issues with cut through traffic via Holmer Green, Browns Road and New Pond Road
- Cars speed on Sawpit Hill, increase in traffic would make it more dangerous
- Hazlemere facilities are only likely to be accessed by car
- Concerns about access for emergency vehicles
- Increase in accidents
- Traffic calming measures should be proposed
- Increase parking on the pavements
- Construction vehicles will be parked outside on Wycombe Road
- School children will struggle to cross the road to school
- Not safe for school children
- Traffic congestion on the A404
- A404 has hazardous slope and proximity to moving traffic meaning cycle route would be dangerous for children, pushchairs, impaired mobility
- A404 will not encourage cyclists because of the long steep incline
- Unsafe for pedestrians, cyclists, existing road users
- Lack of transport links
- Public transport is unreliable
- Only one bus service available for the development
- Negative impact on the state of the road; roads are in heavily worn/poor conditions

Access

- Turning out into Holmer Green is hazardous
- No clear views when turning in/out of the site
- Proposal does not provide safe access
- Access from Orchard Farm site onto Amersham Road will also be dangerous
- Need safer junctions
- Access to the site is narrow
- Entrance is a general overall hazard
- Large Lorries will have trouble manoeuvring
- Intended footpaths are too close to the main road
- Limited pedestrian and cycle access
- In 1987 planning permission for six houses were refused due to the increase in traffic

Parking

- Inadequate parking
- Lack of parking will lead to intrusive and dangerous parking
- No electric vehicle charging point for every property
- Holmer Green is in Parking Zone C and therefore dwellings should require three parking spaces

Design

- No comprehensive development of the HW8 site as a whole
- Poor design and layout
- The number of houses is disproportionate to the local area
- Overdevelopment; cramming of properties
- The type of dwellings does not fit in with the area; three story buildings/flats are not in keeping with the area
- Housing design should improve the appearance of an area rather than detract from it
- Proposal is for high density development in a low-mid density area
- Lessens the sense of the rural location
- Proposal removes the boundary between Holmer Green and Hazelmere
- There should be separation between Hazelmere and Holmer Green
- No sense of separation between villages
- Development does not provide sense of community with existing villages
- Loss of identity of villages

- Lack of sense of security
- Will result in an increase in anti-social behaviour
- Development and neighbours will feel unsafe
- No proposed open space / recreational amenities
- No proposed playgrounds for children

Residential amenity

- Sensitive boundary to the west (rear of Inkerman Drive and Kestrel drive) not acknowledged
- Inconsistent approach to sensitive western boundary
- Brick walls of terrace houses would back onto neighbouring gardens
- No buffer / screening between development and existing residents
- There is no separation / set back between the new development and existing properties on Inkerman Drive, Kestrel Drive, Lacey Drive, Sawpit Hill, and Wycombe Lane
- Existing residents should not be subjected to looking at a housing estate
- Visual impact on local residents; looking directly into buildings
- Overlooking onto existing houses
- Will disrupt lives and houses of existing residents
- Loss of a countryside view
- No / small gardens for dwellings
- Security issues on boundaries with residential properties from parking courts and open spaces resulting in exposed boundaries and no defensive space
- Unclear if there will be planting on boundaries with residential properties
- New residents on the western boundary of the site will not allow planting on boundaries to mature due to overshadowing
- Existing powerline prevents planting along the western boundary

Pollution

- Negative effect on local air quality and pollution
- Increase in noise and light pollution
- Increase in litter

Infrastructure

- Local infrastructure will not be able to accommodate the strain of new people in the estate.
- Infrastructure is already struggling / overstretched in the area
- There are no proposed doctors, schools, dentists or commercial properties.
- Schools are already over subscribed

- Children will be forced to go to schools outside of their catchment area
- Long waiting lists/times for doctor surgeries
- Drainage systems will not be able to cope
- Insufficient water pressure
- Lack of police
- Regular power cuts in Holmer Green; stress on electricity supply
- Lack of nursery places in the village
- No community facilities
- Parking at Park Parade and Holmer Green shops is not able to cope and therefore difficult and dangerous

Wildlife/Biodiversity

- Loss of wildlife / natural habitats for a range of insects, animals and birds
- Local wildlife (bats, badgers, and deer's) will be displaced and suffer from the development.
- Impact on TPO's on site
- There should be a wildlife corridor to protect the badgers
- The western boundary should be a green infrastructure corridor
- Impact on designated green space
- Proposal will reduce open space
- Loss of green space will impact negatively on people's mental health
- There is no net gain on ecology and biodiversity for the planning application
- The green space is vital to the wildlife/natural drainage system
- Loss of dog walking space

Climate Change

- No sustainable energy resources
- The houses are not energy efficient – no heat pumps, solar panels, extra insulation, triple glazing
- Hazelmere has declared a climate crisis
- Loss of trees to help fight climate change
- Carbon emissions will increase

Other

- Lack of affordable houses
- Proposal will increase flooding
- Lack of public consultation

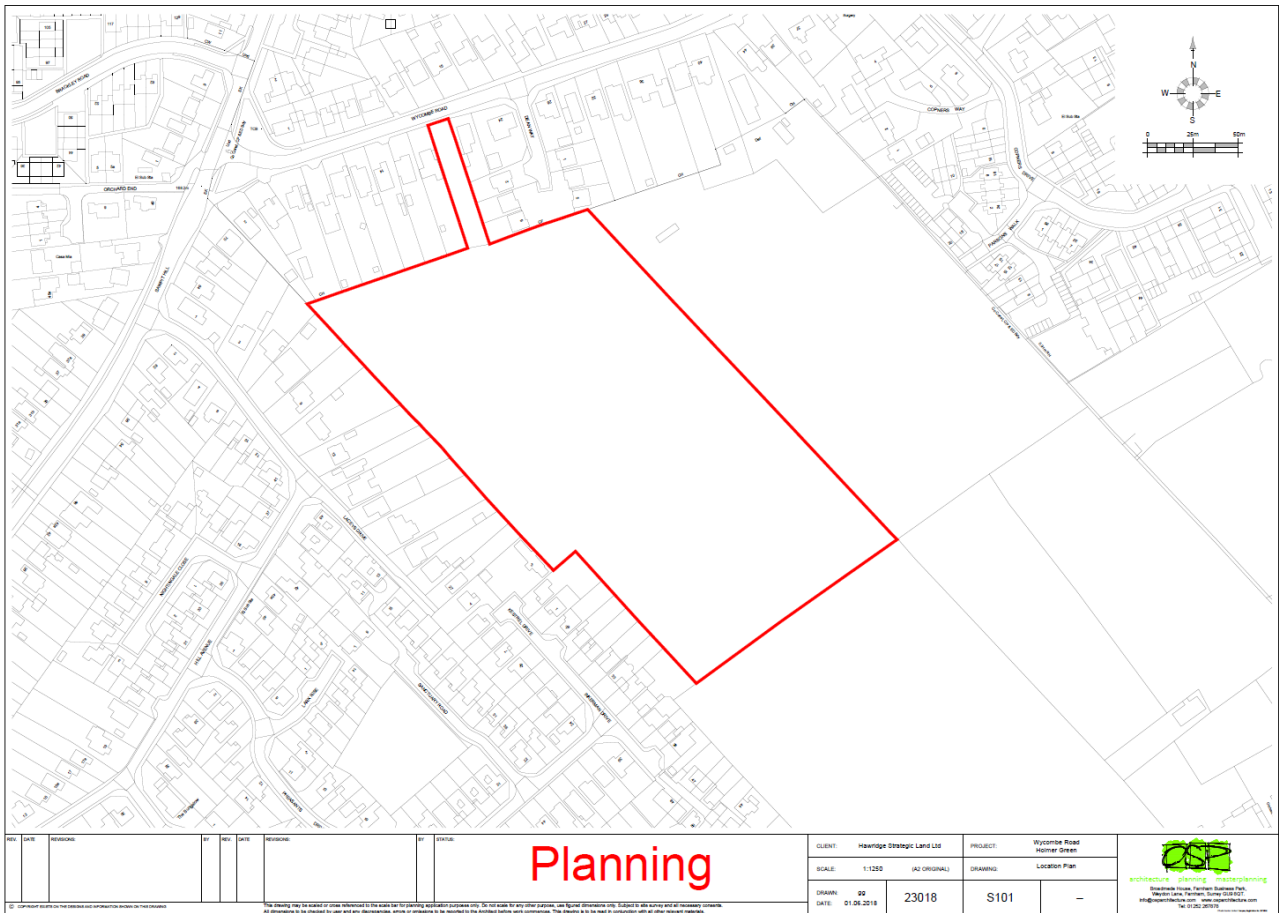
- Consultation period does not consider/represent the elderly residents
- No employment opportunities in Holmer Green
- Developers are only thinking of financial gain

Support

A summary of the main matters raised in the supporters' representations are set out below:

- Meets the houses shortage in the UK
- Meets the need for new and modern housing
- Provides affordable housing opportunities
- There is a good mixture of dwelling types proposed
- The proposal is pleasing to the eye
- Development will not contribute to traffic issues
- The site is in a good catchment area to schools
- Good location to start a family
- It would provide houses in a rural setting
- It would provide housing closer to where respondents work / have families
- Benefits from living in the countryside
- New residents will pay council tax to contribute to the economy
- Will bring benefits to local businesses
- The application addresses previous requirements of the Strategic Sites Committee

APPENDIX B: Site Location Plan



Planning

REV	DATE	REVISIONS	BY	REV	DATE	REVISIONS	BY	STATUS

CLIENT:	Haveridge Strategic Land Ltd	PROJECT:	Wycombe Road Wormer Green
SCALE:	1:1250 (AS ORIGINAL)	DRAWING:	Location Plan
DRAWN:	99		
DATE:	01.06.2018	23018	S101

green
architecture planning

Stratford House, Park Road, Wormer Green,
Wormer Green, Wymondley, Wymondley, Wymondley,
Haveridge Strategic Land Ltd, 01223 23018
info@greenarchitect.co.uk www.greenarchitect.co.uk
16.01.2018

APPENDIX C: Appeal Decision Notice for 18/07194/OUT



The Planning Inspectorate

Appeal Decision

Inquiry opened on 28 July 2022

Site visits made on 28 July & 27 September

by Mrs J Wilson BA (Hons) BTP MRTPI DMS

an Inspector appointed by the Secretary of State

Decision date: 2nd December 2022

Appeal Ref: APP/K0425/W/22/3296128

Land to the rear of 20 Wycombe Road, Holmer Green, High Wycombe, HP15 6RY, 489803, 196518

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission
 - The appeal is made by Inland Ltd against Buckinghamshire Council - West Area (Wycombe).
 - The application Ref 18/07194/OUT, is dated 31 August 2018.
 - The development proposed is Outline application (including details of access and layout) for the erection of 101 dwellings with all other matters reserved.
-

Decision

1. The appeal is dismissed and planning permission is refused.

Applications for costs

2. An application for costs was made by Inland Homes Ltd against Buckinghamshire Council. This is the subject of a separate decision.

Preliminary Matters

3. The Inquiry was scheduled to open on 26 July as a face to face event however due to the COVID status of a key participant was switched to be conducted virtually. Prior to the start date, Rule 6 parties strongly objected to a virtual event. Following consideration of those objections the opening was delayed in order that the Inquiry could be conducted face to face opening on 28 July 2022. On the first day openings and evidence from two of the four Rule 6 parties was given however later that day it became apparent that members of the public who, due to the content of correspondence they had received from the Council had a legitimate expectation to join and participate in the event virtually. Site notices had also made it plain that the event would be available virtually. As that option was not available to them the Council explored whether it could stream the remainder of the event online but was unable to do so for capacity reasons.
4. In the interests of fairness, and given the notifications that had been sent, the Inquiry was adjourned. It was subsequently resumed as a hybrid event on 26 September with participation both face to face and remotely via Teams. In total the Inquiry sat for a total of seven days on 28 and 29 July and between 26 to 30 September 2022.

<https://www.gov.uk/planning-inspectorate>

5. The Appeal Site straddles the boundary of two former District Councils, Chiltern and Wycombe. The majority of the appeal site is located within Hazlemere Parish which lies within the former Wycombe District Council area. The access road, and the existing dwelling at 20 Wycombe Road are located within Holmer Green, within the former Chiltern District Council area. Consequently, the Appeal Site also encompasses land within two Parish Council areas, Hazlemere within the former Wycombe District Council area, and Little Missenden, within the former Chiltern District Council area. Holmer Green, the closest settlement to the proposed development, is within Little Missenden Parish Council.
6. Planning applications were originally made to Wycombe District Council and Chiltern Council in 2018 as the appeal site area includes land in both districts. The Buckinghamshire authorities of Aylesbury Vale, Chiltern, South Buckinghamshire, and Wycombe, along with Buckinghamshire County Council, became a Unitary Authority known as Buckinghamshire Council (The Council) in April 2020 and the application made to Chiltern¹ was subsequently withdrawn on 5th August 2020.
7. The original planning application was made in outline for 103 dwellings with access, layout and scale to be determined. The proposal was amended in June 2020, May 2021, August 2021 and January 2022. The amendments in May 2021 resulted in scale being removed from consideration. In January 2022 the scheme was further amended to "*Outline application (including details of access & layout) for the erection of 101 dwellings with all other matters reserved*" resulting in the loss of 2 units from the layout. As such the revised description is reflected in my banner heading above. The amendments were referred to in the officer report following consultation by the Council and I am satisfied that there would not be any prejudice to participants in considering the development on the basis of the revised description.
8. The application is in outline with all matters save for access and layout reserved for subsequent approval. Drawings, 18083-S101B (Location Plan); 18083-C201B & 18083-P202M (Site Layouts); and 141278/A/07 (Site Access Alignment) are for consideration with all other plans taken for illustrative purposes only.
9. As the appeal is against non-determination there is no decision notice. Initially the appeal scheme was deferred by the Councils Strategic Sites Committee² to be considered further once a development brief had been produced. Following the lodging of the appeal the Council considered the scheme again resolving, against their officer recommendation, to refuse permission and offering putative reasons for refusal. Two reasons were identified³. The first reason related to lack of comprehensive development, lack of an appropriate sense of separation between Hazlemere and Holmer Green, and failure to meet key design principles required to achieve high quality sustainable development contrary to the Development Plan and the National Planning Policy Framework (The Framework)⁴.
10. The second putative reason for refusal focused on the absence of an obligation under Section 106 of the Planning Act (s106) to secure contributions or direct

¹ PL/18/3121/OA

² On 24 February 2022

³ Strategic Sites Committee 12 May 2022

⁴ Page 4 and 5 of CD77

provision on a range of matters including affordable housing, the definition of local criterion related to affordable housing, the level of contributions for highways, education, public open space including equipped play, sustainable urban drainage provision, connectivity between the appeal site and the remainder of the HW8 allocation (to the south), biodiversity including offsetting contributions and detailed ecological management plan, the provision of a management company and the provision of custom and self-build housing within the site.

11. The legal agreement covers the matters referred to above and a signed version of the agreement was received after the Inquiry closed within the timeframe specified. I am satisfied that the provisions of the obligations would be necessary to make the development acceptable in planning terms, that they directly relate to the development, and fairly and reasonably relate in scale and kind to the development, thereby meeting the relevant tests in the Framework⁵ and Community Infrastructure Levy Regulations⁶. I have taken the planning obligation into account in reaching my decision.
12. Four groups were afforded Rule 6 status at the Inquiry⁷. Little Missenden Parish Council (LMPC), Holmer Green Village Society (HGVS), Hazlemere Parish Council (HPC) and Holmer Green and Hazlemere Neighbourhood Development Focus Group (HG&HDFG) gave evidence opposing the appeal. These representations included matters which were not contested by the Council or the highway authority relating to the capacity and safety of the access and the impact of the development on existing trees, matters to which I will return.
13. I held a Case Management Conference (CMC) online on 16 June 2022 which was attended by the main parties and representatives of the four Rule 6 parties. At the CMC the following matters were covered: the main issues were identified, how the evidence would be dealt with at the Inquiry; the submission of statements of common ground; the listing of core documents; the timetable for submission of documents along with other procedural matters. A second CMC was held on 11 August where the focus was the technical arrangements for the delivery of a hybrid Inquiry.
14. The status of the Hazlemere Neighbourhood Plan (HNP) changed during the Inquiry as it was published for Regulation 16 consultation⁸. Evidence was given that the HNP seeks to deliver sustainable development by protecting and improving green infrastructure, delivering zero carbon buildings, and promoting sustainable transport, in respect of the appeal site it seeks to articulate a greater level of detail in relation to the site and on specific subject matters. Local Councillors in their representations advised that the emerging plan should be given particular attention in respect of climate change. Whilst the objectives of the plan are acknowledged, as an emerging plan at an early stage of preparation the HNP does not yet form part of the development plan and in accordance with paragraph 48 of the Framework it, can be afforded only limited weight in decision making.
15. A Statement of Common Ground (SOCG) was agreed between the appellants and the Council before the Inquiry opened in July. An addendum to that SOCG

⁵ Paragraph 57

⁶ Regulation 122

⁷ Accorded Rule 6 (6) party status under the Inquiry Procedure Rules.

⁸ 28 September 2022

was also agreed in August 2022 updating the Inquiry on the Hazlemere Neighbourhood Plan and the progress of the HW8 Development Brief.

16. The appeal site was previously designated as Green Belt. However, upon adoption of the 2019 Wycombe District Local Plan (Local Plan) the appeal site and adjacent land was identified for development as a housing site. The site is no longer subject to any Green Belt⁹ designation and as such Green Belt issues are not for consideration in this appeal.
17. I undertook an accompanied site visit during the initial part of the Inquiry in July and again on 27 September, viewing the site and surrounding area to an itinerary agreed between the main and all Rule 6 parties. I observed, as was requested by Rule 6 parties the extent of traffic passing the site at school closing times. I also visited the general area prior to the Inquiry opening to look at the surroundings from the points indicated by the Council.

Main Issues

18. Having regard to these matters and taking into account the procedural matters outlined above the main issues are:-
 - a) The effect of the development on the character and appearance of the area in the context of the requirements of Policy HW8 of the Local Plan part 1 a) (achieving a sense of separation between Hazlemere and Holmer Green).
 - b) Whether the appeal scheme achieves comprehensive development within Wycombe district as set out in part 1c) of Policy HW8.
 - c) The status of the development brief covering the land subject to Policy HW8.

Reasons

Policy background

19. The appeal site forms the northern part of a housing site allocated by Policy HW8 of the Wycombe District Local Plan 2019 (Local Plan). Consequently, the site is accepted as a sustainable location suitable for the quantum of housing development proposed, subject to meeting the requirements of the policy criteria. It was acknowledged by the Council and the appellants that the development of this appeal site would unlock the wider delivery of the HW8 allocation. Notwithstanding this, compliance with two aspects of Policy HW8 are at issue. Firstly, the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green¹⁰, and secondly the requirement to provide a comprehensive development of the site within the Wycombe district¹¹. I shall deal with these two matters separately.
20. Policy HW8 requires that development maintains a sense of separation between Hazlemere and Holmer Green. The parish boundaries of which run along the northern boundary of the appeal site (save for the proposed access). The layout set out in Fig 14 of the Local Plan¹² which accompanies policy HW8, whilst marked indicative, makes clear where existing trees and woodland are located. These physical features form the northern boundary of the appeal site

⁹ Wycombe District Council Local Plan, Inspectors Report 10 July 2019 para 137

¹⁰ (Criterion a) of Policy HW8

¹¹ (Criterion c) of Policy HW8

¹² Page 108 of the Wycombe District Council Local Plan

and separate existing residential development in Holmer Green from the open part of the appeal scheme¹³.

21. The western and central portions of the appeal site would be developed for housing with the southern corner section left largely undeveloped, other than for the provision of a dry balancing pond to accommodate periods of high rainfall in order to relieve surface water issues. The Council does not object to the principle of residential development on this site. Objections were expressed by some representors which I deal with below.

Character and appearance

22. The layout of the development would be fixed by the submitted plans and whilst landscaping is a reserved matter the impact of the road layout and the positioning of buildings enables the effect on the character and appearance to be clearly understood in the context of the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green. The Inquiry heard that the two parishes had long since merged given that development is contiguous at Watchet Lane and Sawpit Hill which was evident from an aerial photograph¹⁴. However, that element of coalescence predates the requirements of the Local Plan which requires the sense of separation to be maintained between the two settlements.
23. There were differing interpretations of the 'sense of separation' at the Inquiry with the appellants arguing that the Council in its officer report had concluded that the development '*achieves a degree of physical separation between the two parcels of development by providing a distinct and meaningful area of open space to the south of the site which also provides green infrastructure and required on-site strategic open space*¹⁵. However, this reference relates to the separation of parts of the new development at the southern edge of the appeal site and not on the boundary between the two parishes. Moreover, it does not address the requirement of criterion 1 a) of HW8 nor does it recognise the issue of the maintenance of existing vegetation highlighted in the plans accompanying Policy HW8.
24. Local residents highlighted the need for meaningful separation between Hazlemere and Holmer Green and drew attention to the deliberate removal of tree cover within the remnant orchard. Rule 6 parties generally accepted that development would proceed on the site in some form however emphasised that the principles of the Local Plan Policy should be implemented. The appellants explained that the trees which had been removed were in poor condition. Furthermore, the retention of the remnant orchard trees is not specifically referred to in the wording of Policy HW8. The explanatory text in the Local Plan supports the premise that green infrastructure can provide the sense of separation between the two communities¹⁶. Importantly though, it also refers to the site benefiting from important natural features including an orchard and woodland both of which are on the northern boundary of the site. The retention of the remnant orchard would not be addressed by the submitted layout which would undermine the objective of maintaining a sense of separation as it would result in built development on the northern boundary. It is also relevant that a

¹³ Save for the access road

¹⁴ At appendix D to Miss Luis POE

¹⁵ In their committee report to the Strategic Sites Committee on 24 February 2022

¹⁶ Paragraph 5.1.72 Wycombe District Local Plan

Tree Preservation Order¹⁷ relating to six remaining trees within the remnant orchard is now in place even though this was imposed in response to the tree felling which had taken place.

25. The appellants suggested that the sense of separation was a nebulous criterion¹⁸ and that the Council's evidence tended towards a preference rather than a strong view. Landscape evidence focused on the relationship of the site to the existing settlement though in cross examination the appellants landscape witness conceded that the appeal site did have a role in providing a sense of separation between the two settlements.
26. The central open space to the south of the appeal site would undeniably provide a sense of separation between new development on the two parts of HW8¹⁹. However, it would not achieve the clear requirement for separation between the two parishes in the context of the appeal site. In my judgement and in the straightforward application of the meaning of part 1 a) of Policy HW8, there is a clear requirement for separation on the northern boundary, this is the only part of the appeal site where the two parish boundaries are contiguous²⁰. The term 'maintain' in respect of the existing sense of separation, in my view, requires a tangible, recognisable element of separation to be achieved. This requirement is represented in the indicative layout in Fig 14 of the Plan where existing trees and woodland on the northern boundary are shown as retained with housing development indicated further south. This is further supported in Fig 14 accompanying Policy HW8 and although not part of the policy, in the context of the existing trees and woodland it shows the development within the context of existing natural features on the appeal site, factors not recognised by the appeal layout.
27. The existing woodland and the remnant orchard are not, and would not, be visible in the wider landscape however they remain highly visible from residential properties to the north and west of the site and these features make a significant contribution to the separation of Hazlemere from Holmer Green. The appeal layout does not provide for the retention of existing vegetation on the northern boundary. This would not allow for the retention of the trees, now protected by a preservation order, nor would it make provision for the remnant orchard to be retained, as envisaged by plan which supports Policy HW8 in the development plan. Nor would it allow the remnant orchard to be restored following the loss of a significant area of tree cover. The proposed layout would also be in conflict with objectives contained in Policies CP9, CP10 and DM34 of the Local Plan which together seek to conserve the natural environment and implement measures for enhancement and to improve and use existing green infrastructure. There would be some conflict with Policy DM35, which requires development to improve the character of the area and to show a holistic understanding of the natural context as well as taking a comprehensive approach to site layout and design. Similarly, there would be some conflict with the Adopted Delivery and Site Allocations Plan (for town centres and managing development) (2013) (Site Allocations Plan) Policy DM11 which requires improvement to the green infrastructure network; and to Policy DM14 which requires existing resources to be conserved and enhanced.

¹⁷ served on 27 June 2022

¹⁸ Appellants Closing submission para 29 (Mr Grant)

¹⁹ Appellants Closing submission paras 36.1 to 36.3

²⁰ As shown in the aerial photograph in Appendix D to Mis Luis POE

28. Landscaping is a reserved matter the detail of which is not before me. Even so the new orchard area to the western part of the site adjacent to No 1 Kestrel Drive, which is immediately on the western boundary of the development site, would not provide adequate mitigation for the loss of the remnant orchard either in terms of its size nor location. Neither would it achieve any meaningful sense of separation between the two settlements.
29. Taking all these factors into account and for the reasons outlined the proposed layout would cause significant harm to the character and appearance of the area in conflict with part 1 a) of Policy HW8 of the Local Plan as it would fail to maintain any sense of separation between Hazlemere and Holmer Green.

Comprehensive development

30. The appeal site forms around one third of the HW8 Local Plan allocation. Paragraph 1 c) of that policy requires that schemes '*provide a comprehensive development of the site with Wycombe District*'. The land of the HW8 allocation is held by a small number of owners, the appeal site and the bulk of the remainder being in the ownership of a separate developer Bellway. Their land is currently subject to a planning application for which amendments are currently being sought.
31. The importance of co-ordinated or comprehensive development stems from the need to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation through this appeal site. The appeal site also needs to provide for adequate pedestrian and vehicular connections for emergency vehicles. This underpins the need to ensure that such connections are fully considered and the relationship between the two is of relevance.
32. It was agreed between the main parties that connections to the remainder of HW8 are essential to ensure sustainable development. The appeal layout indicates three pedestrian linkages, one of which would also provide access for emergency vehicles between the appeal site and the remainder of the HW8 allocation. Nevertheless, as those positions do not match in with the same points on the submitted scheme for land to the south²¹ albeit that scheme is, as yet, undetermined, this lack of synergy undermines the comprehensive development of the overall allocation required by Policy HW8.
33. Written communication from Bellway²² confirmed that the appeal layout would not prejudice their own proposals and a revised layout for the Bellway scheme was submitted in evidence at the Inquiry²³. That layout showed connections to two of the three points indicated in the appeal scheme. However, the Bellway layout has not been accepted as an amendment and it is not certain if it will be. To this extent comprehensive development of the overall HW8 allocation is not secured as the two layouts do not fully align. In respect of the appeal scheme one footpath would result in a dead end were the latest Bellway plan to proceed.
34. I note that the appellants position that the provision of three connections is generous and far from hindering comprehensive development, would provide safe convenient and legible connections²⁴. However, as connections are

²¹ As shown at appendix 8 to Mr Bell POE

²² Appendix 6 to Oliver Bell POE – letter dated 23 June 2022

²³ INQDoc16

²⁴ Appellants Closing submission para 24

required through the appeal site for future occupiers of the development on the southern part of the site to access facilities in Holmer Green, it is necessary to ensure that effective connections are secured between these two sites. Moreover, as the layout of the scheme would be fixed there would be very limited scope to make changes to flex the scheme to fit in with an as yet unknown scheme on the remainder of HW8.

35. The Planning Practice Guidance²⁵ and the Development Management Procedure Order²⁶, indicate that the consideration of any access includes accessibility to land within the site regarding circulation routes both within and beyond the site boundaries. In this context and considering that the appeal site is part of a wider allocation there is a legitimate expectation that the Council should seek to ensure that the development will function effectively as part of the whole HW8 allocation. I do not accept the appellants view that, as there is no physical existing network for the appeal proposal to connect into, it would be perverse to consider connections to the remainder of the HW8 allocation.
36. It is acknowledged that the HW8 policy does not require a single planning application and that in cross examination the Council's witness conceded that her evidence did not explicitly show how the appeal layout would compromise comprehensive development. Notwithstanding this the layout of development to the south is by no means certain and whilst the opinion of Bellway is that their land would not be prejudiced, this was not evidenced or demonstrated by way of any agreed plan or undertaking. Moreover, the Council confirmed that it was not able to clarify whether the revised Bellway layout presented to the Inquiry would be accepted as a revision to the current planning application given that the extent of change may lead to the requirement for a fresh application and effective connections remain uncertain.
37. The Inquiry also heard evidence that the lack of a comprehensive approach meant opportunities have not been taken to co-ordinate the provision of open space. This lack of a co-ordinated approach to the provision of open space and recreation facilities means some provisions would be duplicated rather than co-located on one scheme. In turn this would reduce the flexibility in the use of open space on the appeal site which is already subject to competing requirements for use as sustainable urban drainage. These factors would not secure comprehensive development.
38. While co-ordination need not be hugely complicated it would involve a greater degree of certainty as to the connection routes and the use of the central open space. The amended layouts referred to and the statements that the appeal scheme would not prejudice delivery are insufficient to secure the level of confidence needed that comprehensive delivery across HW8 can be achieved.
39. Put simply, on the evidence before me the arrangements would not secure a co-ordinated approach which is envisaged by the comprehensive development of the site as required by part 1 c) of Policy HW8 which relates to a much larger land area than this appeal site. It cannot be assumed that the selected points intended to provide connections will be utilised by the adjoining site and no certainty that those connections would be effective. There is no substantive evidence that effective connections can be secured to the remainder of HW8.

²⁵ Reference ID: 14-006-20140306 referred to in Opening and Closings by the Council INQDoc 2 and 26

²⁶ The Town and Country Planning (Development Management Procedure) (England) Order 2015 SI 2015 No 595

As such I regard there to be a clear and necessary purpose for the comprehensive development of the HW8 site.

40. Even though the submitted 106 agreement seeks to make provision for connectivity and if necessary, the provision of step in rights, for the reasons outlined above I conclude that there is no certainty that the comprehensive development of the overall allocation required by part 1 c) of Policy HW8 would be secured by this appeal scheme. As such Policy HW8 part 1 c) of the Local Plan would be undermined resulting in conflict with the development plan which requires there to be comprehensive development of the HW8 land within the Wycombe District which in practical terms means the whole of the allocation.
41. In reaching my conclusion on comprehensive development I have had regard to the conclusions reached in a recent appeal decision relating to another part of the allocation fronting Amersham Road²⁷ where the Inspector concluded that the delivery of the HW8 allocation would not be prejudiced by the proposal for eight houses. Nonetheless the considerations in that appeal are not the same as in this scheme in the context of the wider proposals for the bulk of HW8. In any event that decision was dismissed for other reasons and it does not alter my findings in relation to the main issue.

Development Brief

42. The appellants statement of case correctly stated that Policy HW8 does not 'require' the production of a Development Brief for the HW8 allocation. Supporting text in the Local Plan²⁸ indicates that "*A comprehensive approach to the development of the land in Wycombe District is essential for good planning on this site. Preparation of a development brief for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site*". Even so, the parties agreed that there was no policy requirement for a development brief.
43. The recent completion of the brief has somewhat superseded the initial position of the Council who argued that the brief was needed to set the context for development and would be essential in co-ordinating the detailed planning of the site. The appeal proposal was formulated long before that detail so whilst it will be of help to the formulation of future development it is the detailed wording of Policy HW8 to which I must refer in determining the appeal proposal.
44. It is self-evident that the appeal scheme was not, and could not have been, informed by the development brief given the timeframes involved. It is a matter of fact that the Council deferred its initial decision on the appeal proposal for a brief to be prepared and the Council progressed that development brief in parallel to the appeal and published its final version immediately prior to the resumption of the Inquiry in September 2022.
45. That brief is now adopted and the main parties confirmed in their addendum to the SOCG that the development brief is a material consideration²⁹, this fact is not in dispute.

²⁷ APP/K0425/W/21/3272284

²⁸ Paragraph 5.1.67 page 109 Wycombe Local Plan

²⁹ Inquiry Document 11

46. Nonetheless in the context of this appeal the relevance of the brief is limited as chronologically it could not have set the framework for the formulation of the proposal I have before me. Though it will no doubt have relevance for future submissions. Whilst I must have regard to the content of the brief as the adopted approach of the Council which gives a greater level of detail in interpreting Policy HW8 for the formulation of proposals it cannot overlay additional requirements to Policy HW8 and I have considered the appeal against the content of that Policy and relevant related policies which refer to the treatment of existing natural features. In this regard whilst the status of the Development Brief is now adopted, its content has not been determinative to my findings in relation to this appeal.

Other Matters

47. There is significant feeling in the local community that the vehicular access to the appeal site from Holmer Green should not be the de facto solution for access to the housing allocation. My attention was drawn to a planning decision in January 1988³⁰ where development at Tralee farm was refused on the basis of increased traffic hazard and highway danger in the locality generally and on the basis of loss of amenity to the occupiers of houses on Deanway. That appeal scheme sought to extend an existing cul de sac of six houses which is a substantially different proposal than that before me and as such it does not set a precedent which I must follow.

48. Evidence was given by Rule 6 parties (LMPC, HGVS, HPC and HG&HDFG) that the access onto Wycombe Road was unacceptable, that its proximity to the Wycombe Road/Sawpit Hill junction caused traffic to back up past the site particularly at the beginning and end of a school day. Although the Wycombe Road access would be the only point of access/egress for the appeal site that point of access is shown on the indicative plan supporting the HW8 allocation. Whilst recognising the concerns expressed by the Rule 6 parties about traffic being concentrated on a single access to Wycombe Road, I am satisfied that the appellants highway assessment in terms of its methodology, assessment, and forecasting indicates that the formation of the access subject to the imposition of planning conditions and the completed section 106 agreement, would not compromise highway safety. Moreover, the Highway Authority raised no objection to the appeal scheme and I have no substantive evidence before me which would lead me to a different conclusion.

49. Rule 6 parties focused on the issue of informal surveillance along the first part of the proposed access between Wycombe Road and the main part of the site. This was based on the fact that the first part of the access road would not be overlooked by properties with habitable rooms. Furthermore, that surveillance from the first floor windows of properties on the adjacent cul-de-sac at Deanway would be unlikely to provide any meaningful natural surveillance of the proposed access road. The access into the main development would have a footway on only one side and would not be directly overlooked by existing or proposed dwellings. Even so it serves as the only vehicular access to the development and would have a level of traffic movements and activity associated with 101 dwellings which would limit deficiencies in informal surveillance from occupied properties. The access was identified in the Development Plan as serving the site and the issue of surveillance along what

³⁰ Application No 87/3297/CH made to Chiltern District Council – refused 21 1 88

would be the principal access has not been subject to any objection from the Police who identified concerns associated with the rear pedestrian accesses/passageways within the main part of the development. This issue is not therefore a matter which would justify resisting the use of the access from the Wycombe Road either in principle or in respect of the proposed layout.

50. Evidence was given on urban design matters however related to the general layout of the site, its points of connectivity and the focal points of the scheme with regard to site layout. As appearance is a reserved matter the visual appearance of the buildings is not before me even though illustrative plans gave some information as to potential street scenes. This matter has not been determinative to the outcome of the appeal.
51. Representations have been made regarding a negative effect on existing residential properties in terms of living conditions, especially those bordering the western boundary of the site which is identified in the Development Plan as a sensitive existing residential boundary. Reference was also made to an easement along that same boundary which, it was argued, would prevent the planting proposals shown on the layout plan from being implemented due to the need to protect the route of the power lines. The appellants indicated that the power lines would be undergrounded along the internal access roads and that this would not limit the proposed planting along that boundary.
52. Whilst the outlook for residents of residential properties along Kestrel Drive and Inkerman Drive and would certainly change, the Council did not raise objection to the proposed facing distances between existing and proposed properties. The provision of boundary treatments and planting would be matters to be resolved through a reserved matters submission along with the detailed placement of window openings which could be dealt with through conditions in the event that permission was to be granted. Even though the western boundary of the site is acknowledged in the Local Plan to be a sensitive boundary, I see no reason, on the basis of the evidence before me to take a different view to the Council on this matter.
53. Local concerns regarding difficulties with water pressure and the lack of capacity for foul water drainage systems to accommodate additional housing have been raised. These are matters which any developer would need to resolve though new mains connections and the appellants and the Council have addressed this matter through the drafting of planning conditions.
54. Representations have been made about facilities in the locality with particular reference to the increased pressure that additional residential development would place on medical services, as there is no local doctors surgery and there is known to be limited capacity in local schools. The Section 106 agreement includes contributions towards education the level of which has been agreed with the Council. In so far as contributions toward medical services are concerned the Council outlined in their committee report that the Buckinghamshire Clinical Commissioning Group (BCCG) had not sufficiently evidenced local need such as would have justified a contribution via the Section 106 legal agreement. Even so the development would be liable for contributions under the Community Infrastructure Levy and the BCCG would be entitled to bid for CIL funding for the provision of primary healthcare infrastructure.

55. Representations were made in respect of a woodland/orchard area beyond the north east of the appeal site which was omitted from the HW8 allocation in the Local Plan. The landowners for that site argue that the omission of that land from the HW8 allocation is inappropriate as to exclude it would mean that the wider HW8 development would not be brought forward in a properly planned and comprehensive manner, moreover it would result in a land locked parcel of land. The land referred to is beyond the appeal site, neither is it within the defined boundary of policy HW8 as indicated in the adopted plan. As such it is not within the remit of this appeal. Decisions about its future being a matter for the Council in the first instance.

Benefits

56. A range of benefits have been outlined and assessed by the appellants and the Council. It was agreed that the provision of affordable and self-build housing would be at a level which would be policy compliant and whilst it would deliver housing to meet a specific local need it would not exceed the level required by the development plan. Consequently, whilst in principle it is reasonable to give substantial weight to such provision it would not *'justify a breach of policy requirements where a policy compliant scheme would also deliver the same benefits'*³¹. This limits the weight that can be afforded to these benefits which, as policy compliant provisions, I afford them neutral weight.
57. Biodiversity net gain would be a benefit and this is not disputed. However measurable net gains in biodiversity are also a requirement of the development plan through Policy DM34 and therefore the benefit carries moderate weight in favour of the proposal.
58. The provision of market housing would be a benefit as would the economic activity associated with the construction of the houses which would bring income into the local area. There is no dispute that the Council can demonstrate in excess of a five year supply of housing and in this context the benefits of market housing and the economic benefits during construction and into the local economy on an allocated site would not generate any more than moderate weight in favour of the proposal.

Conclusion

59. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the appeal must be determined in accordance with the development plan unless material considerations indicate otherwise. Development which would conflict with and undermine the strategy of an adopted development plan and the Framework when taken as a whole would, in planning terms, be harmful.
60. Whilst I have found intrinsic conflicts with Policy HW8 and related conflicts with other policies in the plan relating to existing natural features, from the evidence before me I have not found conflict with Local Plan Policy CP7, which requires infrastructure to support growth; with Policy DM33 relating to managing carbon emissions (transport and energy generation); with Policy DM39 in respect of managing flood risk; or with Policy DM16 of the Site Allocations Plan which sets the open space requirements for new developments.
61. Whilst there would be benefits arising from the development which weigh in favour of the scheme these would not, either individually or collectively,

³¹ Council Closing submissions Mr G Williams

warrant a decision other than in accordance with the development plan when taken as a whole. Consequently, the appeal is dismissed and planning permission is refused.

Mrs J Wilson

INSPECTOR

APPENDIX D: Extract of Policy HW8 from the WDLP (2019)

POLICY HW8 – LAND OFF AMERSHAM ROAD INCLUDING TRALEE FARM, HAZLEMERE

The site as shown on the Policies Map is allocated for residential use.

Development of the site is required to:

1. Place-making

- a) **Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site;**
- b) **In the event that land to the north east in Chiltern District (off Earl Howe Road) is allocated for development in the Chiltern and South Bucks Local Plan, to be planned comprehensively with that site as a whole; and in any event to not prejudice future integration;**
- c) **Provide a comprehensive development of the site within Wycombe District;**
- d) **Redevelop the existing coach yard and riding stables;**
- e) **Consider the opportunity to redevelop existing residential properties fronting Amersham Road.**

2. Transport:

- a) **Provide access from the A404 and the Wycombe Road;**
- b) **Provide walk / cycle access through Tralee Farm onto Wycombe Road;**
- c) **Improve access to existing bus routes;**
- d) **Provide or contribute to off-site highway improvements as required by the Highway Authority.**

3. Green Infrastructure/Environment

- a) **Provide access to and retain the existing orchard within the north east of the site;**
- b) **Provide protection and future management for the orchard;**
- c) **Retain the woodland in the south west corner of the site at Badger Way;**
- d) **Provide a Green Infrastructure link through the valley of the site, connecting the orchard to the woodland at Badger Way;**
- e) **Retain the field boundaries within the site;**
- f) **Manage local sources of flood risk.**











4. Development of this site will be required to meet the needs arising from the development for additional primary school places.

APPENDIX E: Extract of “Figure 14 Land Off Amersham Road including Tralee Farm” from the WDLP (2019)

Figure 14 Land off Amersham Road including Tralee Farm

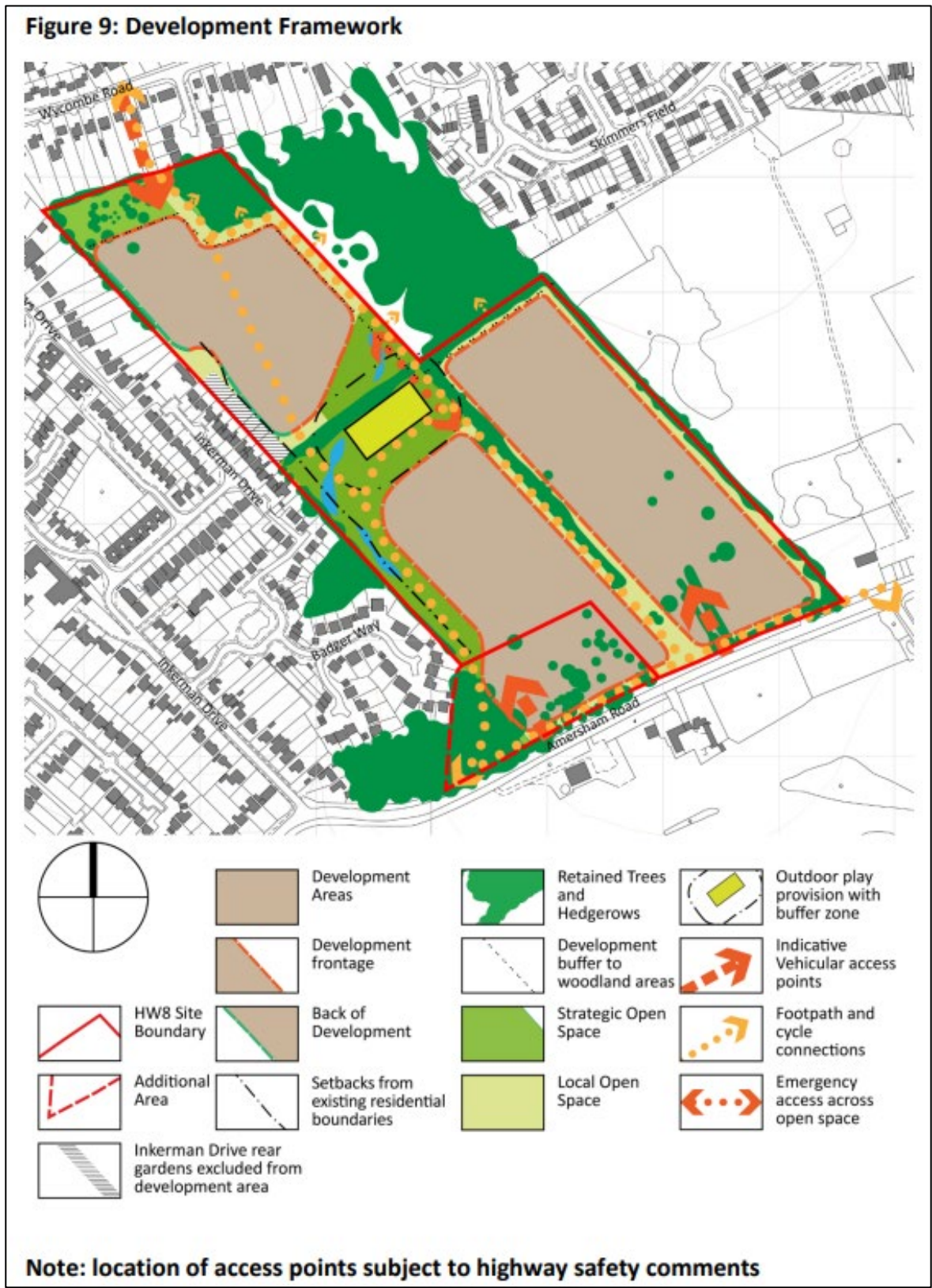


Please note this plan is indicative only drawn for the purposes of assessing development capacity

	Proposed residential		Potential vehicular access
	Proposed open space		Existing footpaths
	Proposed tree belts		Potential new footpaths
	Existing trees/ woodland		Site boundary
	Sensitive existing residential boundary		Existing exposed gable ends

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**APPENDIX F: Extract of “Figure 9: Development Framework”
from the Land off Amersham Road including Tralee Farm
Development Brief (Sept 2022)**



APPENDIX G: Extract of Policy HAZNP2 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP2: Protecting and Improving Green Infrastructure

A. The Neighbourhood Plan identifies, on the Policies Map and on Plan D (page 26), a Hazlemere Green Infrastructure Network, comprising sites of biodiversity value, woodlands, significant trees and hedgerows, water courses and bodies, green spaces, and amenity land. Development proposals that lie within or adjoining the Green Infrastructure Network must demonstrate how they will maintain or improve the functionality of the Network.

B. Proposals will be required to deliver a 10% biodiversity net gain. Any proposal that can demonstrate that off-site compensation to mitigate biodiversity loss is necessary must follow a sequential approach to its delivery. The gain should be delivered within or adjoining the Network, where the land is suited in principle for delivering the necessary gain. If this is not practical, then the gain should be delivered on land within an adjoining Parish that is suited in principle for delivering the necessary gain. Only if it can be shown that this is not practical, may the gain be delivered on other land.

C. The Neighbourhood Plan designates as Local Green Spaces the following sites that are part of the defined Network, as shown on the Policies Map:

- 1. Queensway Pond area**
- 2. Highfield Way space**
- 3. Maple Close space**
- 4. Lowfield Way space**
- 5. Beechfield Way space**

Proposals for development on a Local Green Space will only be allowed if it is satisfactorily demonstrated that they are consistent with policies for managing development in Green Belts.

D. Throughout the Neighbourhood Area, proposals that will lead to the felling of one or more trees including any that are subject to a Tree Preservation Order will be refused unless it can be demonstrated it is unavoidable and satisfactory mitigation measures are put in place. The landscape schemes of all proposals must achieve an increase of canopy cover from the existing level of the site. In addition, on sites of 0.5 ha or more, future canopy cover of at least 25% of the site area within an agreed timetable should be achieved.

APPENDIX H: Extract of Policy HAZNP3 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP3: Delivering Zero Carbon Buildings

A. All development should be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing, and landscaping. Proposals should also consider the efficient use of resources at the earliest design stage and should prioritise wherever possible the refurbishment and reuse of existing buildings as part of the scheme to capture their embodied carbon.

B. New and refurbished buildings (except householder applications) that are certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year are supported. Where a scheme can show its potential to meet this standard, including by the use of terraced and/or apartment building forms, even if the plot sizes and plot coverage and layout are different to those of the immediate character area, it will be supported, provided it can be demonstrated that it will not have a significant harmful effect on a designated heritage asset.

C. Where the PassivHaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report. The Report must be provided to the Local Planning Authority within the period specified in the planning condition. Where the Report identifies an energy performance gap and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.

APPENDIX I: Extract of Policy HAZNP4 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP4: Promoting Sustainable Transport

- A. All development proposals should sustain and enhance the functionality of local footpaths and cycleways and public transport infrastructure by way of their layout and means of access, and by linking up existing routes. Proposals that will harm the existing means of active travel connectivity will not be supported.**
- B. All major development schemes will be required to demonstrate how they will not increase the reliance on car ownership and how they will enable future occupants to walk/cycle through the Parish to local services and the Green Infrastructure Network without requiring a car trip.**
- C. All major development schemes will be required to make reasonable provision for car club spaces. Requirements for provision of private car parking will be adjusted to reflect the provision of car club spaces so they are not an additional provision to the total.**
- D. All development schemes will be required to provide access to EV (Electric Vehicle) charging for all parking spaces.**
- E. All developments must ensure that transport routes and public spaces within the development are accessible in their design and layout, so that the whole development meets the needs of people with a wide range of disabilities, including age-related impacts and hidden disabilities.**

APPENDIX J: Extract of Policy HAZNP5 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP5: Planning for Sustainable Development at Amersham Road/Tralee Farm

The site as shown on the Policies Map is allocated for residential use.

Development of the site is required:

A. For its place-making proposals -

1) to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration;

B. In respect of its transport proposals -

- 1) To provide vehicular access from the A404 and Wycombe Road;*
- 2) to provide a strategic walk / cycle access to existing bus routes and community infrastructure through Tralee Farm onto Wycombe Road;*
- 3) to facilitate a future pedestrian and possible cycle connection through to Badger Way and the adjacent play area through the provision of a suitable layout and rights for pedestrian and cycle access to the boundary without ransom;*
- 4) to provide a pavement from Inkerman Drive to the site access along the A404;*
- 5) to effect changes to the A404 along the site frontage to facilitate easier pedestrian and cycle access to the adjacent AONB; and*
- 6) To make provision, where justified, for on-site and off-site improvements in relation to bus services;*

C. In respect of its green infrastructure and environmental proposals -

- 1) To provide a Green Infrastructure corridor within the site along the whole of the rear of Wycombe Road;*
- 2) To provide Green Infrastructure connectivity through the valley of the site, connecting the orchard that lies adjacent to the site to the north to the woodland near the play area at Badger Way adjacent to the site to the south;*
- 3) to retain the hedges within the site;*
- 4) to enhance the Green Infrastructure link along the north eastern boundary of the site, connecting the orchard adjacent the site to the north to the wider countryside to the south*
- 5) to contribute to off-site green infrastructure network improvements adjacent to the site*

D. In respect of local educational infrastructure to meet the needs arising from the development for additional primary school places.

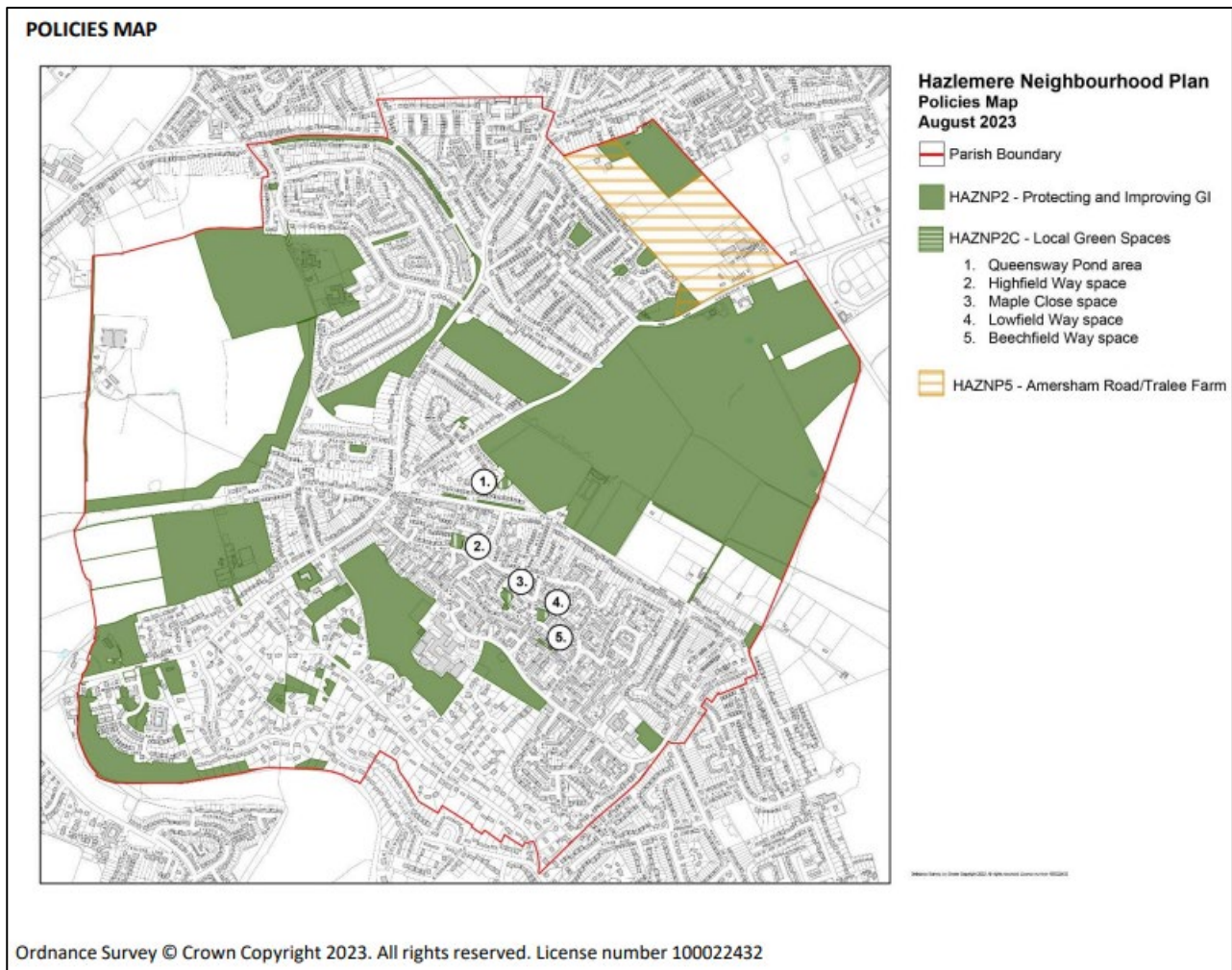
APPENDIX K: Extract of “Plan E Indicative Plan for sustainable development at HAZNP5” from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)



Plan E Indicative plan for sustainable development at HAZNP5

Please note that Plan E is indicative

APPENDIX L: Proposals Map from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)



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Report to Strategic Sites Planning Committee

Application Number:	21/08364/FUL
Proposal:	Demolition of existing buildings on site including Inkerman House and redevelopment for residential use comprising construction of 259 dwellings with hard/soft landscaping, parking including garaging and associated infrastructure
Site Location:	Land Between Tralee And Orchard End Farms And Rear Of 22 Badger Way Amersham Road Hazlemere Buckinghamshire
Applicant:	Bellway
Case Officer:	Adam Smith
Ward(s) affected:	Hazlemere
Parish-Town Council:	Hazlemere Parish Council
Date valid application received:	25.11.2021
Statutory determination date:	24.02.2022 (EOT 31.10.2023)
Recommendation	<p>The recommendation is that the application be delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a Legal Agreement.</p> <p>And the imposition of planning conditions broadly in accordance with the details set out in the report below as considered appropriate by the Director of Planning and Environment.</p> <p>Or, if these cannot be achieved, then for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate.</p>

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 The application seeks full planning permission for the demolition of all existing buildings on the site and the construction of 259 dwellings. The new dwellings would be served by a new vehicular access off the A404 Amersham Road including a ghost island right turn lane into the site from the A404 and two additional emergency

vehicles accesses controlled by bollards, one utilising an existing access point onto the A404 between Orchard End Farm and Orchard House and the other towards the centre of the northern boundary of the site which would facilitate connections into the neighbouring development site the subject of application 23/05440/OUT. The proposed development includes some 2.83ha of public open space including a Mult Use Games Area (MUGA), Neighbourhood Equipped Area of Play (NEAP), Sustainable Urban Drainage System (SUDS) drainage basins, leisure routes which would connect into the development parcel to the north, and the retention of a triangular area of woodland in the southern corner of the site. In addition, the proposal includes a package of offsite highway works and sustainable travel measures including a cycleway along A404 between Gravelly Way and Eastern Dene, cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.

- 1.2 Cllr Catherine Oliver and Cllr Ed Gemmell (representing Hazlemere ward) have requested that the application be called-in to Committee. Representations have also been received by Cllr Ron Gaffney objecting to the proposed development. Full details of the reasons for call-in and objections raised can be found in Appendix A.
- 1.3 While the scale of the development would ordinarily be referred to an Area Planning Committee, the application forms part of an allocated site for residential development within the Wycombe District Local Plan under Policy HW8 (Land off Amersham Road including Tralee Farm, Hazlemere) which includes development that straddles two committee areas. Furthermore, the development is part of a larger HW8 development that requires a comprehensive decision (the northern part of the HW8 site is also the subject of a report to this committee meeting). Therefore, the application has been referred to Strategic Sites Committee for consideration.
- 1.4 The proposed development is considered to be in accordance with the Development Plan, taken as a whole, and would deliver sustainable development in the context of environmental, social and economic elements. In addition, the proposal is considered to be broadly in accordance with the emerging Hazlemere Neighbourhood Plan which has progressed to the referendum stage and the adopted Development Brief for the site. Paragraph 11 of the NPPF indicates that the decisions should apply the presumption in favour of sustainable development and where they accord with an up to date development plan, they should be approved without delay.
- 1.5 The application is recommended for approval subject to the completion of a legal agreement and planning conditions which are considered necessary to ensure the scheme accords with development plan policy.

2.0 Site Description

- 2.1 The application site is located to the eastern edge of Hazlemere and to the north of the A404 Amersham Road with a site area of 8.83ha. It is within the settlement boundary for the High Wycombe urban area as defined by the Wycombe District Local Plan (WDLP) Policies Map and forms part of a larger site which is allocated for residential development within the WDLP under Policy HW8 (see below). The site was removed from the Green Belt through the development plan process in 2019.
- 2.2 The Chilterns AONB lies to the south of Amersham Road and includes Penn Woods, which is on slightly elevated ground. The AONB is characterised by its undulating chalk slopes, open views and blocks of woodland.
- 2.3 There are no public rights of way across the site and whilst the A404 frontage benefits from a wide verge, it does not contain a footway.
- 2.4 In addition, there are no designated heritage assets (Conservation Area or Listed Building) within the site or within the immediate setting of the site.
- 2.5 The application contains Inkerman House, a two-storey detached residential dwelling and its curtilage including several TPO trees towards its frontage with the A404, and a complex of buildings and structures with associated hard surfaced yard located to the rear of and served off a driveway running between Orchard House and Orchard End Farm from the A404. This complex of buildings and structures is in a dilapidated state and has been used for a variety of authorised and unauthorised commercial uses including as a nightclub with attached bungalow, riding school, stationing of mobile homes, coach depot, and vehicle repairs.
- 2.6 The remainder of the site contains two agricultural fields, a smaller field to the northeast of the site and a larger field to the northwest of the site, as well as a triangular woodland to the southwest of the site adjacent to the A404.
- 2.7 The northeast field is set to the rear of the land historically used for commercial purposes. It is relatively flat and is bound by hedgerows to all sides. It neighbours an orchard to the northwest which is covered by a TPO and designated as a local Green Space under Policy DM12, and an agricultural field to the northeast which falls in the former Chiltern District and comprises Green Belt.
- 2.8 The northwest field is set to the rear of Inkerman House, and two other residential properties which front onto the A404 comprising South Croft and Orchard View. The hedgerow between the curtilage for Inkerman House and the larger field has been eroded over time. A dry valley cuts across the northwest corner of this field from roughly the centre of the northwestern boundary hedge to the woodland off Badger Way to the southwest side of the site. The northwest field abounds the wider HW8 parcel to the northwest, which is the subject of application 23/05440/OUT, and residential properties on Badger Way to the southwest side.

- 2.9 The woodland to the southwest corner of the site on the frontage with the A404 is the subject of a TPO and adjoins the corner of the larger agricultural field. It is also neighboured by properties at the end of Badger Way.
- 2.10 The neighbouring residential properties along the A404 (South Croft, Orchard View, Orchard End Farm and Orchard House) all form part of the HW8 allocation; however they are not proposed for redevelopment as part of the current application.
- 2.11 The site is located within Flood Zone 1 as defined by the Environment Agency indicative flood map for planning. However, the valley within the site has been identified as being susceptible to surface water flooding.

3.0 Description of Proposed Development

- 3.1 The application seeks planning permission for the construction of 259 dwellings served by a new vehicular access from the A404 Amersham Road.
- 3.2 The new vehicular access serving the proposed development would be to the west of the existing access drive to Inkerman House and within the 40mph section of the A404 Amersham Road. The new access would have a 10m radii and visibility splays of at least 2.4m x 120m in both directions. A new ghost island right-turn lane priority junction with Amersham Road (A404) would be formed to facilitate the new access.
- 3.3 In addition, a new cycleway would be formed on the highway verge along the A404, running from Gravelly Way (incorporating a crossing island) to Eastern Dene. This cycleway forms part of a package of active travel measures to connect the site into facilities in Hazlemere, including the provision of cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.
- 3.4 The proposal also includes two emergency vehicles accesses controlled by bollards, one utilising an existing access point onto the A404 between Orchard End Farm and Orchard House and the other towards the centre of the northwestern boundary of the site that would facilitate connections into the neighbouring HW8 development site which is the subject of application 23/05440/OUT. There would be no vehicular through routes other than this emergency vehicle access route into this neighbouring parcel, but there would be two pedestrian and cycle connections to provide access to facilities in Holmer Green from the access site and to facilitate access to the open space within the application site and the new cycle connections on the Amersham Road from the neighbouring HW8 parcel.
- 3.5 The proposal dwellings comprising a mix of detached, semi-detached, terraced, maisonettes and apartment properties. Of the 259 dwellings proposed, 124 units are proposed as affordable housing. The overall housing mix comprises:

No. Bedrooms	No. Affordable Units	No. Market Units	Total
1 Bedroom	44	1	45 (17.4%)
2 Bedroom	45	5	50 (19.3%)
3 Bedroom	35	80	115 (44.4%)
4 Bedroom		49	49 (18.9%)
Total	124 (48%)	135 (52%)	259

- 3.6 The entrance area to the development (plots 1-30) would have an informal layout including curved roads, entrance green, cul-de-sacs and on plot parking with a more traditional design influence and hipped roof forms. The dwellings in this area of the site comprise a mix of brick, black weatherboarding and flintwork, with the two flint dwellings located either side of the entrance to the development.
- 3.7 The main development area would be laid out in linear perimeter blocks with a contemporary design character. There would be a mixture of on plot parking and unallocated on street perpendicular parking bays arranged in linear runs interspersed with landscaped beds incorporating street trees. Houses in the main development area predominantly have gabled roofs, although the larger flatted blocks would have mansard roofs with dormer features and parapet features on key corners. The dwellings would predominantly be constructed of brick and/or black or grey weatherboarding, although there is a cluster of 12 dwellings that would incorporate white render in the eastern part of the site.
- 3.8 The southeastern parts of the site closest to the A404 (including the entrance area and properties to the rear of the existing dwellings on the A404) would only contain 2 storey properties, with the remaining parts of the site containing a mix of 2, 2.5 and 3 storey properties.
- 3.9 Parking is proposed to be provided throughout the site in a mix of on and off street parking. The off-street parking would predominantly comprise tandem parking located to the side of dwellings with a mix of driveways, carport and garages. The on-street parking would predominantly comprise linear runs of unallocated perpendicular parking bays interspersed every 3-4 spaces with a planting bed incorporating a street tree, although there would be some parallel bays adjacent to the open space. A total of 495 parking spaces are proposed of which 261 are allocated parking spaces (excluding garages of which there are an additional 80 spaces).
- 3.10 The development would be served by 2.83ha of open space (32% of the overall site area). This open space would wrap around the rear and side boundaries of the site and include a central strip running along the retained hedgerow which currently separates the two existing fields. There would be a large area of open space adjacent to the boundary with the neighbouring HW8 parcel to the northwest of the site that

would include a MUGA and NEAP; pedestrian and cycle routes with a boardwalk across the valley and pedestrian and cycle connections into the neighbouring parcel, and a terraced SUDS basin. SUDS features would also extend along the south-western side boundary of the site adjacent to the rear boundaries of properties on Badger Way, with a pedestrian route also running along this side of the site and connecting into the new cycleway along the A404 and a leisure route through the triangular woodland. This woodland would be retained, managed and maintained with public access provided.

3.11 The proposal has been substantially amended since its original submission in late 2021. The key amendments include a reduction in the number of dwellings from the originally proposed 290 units, re-siting of the vehicular access to the east, retention of central hedgerow, introduction of MUGA and relocation of main area of open space adjacent to neighbouring HW8 development parcel, revised SUDS features, alignment of and additional pedestrian/cycle connections with neighbouring HW8 development parcel, and inclusion of package of active travel measures such as new cycleway to the A404 Amersham Road and supporting sustainability documentation.

3.12 The application is accompanied by:

- a) Planning Statement (amended) incorporating Emerging Hazlemere Neighbourhood Plan Compliance Statement
- b) Design and Access Statement and update Addendum
- c) Transport Assessment (amended) and update Addendum
- d) Travel Plan (amended)
- e) Construction Logistics & Management Plan (amended)
- f) Servicing & Delivery Plan (amended)
- g) Flood Risk Assessment and Drainage Strategy (amended)
- h) Consolidated Geo-Environmental and Geo-technical Site Investigation Report
- i) Phase II Geo-Environmental Site Assessment
- j) Remediation Method Statement
- k) Landscape and Visual Impact Assessment (LVIA) (amended)
- l) Landscape Statement / Strategy (amended)
- m) Landscape Management Plan
- n) Arboricultural Impact Assessment (amended) and update Addendum
- o) Canopy Calculator
- p) Ecological Assessment (Amended)
- q) Biodiversity Net Gain Design Stage Report
- r) Biodiversity Net Gain Metric (amended)
- s) Energy Strategy and Sustainability Statement
- t) Whole Life-Cycle Carbon Statement

- u) EV Chargers Plan
- v) Air Quality Assessment (amended)
- w) Noise Impact Assessment (amended)
- x) Daylight and Sunlight Report
- y) Archaeology Assessment

3.13 The development has been screened under the Environmental Impact Assessment Regulations and the local planning authority has concluded that an environmental impact assessment will not be required in this case.

4.0 Relevant Planning History

- 4.1 The site has a long and complex planning history, particularly the area of land that has been used for various authorised and unauthorised commercial uses to the rear of Orchard End Farm and Orchard House. However, as the application site is allocated for development under WDLP Policy HW8, it is considered that the most relevant applications comprise the recent applications for residential development on the neighbouring HW8 development parcels. There is also a recent application for a new access to the application site that is noted below, however this is undetermined and has not been updated to reflect the latest access proposals under the current application.
- 4.2 **18/07194/OUT:** Outline application (including details of access & layout) for the erection of 101 dwellings with all other matters reserved. Appealed against non-determination; appeal dismissed.
- 4.3 This appeal application relates to the adjacent HW8 development parcel but addresses policy considerations that are relevant to the wider HW8 development parcel (i.e. sense of separation to Holmer Green and comprehensiveness) and is therefore a material consideration for the assessment of the current application; a summary of the Inspector's Decision Notice is set out below.
- 4.4 The Inspector's Decision Notice for application 18/07194/FA is clear that the site comprises part of an allocated housing site and consequently that it is "*a sustainable location suitable for the quantum of housing development proposed (101 units), subject to meeting the requirements of the policy criteria.*" It also highlights that development of this site would "*unlock the wider delivery of the HW8 allocation.*"
- 4.5 The appeal scheme, however, was found to have two issues with non-compliance with Policy HW8. Firstly, the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green [part 1 a) of Policy HW8], and secondly the requirement to provide a comprehensive development of the site within the Wycombe district [part 1 c) of Policy HW8].
- 4.6 In terms of maintaining a sense of separation between the settlements of Hazlemere and Holmer Green, the Inspector highlights that the Parish boundaries run along the

northern boundary of the site for application 18/07194/OUT and that the existing trees and woodland on this neighbouring site (including the removed orchard) separate the existing residential development in Holmer Green from the open part of the HW8 site, with these features making *“a significant contribution to the separation of Hazlemere from Holmer Green.”* Furthermore, the Inspector states that that the policy sets out a *“clear requirement for separation on the northern boundary, (as) this is the only part of the appeal site where the two parish boundaries are contiguous.”* Moreover, the Inspector identifies that this separation must be tangible and recognisable and states that it is represented in the indicative layout in Figure 14 of the WDLP. Although, the Inspector is also clear that Figure 14 of the WDLP, an indicative plan, is not part of Policy HW8.

- 4.7 In concluding on the sense of separation matter, the Inspector details that the appeal scheme would not provide for the retention of existing vegetation on the northern boundary of the HW8 allocation. Therefore, this would not allow for the retention of the trees nor would it make provision for the remnant orchard to be retained and restored. As such, the Inspector found that the layout of the appeal scheme would cause significant harm to the character and appearance of the area in conflict with part 1 a) of Policy HW8 as it would fail to maintain any sense of separation between Hazlemere and Holmer Green. In addition, the Inspector found consequential conflict with development plan policies CP9, CP10, DM11, DM14, DM34, and DM35.
- 4.8 Turning to the requirement to provide a comprehensive development within Wycombe District, the Inspector states that, *“the importance of co-ordinated or comprehensive development stems from the need to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation through this appeal site. The appeal site also needs to provide for adequate pedestrian and vehicular connections for emergency vehicles. This underpins the need to ensure that such connections are fully considered and the relationship between the two is of relevance.”*
- 4.9 However, the Inspector found that the proposed pedestrian linkages to the southern HW8 parcel for the appeal development, one of which included access for emergency vehicles, did not match with the links shown on the scheme for the southern site and that this *“lack of synergy undermines the comprehensive development the overall allocation required by Policy HW8.”* This point was re-iterated in the Appeal Decision Notice, with the Inspector subsequently stating, *“comprehensive development of the overall HW8 allocation is not secured as the two layouts do not fully align”.*
- 4.10 The Inspector also refers to a lack of comprehensive approach means that opportunities were not taken to co-ordinate the provision of open space and recreation, meaning some provision would be duplicated rather than co-located in one scheme.
- 4.11 The Inspector is clear that HW8 policy does not require a single planning application to achieve comprehensive development and that the co-ordination need not be

“hugely complicated”, but that it would involve a greater degree of certainty as to the connection routes and the use of the central open space than evidenced in the appeal scheme.

- 4.12 The Inspector therefore concluded on the comprehensiveness issues that the appeal scheme would not secure the co-ordinated approach which is envisaged by the comprehensive development of the site as required by part 1 c) of Policy HW8.
- 4.13 Other matters such as vehicular access, informal surveillance along the proposed access, amenity of neighbouring residents along the western boundary of the site, infrastructure and facilities in the local area, and the neighbouring woodland to the east were also considered by the Appeal Inspector, however no objections were raised in any of these respects.
- 4.14 **20/07610/FUL**: Erection of 8 x detached 4-bed dwelling (plots 1,2 ,3 and 4 with attached carports), associated bin/cycle stores, landscaping, parking and creation of new access. Refused permission; appeal dismissed.
- 4.15 This appeal relates to an adjoining small parcel of the HW8 allocation to the southeast of the application site and was dismissed for the following reasons: (1) harm to the character and appearance of the area including the rural setting of the AONB; (2) the vehicle movements associated with the proposed 8 houses would harm the safety of the A404; and (3) the site is located in an area of poor access for non-motorised travel and, in the absence of cycling/walking connections to facilities at Holmer Green, the occupants of the appeal scheme would be car dependent for everyday living, leading to the generation of carbon emissions.
- 4.16 The appeal decision for application 20/07610/FUL is therefore also a material consideration for the assessment of the current application and further details of the findings set in the Inspector’s Decision Notice are set out below.
- 4.17 In terms of the Inspector's reasoning for the harm to the character of the area including the setting of the AONB, the Appeal Decision Notice highlights the location of the site to the eastern side of the few existing houses in the area and its prominence of the appeal site in both directions on the A404 frontage. In contrast to the open, rural and informal context of the appeal site, the Inspector found that the appeal scheme would comprise a continuous line of development with minimal gaps, a repetitive design and car parking proposed along the majority of the frontage such that its appearance would be more associated with a suburban area. Furthermore, the Inspector detailed that setting of the AONB would be changed by this predominance of enclosed development. Therefore, the Inspector concluded that the development would be harmful to the character and appearance of the area including the setting of the AONB.
- 4.18 Turning to the effect of the appeal scheme on highway safety, the Inspector noted that the A404 is a busy road linking Amersham to High Wycombe, which is a single carriageway with the centreline demarcated with hatchings to segregate the

opposing traffic. The appeal scheme proposed a priority junction along the 50mph section of the A404 and did not include a new ghost island to allow right turns into the site. The Inspector detailed that the access proposals would entail traffic leaving the site having to wait for a gap in traffic and inevitable frustration would be likely to lead to the potential of a vehicle using inadequate gaps into the traffic flow. Similarly, the Inspector found that a car entering the site from the east would have to wait in the centre of the carriageway for a gap in the incoming traffic and such a position would be vulnerable to collision and equally judgement would be critical whether a gap would be adequate. The Appeal Decision Notice sets out that each dwelling in this car dependent development would generate 4-6 vehicle movements per day and that this traffic generation would be significant. Therefore, the Inspector concluded that the access would lead to potential collisions through frustration and inevitable risks being taken to use inadequate gaps in the traffic as well as the risk from stationary vehicles waiting to turn, which would be an unacceptable impact on highway safety.

- 4.19 Finally, in terms of accessibility and car dependency, the Inspector noted that the appeal site is some 2km from everyday facilities in Hazlemere and, whilst it is linked by the A404, for a significant part it has no pedestrian footway with only a grass verge that is not conducive to walking and also has significant slopes that would deter cyclists. The Inspector also noted that there are nearer facilities off Eastern Dene, but these facilities also involving walking along the grass verge, and the facilities in Holmer Green are only accessible in a circuitous route via the A404. Therefore, the Inspector found the appeal scheme was not reasonably accessible to everyday facilities without the use of the private vehicles and consequently would be car dependent, which would generate carbon emissions. In reaching this conclusion, the Inspector acknowledged that if the adjacent HW8 parcel was to be developed (the current application site) then a connection to Holmer Green would be established. However in the absence of such a permission and certainty that they would be implemented the development would be unacceptable.
- 4.20 **21/08660/FUL:** Construction of new site access and a new section of footway on the northern side of Amersham Road and associated highway works – Undetermined.
- 4.21 **23/05440/OUT:** Outline application (including details of access and layout) for construction of 87 dwellings with associated landscaping, amenity space, infrastructure and parking following demolition of existing dwelling at 20 Wycombe Road with all other matters reserved. This application relates to land to the south of the application site within the wider HW8 allocation and is also due to be considered at the Strategic Sites Planning Committee on 19th October 2023.

5.0 Policy Considerations and Evaluation

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 Section 85 of the Countryside and Rights of Way Act 2000 requires that in exercising a function affecting land in an AONB, the County Council shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB.

- 5.3 The development plan to which this application relates comprises of:

Wycombe District Local Plan 2019 (WDLP)

Wycombe District Adopted Delivery and Site Allocations Plan 2013 (ADSAP)

Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)

- 5.4 The following policies are considered relevant to the proposed development:

Wycombe District Local Plan (WDLP)

CP1 (Sustainable Development)

CP2 (Overall Spatial Strategy)

CP3 (Settlement Strategy)

CP4 (Delivering Homes)

CP7 (Delivering the infrastructure to support growth)

CP9 (Sense of Place)

CP10 (Green Infrastructure and the Natural Environment)

CP11 (Historic Environment)

CP12 (Climate Change)

HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

DM20 (Matters to be determined in accordance with the National Planning Policy Framework)

DM21 (The location of new housing)

DM22 (Housing Mix)

DM24 (Affordable Housing)

DM30 (The Chilterns Area of Outstanding Natural Beauty)

DM31 (Development affecting the Historic Environment)

DM32 (Landscape Character and Settlement Patterns)

DM33 (Managing Carbon Emissions: Transport and Energy Generation)

DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DM35 (Placemaking and design quality)

DM38 (Water quality and supply)

DM39 (Managing flood risk and sustainable drainage systems)

DM40 (Internal Space Standards)

DM41 (Optional Technical Standards for Building Regulation Approval)

Wycombe District Adopted Delivery and Site Allocations Plan 2013 (WDSAP)

DM1 (Presumption in Favour of Sustainable Development)

DM11 (Green Networks and Infrastructure)

DM12 (Green Spaces)

DM13 (Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance)

DM14 (Biodiversity in Development)

DM16 (Open Space in New Development)

- 5.5 The local planning authority has recently published notice of intention to send the emerging **Hazlemere Neighbourhood Plan (HNP)** to referendum, subject to the Examiner's modifications and the further modifications consulted on in May – June 2023 to ensure that the plan meets the basic conditions. Therefore, the policies within the referendum version of the HNP are also a material consideration that are increasingly attracting weight, with the National Planning Practice Guidance advising that neighbourhood plans at the referendum stage can be given significant weight in decision making, so far as the plan is material to the application (Paragraph: 107 Reference ID: 41-107-20200925 Revision date: 25 09 2020). The following emerging HNP policies are considered relevant to the current proposal:

HAZNP2 (Protecting and Improving Green Infrastructure)

HAZNP3 (Delivering Zero Carbon Buildings)

HAZNP4 (Promoting Sustainable Transport)

HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

- 5.6 The following documents SPD's, SPG's and guidance/statements are also relevant for the determination of the application:

Wycombe District Council Air Quality Supplementary Planning Document 2020

Wycombe District Council Residential Design Guidance 2017

Wycombe District Council Canopy Cover Supplementary Planning Document 2020

Wycombe District Council Planning Obligations Supplementary Planning Document 2020

- 5.7 In addition, the “Land off Amersham Road including Tralee Farm Development Brief” September 2023 (hereafter referred to as the “Development Brief”) is a relevant material consideration. It carries less weight than an SPD but provides guidance on how the requirements of Policy HW8 could be achieved in practice.

Principle and Location of Development

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development), CP2 (Overall Spatial Strategy, CP3 (Settlement Strategy), CP4 (Delivering Homes), DM21 (The location of new housing), DM33 (Managing Carbon Emissions, Transport and Energy Generation), and HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

- 5.8 This application seeks full planning permission for 259 dwellings and it is necessary to consider whether the principle of residential development on the site is acceptable.
- 5.9 The main part of the site lies within land which is allocated for residential development under Policy HW8 (Land off Amersham Road including Tralee Farm, Hazlemere) of the Wycombe District Local Plan.
- 5.10 The southwest corner of the site falls outside the HW8 allocation, but together with the allocated part of the site falls within the settlement boundary for the High Wycombe urban area as defined by the Wycombe District Local Plan (WDLP) Policies Map. Policies CP2-CP4 of the WDLP seek to direct housing developments in the former Wycombe District area to Tier 1 and 2 settlements, with the High Wycombe urban area comprising the prime focus for residential developments.
- 5.11 It is noted that a large number of objections have been received with regard to the Local Plan making process and that the site (HW8) should not have been removed from the Green Belt and allocated for housing and included with the settlement boundary. However, the only route for challenging purported issues with the adoption of a Local Plan is through a claim for Judicial Review in the Courts within the prescribed time frame immediately following the adoption of the Plan in 2019. No such legal challenge was made to the WDLP and, therefore, it is not appropriate at this stage to revisit whether the site should have been allocated for housing or

removed from the Green Belt and included with the High Wycombe urban area. Furthermore, as the site has been taken out of the Green Belt, Green Belt policies are not relevant to the determination of this application.

- 5.12 Therefore, given that the site is within a tier 1 settlement boundary and the main part of the site is allocated for housing, the principle of residential development on this site is acceptable, subject to compliance with the overarching site policy and other detailed policies contained within the Development Plan.
- 5.13 The Wycombe District Local Plan sets out an indicative capacity of 350 dwellings for the HW8 allocation. The application site forms the bulk of the southern part of the allocation and would deliver a total of 259 dwellings, which is considered to be a proportionate quantum of development for the total size of the allocated site.
- 5.14 Policy HW8 also sets out place making, transport and green infrastructure requirements for development on the site and a requirement to meet the needs arising from the development for additional primary school places.
- 5.15 As discussed in subsequent sections of this report, it is considered that the scheme is compliant with the requirements of Policy HW8, other policies of the Development Plan, and the guidance in the Development Brief covering the site, and therefore comprises sustainable development. It is considered that the proposal would not compromise the delivery of the remainder of HW8, and would integrate satisfactorily with and comprises a comprehensive form of development with the proposals on the neighbouring HW8 development parcel the subject of application 23/05440/OUT.
- 5.16 It is noted that Policy HAZNP5 of the emerging Hazlemere Neighbourhood Plan (HNP) is also a material consideration increasingly attracting weight (as detailed above). This policy covers the application site and supplements WDLP Policy HW8, including allocating additional land parcels (the part of the current application that falls outside the HW8 allocation) and adding further detail to the policy approach on the wider allocated site. Notwithstanding that at the time of drafting this report that Policy HAZNP5 does not form part of the development plan, it is considered that the proposal is in compliance with this policy and the other policies in the emerging HNP as detailed below.
- 5.17 The development would deliver new homes, including affordable housing, and would contribute towards the Council's 5-year housing land supply. These are both matters of significant weight when considering this planning application.
- 5.18 Overall, no objections are raised regarding the principle of residential development on the application site.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix), and DM24 (Affordable Housing) and DM41 (Optional Technical Standards for Building Regulations Approval)

First Homes Interim Position Statement

- 5.19 Policy DM22 requires all developments of 10 units or more to provide for a mix of dwellings in size, type and tenure. DM24 requires that all developments of 10 or more dwellings shall provide on-site affordable housing at 48% of the total number of units. DM24 also requires for a mix in the type of affordable dwellings and also tenure.
- 5.20 The table above at paragraph 3.3, demonstrates that there would be a mix of 1, 2, 3 and 4 bed units across the scheme for 257 dwellings.
- 5.21 In addition, the development proposes 124 dwellings (48%) would be affordable. This complies with the requirements of DM24 in terms of number of affordable housing units proposed.
- 5.22 The proposed affordable housing would be a mix of 1, 2 and 3 bed units. Whilst the greatest demand is for 2-3 bed units, there is also a need for wheelchair accessible one bed units as identified by the Housing Officer. As such, and given in the high level of need for affordable housing in the former Wycombe area which has a restricted housing supply due to its constraints, it is considered that the proposed mix is broadly acceptable.
- 5.23 In addition, it is considered that the proposed distribution of affordable units across the site is acceptable.
- 5.24 A tenure mix of at least 80/20 is required for affordable rent and intermediate dwellings respectively. The applicants have confirmed tenure will be split according to the policy requirement.
- 5.25 Therefore, it is considered that the submitted affordable housing details are acceptable and an affordable housing scheme would be secured through legal agreement.
- 5.26 Policy DM41 requires developments to include accessible, adaptable and wheelchair user dwellings in accordance with Building Regulation Standards M4(2) and M4(3). All developments that are required to provide on-site affordable housing are also required to provide 30% of affordable homes and 20% of market homes in accordance with the Building Regulation Standard M4(3) and the remainder of the dwellings in accordance with the Building Regulation Standard M4(2). The M4(3) standards relate to wheelchair user dwellings. The M4(2) standards relates to accessible and adaptable dwellings (similar to lifetime homes).
- 5.27 The submitted Planning Statement indicates 37 units (30%) of affordable homes and 27 units (20%) of market homes would meet the M4(3) standards and all the remaining dwellings except two would be M4(2) compliant. The two remaining dwellings would be two upper maisonettes, which by their nature cannot achieve

M4(2) or M4(3) and can only meet the standard M4(1) requirements. Overall, it is considered that the development would make good provisions for accessible, adaptable and wheelchair user dwellings, and that the benefits from the delivery of housing including affordable housing would outweigh the small shortfall with regards to the M4(2) policy requirements.

5.28 Policy DM22 also requires schemes which deliver 100 houses or more to include 5% of the proposed dwellings to be self-build plots. The applicants have confirmed their intention to deliver 13 self-build plots on the site, which would equate to (5%), and is therefore acceptable. The delivery of the self-build plots can be secured through Legal Agreement.

5.29 Overall, with the necessary conditions and planning obligations in place, it is considered that the scheme would deliver an appropriate mix, type and tenure of dwellings.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP12 (Climate change), DM33 (Managing Carbon Emissions, Transport and Energy Generation), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere), DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP4 (Promoting Sustainable Transport) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Buckinghamshire Countywide Parking Guidance

5.30 The Highway Authority have confirmed no objections subject to the imposition of planning conditions and obligations to ensure that construction stage impacts are minimised, the development is appropriately implemented, offsite impacts are mitigated, and active travel is promoted.

5.31 Policies CP7, CP12 and DM33 of the WDLP and DM33 of the DSA require development to provide safe access, mitigate impacts on traffic conditions, deliver suitable levels of parking, include measures to increase the use of sustainable transport modes and improve walking and cycling provision.

5.32 Policy HW8 of the WDLP also includes the following site-specific transport requirements:

2. Transport:

a) Provide access from the A404 and the Wycombe Road;

b) Provide walk / cycle access through Tralee Farm onto Wycombe Road;

c) Improve access to existing bus routes;

d) Provide or contribute to off-site highway improvements as required by the Highway Authority.

- 5.33 In addition, the emerging Hazlemere Neighbourhood Plan includes a sustainable transport policy (HAZNP4) and site-specific transport requirements for the HW8 site under part B of Policy HAZNP5.
- 5.34 Policy HAZNP4 requires proposals to sustain and enhance local footpaths, cycleway and transport infrastructure (part A); demonstrate how schemes will not increase car ownership and enable future occupiers to walk/cycle through the Parish to local infrastructure and services (part B); make reasonable provisions for car club spaces (part C), provide EV access to all charging spaces (part D), and ensure that transport routes and public spaces are accessible in their design and layout (part E).
- 5.35 Policy HAZNP5 part B sets out the following site-specific transport requirements for the HW8 site (parts 3, 4, and 5 are not however relevant to the current application as they only relate to the southern part of the HW8 allocation):
- 1) To provide vehicular access from the A404 and Wycombe Road;*
 - 2) To provide a strategic walk / cycle access to existing bus routes and community infrastructure through Tralee Farm onto Wycombe Road;*
 - 3) To facilitate a future pedestrian and possible cycle connection through to Badger Way and the adjacent play area through the provision of a suitable layout and rights for pedestrian and cycle access to the boundary without ransom;*
 - 4) To provide a pavement from Inkerman Drive to the site access along the A404;*
 - 5) To effect changes to the A404 along the site frontage to facilitate easier pedestrian and cycle access to the adjacent AONB; and*
 - 6) To make provision where justified for on-site and off-site improvements in relation to bus services.*

Site access

- 5.36 The site would be accessed from the A404 Amersham Road, which is designated as a Strategic Inter-Urban Route, the primary goal of which is to support the efficient movement of motor traffic, including freight distribution.
- 5.37 The application proposes the closure of the existing vehicle access serving Inkerman House and the construction of a new priority junction access with the A404 to the west of this existing access within the 40mph section of the A404. It would serve the 5.5m spine road for the development and have a 10m radii. The visibility splays for the new access would exceed the 2.4m x 82m requirements detailed in Manual for Streets for a 40mph road, with splays of at least 2.4m x 120m achievable in both directions. Tracking information has also been submitted which demonstrates that refuse vehicles could safely turn into and out of the junction in both directions.

- 5.38 The application also proposes the construction of a ghost island right-turn lane on the A404 to serve the new site access and a 3m wide pedestrian / cycleway running along the A404 between Gravelly Way and Eastern Dene. The turning lane would measure 3.5m in width and have an overall length of 62m. The pedestrian / cycle way would incorporate a pedestrian island in the central reservation of the A404 to allow safe passage to Gravelly Way.
- 5.39 There would be no other vehicular connections to the A404 other than an emergency vehicle access utilising the existing driveway between Orchard End Farm and Orchard House.
- 5.40 There would also be no vehicular route other than an emergency vehicle access through to the neighbouring HW8 parcel to the north, which would benefit from its own vehicular access to Wycombe Road.
- 5.41 The principle of a vehicular access off the A404 is acceptable under Policies HW8 and HAZNP5. Furthermore, there is no policy requirement for vehicle connections between the northern and southern parcels of the allocated site nor for the southern parcel to benefit from more than one connection to the A404.
- 5.42 It is noted that the new access is in a different position to the “potential vehicular access” position shown on Figure 14 in the WDLP, but this is only an indicative plan. Although, the proposed access is in the locality of the potential / indicative access positions shown on Plan E supporting HAZNP5 and Figure 9 in the Development Brief, falling roughly in the middle of these two suggested access locations. However, again it must be acknowledged that Plan E is also indicative and Figure 9 is only guidance, with the latter including a note detailing “location of access points subject to highway safety comments”.
- 5.43 In terms of access safety, it is noted that most of the local objectors to the scheme raise concerns relating to safety of the access from the A404. However, and as detailed above, the visibility from the access would exceed the requirements in Manual for Streets and satisfactory tracking arrangements have been demonstrated for large vehicles. Furthermore, the applicant has submitted an independent Stage 1 Road Safety Audit which evidence that there are not any road safety issues with the proposed site access or the pedestrian / cycleway.
- 5.44 In addition, the Highway Authority has reviewed the road safety record in the local area to the site access in the past 5 years and advises that there is not an accident cluster or that the accident history represents an inherent concern with the highway in this area. Furthermore, the Highway Authority have highlighted that the pedestrian refuge on the A404 near Gravelly Way would improve pedestrian safety, by allowing the A404 to be crossed in two stages, making it easier for pedestrians to judge vehicle speeds and gaps in which to cross.
- 5.45 It is also noted that an appeal was dismissed at Orchard House on grounds including the safety of an access onto the A404 to serve 8 dwellings under reference

20/07610/FUL. A detailed summary of this appeal decision is set out in the Planning History section above. However, the access the subject of the appeal was located some 200m to the east of the current access proposals within a section of the A404 that has a higher speed limit (50mph); closer to the ghost turn lane to and junction of Gravelly Way; and without its own ghost turn lane. As such, the highway safety implications for this appeal access are clearly substantially different from the current proposal which must be assessed on its own merits.

- 5.46 In addition, and in any event, the Highway Authority have advised that the proposed access in comparison to appeal scheme 20/07610/FUL would provide a safe position for vehicles accessing the site to wait whilst gap seeking and lower speeds assist those who are exiting the site to judge gaps. This is due to the current application access being in a 40mph zone and the inclusion of a ghost turn lane.
- 5.47 To conclude on the site access, the principle of the provision of a single access from the A404 is acceptable and the Highway Authority advises that the location and design of the proposed site access accords with local and national policies and guidance and would not result in an unacceptable impact on highway safety.

Highway Network Capacity

- 5.48 The applicant has submitted a Transport Assessment (TA) which has reviewed the trip potential for the site and details that the site would generate 104 two-way vehicle movements in the AM and PM peak periods. The Highway Authority has carried out its own assessment and finds this trip rate to be robust, and therefore accepts this as the basis of the traffic impact assessment.
- 5.49 The applicant has assessed the highway network using survey data from June 2022 collected by Buckinghamshire Council. The forecast year for the assessment is 2027 and includes background traffic growth and the development traffic from planning application 23/05440/OUT on the northern part of HW8 as committed development. A second scenario has also been assessed which includes traffic associated with planning application 21/07002/FUL on Terriers Farm which is allocated for development by WDLP Policy HW7.
- 5.50 In terms of the impact on the local highway network, the applicant has modelled surrounding and nearby junctions.
- 5.51 The modelling shows that the Hazlemere Crossroads junction is already congested during peak periods for the 2027 baseline scenario and that the proposed development is anticipated to generate 59 vehicles travelling through the crossroads in the AM peak and 59 in the PM peak. This equates to a 2.4% increase in traffic in the AM peak and a 2.3% increase in traffic in the PM peak travelling through the junction when compared to the 2022 survey data. The table shows the change in Ratio of Flow to Capacity (RFC) and queue lengths on each arm in the 2027 future year for both the AM and PM peak hours for the full cumulative scenario:

Arm	AM Peak Hour		PM Peak Hour	
	Change in RFC	Change in Queue	Change in RFC	Change in Queue
A404 (E)	0.04	8.3	0.01	1.5
A404 (W)	0.01	0.3	0.03	1.2
Holmer Green Road	0.03	7.7	0.06	14.7
Penn Road	0.06	12.6	0.04	3.7

- 5.52 At the Highway Authority's request, an additional modelling scenario has been undertaken by the applicant to test a 10% reduction in trip generation from the site with consideration of an approach which favours sustainable transport modes. The modelling results for this scenario are similar, although the queues are reduced on some arms of the Hazlemere crossroads showing the benefits of providing a greater provision of sustainable transport measures to influence travel choices and reduce the car dependence of the development with a target of a 10% mode shift away from vehicle trips.
- 5.53 The Highway Authority have reviewed the submitted junction modelling and advised that whilst the additional development traffic would have impact on the operation of the highway network, it would not constitute a "severe" impact in the context of the NPPF. However, this is on the basis that the development provides additional measures to support sustainable transport modes and gives priority to pedestrians and cycle movements rather than traditional engineering measures. Such an approach to maximise the use of sustainable transport and give priority to pedestrian and cycle movements is supported by the development plan, emerging policies in the HNP, and the National Planning Policy Framework (NPPF). Furthermore, it has enabled the Highway Authority to secure a greater level of sustainable transport infrastructure as part of the mitigation package and set out in more detail below.

Access by Sustainable Transport Modes and Connectivity

- 5.54 Policies HW8 and HAZNP5 requires the provision of walk/cycle connection through Tralee Farm and on to Wycombe Road and to improve access to existing bus routes.
- 5.55 In addition, and as detailed above, Policy HAZNP5 contains detailed site-specific transport requirements including ensuring facilitating future pedestrian / cycle connections to Badgers Way without ransom; providing a pavement along the A404; and easier pedestrian and cyclist access to the A404.
- 5.56 Policy HAZNP4 also requires development proposal to link up to existing pedestrian / cycle routes; demonstrate how a scheme will not increase the reliance on car ownership; and make reasonable provisions for car club spaces.
- 5.57 The submitted scheme includes two continuous, legible and attractive pedestrian routes through the site which also incorporate cycle connections to the wider HW8 allocation to the north. These routes would allow for the necessary connectivity through the allocated site and for occupants of the site to access Wycombe Road and the available bus routes and community infrastructure on foot and cycle including local schools. In addition, the connections through to the adjoining HW8 parcel

would enable residents of the northern site to access both the recreational facilities and pedestrian and cycle links to Gravelly Way being proposed under this application to meet the needs of the wider HW8 allocation. This would comply with policy requirements and support active travel and reduce the reliance on private cars.

- 5.58 The proposed layout would also include a footway running through the western parcel of the open space within the site near to the position of the desired pedestrian link to Badger Way indicated in the emerging HNP. As such, this would facilitate the potential for future connections as required in Policy HAZNP5 and obligations can be included in a S106 to ensure that there are no impediments to connecting to the site should reasonable proposals for connections come forward in the future.
- 5.59 In addition, the scheme would provide improvements along the A404 between the site and the amenities at Park Parade, with the parade of shops becoming a mobility hub through improved pedestrian and cycle infrastructure and upgrades to bus stops. The specific measures proposed comprise a whole route improvement scheme for pedestrians and cyclists including a 3m shared footway/cycleway along the A404 between Gravelly Way and Eastern Dene (currently the footway along the A404 in Hazlemere is 2m wide and only runs as far as Inkerman Drive to the east with only a highway verge to the remainder of the site); a pedestrian refuge crossing on the A404 between the site access and Gravelly Way; a crossing point at the junction with Inkerman Drive compliant with the most up to date national standards (LTN 1/20); cycle markings and signage along Eastern Dene; upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists; and improvement works to the pedestrian and cycle accesses to Park Parade. In addition, cycle storage measures and facilities would be provided at Park Parade (including Sheffield stands and cycle storage lockers, street mounted cycle pumps and basic cycle tools) as well as upgrades to the bus stops on Holmer Green Road adjacent to the Park Parade [including to provision of Real Time Passenger Information (RTPI)]. These matters can all be secured by Legal Agreement.
- 5.60 The application has also been accompanied by a Framework Residential Travel Plan (FRTP). The main objectives of the FRTP are to make residents aware of sustainable travel options and to encourage less reliance on the car. A detailed travel plan including monitoring can be secured by Legal Agreement.
- 5.61 The development would also provide a car club vehicle which also has the potential to help reduce car ownership and promote a shift away from private car use to walking, cycling and public transport instead and this can also be secured by a Legal Agreement.
- 5.62 The application overall would therefore provide a comprehensive package of sustainable travel improvements that would enhance connectivity, reduce reliance on the private motor vehicle, and increase modes such as walking, cycling and bus travel to complete local journeys. Therefore, the development would help to mitigate the impacts of this development on the local highway network and comply

with the detailed transport requirements of Policies HW8 and HAZNP5 as well as compliance with the NPPF and LTN1/20.

Internal layout

- 5.63 The development would be laid out with a main spine road from the A404 that connects into a series of perimeter blocks with a grid layout. The main spine road would measure 5.5m and be flanked by footways on both sides of the carriageway, with the wider scheme including a mix of shared surfaces, some of which would measure 4.8m in width.
- 5.64 The Highway Authority is satisfied that the proposed carriageway widths and provision of pedestrian footways throughout the development are appropriate. There is, however, one section of carriageway (between the eastern and western sections of the site) where the Highway Authority are seeking further details by condition of the measures to be used to clearly delineate between the vehicle and pedestrian zones on this section of the estate's roads to ensure that those with visual impairments are able to safely navigate this section of the estate.
- 5.65 The application has been accompanied by vehicle tracking plans which demonstrate that refuge and other larger vehicles would be able to manoeuvre within the site. The development is also well connected to minimise the requirement for larger vehicles to reverse over excessive distances and incorporates suitable turning areas for refuse, emergency and goods vehicles where they are necessary.
- 5.66 In addition, the scheme includes a network of footways and cycleways including a continuous cycleway / pedestrian routes through the open space to the western side of the site connecting with the neighbouring HW8 development parcel to the north with the new footway / cycleway along the A404.
- 5.67 The Highway Authority are satisfied overall that the development is acceptable in terms of its layout.

Parking provision

- 5.68 The scheme proposes a total of 495 parking spaces to serve the proposed 259 dwellings. This includes 234 allocated parking spaces and 261 unallocated visitor parking spaces. An additional 80 garages would be provided above this provision.
- 5.69 The site falls within Residential Parking Zone B under the Countywide Parking Guidance. Based on the number of habitable rooms, the Parking Guidance sets out an optimum requirement of 521 parking spaces.
- 5.70 It is noted that for developments that have 50% or more of their site-wide car parking spaces allocated then there is a requirement for an additional unallocated parking spaces to be provided (20% more than the optimal requirement). However, in this instance, only 47% of spaces would be allocated and thus the provision of an additional 20% of spaces is not required for this development.

- 5.71 The development would therefore comply with parking standards and the provision of the parking can be secured by condition.
- 5.72 In addition, the layout shows a clear distinction between visitor / unallocated and private parking, with all private parking located on plot primarily to the side of the dwelling that it would serve and all unallocated / visitor parking located on street. There are no rear parking courts and all parking spaces would benefit from surveillance.
- 5.73 The application also includes provisions for Electric Vehicle (EV) charging to serve the development, with all on plot/allocated spaces served by charging points and 54% of the 261 unallocated visitor parking spaces served by charging points. As such, this would represent a shortfall with regards to Policy HAZNP4, which requires development schemes to provide access to EV charging for all parking spaces. However, the proposal overall would afford a very high level of EV charging provision, with some 76% of the total (allocated/on plot and unallocated) parking spaces served by EV charging provisions. The percentages of EV chargers is lower for the unallocated spaces as detailed above, however chargers for these spaces have been distributed to be focussed on the parking spaces in front of properties which would rely on unallocated parking to meet their parking needs. Overall, it is not considered that objections could be sustained on the grounds of inadequate EV charging provision.
- 5.74 There will also be opportunities to provide cycle parking within the development, the details and delivery of which can be secured via condition.
- 5.75 The development submission also details the provision of a car club space to seek reduce the reliance on car ownership and this can be secured by a s106.

Transport Conclusions

- 5.76 The Highways Authority is satisfied that the development would provide safe and suitable access and does not lead to an impact on the highway network that cannot be adequately mitigated. Therefore, subject to conditions and a legal agreement, the proposals would be acceptable in highways terms and would be in accordance with the development plan and the emerging policies in the HNP.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP9 (Sense of place), HW8 (Land off Amersham Road including Tralee Farm, Amersham), DM30 (The Chilterns Area of Outstanding Natural Beauty), DM32 (Landscape character and Settlement Patterns), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality) DSA: DM11 (Green networks and infrastructure), DM16 (Open space in new development) Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Residential Design Guide SPD.

Development Brief

- 5.77 Policies DM35 and CP9 sets out that all developments are required to demonstrate attractive and high-quality design and respect and improve the character of an area and the way it functions. Furthermore, Policy DM32 seek to protect and reinforce the positive key characterises of the receiving landscape and existing settlement pattern. The RDG SPD provides further guidance to ensure new residential development is well designed.
- 5.78 In addition, Policy HW8 set out site specific place making policies, with the Development Brief for the site providing guidance on ways that these can be delivered. These place-making criteria comprise as follows (Criteria 1a, and 1b are not however relevant to the current application as the part 1a sense of separation requirement relate to the northern part of the HW8 allocation as established under appeal decision 18/07194/OUT [see Planning History section above] and the Chilterns and South Bucks Local Plan was withdrawn such that part 1b is also not relevant):
1. *Place-making*
 - a) *Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site;*
 - b) *In the event that land to the north east in Chiltern District (off Earl Howe Road) is allocated for development in the Chiltern and South Bucks Local Plan, to be planned comprehensively with that site as a whole; and in any event to not prejudice future integration;*
 - c) *Provide a comprehensive development of the site within Wycombe District;*
 - d) *Redevelop the existing coach yard and riding stables;*
 - e) *Consider the opportunity to redevelop existing residential properties fronting Amersham Road.*
- 5.79 Policy HAZNP5 of the emerging Hazlemere Neighbourhood Plan also includes a placemaking requirement for proposals on the HW8 site “to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration”.
- 5.80 The Chilterns AONB also lies to the south side of the A404 Amersham Road and there is a legal duty on the Council under Section 85 of the Countryside and Rights of Way Act 2000 to have regard to the purpose of conserving and enhancing the natural beauty of the AONB in exercising any function affecting land in the AONB. Policies DM30 and CP10 also require all development in the setting of the AONB to not have a significant adverse impact on the natural beauty of the Chilterns AONB.

- 5.81 The proposal would redevelop the existing plot of Inkerman House, which complies with Part 1e of Policy HW8, and would have a single vehicular access slightly off centre on the frontage of the site with the A404 Amersham Road to avoid protected trees. The access road would curve around a treed entrance green containing a protected tree, with a series of small cul-de-sacs radiating from this green and serving 29 dwellings. The dwellings in this entrance area of the development would have an informal layout, hipped roofs and would all be two storeys. They would incorporate a mix of materials including brick, flintwork and weatherboarding.
- 5.82 The layout of the proposed dwellings in the entrance area would respect the existing set back of built form along the Amersham Road frontage. It would also allow the retention of sections of trees and hedges on the frontage, which would soften the appearance of the development and help integrate it into its countryside setting. The informal layout of dwellings in the entrance zone of the development would also help to provide a transitional zone between the open AONB countryside to the south and main housing allocation parcels to the north. In addition, the scale of the dwellings would be limited to two storeys in this part of the site and they would have hipped roofs, which would reflect the appearance of neighbouring dwellings. Furthermore, the hipped roofs would serve to minimise the massing of the buildings and create a more open feel to the entrance area. It is noted that concerns have been received regarding the use of weatherboarding in close proximity to the Chilterns AONB, however the site is not located in the AONB and the surrounding existing residential development is suburban in character with a range of materials and styles.
- 5.83 The remainder of the development would be laid out in two connected development parcels served off the single vehicular access drive. Although there would also be an emergency vehicle access utilising the existing access drive between Orchard End Farm and Orchard House. This would be controlled by bollards and incorporating pedestrian / cycle connections to the new cycleway along the A404.
- 5.84 The smaller of the two development parcels would be located to the rear of the entrance area in the western field on the site and the other would be in the combined area of the eastern field and commercial area to the rear of Orchard End Farm and Orchard House. The redevelopment of the commercial area would address the Policy HW8(Part 1d) placemaking requirements to redevelop the coachyard and riding stables.
- 5.85 These two development parcels would contain perimeter blocks of development laid out in a grid arrangement to reflect the alignment of the field boundaries, land levels and policy requirements (e.g. separation distances, SUDS features, climate change mitigation, neighbour amenity, etc). Furthermore, the grid alignment results in a legible and permeable layout with a northwest to southeast road alignment which is common in the wider locality. Furthermore, there would be a clear distinction between the public and private realm, with dwellings generally outward facing and

providing good surveillance of the road networks, parking, pedestrian routes and open space. Parking courts have been omitted from the amended layout.

- 5.86 The main development parcels would contain a mix of property types across the site, including detached, semi-detached, and terraced, flats, and maisonette style properties, but there would only be 2 storey to the southern side of the main development parcels. This would help to provide a transition in massing to the AONB countryside to the south. In addition, the existing properties on the Amersham Road would buffer the development from views from the AONB, with the retained boundary landscaping also helping to provide visual containment of the site.
- 5.87 There would be a mix of 2, 2.5 and 3 storeys in the central and northern parts of the main development parcels. Whilst three storey is not the predominant scale of properties in Hazlemere, there is considerable variety in the size of properties in the village and there are examples of 2.5 and 3 storey developments (e.g. Park Parade and Trinity Place on Holmer Green Road). Furthermore, the proposed taller buildings would generally be located adjacent to open space where they would provide good enclosure and surveillance of these corridors, with the open space in turn providing an appropriate setting for the larger massing of the flatted blocks. There would also be several 3 storey building located at key focal points opposite junctions, which would serve as landmarks to aid the legibility of the scheme.
- 5.88 It is acknowledged that concerns have been raised regarding the appearance of the larger flatted blocks which incorporate mansard roofs with dormer features. However, the dwellings in the main development parcels would generally be characterised by a more contemporary design appearance and would utilise a mix of brick, render and weatherboarding. In this context, and given the variety in the design and appearance of properties in Hazlemere, it is considered that the design approach is acceptable.
- 5.89 Turning to the public realm and open space, the layout incorporates street trees along all roads in the development, which would enhance the quality of the development as well as serving to break up the appearance of the long runs of unallocated parking areas that are a feature of the parking response for this scheme and help to address the urban heat island effect. In addition, the development parcels would be set in from the retained field boundaries, with a large area of open space wrapping around the northwestern and southwestern side of the western development parcel.
- 5.90 The open space around the western development parcel would incorporate a network of pedestrian and cycle routes including two connections to the neighbouring HW8 parcel in each corner, with the eastern connection also including an emergency vehicle access route. These connections, and the method of delivering them, can be secured via a Legal Agreement and it is considered that this provides evidence of comprehensive development. Indeed, and as detailed above, the Inspector for the previous appeal on the neighbouring site to the north

(18/07194/OUT) was clear that the importance of the comprehensive requirement stems from the need to ensure that facilities in Holmer Green are accessible on foot from the southern parcel as well as to provide adequate connections for emergency vehicles to the northern parcel.

- 5.91 The northern part of the open space area would also adjoin the main open space area of the adjoining neighbouring HW8 development parcel with the pedestrian and cycle connections between the two ensuring that they can function as a central area of open space shared by both developments. The application site would also provide the main play and outdoor recreation requirements for the wider HW8 site in the form of a Multi Use Games Area (MUGA) and a Neighbourhood Equipped Area of Play (NEAP) and these are located adjacent to the boundary with the site and the proposed pedestrian connections such that they would be readily accessible. This approach prevents a duplication of play and recreation facilities and allows for both developments to be served by a meaningful central area of open space. Therefore, it is considered that the approach to open space and play facilities provides further evidence of a comprehensive approach.
- 5.92 The proposals also provide continuous, legible and attractive routes through the open space for occupiers of the northern HW8 parcel to access the new cycle pedestrian connections proposed on the A404 and to the Chilterns AONB. It is considered that this also provides evidence of the integration and comprehensiveness of the two schemes.
- 5.93 Therefore, the joined-up approach to connections, open space and play facilities with the neighbouring HW8 parcel is considered to demonstrate a comprehensive and integrated approach and compliance with the Policy requirements of HW8 and HAZNP5 in this respect.
- 5.94 The comments of the Council's Landscape Advisor regarding the need for some amendments to and further details of the landscaping and lighting of the open space are noted (e.g. more planting to mitigate the visual impact of the gabion walls around the MUGA) and these matter can be addressed by conditions.
- 5.95 With regards to wider landscape considerations, as detailed above, the development has been laid out to include a transitional entrance area which is sensitive to the AONB countryside setting of the site and the distribution of massing across the development is also influenced by its proximity to the AONB boundary. Furthermore, the proposal includes generous areas of open space with tree planting which offers landscape benefits and boundary vegetation would be retained.
- 5.96 In addition, the application has been supported by a LVIA which concludes that the development would inevitably give rise to some change, although this would not be readily perceived from the settlement edge of Hazlemere, Holmer Green, or the AONB landscape to the south due to topography combined with the presence of existing built form and established vegetation and mature treescape. Therefore, the LVIA details that there would not be any long-term adverse effects in terms of

landscape character or adverse effects upon the special qualities of the AONB. The LVIA also finds that the impacts on views from the proposal would be limited, and it would not change significantly change the character or composition of views of the site, which are settlement fringe in character.

- 5.97 The Council's Landscape Officer also raises no objections regarding the wider landscape and visual effects arising from the proposal.
- 5.98 Overall, it is considered that the proposal is broadly in accordance with good placemaking and design principle and would meet with the site-specific policy requirements in the development plan and emerging Hazlemere Neighbourhood Plan to form a comprehensive and integrated development with the neighbouring HW8 parcel. Furthermore, it would not have any objectionable impacts on the wider landscape, including the setting of the Chilterns AONB.

Historic Considerations

Wycombe District Local Plan (August 2019): CP9 (Sense of place), CP11 (Historic Environment), DM20 (Matters to be determined in accordance with the NPPF), DM31 (Development Affecting the Historic Environment)

5.99 There are no listed buildings or conservation area within the application site. Furthermore, it is considered that the proposals would not affect the setting of any such designated heritage asset.

5.100 Buckinghamshire Council Archaeology identified that the site had archaeological potential and, as a result, the applicant has undertaken pre-determination archaeological investigations. The Council's Archaeologists have reviewed the subsequent archaeological fieldwork report and have advised that no further archaeological works or conditions are required at this site.

5.101 No objections are therefore raised with respect to heritage considerations.

Amenity of existing and future residents

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

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Residential Design Guide.

Development Brief

5.102 WDL Policy DM35 requires development to prevent significant adverse impacts on the amenities of neighbouring land and property and provide a level of amenity for future occupiers appropriate to the proposed use. In addition, Policy DM40 requires all new dwellings to meet the national described internal minimum space requirements.

Amenity of existing residents

5.103 The application site neighbours the gardens of 11 properties on Badgers Way and 4 properties on Inkerman Drive to its southwestern side. Figure 14 in the Local Plan (an indicative plan drawn for capacity purposes only and not part of Policy HW8 as detailed by the Inspector for the previous appeal on this site) identifies that these properties benefit from a “sensitive existing residential boundary” due to their relatively short rear garden depths (generally some 8-9m in depth). In response to site constraints, including the topography of the site and surface water and green infrastructure requirements, the proposed residential development is set back from the southwestern side of the site with an open space corridor incorporating a linear SUDs feature running adjacent to this boundary. As a result most of the proposed dwellings would be between 35-40m from this boundary, with the closest dwelling (an end of terrace house at plot 5) still over 20m away with an intervening open space corridor. As such, subject to appropriate landscaping being secured by condition, it is considered that the proposal would not have an adverse impact upon the amenities of these neighbouring properties.

5.104 The proposed development would also neighbour the four residential properties on the A404 Amersham Road frontage: South Croft, Orchard View, Orchard End Farm, and Orchard House. These properties all benefit from large plots (80-90m depths) with the houses on South Croft, Orchard View and Orchard End Farm all located in the front third of their plots but set back from Amersham Road. Orchard House has a more unusual siting, with the dwelling set back in the northern rear corner of its plot. The proposed residential development would be to the rear of Orchard View, Orchard End Farm and Orchard House and also be to the side of South Croft, which currently neighbours Inkerman House.

5.105 Given the large rear garden depths of South Croft, Orchard View, and Orchard End Farm and the orientation, scale and position of window in the proposed development, it is considered that the proposals to the rear of these neighbours would not have an unacceptable visual, privacy or overshadowing impact.

5.106 Plots 18, 24 and 25 would neighbour the side boundary of South Croft. However, Plot 18 would be to the side of the dwelling at South Croft and Plots 24 and 25 would be adjacent to the side of the rear half of the deep rear garden of this neighbouring property. Furthermore, Plots 18 and 25 would not have any first floor flank windows and the first floor window in the flank elevation of Plot 24 serves a bathroom and can therefore be conditioned to be obscure glazed. It is also noted that South Croft benefits from structures along part of its western side boundary with the application

site which would serve to limit the impact of the proposals on this neighbour. As such, overall, it is considered that the proposed development to the side of South Croft would not have an unacceptable impact on the amenities of this neighbouring property.

5.107 Orchard House has an unusual siting to the rear corner of its plot (as detailed above) and as a result the front elevations of the terrace at Plots 64-67 would face towards the northwestern elevation of this neighbouring property. However, there would be an acceptable separation distance of between 24-25m between this existing dwelling and the proposed terrace. Furthermore, Orchard House has its amenity area split into several parcels and does not have its main private amenity space between the existing dwelling on the site and the boundary. As such, it is considered that the development would not have an unacceptable impact on the amenities of this neighbouring property.

5.108 Concerns have been raised regarding noise and disturbance, and lighting from the site. Whilst change is inevitable as a consequence of development, it is considered, that the proposed development would not give rise to unacceptable amenity issues arising from noise or light, however a condition relating to lighting would be necessary in the interest of amenity, dark skies and ecology.

5.109 Overall, it is considered that the proposed development of this allocated site would not have an unacceptable impact on the amenities of any neighbouring property.

Amenity of future occupiers

5.110 In respect of the amenity of future occupiers of the proposed development, the layout generally demonstrates 25m back-to-back distances for the perimeter blocks and there is an increased separation between the three storey houses of 27m. The proposed larger flatted blocks are also well separated from the new housing due to intervening roads and parking, with the smaller block of flats at plots 206-213 set in a generous corner plot.

5.111 In addition, all houses would benefit from at least 10m deep rear gardens and the flats would benefit from patios for ground floor properties and balconies for upper floor properties, as well as access to the generous levels of open space provided as part of the development. The majority of the patios / balconies for the flats would be recessed into the floor plates and, therefore, details of internal daylight levels have been submitted to demonstrate adequate daylighting for the flatted blocks. The submitted daylight assessment highlights that the flats are all dual aspect to maximise daylight and laid out with storage and circulation space predominantly located in the central areas of the deeper blocks that receive less daylight. Furthermore, the submitted daylight assessment identifies that the dormer balcony features result in less daylight penetrating the upper floor flats and therefore rooflights have been introduced for these units to address this matter.

- 5.112 The smaller flats at Plots 206-213, 11-12, and 30-31 benefit from external balconies / patios. Plots 206-213 would also be served by an enclosed area of communal amenity space for residents. Plots 11-12, and 30-31 (maisonette style properties) would each benefit from their own small private garden area.
- 5.113 The open space for the development would generally be buffered from the new dwellings by intervening roads, with the exception of the larger flatted blocks which would benefit from landscaped frontages to provide defensible space and buffers to the open space. However, it is recommended that details of landscaping and levels details are clarified by condition to ensure adequate defensible space for the flatted units. In addition, it is recommended that revised details of the new play facilities adjacent to plots to 242-259 are secured by condition to ensure equipment is appropriately sited to minimise any impact on occupiers of the flats.
- 5.114 The applicant has submitted details to demonstrate the floorspace of all the dwellings would exceed with the Nationally Described Space Standards as required by Policy DM40.
- 5.115 All houses would have separate accesses to rear gardens to allow bins and cycles to be stored in rear gardens and the flatted blocks would benefit from dedicated bin and cycle stores. These matters can be secured by conditions.
- 5.116 Overall, the development would not give rise to unacceptable overlooking for future occupiers and would afford acceptable levels of daylighting and private and communal amenity space. As such, no objections are raised regarding the amenities of future occupiers of the development.

Flooding and drainage

Wycombe District Local Plan (August 2019): CP12 (Climate Change), DM39 (Managing Flood Risk and Sustainable Drainage Systems), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

- 5.117 The application site lies within Flood Zone 1 as defined by the Environment Agency indicative flood map for planning and the application submissions detail that the risks of groundwater flooding are very low. However, there is a narrow channel of identified surface water flooding which runs in a north-south direction at the northwestern corner of the site within the small valley.
- 5.118 The application has been supported by a Flood Risk Assessment (FRA), which consider the impact of the development to/from flooding. The submissions detail that the no build development or any aspects of the proposed surface drainage system would be located within the identified flow path.
- 5.119 A surface water drainage scheme has also been presented as part of the FRA submissions. The proposed strategy includes a number of SUDs techniques with the

development split into two separate sub-catchments and subsequent drainage networks. Attenuation storage which takes into account climate change allowances for each network is provided with a combination of permeable paving, below ground attenuation tanks and storage basins and it is proposed that surface water runoff from the impermeable areas will be disposed of to the ground via infiltration. Sections have been provided for the two separation attenuation basins / ponds, with amendments incorporated into the scheme to terrace the banks to soften the appearance of the features and for ease of maintenance.

5.120 The surface and ground water flood risk implications of the proposal, taking into account climate change impacts, have been assessed by both the LLFA and Thames Water, with neither consultee raising objections. This is however subject to conditions to secure further details and the provision and management thereafter of the surface water drainage scheme.

Green networks and infrastructure

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), CP9 (Sense of place), CP10 (Green infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development)

DSA: DM11 (Green networks and infrastructure), DM13 (Conservation and enhancement of sites, habitats and species of biodiversity and geodiversity importance), DM14 (Biodiversity in development)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP2 (Protecting and Improving Green Infrastructure) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Biodiversity SPD

Canopy Cover SPD

5.121 The application has been supported by a detailed ecological report to assess the biodiversity value of the site including an assessment and necessary surveys of the impact on protected species. Biodiversity Net Gain metrics have also been provided.

Impact on Designated Sites

5.122 There are no statutory designated sites within the application site. There are 2 SSSI's (Sites of Special Scientific Interest) within a 5km radius of the site, the nearest being 2.5km from the site, and seven non-statutory designated sites within 2km of the application site, the closest of which is Penn Wood CWS (some 370m to the south of the application site).

5.123 Given the distance of the application site from designated sites, and the nature of the proposed development, the scheme would not have any adverse direct or indirect

impact upon designated sites. In addition and taking into account the provision of over 2ha of open space as part of the proposal, it is considered that the scheme would not have any unacceptable impact on non-designated statutory sites. Furthermore, no concern has been raised through consultation with regard to impact on designated sites.

Impact on Protected Species and Habitats

- 5.124 The application has been supported by surveys to consider the impact on protected species and/or their habitats in the form of an Ecology Impact Assessment which has been amended during the course of the application.
- 5.125 Bats are European Protected Species and two existing buildings on site have been identified as containing roosting bats and several trees have been identified with moderate to low bat roost suitability. In addition, bat foraging and commuting activity has been identified on site around the woodland, close to Inkerman House, and along the mature hedgerows around the site and separating the two parcels on site.
- 5.126 The buildings identified with bat roosts comprise Inkerman House and the former nightclub with attached bungalow on the commercial part of the site.
- 5.127 The bats identified as roosting in the existing buildings on site comprise Common Pipistrelles, with three day roosts identified. These are the most common and widespread species of bats, and they are not listed as rare and most threatened species under Section 41 of the Natural Environment and Rural Communities Act (2006). Therefore, it is considered that the roosts on site are only of local importance for bats.
- 5.128 The two buildings identified with bat roosts would be demolished to facilitate the proposed development. Therefore, the proposal would involve the loss of a resting place / shelter for bats which is an offence under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981. Furthermore, without mitigation the demolition of these buildings could also disturb, kill or injure bats, which are also offences under the aforementioned legislation.
- 5.129 As the proposal would result in a European Protected Species offence being committed it is necessary to consider whether Natural England would be likely to grant a protected species licence. There are three licencing / derogation tests that need to be passed for a licence to be granted. These tests require that:
- the activity is for a certain purpose, for example it is in the public interest,
 - there is no satisfactory alternative that will cause less harm to the species,
 - the development does not harm the long-term conservation status of the species.
- 5.130 In this instance, it is in the public interest to deliver an allocated housing site which would contribute to the Council's five-year housing supply. Also, the demolition of the two buildings with bat roosts is unavoidable to facilitate the proposed

development. In terms of the long-term conservation status of the species, mitigation and compensation measures can be addressed via a Construction Ecological Management Plan (CEcolMP), the provision of bat boxes to create new roosts, retention and enhancement of habitat corridors with ecological enhancements, and controls on lighting.

5.131 Therefore, it is considered that a licence is likely to be granted by Natural England and no objections are raised with regard to the impact of the development on roosting bats, subject to the aforementioned mitigation and compensation measures being secured by conditions and S106.

5.132 In respect of impacts on trees with bat roost potential and foraging and commuting bats, the scheme has been amended to retain the central hedgerow and the development is generally set in from this and the boundary hedgerows. In addition, most of the trees identified with bat roost potential would be retained in the amended layout except for two trees: an oak on the A404 frontage with moderate potential for roosting bats and a mature apple tree adjacent to the boundary with South Croft with low potential for roosting bats. No roosts were identified within either these trees following aerial inspection, but this does not confirm absence. Therefore, and to ensure legalisation is not breached and the favourable conservation of bats at this site is maintained in relation to trees, it is recommended that conditions are imposed conditions for a CEcolMP, ecological enhancements and sensitive lighting scheme.

5.133 In addition, two badger setts have been identified on or adjacent to the site. Badgers are not a European Protected Species, but badgers and their setts are protected under the Protection of Badgers Act 1992. Under this legislation it is an offence to kill a badger or interfere with their sett and the developer must comply with the legal protection for badgers.

5.134 The identified setts are located on or adjacent to the proposed green infrastructure corridors contained within the open space for the application site and the adjoining development parcel allowing connectivity into wider green infrastructure. Furthermore, this intervening landscaping result in the closest proposed dwelling being located 40m away from these setts.

5.135 One of the setts would be located close to the edge of the proposed linear SUDS basin, falling within the suggested 20m no construction zone in the submitted Ecology Report, and a new pedestrian footway through the open space would also fall within 20m of the other sett. However, this overlap would only be a couple of metres and there are considerable topographic changes in the locality of the setts. Furthermore, there is no stipulated distance in standard advice at which licencing is required and it has previously been accepted on the appeal for the northern parcel of the HW8 allocation that a 10m no construction zone would be acceptable.

5.136 In any event, the potential impacts of these features in the landscaped part of the site on the badger setts can be addressed by conditions allowing for their minor re-

alignment as appropriate and a badger mitigation plan. As such, it is considered that the retention of the identified badger setts is achievable, but mitigation measures secured by conditions would be necessary to address construction impacts and the impacts on foraging habitats and increased human activity of the site in the form of ecological enhancements and a Landscape and Ecology Management Plan.

5.137 Turning to other protected species, the submitted Ecology Surveys have not confirmed the presence of great crested newts, reptiles or hazel dormouse and recommends mitigation and enhancement measures which can be secured by condition to address impacts on birds, invertebrates and other notable species (e.g. hedgehogs) including ecological enhancements, bird boxes and a sensitive lighting scheme.

5.138 The Council's Ecology Officer has not raised objections with regards to protected species subject to conditions.

Habitats and Biodiversity Net Gain

5.139 The application has been supported by a DEFRA 3.1 Biodiversity Metric, which has been amended during the course of the application in response to comments from the Council's Ecology Officer.

5.140 It is clear from the submissions that it is not possible to provide a net gain in habitats / biodiversity on site and deliver the housing allocation. Whilst discussions are currently ongoing with the Council's Ecology Officer and the applicant regarding the final habitat loss figure, these are at an advanced stage and the applicant has confirmed agreement to secure on-site enhancements and mitigation measures and to provide offsite compensation to ensure the delivery of 10% net gain in BNG as required by the emerging HNP.

5.141 No objections are therefore raised with regards to BNG subject to conditions and a legal agreement to secure the requisite 10% net gain in BNG.

Trees and canopy cover

5.142 WDLP Policy DM34 and part E of Policy HAZNP2 of the emerging HNP require developments to achieve a future canopy cover of 25% the site area.

5.143 In addition, WDLP Policy DM34 seeks to protect existing green infrastructure and details that trees shown to be retained through site layout and during construction should be protected. Furthermore, Part E of Policy HAZNP2 of the emerging HNP states that proposals that lead to the felling of one or more trees will be refused unless it can be demonstrated that is unavoidable and satisfactory mitigation measures are put in place.

5.144 Part 3 of Policy HW8 sets out the following site-specific green infrastructure requirements relating to existing trees and hedgerows within the application site:

- c) Retain the woodland in the southwest corner of the site at Badger Way;
- e) Retain the field boundaries within the site;

- 5.145 It also noted that Part C3 of Policy HAZP5 requires development proposals on the HW8 housing allocation to retain the hedges within the site.
- 5.146 In terms of the policy requirements to retain the field boundaries / hedges, it is noted that the indicative plan in the supportive text for Policy HW8 shows most of the field boundaries retained but allows for some gaps in the internal hedgerow for connections between development parcels. Alternatively, the Figure 9 Development Framework Plan in the Development Brief and Illustrative Plan supporting Policy HAZNP5 shows only the retention of the site boundary hedges and the central hedgerow which splits the two fields. Furthermore, the supporting text for both policies also detail that existing hedges should only be removed where an effective layout cannot otherwise be achieved. Whilst indicative plans and supporting text do not form part of the policy, nevertheless they indicate a reasonable approach to the interpretation and application of this policy requirement as the total retention of all onsite hedgerows would clearly prevent the comprehensive delivery of this allocated site.
- 5.147 The application proposes that all the hedgerows to the southwest, northwest and northeast boundaries of the site would be retained. In addition, the amended scheme also proposes the retention of the central hedgerow which splits the two fields on the site except for an unavoidable gap to allow for an access road connecting the two onsite development parcels. This approach accords with the details shown on the indicative plans and guidance supporting the policies in the WDLP and HNP.
- 5.148 The hedgerows and associated trees that currently separate the onsite commercial land and Inkerman House from the fields to the north would be lost. However, the hedgerow to the north of Inkerman House is not continuous or high quality and both hedgerows are poorly maintained. Moreover, the indicative plan supporting Policy HAZNP5 and the Development Framework Plan in the Development Brief are considered to demonstrate that the loss of these hedges would be necessary and reasonable to facilitate the delivery of the housing allocation.
- 5.149 Therefore, it is considered that objections cannot be sustained to the loss of some of the internal hedgerows under this application.
- 5.150 Turning to trees, the submissions include an Arboricultural Impact Assessment and subsequent Arboricultural Addendum relating to the new cycleway. These arboricultural reports detail that a total of 51 individual trees would also need to be removed to facilitate the proposed development.
- 5.151 The majority of the trees to be removed would be within the garden area associated with Inkerman House and they are identified as category C or U trees in the submitted arboricultural reports. It is accepted that their removal is necessary to facilitate the access to the development and the delivery of housing.

- 5.152 Three category B trees would be removed (T8 Beech, T30 Spruce, and T80 Oak) and these trees are also be located in the area of land currently associated with Inkerman House. The removal of these trees is considered necessary to deliver the vehicular access to the site, cycleway connections and housing perimeter blocks.
- 5.153 The scheme has however been amended to retain the three TPO trees on the plot of Inkerman House.
- 5.154 In addition, the submitted details indicate that the proposed 3m cycleway along the A404 would not result in an unacceptable impact on the TPO woodland on the frontage of the site, subject to appropriate root protection measures. The scheme also shows a leisure route / informal footpath through this retained woodland and the submitted arboricultural reports detail that this would not have any harmful effects on the health or vitality of this protected woodland, subject to appropriate subbase details and the final alignment being agreed by condition.
- 5.155 The submitted arboricultural reports also contains a range of tree protection measures in root protection areas of all retained trees on site and these matters can be conditioned.
- 5.156 The Council's Arboricultural Officer raises no arboricultural objections regarding the proposed development subject to conditions.
- 5.157 In terms of tree planting and canopy cover, the submitted landscaping details show trees provided within the street, rear gardens, and the areas of open space. The retained woodland to the southwest corner of the site would also contribute towards canopy coverage together with the retained mature trees along the site boundaries.
- 5.158 The submitted canopy cover calculator summary indicates that the existing site has 11% canopy cover and that 25% canopy cover could be achieved in connection with the proposed development. The precise details of the canopy cover can be secured through condition, and it is possible that an even greater figure could be achieved at the condition stage.
- 5.159 Overall, the submitted details indicate that highest quality trees and hedgerows would be retained as part of the proposed layout. Furthermore, the loss of some internal and frontage trees and hedges would be necessary and reasonable to allow the provision of the housing allocation. Moreover, and in any event, it is considered that the loss of onsite trees and hedges would be outweighed by the mitigation arising from the significant increase in canopy cover on site. Therefore, the proposal would comply with Policies DM34, HW8 (Part 3c) and HAZNP2 and objections could not be sustained regarding the loss of internal hedges under Policies HW8 and HAZP5.

Green Infrastructure

- 5.160 Policy HW8 (Part 3d) and Policy HAZNP (Part C2) requires development proposals to provide a Green Infrastructure link / connectivity through the valley of the site connecting the orchard/woodland in the northeast corner of the adjoining HW8

development site with the woodland at Badger Way to the northwestern side of the application site.

- 5.161 Policy HAZNP5 also requires development to enhance the green infrastructure link along the northeastern boundary of the site (connecting the orchard adjacent the site to the wider countryside to the south) (Part C4); and to contribute to off-site green infrastructure network improvements adjacent to the site (Part C5).
- 5.162 The proposed layout would provide an area of open space to the northern part of the site which would follow the alignment of the valley through the site to the woodland at Badger Way. It would also adjoin with the northwestern hedgerow boundary and an area of open space on the neighbouring development parcel which links into the orchard/woodland on the HW8 allocation to the north. As such, the proposal, cumulatively with the proposed development on the adjoining part of the HW8 allocation, would result in a substantial central green infrastructure belt that follows the route of the valley across the HW8 allocation.
- 5.163 The proposed development is also set off the boundary with the orchard adjacent to the north of the application site by a minimum of 8m with landscaping including tree planting shown between the retained boundary hedge and new road serving the scheme. Similarly, the development is set off the northeastern boundary by between 5-8m with landscape planting. Therefore, the proposal would enhance the green infrastructure link along the northeastern boundary. Furthermore, the retention of the central hedge between the development parcels on site would support additional green infrastructure linkages between the off-site orchard and the countryside to the south. The proposed open space to the northwestern part of the site would also run along the entire southeastern side of the site and provide another substantial green infrastructure connection from the off-site orchard to the countryside to the south.
- 5.164 The development, therefore, would deliver green corridors running along three of the four boundaries of the site (the northwestern, northeastern and southeastern boundaries) and a corridor running down the centre of the site. Therefore, cumulatively with the neighbouring HW8 development, the proposals would achieve the policy requirements to connect the HW8 orchard with the valley and woodland on Badgers way, and enhance the green infrastructure link the offsite orchard with the countryside to the south.
- 5.165 Part C5 of Policy HAZNP5 also requires development proposals to contribute to off-site green infrastructure network improvements adjacent to the site. However, given the extent of green infrastructure linkages that would be delivered along the boundaries of the site, thus connecting in with and offering benefits to neighbouring green infrastructure it is considered that requirement would be addressed. Furthermore, and whilst not directly adjoining the site, the scheme would also deliver off site biodiversity enhancements via the requirement to secure 10% BNG as detailed above and thus the ecological impacts of the development would clearly be mitigated. In addition, and in any event, there is no defined Parish project to which

any funding for off-site green infrastructure network improvements adjacent to the site could be secured against and, therefore, such a contribution would not meet the CIL122 tests. As such, no objections are raised regarding Part C of Policy HAZNP5.

5.166 Overall, it is considered that the proposal would provide and enhance green infrastructure links across the allocation which comply with the policy requirements.

Public open space

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), HW8 (Land off Amersham Road including Tralee Farm, Hazlemere)

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

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

Development Brief

5.167 Policy DM16 of the DSA states that the development of strategic sites will be expected to meet all local and strategic space requirements on site as a minimum. These are set at a standard of 1.15ha Local Open Space/1000 population, and 3.3ha Strategic Open Space/1000 population. The open space requirement for the site would equate to 2.77ha.

5.168 The scheme proposes the total open space provision of 2.83ha of Open Space across the site which is a sufficient quantum of open space to meet the cumulative requirements of local and strategic open space requirements for the development in this instance.

5.169 The open space is primarily focussed on the western parcel of the site, although an open space band also does run around the northern and eastern boundaries of the east land parcel and along the retained central hedgerow which separates the two main parcels of the site. The open space in the western parcel is focused towards the northern western boundary of the site and would comprise an easily accessible and part of a shared area of open space for the wider HW8 development as well as the required green corridor through the site. The extent of the open space proposed here is similar to that which is indicatively shown on Figure 14 of the WDLP and the Development Brief.

5.170 The northwestern area of proposed open space would span the width of the western parcel of the site (some 150m), with a depth of between 60-75m. It would include two pedestrian / cycle connections into the neighbouring HW8 parcel to the north as well as a MUGA and NEAP to serve the recreation needs of the application site and the neighbouring HW8 parcel to the north, which would avoid duplication and needs to be secured by S106. One of the two SUDS basins serving the application site would be also located in this northwestern area of open space and there would be a

series of pedestrian / cycle routes running through the open space including boardwalks across the valley.

5.171 In addition, the open space in the western parcel would also run along the southwestern side boundary of the site with neighbours on Badger Way and have a width varying between 15-30m, including another SUDs basin and a pedestrian / cycle route. It would also connect into a new leisure route running through the triangular shaped retained woodland in the southern corner of the site on the A404 frontage. It is noted that this woodland does require long-term management and maintenance to make it an attractive proposition for leisure, which can be secured by condition and as part of the legal agreement.

5.172 It is considered that the proposed development meets the requirements of Policy DM16 in terms of open space delivery, in isolation, and also that a comprehensive approach has been taken to the delivery of open space and recreation facilities across the wider HW8 allocation.

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)

Air Quality SPD

5.173 The Environmental Health officers have reviewed the application in terms of noise, air quality and land contamination matters and have not raised any objections subject to conditions to secure measures to protect future residents from traffic noise from the Amersham Road; EV charging points in accordance with the Air Quality SPD; the implementation of the proposed contamination remediation scheme, and a Construction Environmental Management Plan (CEMP) to control the construction impacts of the proposed development (e.g. dust).

Building sustainability and climate change

Wycombe District Local Plan (August 2019): CP12 (Climate Change), DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM41 (Optional Technical Standards for Building Regulations Approval)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP3 (Delivering Zero Carbon Buildings)

Air Quality SPD

- 5.174 Policy CP12 of the WDLP sets out that the Council seeks to promote mitigation and adaption to climate change through the incorporation of SUDS into the design of new developments, ensuring flood risk assessments take into account climate change factors, adopting higher water efficiency standards, introducing a requirement to contribute to mitigating urban heat island effects and increases in air pollution, and supporting the integration of renewable technologies.
- 5.175 The measures set out in strategic Policy CP12 are then secured through detailed DM policies, with Policy DM39 addressing the climate impacts on flood risk and SUDS; Policy DM41 providing further details on the specific water standards; the canopy cover requirement of Policy DM34 addressing the urban heat island effect and pollution issues; and Policy DM33 requiring the integration of renewal technologies and these matters are addressed in turn below.
- 5.176 As detailed in the Flooding and Drainage section above, the proposal addresses the climate change implications of flood risks and incorporates SUDS features to accord with Policy DM39.
- 5.177 The water efficiency standards set out in Policy DM41 can be conditioned to ensure compliance with this requirement.
- 5.178 In addition, and as detailed in the Biodiversity and Green infrastructure section above, the details submitted indicate that the proposed development would be able to meet the 25% canopy cover requirements and thus would include measures to mitigate against the urban heat island effect and increases in air pollution as required by Policy DM34.
- 5.179 Finally, the submitted Whole Life-Cycle Carbon Statement sets out that the development would incorporate PV panels. Further details of this renewable technology can be secured by condition to meet the requirements of Policy DM33.
- 5.180 Policy HAZNP3 of the emerging HNP also seeks to address climate change and includes the following requirements relevant to the application proposals:
- A. All development should be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.*
- C. Where the PassivHaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report.*
- D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.*

- 5.181 The applicant has submitted a statement appended to the Planning Statement to address the requirements of the emerging HNP. This sets out a range of measures incorporated in the development to address the requirements to be Zero Carbon Ready by Design through landform, layout, building orientation, massing and landscaping under Part a of Policy HAZNP3. The measures incorporated into the design of the scheme include avoiding housing in the part of the site with steepest landforms; 25m back to back distances to prevent overshadowing and allow for airflow; streets set out perpendicular to each other at roughly 42degree from north which ensures that every dwelling has at least one aspect that faces southeast or southwest to maximise solar radiation; locating the taller flatted blocks to the north and / or away from houses which would prevent overshadowing; all dwellings (houses and flats) designed to be dual aspect which allows for good daylighting and cross ventilation; and provision for tree planting in the street, open space and rear gardens to mitigate the urban heat island effect. Although, it must be acknowledged that there are also a variety of other non-climate change related constraints and policy requirements that need to influence the layout of a development including the shape and size and orientation of the development parcel; features that need to be retained such as trees, hedgerows and the surface water flow path; character of the surrounding area; amenity of neighbouring properties; access points; etc. However, overall, it is considered that the layout adequately addresses the requirements of part A of Policy HAZNP3.
- 5.182 The requirement of part C of Policy HAZNP3 for the completed development to have no energy performance gap can be addressed via a condition requiring the submission of a Post Occupation Evaluation Report including remediation measures as necessary.
- 5.183 The applicant has submitted an Energy and Whole Life-Cycle Carbon Statement to address the requirements of part D of Policy HAZNP3. This details that the development would exceed the average LETI Life Cycle Embodied Carbon Rating for residential developments via the incorporation of measures to embodied carbon from the construction of the development (e.g. use of timber instead of concrete for upper floors, PVC rather than aluminium windows, etc) and carbon emissions resulting from the use of the development over its entire life (e.g. fabric first approach, and utilising PV for proposed houses and electric heat pumps rather than gas boilers for the apartments). It is recommended that further details of and implementation of the measures within the statement are secured by condition, including achieving a minimum of a LETI Life Cycle Embodied Carbon rating of D.
- 5.184 It is noted that a large number of the objectors to the application have raised concerns with regards to climate change, reducing carbon emissions and targets, and the climate emergency. However, as detailed above, the proposal would comply with the relevant climate change policy requirements and whilst it is presently a largely greenfield site, it remains an allocated site within the Development Plan whereby its redevelopment for housing has been accepted.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth), HW8 (Land off Amersham Road including Tralee Farm)

Emerging Hazlemere Neighbourhood Plan (Referendum Version 2023): HAZNP4 (Promoting Sustainable Transport) and HAZNP5 (Planning for Sustainable Development at Amersham Road/Tralee Farm)

DSA: DM19 (Infrastructure and delivery)

Planning Obligations SPD

5.185 The development is a type of development where CIL would be chargeable.

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

Education

5.187 Policy HW8 acknowledges that development of this site will be required to meet the needs arising from the development for additional primary school places. The WDLP was drafted at a time when the adjoining site was being considered for allocation in a new Chiltern and South Buckinghamshire Local Plan. The policy justification acknowledges this and states that should both sites come forward for development then a new primary school would be required to serve both HW8 and the adjoining site within the former Chiltern area. The Chiltern and South Buckinghamshire Local Plan is no longer progressing and as such that site is not allocated.

5.188 Paragraph 5.1.69 of the WDLP states that "Alternatively, a commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places if the adjoining Chiltern site is not allocated or if it can be demonstrated to the satisfaction of the Local Education Authority that these needs will be better met through the expansion of existing schools". As the adjoining site is not advancing at this stage there is no justification for the provision of a new school to be provided on site.

5.189 The Local Education Authority have provided comments on the application and have advised that it would be necessary to secure financial contributions towards the primary school expansion programme for the High Wycombe area.

5.190 With regards to secondary schools, the Infrastructure Delivery Plan confirms that in the majority of cases the Council will not seek specific s.106 contributions for secondary school provision. There is no specific reference to deliver secondary funding within the HW8 policy through financial contributions by way of S106. The IDP confirms that funding will be sourced from capital funding, Government grants, as well as funds from the Community Infrastructure Levy.

Health Facilities

- 5.191 Policy CP7, which relates to Delivering Infrastructure to support growth, states that where justified, development will be required to provide or contribute towards the delivering key infrastructure requirements for the district. This includes, inter alia, new primary care facilities where required, and facilities which promote healthy living including open space and recreation. There is no specific requirement identified within Policy HW8 for the delivery of health facilities.
- 5.192 The NHS Buckinghamshire Healthcare Trust (BHT) and NHS Integrated Care Board (ICB) have both been consulted on the application. BHT have not responded to the consultation, but the ICB have provided comments as addressed in more detail below.
- 5.193 The NHS ICB have advised that the increase in population will have an effect on surgeries and the surrounding area. This increase in pressure would amount to further pressure on GP practices through the need for more consulting rooms and larger/additional waiting areas and car parking. Therefore, in order to cope with the additional pressure, the ICB have requested financial S106 contributions for infrastructure.
- 5.194 The ICB have submitted calculations and methodology for a contribution based on average floor space per patient, build costs per sqm, and an estimation of the population arising from the proposed development. In addition, the ICB have specified the GP surgeries that the contribution would serve, detailing that it would be an extension to either Hazlemere Surgery or Highfield Surgery. It is considered the information submitted by the ICB is adequate to satisfy Regulation 122 of the CIL Regulations and therefore it is recommended that this financial contribution for health infrastructure is secured by s106.

Utilities

- 5.195 Concerns have been raised with regard to existing utilities infrastructure including matters relating to sewerage and water.
- 5.196 However, it is proposed that surface water will not connect to the network, and the LLFA is content with the principles of the scheme presented which includes SUDS feature that take into climate change.
- 5.197 Thames Water also raise no objections regarding surface water, the waste water network and sewerage treatment works infrastructure capacity serving the development.
- 5.198 Affinity Water have also been consulted on the application but have not responded to the consultation.

Other Infrastructure

5.199 The development is CIL chargeable and, with the exception of education contributions, Policy HW8 does not identify other specific contributions towards other social infrastructure to be provided.

Planning Obligations

5.200 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) Provision of a minimum 48% on-site affordable housing (and related controls) - 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.
- b) Provision of 13 custom / self-build dwellings (5% of the proposed dwellings)
- c) Provision of on-site public open space, including MUGA and NEAP and on-site woodland and its future management and maintenance, including step in rights for Hawridge development to provide, manage and maintain MUGA and NEAP
- d) Provision of and management / maintenance of a pedestrian connections between northern boundary and MUGA and NEAP, including step in rights for Hawridge development to provide, manage and maintain pedestrian connections to the MUGA and NEAP
- e) Future management and maintenance of on-site sustainable drainage system
- f) Provision of a scheme of biodiversity off-setting to provide a 10% net gain in biodiversity
- g) Financial contributions towards off site highways works including provision of Real Time Passenger Information at bus stops on Holmer Green Road adjacent to Park Parade Centre
- h) Travel plan and monitoring
- i) Provision of a car club vehicle within the site
- j) Future management and maintenance of off-plot EV charging
- k) Provision of and management / maintenance of a pedestrian route (either permanent or temporary until permanent routes are provided) between Amersham Road and Wycombe Road
- l) Provisions and management / maintenance of emergency vehicle access connection to A404 Amersham Road
- m) Provision and management / maintenance of emergency vehicle access connection to northern boundary of site, including step in rights for Hawridge development to provide, manage and maintain emergency vehicle access connection to site

- n) Removal of any ransom opportunities relating to other development of the HW8 site.
- o) Removal of any ransom opportunities relating to future pedestrian / cycle connections to Badger Way and to allow for construction of future pedestrian / cycle connections from Badger Way to join onto the onsite pedestrian /cycle network in the future
- p) Financial contribution towards primary education in the area
- q) Financial contribution towards NHS primary care in the area
- r) Provision of active travel improvements comprising 3m shared footway/cycleway along the A404 between Gravelly Way and Eastern Dene incorporating root protection measures for adjacent woodland trees, a pedestrian refuge crossing on the A404 between the site access and Gravelly Way, a crossing point at the junction with Inkerman Drive compliant with the most up to date national standards (LTN 1/20), cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.
- s) Provision of cycle storage measures and facilities at Park Parade
- t) Future occupiers to enter into covenants regarding trees on plot

5.201 The applicant has confirmed that they are willing to enter into a legal agreement to secure obligations relating to the above matters.

Other Matters

5.202 Comments have been made that the application should be refused as a “departure” to the Local Plan, citing Article 32 of the Development Management Procedure Order 2015. Article 32 of the DMPO states that *“A local planning authority may in such cases and subject to such conditions as may be prescribed by directions given by the Secretary of State under this Order, grant permission for development which does not accord with the provisions of the development plan in force in that area in which the land to which the application relates is situated”* (emphasis added). As detailed in the DMPO, a “departure” relates to approving developments which do not comply with the Development Plan and as such is not relevant to requests to refuse applications.

5.203 Various comments have been made with regard to the cumulative total of dwellings proposed with the undetermined application on the neighbouring parcel to the north. However, the WDLP identifies an indicative capacity of some 350 dwellings to be provided on HW8 and following amendments to both the current application and the adjoining application to the north, should planning permission be forthcoming on both schemes this would result in a cumulative total of 346 dwellings. There would remain several small undeveloped parcels of the HW8 allocation on the southern A404 Amersham Road frontage. However, the current application extends outside the original HW8 allocation to the southwest, albeit still falling outside the Green Belt

and within a designated Tier 1 settlement area where residential development is acceptable in principle (as detailed in the Principle of Development section above). Furthermore, and in any event, as detailed above it is considered that the current application for determination, at 259 units, proposes a proportionate quantum of development within the allocated site.

5.204 With regard to the objections received which suggest that the development would adversely affect a vulnerable child. It is acknowledged that there are vulnerable children (and adults) throughout society within all communities who may ultimately be concerned by any development which affects them through change. Planning practice guidance advises that a proportionate approach be taken, and that the LPA need to consider the case before them and acknowledge that the best interests of a child may not always outweigh other considerations. It is difficult to quantify the impact that the development would have on a child in any balance. However, in this instance, and the development has been found not to have any unacceptable impacts with regards to residential amenity and crime prevention. Furthermore, it is within the wider public interest to allow development on an allocated site within the Development Plan, which would bring with it wider benefits, as a matter of principle.

6.0 Weighing and balancing of issues / Overall Assessment

- 6.1 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.
- 6.2 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 (such as CIL if applicable), and,
 - c. Any other material considerations
- 6.3 As set out above it is considered that the proposed development would accord with the development plan policies taken as a whole to deliver sustainable development in the environmental, social and economic context. The few instances of non-compliance have been detailed and justified in the report and do not outweigh this conclusion.
- 6.4 The development would bring the following benefits:

- a. The provision of housing on an allocated site for which there is a need and which will count towards the Council's 5-year housing land supply.*
- b. The provision of affordable housing for which there is a significant need in the area.*
- c. The provision of self-build housing.*
- d. The provision of wheelchair user dwellings and accessible and adaptable dwellings.*
- e. The provision of new open space, recreation and play equipment to serve the community.*
- f. Enhancement to on site woodland and delivery of 25% canopy cover on site*
- g. Community Infrastructure Levy will be paid which will fund local infrastructure.*
- h. In the short term employment in the construction industry.*

- 6.5 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.
- 6.6 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The application provides for 259 dwellings that would be accessible to those with and without the relevant protected characteristics stated above and no discrimination or inequality would arise from the proposal.
- 6.7 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

7.0 Working with the applicant / agent

- 7.1 In accordance with paragraph 38 of the NPPF (2023) the Council 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.
- 7.2 The Council 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.
- 7.3 In this instance

- was provided with pre-application advice.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues.
- The application was determined without undue delay following receipt of an acceptable scheme.
- The application was considered by the Strategic Sites Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

8.0 Recommendation

8.1 The recommendation is that the application be delegated to the Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a Legal Agreement to secure the following:

- Provision of a minimum 48% on-site affordable housing (and related controls) - 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.
- Provision of 13 custom / self-build dwellings (5% of the proposed dwellings)
- Provision of on-site public open space, including MUGA and NEAP and on-site woodland and its future management and maintenance, including step in rights for Hawridge development to provide, manage and maintain MUGA and NEAP
- Provision of and management / maintenance of a pedestrian connections between northern boundary and MUGA and NEAP, including step in rights for Hawridge development to provide, manage and maintain pedestrian connections to the MUGA and NEAP
- Future management and maintenance of on-site sustainable drainage system
- Provision of a scheme of biodiversity off-setting to provide a 10% net gain in biodiversity
- Financial contributions towards off site highways works including provision of Real Time Passenger Information at bus stops on Holmer Green Road adjacent to Park Parade Centre
- Travel plan and monitoring
- Provision of a car club vehicle within the site
- Future management and maintenance of off-plot EV charging
- Provision of and management / maintenance of a pedestrian route (either permanent or temporary until permanent routes are provided) between Amersham Road and Wycombe Road

- l) Provisions and management / maintenance of emergency vehicle access connection to A404 Amersham Road
- m) Provision and management / maintenance of emergency vehicle access connection to northern boundary of site, including step in rights for Hawridge development to provide, manage and maintain emergency vehicle access connection to site
- n) Removal of any ransom opportunities relating to other development of the HW8 site.
- o) Removal of any ransom opportunities relating to future pedestrian / cycle connections to Badger Way and to allow for construction of future pedestrian / cycle connections from Badger Way to join onto the onsite pedestrian / cycle network in the future
- p) Financial contribution towards primary education in the area
- q) Financial contribution towards NHS primary care in the area
- r) Provision of active travel improvements comprising 3m shared footway/cycleway along the A404 between Gravelly Way and Eastern Dene incorporating root protection measures for adjacent woodland trees, a pedestrian refuge crossing on the A404 between the site access and Gravelly Way, a crossing point at the junction with Inkerman Drive compliant with the most up to date national standards (LTN 1/20), cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.
- s) Provision of cycle storage measures and facilities at Park Parade
- t) Future occupiers to enter into covenants regarding trees on plot

8.2 And the imposition of planning conditions broadly in accordance with the details set out in the report below as considered appropriate by the Director of Planning and Environment.

8.3 Or, if these cannot be achieved, then for the application to be REFUSED for such reasons as the Director of Planning and Environment considers appropriate.

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

Time limits

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).

Approved Plans

2. The development hereby permitted shall be carried out in accordance with attached schedule of approved plans.

Reason:

In the interest of proper planning and to ensure a satisfactory development of the site.

Accessibility and Water Efficiency Standards

3. Notwithstanding the submitted details and prior the commencement of development, an updated accommodation schedule and accompanying plans which demonstrate that 30% of the affordable homes and 20% of the market homes have been designed to achieve the standards in Building Regulations Approved Document M4(3) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed in accordance with the approved M4(3) details and the remaining dwellings other than the first floor units on plots 11-12 and 30-31 hereby permitted shall all be designed and built to achieve the standards in Building Regulations Approved Document M4(2).

Reason:

To meet the need for accessible, adaptable and wheelchair user dwellings as required by policy DM41.

4. The development hereby permitted shall be designed and constructed to meet a water efficiency standard of no more than 110 litres per head per day.

Reason:

In order to meet the requirements of Local Plan Policy CP12 and DM41 in the interests of water efficiency.

Phasing

5. Prior to the commencement of development, a Phasing Plan shall be submitted to and agreed in writing by the Local Planning Authority identifying the phasing for the delivery of the development across the whole application site. The development shall thereafter be provided in accordance with the approved phasing plan or a revised phasing plan which has previously been submitted to and approved in writing by the Local Planning Authority

Reason:

To ensure that the timely provision of facilities; all the components of the development are provided in an integrated, appropriate and satisfactory manner; and to ensure a comprehensive development of the wider HW8 site.

Construction Management Plans

6. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out, as a minimum, site specific measures to control and monitor impacts arising in relation to noise and vibration (including working hours and details of all piling as appropriate), and dust and fumes. In relation to dust, the plan must outline the mitigation measures which will be put in place during the construction phase of the development to ensure that surrounding receptors are not impacted by dust as outlined within Appendix C of the Air Quality Assessment [reference: 444490-01 (09)]. It shall also set out arrangements by which the developer shall maintain communication with local stakeholders in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP including details of any proposed complaints management process. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason:

This is pre-commencement to protect the amenities of nearby residential properties and air quality

7. No development shall commence until a Construction Traffic Management Plan (CTMP) 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) 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 CTMP.

Reason:

This is a pre- commencement condition to prevent danger, obstruction and inconvenience to users of the highway and of the development; and to protect residential amenity.

8. No development shall take place (including ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.

- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason:

This is a pre-commencement condition to ensure that development is undertaken in a manner which ensures important wildlife is not adversely impacted.

9. No development shall take place until a Badger Mitigation Strategy has been submitted to and approved in writing by the local planning authority. The content of the Strategy shall include the:

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) and/or surveys necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);

The approved Badger Mitigation Strategy shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason:

To ensure protected species are not harmed as a result of the proposals.

Levels

10. Notwithstanding the submitted details, no development (other than demolition) shall take place until drawings of the site identifying the following have been submitted to and approved in writing by the Local Planning Authority:

- (a) Existing ground levels on site (spot heights) including a datum point that is located off site. Levels should be Above Ordnance Datum (AOD).

- (b) The level of the roads outside the site. (AOD).
- (c) The proposed levels on site following completion of the development (for each existing height a proposed height should be identified).
- (d) The location and type of any retaining structures needed to support ground level changes.
- (e) The Finished Floor Level for every building that is proposed.
- (f) Cross sections within the site taken up to the site boundaries. The information supplied should clearly identify if land levels are being raised or lowered.

The development shall be carried out only in accordance with the approved details.

Reason:

To ensure that the work is carried out at suitable levels in the interests of the character and appearance of the area, to safeguard the setting of the Chilterns AONB and wider views, and protect residential amenities.

Land Contamination

11. The development shall be carried out in full accordance with the contamination remediation works detailed within the submitted Remediation Method Statement (report reference: 1921527-R04 (01) dated March 2023) and under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

Reason:

To ensure that the contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The approved remediation strategy for this additional contamination shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

Reason:

To ensure that any potential contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

13. Prior to the occupation of the development hereby permitted, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include details of the completed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to demonstrate that the site has reached the required clean-up criteria shall be included in the validation report together with documentation detailing the type and quantity of waste materials that have been removed from the site.

Reason:

To ensure that the contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with the National Planning Policy Framework. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

Surfaced Water Drainage

14. No development other than demolition shall commence until a detailed surface water drainage scheme for the site, based on Flood Risk Assessment (ref. 680220-R6(1)-FRA, June 2023, RSK) 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:

- Permeable paving to be used in all driveways and parking bays as a minimum
- A 20m buffer is observed around each soakaway feature and contained solely within the site boundary
- Full site-specific construction details of all SuDS components
- 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 plus climate change allowance 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 proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason:

The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework and Policy DM39 of the Adopted Wycombe Local Plan to ensure that there is a satisfactory solution to managing flood risk.

Materials

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

Reason:

To secure a satisfactory external appearance

16. Any flint work approved pursuant to Condition 15 shall be constructed in accordance with details of a sample panel constructed on site that shall have been submitted to and approved in writing by the Local Planning Authority. The sample panel shall measure at least 1.5 metres x 1.5 metres and shall be constructed on site in the following manner:

- (a) The flint work shall be laid on site, not constructed of pre-made blocks
- (b) The flints shall be laid in a lime mortar mix with slightly recessed pointing, the joints brushed, rubbed or bagged prior to hardening off to avoid a smooth finish
- (c) The flints shall be random coursed and tightly packed to avoid excessive mortar proportions

Reason:

To secure a satisfactory external appearance.

Highway safety and parking

17. No development other than demolition shall commence until details of the estate roads and footways have been approved in writing by the Planning Authority, including further details of the measures to be used to clearly delineate the vehicle and pedestrian zones between the eastern and western development parcels. No dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason:

In order to ensure that the estate road is of an appropriate design to minimise danger, obstruction and inconvenience to users of the highway and of the development.

18. No development other than demolition shall commence until details of the disposal of surface water from the highway have been approved in writing by the Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water from the highway have been constructed in accordance with the approved details.

Reason:

To minimise danger and inconvenience to highway users.

19. Prior to the occupation of the development hereby permitted, the new means of access to and from the A404 Amersham Road serving the site's estate roads hereby permitted shall be sited and laid out in accordance with the approved drawing reference 1903031-09 Rev G and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway".

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

20. Prior to the occupation of the development hereby permitted, the visibility splays shown on the approved drawing reference 1903031-09 Rev G shall be provided on both sides of the vehicle access on Amersham Road and the area contained within the splays shall be kept free of any obstruction exceeding 0.6m in height above the nearside channel level of the carriageway.

Reason:

In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

21. Within six months of the new means of vehicular access to the A404 Amersham Road serving the site's estate roads being brought into use, the existing access point serving Inkerman House that is not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the highway boundary to the same line, level and detail as the adjoining highway boundary.

Reason:

To limit the number of access points along the site boundary for the safety and convenience of the highway user.

22. The scheme for parking, garaging and manoeuvring indicated on the approved plans for each phase approved pursuant to Condition 5 shall be laid out prior to the initial occupation of any development in the relevant phase and shall not thereafter be used for any other purpose.

Reason:

To ensure that adequate car parking is provided in the interests of highway safety and with regards to residential and visual amenity.

23. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no external or internal alterations other than maintenance shall take place to any carports hereby approved.

Reason:

To ensure that adequate car parking is provided in the interests of highway safety and with regards to residential and visual amenity.

24. Prior to occupation of the development hereby permitted, full details of facilities for the storage of refuse bins and cycles for each dwelling shall be provided to the local planning authority for approval. The approved details shall be provided before the dwelling(s) that they relate to is first occupied and the facilities shall thereafter be permanently retained and maintained for their purpose.

Reason:

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents.

Noise

25. Prior to the construction of the development hereby permitted above ground floor slab level, a noise mitigation scheme to protect future residents of the approved development from traffic noise from the A404 Amersham Road shall be submitted and approved in writing by the Local Planning Authority. The measures within the approved scheme shall be fully implemented prior to the occupation of the dwellings to which they relate and shall thereafter be retained and maintained in accordance with the approved details.

Reason:

In the interests of the amenities of future occupiers of the development.

Landscaping, Green Infrastructure and Ecology

26 Notwithstanding the submitted details, no development other than demolition shall commence until a fully detailed hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all new planting species, sizes, and densities; trees to be retained; hard surfacing and permanent seating; and details of provision for tree planting to demonstrate as a minimum that 25% canopy cover percentages will be achieved to meet the requirements of Policy DM34 and the Canopy Cover Supplementary Planning Document. The scheme shall also include a sub-phasing plan/timetable for the implementation of the hard and soft landscaping. Thereafter the development shall be landscaped and planted in accordance with the approved scheme and any trees, plants or areas of turfing or seeding which, within a period of 5 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, green infrastructure, biodiversity and climate change, and to ensure a satisfactory standard of landscaping and compliance with Policy DM34 of the Wycombe Local Plan

27. No development (other than demolition) shall take place until a tree planting and canopy cover implementation and management scheme produced in line with the Canopy Cover Supplementary Planning Document has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a. Details of tree pit design and the required soil volume,
- b. The locations of underground infrastructure to demonstrate that there are no clashes.
- c. Details of monitoring and supervision of the tree planting process including provision to take photographs of each tree pit/soil volume space, prior to filling with soil.
- d. Details of maintenance and management (and replacement procedure if necessary) of trees for at least 5 years after planting

Thereafter the development shall be carried out and completed in accordance with the approved scheme unless otherwise first agreed in writing by the Local Planning Authority. An annual monitoring and supervision report from a qualified arboriculturalist, shall be submitted to and approved in writing by the Local Planning Authority in line with the phased planting scheme and management and maintenance scheme approved under 4 and 5 above.

Reason:

To ensure the canopy cover and biodiversity requirements for the site can be achieved.

28. Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, full details of all means enclosures to be erected within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason:

In the interests of the appearance of the locality, residential amenity and crime prevention

29. Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, full details of the Multi Use Games Area (MUGA) and Neighbourhood Equipped Area of Play (NEAP) within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason:

In the interests of the appearance of the locality, residential amenity and crime prevention

30. With the exception of any pruning, tree surgery or felling specifically shown in the Arboricultural Impact Statement (reference 10775_AIA.001RevC) and Arboricultural Addendums (10775.TN.2 10775.TN.3) submitted as part of the application or the landscaping scheme approved pursuant to Condition 26, no trees or hedge shown to be retained shall be pruned, felled or removed without the prior approval in writing of the Local Planning Authority. If during construction of the development, or within a period of five years of its completion, any such tree or hedge shown to be retained dies or becomes damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another healthy tree, or hedge as the case may be of a similar size and species, unless otherwise approved in writing by the Local Planning Authority. Thereafter any such replacement planting shall be maintained or further replaced as necessary for five years after replacement.

Reason:

To ensure the satisfactory retention of existing trees, and hedges in the interests of amenity, green infrastructure and biodiversity.

31. The development shall take place in accordance with the Arboricultural Impact Statement (reference 10775_AIA.001RevC) and Arboricultural Addendums (10775.TN.2 10775.TN.3) and accompanying Tree Protection Plan submitted as part of the application, and any permitted works within the Construction Exclusion Zone and other works which are specified in the submitted Arboricultural Method Statement shall take place under the supervision of a retained arboricultural specialist.

No site clearance works or development shall commence, and no machinery or equipment shall be allowed on site until protective fencing and/or other protective measures have been erected around each tree and hedge to be retained in accordance with the recommendations in the submitted Arboricultural Method Statement. The area surrounding each tree and hedge to be retained within the approved protective fencing shall remain undisturbed during the course of the works.

Reason:

To ensure that the retained trees and hedgerows are not damaged during the construction process in the long term interests of amenity, green infrastructure and biodiversity.

32. No development other than demolition shall commence until a detailed layout of drainage, utilities and any other such underground services to avoid conflict with retained trees has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the installation of any such services shall be in accordance with the approved details and the guidelines set out in British Standard B.S. 5837:2005 'Trees in Relation to Construction - Recommendations' and the

National Joint Utilities Group (Guidelines for the Planning Installation and Maintenance of Utility Apparatus in Proximity to Trees) Volume 4.

Reason:

To ensure that the trees to be retained are not damaged in the interests of visual amenity.

33. Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, full specifications for the construction and alignment of the routes for pedestrians through the retained woodland on site, including no dig specifications and other tree protection measures as appropriate, shall be submitted to and approved in writing by the Local Planning Authority. The works shall thereafter be carried out in accordance with the approved details and the phasing details approved pursuant to Condition 26.

Reason:

To ensure that the trees to be retained not be damaged during construction and in the interests of amenity, green infrastructure and biodiversity.

34. Prior to the construction of the development hereby permitted above ground floor slab level, an external lighting scheme which shall address the biodiversity, landscape, residential amenity and crime prevention implications of any proposed external lighting on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include a "lighting design strategy for biodiversity" (which follows the Bat Conservation Trust and Institute of Lighting Professionals Guidance Note 08/18 'Bats and artificial lighting in the UK') including:

- a. identify those areas/features on site that are particularly sensitive for wildlife and that are likely to cause disturbance in or around their breeding sites and resting places or along important movement corridors; and
- b. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) and detail how timing of lighting will be controlled, so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.
- c. ensure that lighting shall have a colour temperature of less than 3000 Kelvin.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme prior to final occupation of development hereby approved, and shall be maintained thereafter in accordance with the approved scheme.

Reason:

In the interests of visual and residential amenity, crime prevention, and biodiversity

Sustainability Measures

35. Electric Vehicle (EV) charging point shall be installed in accordance with the submitted Proposed EVC Layout (drawing number BHNLO54-CSL-003) with all EV Charging points for on plot and allocated parking providing prior to the occupation of the dwelling that it would serve and all EV Charging points for unallocated/visitor parking spaces for each phase approved pursuant to Condition 5 shall be laid out prior to the initial occupation of any development in the relevant phase. Any allocated/unallocated/visitor parking spaces provided with Electric Vehicle charging point shall not be restricted to the parking of electric vehicles only and shall be available for the parking of any vehicle including those with internal combustion engines.

The scheme for parking, garaging and manoeuvring indicated on the approved and shall not thereafter be used for any other purpose.

Reason:

To manage carbon emission generation and mitigate for climate change and the impact on the health of Nitrogen Dioxide emissions and in the interests of parking provision and highway safety.

36. Prior to the commencement of the development hereby permitted, a detailed scheme to reduce embodied carbon from the construction of and carbon emissions resulting from the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comply with the recommendations in Paragraph 4.2 of the submitted Whole Life-Cycle Carbon Statement, including the provision of PV panels to all houses and heat pumps to all flats, and demonstrate the achievement of a minimum LETI Life Cycle Embodied Carbon Rating of "D". The development shall thereafter be carried out in accordance with the approved details and no building shall be occupied until the measures within the scheme relating to that building have been provided.

Reason:

To support the integration of renewable and low carbon technology and reduce carbon emissions in the interest of climate change in accordance with Policies CP12, DM33, DM41 of the WDLP and Policy HAZNP3 of the emerging HNP.

37. Prior to the construction of the development above ground floor slab level, full details of the PV panels to be provided to all houses within the development to comply with the recommendations in Paragraph 4.2 of the submitted Whole Life-Cycle Carbon Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and no building shall be occupied until the measures within the scheme relating to that building have been provided.

Reason:

To support the integration of renewable and low carbon technology and reduce carbon emissions in the interest of climate change in accordance with Policies CP12, DM33, DM41 of the WDLP and Policy HAZNP3 of the emerging HNP.

38. Within 6 months of the practical completion or occupation of each new dwelling hereby permitted, whichever is the sooner, a post completion/occupation energy performance evaluation report for the dwelling including any remediation measures as necessary to ensure that there is no energy performance gap shall be submitted to and approved in writing by the Local Planning Authority. In the event that remediation measures are necessary then within 6 months of their approval by the Local Planning Authority a further report demonstrating the implementation of the approved remediation measures shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To reduce carbon emissions in accordance with the requirements of Policy HAZNP3 the emerging HNP

Security of flatted blocks

39. Prior to the occupation of the flats hereby permitted, full details of an access and security strategy to serve the flats, including details of access controls and visitor entry systems, management of mail deliveries to avoid unrestricted access to communal hallways, and physical security standards for communal door sets and bin and cycle stores, be submitted to and approved in writing by the local planning authority. The approved measures shall be installed and fully operational prior to the occupation of the flats that they would serve and be retained thereafter in accordance with the approved details.

Reason:

To ensure the provision of a secure development.

Removal of permitted development rights and other limitations

40. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order), no development falling within Classes A to E of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.

Reason:

In order that the Local Planning Authority can properly consider the effect of any future proposals on the character of the locality, the amenity of neighbouring properties and surface water drainage.

41. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a highway.

Reason:

In order to safeguard the visual amenities of the area.

42. Notwithstanding the provisions of Part 2 of the Second Schedule to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no gates shall be erected upon the development's estate road.

Reason:

To prevent vehicles reversing out onto Amersham Road and enable vehicles to draw off clear of the highway, turn within the site and re-enter Amersham Road for the safety and convenience of all highway users.

43. Notwithstanding the submitted details, the first floor window in the flank elevations of the dwelling on Plot 24 shall be obscure glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

Reason:

In the interests of the amenity of neighbouring properties.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

CLlr Ron Gaffney – February 2023

My feelings on this site are well known and documented. I am totally against this application.

CLlr Ed Gemmell – January 2022

I object to the application for the following reasons related to the Wycombe Local Plan (section numbers below from the plan)

According to section 5.1.60 The site is allocated for 350 homes and the combined applications considerably exceed this.

Under 5.1.63 A comprehensive approach to the development of the land in Wycombe District is essential for good planning on this site. Preparation of a development brief for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site.

This application is this "premature" as the 'essential development brief' has not yet been created and must predate the applications.

In addition the application is "premature" as Hazlemere is engaged in creating a neighbourhood plan which will also be essential to ensure a comprehensive and appropriate approach to this and other developments in Hazlemere.

CLlr Ed Gemmel – January 2022

The issue of protection of children is a material consideration and should be taken into account. Under government guidance online on the NPPF this is specifically mentioned as a material consideration. I am aware of at least one very vulnerable child who will be adversely affected by these developments and would like my concern also registered on the planning portal.

CLlr Ed Gemmell – February 2022

I would like to object to this application and call it for consideration by the Strategic Sites Committee.

There have been numerous challenges to this application, not least by the Hazlemere Parish Council whose conclusions I support.

In addition, this application should be dismissed on the basis of the material considerations set out below:

- The government guidance “Determining a planning application” states “the courts often do not indicate what cannot be a material consideration. However, in general they have taken the view that planning is concerned with land use in the public interest”
- In this case the “public interest” would be served by preserving this land as green open space and preserving every single mature tree that would be felled if this application would be successful. This has become an even more important imperative recently with the publication of the government report “UK Climate Change Risk Assessment 2022” which was presented on 17 January to Parliament pursuant to Section 56 of the Climate Change Act 2008. In the opening paragraph of this report the government states “Climate change is happening now. It is one of the biggest challenges of our generation and has already begun to cause irreversible damage to our planet and way of life. We have clear evidence demonstrating the pace of warming in recent decades and the impacts we will face should this continue. As we redouble our efforts to achieve net zero we must also continue to raise ambitions on adaptations to ensure the UK is resilient to the challenges of a warming world.”
- One of the essential attributes for successful adaptations in Hazlemere is retaining our biosphere, biodiversity and habitats and especially our mature tree cover, as well as and in addition, planting more trees. Trees and mature hedgerows in Hazlemere provide the best protection against heatwaves and the deaths that will be caused by them. The 2018 heatwave is anticipated by the Climate Change Committee to become our annual weather pattern by 2050. The extreme once in a thousand years Canadian heatwave is now projected by scientists to be probable every 6.5 years – as Hazlemere and Buckinghamshire are on the same latitude as Canada we can expect similar heatwaves to occur here with the same frequency. The Environmental Audit Committee projects that there will be more 7,000 deaths by 2040 caused by extreme heat. Land use in the public interest should be the paramount material consideration and considerable weight should be given to the need to protect lives and health of people in Hazlemere by preserving trees and the natural green spaces as part of our urgent adaptation to climate change. Hazlemere has a high proportion of elderly and vulnerable people as was shown during the Covid19 outbreak and many of these people’s lives will be put at risk during the expected heat waves over the next few years and decades – in order to “plan local plan use in the public interest” we must protect the natural environment in order to protect local people.
- The NPPF Section 153 states “Plans should take a positive and proactive approach to mitigating and adapting to climate change, taking into account the long term implications for flood risk...biodiversity and landscapes, and the risk of overheating from rising temperatures.” The plan for this site does not take a proactive approach to mitigation and adaptation and will make the risk of flooding in the local area much higher as well as considerably increasing the risk of overheating from rising temperatures. This development will in fact exacerbate the problem and should be rejected.
- All existing mature trees and hedgerows of the site should be preserved. If officers are minded to allow the development on this to go ahead in some format then it must be done

around the current trees and hedgerows in order to preserve them. Protection of the natural environment which is vital to climate change adaptation in Hazlemere is a material consideration and should be given due weight. Any buildings that should be permitted be placed around such natural environment and be sympathetic towards it.

- Climate change mitigation and adaptation are material considerations with great weight in the case of this application for development in Hazlemere. The Hazlemere Parish Council has declared a Climate Emergency and set a net zero target for the whole of Hazlemere and the UK Government has similarly declared a Climate Emergency and set a 2050 net zero target. The NPPF in paragraph 152 states “The planning system should support the transition to a low carbon future in a changing climate...It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience.”
- The required “radical reductions in greenhouse gas emissions” is required to give us any chance of staying under the safe limit to global warming of 1.5 degrees C and especially for the community in Hazlemere this is a material consideration and should be given great weight. Officers should also consider that the need to stay under 1.5 degrees C of global warming is of overriding importance and overwhelming weight should be given to this material consideration. Such “radical reduction” as required in the NPPF can only be secure by controlling and restricting the built environment. The proposed houses on this particular development plus the proposed other concreted service areas will cause up to 35,000 tonnes of embedded carbon emissions (80 tonnes per house plus carbon from roads/ancillary services). To put this in context based on the IPCC’s 6th Assessment Report estimated that to have a 67% likelihood (only 2/3 chance) of staying below the 1.5 degrees C warming target, the remaining global carbon budget from the beginning of 2020 until the point at which net zero is reached would be 400 GtCO₂ (billion tonnes of CO₂). On the basis that carbon emissions globally will be around 81.5 GtCO₂ in 2021 and 2021 this leaves 318.5 GtCO₂. When divided by the number of people on the planet (7.9 billion) our individual carbon target is 40 tonnes and the consequent carbon budget for Hazlemere is 400,000 tonnes. The proposed major developments in Hazlemere in HW8 and in the area associated with Terriers Farm (approx. 1100 houses) will produce carbon emissions in the region of 132,000 tonnes or 1/3 of Hazlemere’s entire remaining carbon budget.
- Note - The developer has not supplied any evidence of the level of carbon emissions that will actually be created from this development or the ongoing carbon emissions from the dwellings. Also, no information has been supplied on measures to bring carbon emissions related to the development to zero or as to how this development will help Hazlemere reach its net zero goal or the UK government reach its legally binding net zero targets.
- The NPPF section 154 requires “New development should be planned for in ways that: avoid increased vulnerability to range of impacts arising from climate change” and “can help to reduce greenhouse gas emissions”. There is no evidence in the proposal from the developer of this site that this development will reduce Hazlemere’s vulnerability to

climate change or that it will help to reduce greenhouse gas emissions in the local area – without an agreed plan to do this this application should be rejected.

- When you add to the context that in the local areas this is not demand for housing from local residents but this is a local demand for protection for heatwaves, floods and the other consequences of the current levels of climate change which will increase in intensity and frequency in the next few years and decades. In order to ensure that planning supports land use in Hazlemere in the public interest the development should be refused.
- There have been a number of issues raised by other objectors in relation to this and other plans for the HW8 area over the evidence and process used to remove this area from the Green Belt. There is a serious question mark over the land's classification as "semi urban" in the local plan. To be semi urban the land should have more than 10% building cover and in the case of the overall HW8 site this has been shown to be under 1% which even if the whole of the Coachworks is included (including the tarmacked and untarmacked areas of this) then the total is still under 9%. On the basis that this and other errors may have been made in the decision to remove this area of Green Belt in the Wycombe Plan then this should be seen as a material consideration in deciding to reject development on this area or at least on the undeveloped part (around 95%)
- In addition the LPA has authority to depart from the Local Plan under Article 32 of the Town and County Planning (Development Management Procedure) (England) Order 2015 and such departure would clearly be in the public interest to prevent development on the green land of this site.
- The development should be refused on the basis of these very important material considerations. Should the applicant then decide to appeal the decision the Council should defend such a decision and would confirm that the issues raised are material considerations and as such are valid reasons to refuse these developments.

Clr Ed Gemmell – April 2023

If officers are minded to approve this application then I will want to call this into the Strategic Sites Planning Committee.

The submitted plans are not in compliance with the Development Brief which was stated to be "essential" under the Wycombe Plan to ensure the comprehensive development of the site.

The submitted plan is not in compliance with the Development Brief which states:

"Ensure the site layout and the design of dwellings mitigates climate change. For example,

- maximising the potential heating effect of the sun in winter through site layout, building design and orientation.

- use of passive house design principles

- incorporating low carbon energy and heat including the use of renewables such as heat pumps and photo voltaic cells - incorporating high levels of insulation

- use of low carbon or zero carbon building materials

- make climate change allowances in the design of SuDS schemes to deliver sufficient capacity."

No effort at all has been made to mitigate and adapt to climate change as required under Paragraph 8c of the NPPF.

The plans are almost identical to the previous plans from applicant. The plans need to be changed to show an effective orientation of the buildings to mitigate and adapt to climate change through ensuring maximum use of the sun in the winter and maximum use of the shade from mature trees and other buildings through the summer. Summers will get hotter and hotter necessitating intelligent planning of orientation as required.

The plans do not show how the buildings use zero or low carbon building materials or how they incorporate heat pumps and solar panels.

The canopy cover needs to be over 25% after 25 years as required under the Wycombe Plan and this has not been shown. Additional canopy cover will be required above 25% ultimately as the emerging Hazlemere Neighbourhood Plan requires the applicant to agree the increased level with the parish council. In addition to adapt and mitigate climate change the canopy cover will need to reach 25% decades earlier as extreme heatwaves are already very likely.

The development brief also requires '*Make climate change allowances in the design of SuDS schemes to deliver sufficient capacity*' this has not been done. We know storms will become much worse and vastly more water will be delivered in short periods of time - the plans need to show that the expected massive levels of water delivery in 10, 20, 30 and 50 years can be comfortably accommodated.

CIlr Ed Gemmel – October 2023

Comments on the HW8 Developments by Hawridge and Bellway 7 10 23

Introduction to Compliance with the Development Brief – National and Climate Context

In order to make a correct determination of this application Buckinghamshire Council's planning officer needs to ensure the applicant complies with "Section 6.3 Climate Change" of the Development Brief. This is so far completely ignored by the applicant.

In order to have 'comprehensive development' the applicant must comply with the Development Brief. This carries full weight for this new application as it was made under the Wycombe Plan which stated the Development Brief was ESSENTIAL for the comprehensive development of the site.

In considering how the application should comply with the requirements of Section 6.3 Climate Change of the Development Brief it is also necessary to take into account the relevant sections of the updated NPPF which have also been conveniently ignored by the applicant. This is especially important as the NPPF was updated in 2021 particularly in relation to climate change and other related matters and this supersedes the Wycombe Plan which came into being in August 2019.

The Wycombe Plan itself anticipates a strengthening of the requirements to mitigate climate change in relation to driving down carbon emissions from future developments. The notes to DM33 g) and h) say

6.144 Opportunities exist in every development to integrate renewable technologies, such as heat pumps and photo voltaic cells.... As technologies improve and prices fall, building renewables in as an integral part of a scheme will become normal practice.

6.145 Larger scale developments present the opportunity of doing more, by implementing district wide energy and / or heating schemes.... Similar carbon savings may be available from other technologies, and that would need to be set out in the investigation

Material Factors

Net Zero Context

Hazlemere Parish Council has declared a climate emergency and set a target for the whole community to be net zero by 2030 and this is reflected in the Neighbourhood Plan.

Buckinghamshire Council has set a target for the whole community to be net zero by 2050 and has interim carbon reductions targets.

The UK has the legally binding target of being net zero by 2050 and interim targets including 68% reduction in carbon emissions by 2030.

The planning department of Bucks Council will clearly recognise that for any of these targets to be met then every new development must be low carbon both in terms of embedded carbon in the build and in terms of ongoing carbon emissions from the buildings.

The buildings to be created by the applicant must contribute to Hazlemere, Buckinghamshire and the UK reaching their net zero targets. The NPPF, the Development Brief and the Neighbourhood Plan all provide the tools to ensure this happens and it is the duty legally and morally of the council planning department to ensure these legal tools are used to their full effect.

Other Material Factors

There are also other 'Material Factors' to take into account since the issue of the Wycombe Plan and even since the most recent updating of the NPPF in 2021 including:

- Britain has updated its commitment to reduce carbon emissions by 68% by 2030. This was an extension (made at COP26) of Britain's Nationally Determined Contributions as required under the legal binding commitment as signatory of the Paris Agreement to try to keep global emissions under 1.5C
- The issue of new carbon budgets (the maximum amount of GHGs we can put into the atmosphere to stay under 1.5C) in 2021/22 by the IPCC in conjunction with COP26. The IPCC's new updated carbon budget for staying under 1.5C will be exhausted globally by 2028 and even if we then stop polluting, we will already have a 1 in 5 chance of breaching 1.5C permanently
- The plethora of scientific papers calling for immediate action to avert catastrophe and avoid breaching 1.5C and risking in turn breaching global tipping points such the

uncontrolled melting of the ice sheets and permafrost leading to an unprecedented and immediately disastrous release of trapped methane gas. Methane gas being 85 times more potent at warming the planet within the first 10 years in comparison to carbon dioxide.

- The recent clear acceleration of climate related disasters moving much faster than scientists had predicted even only a few years ago which has caused them to update their projections and, in many cases, these have already been found to be wildly conservative. For example in 2021 the Climate Change Committee (Britain's government appointed but independent scientific advisory body on climate change) reported in its 3rd Climate Change Risk Assessment Report that the chance of very high risk impacts (costing over £1billion in economic damage) from extreme weather rose from 5% in 2012 to over 20% in 2021. Although terrible this can be considered a very conservative projection as in the same report in 2021 the CCC said the chance of Britain having heat over 40C was only 0.02% by 2040 and yet only one year later on 19 July 2022 later this was exceeded decades earlier than the CCC thought in multiple places in UK.
- The World continues to smash maximum temperature records. This year's average temperature from January to September is the highest for that period ever recorded and is on average 1.4C above the pre-industrial average. Especially worrying is already 1/3 of the days in 2023 are more than 1.5C warmers.
- Floods – catastrophic floods made more likely and more severe by climate change have occurred all over the World in 2023 in every country including in the UK. In a specific scientific report Greece's flooding was made up to 10 times more likely to occur and 40% more intense by climate change. As for floods in Libya a catastrophic natural event that would typically occur once every 300 to 600 years was found to be a staggering 50 times more likely and up to 50% more intense compared to a 1.2C cooler climate (the World is currently at 1.2C).
- Droughts – multiple new studies and reports in 2023 have confirmed droughts and so called 'flash droughts' have become more frequent and intense due to climate change. These effect the World's ability to feed itself effecting food security
- Rainfall – multiple record breaking rainfall events in the UK and globally in 2023 have been caused as a result of climate change. In May 2023 areas of Italy experience 6 months of rainfall dropping in just 36 hours. This is very pertinent in Buckinghamshire – as a result of the unusually severe rainstorms locally last autumn and winter additional damage was caused to roads requiring more than £7 million additional spend on pothole repairs – around 10% of the council's reserve was spent on this. It is clearly projected that all weather including rainstorms will become more severe (such as the mentioned storm in Italy) with the result that further additional and increasing budget will need to be found in the future which will quite possibly put at risk the financial stability of Buckinghamshire Council.

These recent reports and extreme weather events are all more recent than the Wycombe Plan and the latest changes to NPPF both of which already required planning applications in Wycombe and nationally to mitigate and adapt to climate change. These material considerations simply illustrate

how this is even more important and critical for the safe continuation of life locally to mitigate climate change in all developments. The NPPF is very clear that “The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, **the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs**” in light of all the scientific evidence and recent physical evidence this is even more critical now and puts planners and applicants under legal and moral obligations to do everything possible to take action on climate change adaptation and mitigation in all current plans and developments.

The Development Brief

“6.3. Climate change

Refer to the criteria in Policy CP12, DM18 and DM33 which will be used to assess any scheme. Ensure the site layout and the design of dwellings mitigates climate change.

For example,

- **maximising the potential heating effect of the sun in winter through site layout, building design and orientation.**
- **use of passive house design principles**
- **incorporating low carbon energy and heat including the use of renewables such as heat pumps and photo voltaic cells**
- **incorporating high levels of insulation**
- **use of low carbon or zero carbon building materials “**

This section of the Development Brief is very clear. It is necessary to “ensure” that “the site layout and the design of dwellings mitigates climate change”.

The applicant has hardly changed the general layout of housing on the site since the first application and has completely ignored this section of the Development Brief. The most effective way to ensure this is taken seriously in the future is to reject the application until the applicant decides to comply with this requirement.

NPPF Guidance

The Local Planning Authority must refuse this application in the first instance and then subsequently impose on a new application mandatory S106 requirements as set out below on the basis of section 6.3 of the Development Brief is in accordance with these overriding requirements of the NPPF (indented below) which the applicant would prefer to simply ignore:

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, **the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs** At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection

[Comment - The relevant SDGs for this development are: 3. Good Health and Wellbeing; 7. Affordable and Clean Energy; 13. Climate Change; 11 Sustainable Cities and Communities. All these SDGs as incorporated into the NPPF would require developers to act in all cases to mitigate and adapt to climate change, to reduce embedded and ongoing emissions from their buildings and to incorporate the maximum level of insulation and renewable technologies. There is also a very clear requirement to ensure that their buildings do not become death traps in the coming decades as climate change hits harder and harder – development plans must orientate and plan for shading in dangerous heat and maximise the effect from heat and light from the sun in colder periods.]

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective –

b) a social objective – to support strong, vibrant and **healthy communities**, by ensuring that a sufficient number and **range of homes can be provided to meet the needs of present and future generations**; and **by fostering well-designed**, beautiful and **safe places**, with accessible services and open spaces **that reflect current and future needs and support communities' health, social and cultural well-being**;

and c) an environmental objective – to **protect and enhance our natural**, built and historic **environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.**

[Comment 1 - unsurprisingly the applicant has supplied ample evidence of how they fulfil the economic objective of 8a). There is also the very clear economic objective of the applicant making as much money as possible by cutting as many corners as it can. The planning department of Buckinghamshire Council must balance the applicant's drive to maximise their profits with a strong defence of the other two equally important objectives of the planning system]

[Comment 2 - it is important to note that 8c) this was specifically strengthened in the most recent version of the NPPF. Originally the obligation on a developer was only to 'contribute' to protecting us – now the developer is called on to actually 'protect' us – no ifs and buts but a real obligation to protect. In order to 'protect' the developer has to 'include' **making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.**]

11a. all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; **improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects**;

[Comment - This section 11a again was specifically strengthened and improved from the version in 2019 which rather weakly stated "plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change". Now this section of the NPPF that ALL plans SHOULD mitigate climate change and adapt to its effects. The

applicant has totally ignored this requirement as well as section 6.3 of the Development Brief and must now be required to update their plans and their submission to take this into full account as suggested in the S106 requirements above]

131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

[Comment – The applicant callously destroyed one of the orchards on the site as soon as it became public that the Neighbourhood Plan and the Development Brief were going to protect both orchards. The action was taken on a weekend when no council staff would have been available to grant urgent TPOs or take any other protective action. The applicant must now be made to show how the new tree planting on site mitigates and adapts to climate change as required in the NPPF. No longer is it enough to talk about amenity value and how nice looking trees are. The NPPF requires that trees must be saved and also proactively planted to help protect people from the effects of climate change (searing heat in urban street environments, drought, flood etc). The applicant must be forced to improve the submitted plan to show how the incorporated trees help to mitigate and adapt to climate change.]

[Planning officer comment: This comment relates to land within the Tralee Farm site which is not part of this application. The Tralee Farm site has been sold to a different housebuilding company since the trees were removed. The Council has no evidence to suggest that the current applicant had any role in the removal of trees from the northwest orchard at that site.]

134 (new in 2021). Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.... Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents ... and/or b) outstanding or innovative designs which promote high levels of sustainability...

[Comment – the applicants current bog standard building design and basic positioning plan for buildings is totally inadequate to reflect guidance on sustainable design and the requirements in S6.3 of the Development Brief]

14. Meeting the challenge of climate change, flooding...

152. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk ... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

[Comment – the current application totally and utterly fails with regard to this requirement of the NPPF. There are NO ways in which this application contributes to RADICAL reduction in GHGs.

There is nothing at all in relation to the orientation or design of the buildings, the placement of trees or the spatial planning of the streets that in any minimises vulnerability and improves resilience. On the contrary the complete lack of regard for the safety and comfort of the humans inhabiting these buildings in the future during decades where the temperatures rise on path predicted by scientists is appalling to behold. The local planning authority must refuse this development until it reaches the basic standards required by the NPPF and section 6.3 of the Development Brief].

Planning for climate change

153. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

[Comment: this application DOES NOT take a proactive approach to mitigating and adapting to climate change and makes no effort AT ALL to mitigate the risk of overheating from rising temperatures even when being specifically directed by Section 6.3 of the Development Brief. If the applicant will not incorporate serious steps into the plans to mitigate and adapt to climate change bearing in mind the likely vast increases in temperature coming then the application must not be approved]

53. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.

[Comment: Section 6.3 of the Development Brief which was said to be essential in the Wycombe Plan actually requires measures ‘to ensure the future resilience of communities ... to climate change but this has been ignored by the developers. This application must be rejected until it complies with the Development Brief, Wycombe Plan and NPPF]

154. New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

[Comment: this development as required in the Development Brief and this section of the NPPF should ‘avoid increased vulnerability to the range of impacts (i.e. heatwaves/overheating, floods/biblical rainstorms, extreme cold snaps) arising from climate change... including through the planning of green infrastructure’ – this has not even been considered by the applicant which shows a complete disregard for trees and canopy cover beyond a one line suggestion that the S106 agreement should require the 25% canopy cover after 25 years as required under the Wycombe Plan.]

b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.

[Nothing in this application helps to reduce GHG emissions ‘through its location, orientation and design’ even though this is also required under the S6.3 of the Development Brief. In this regard the developer has shown a callous disregard for the local plan and development brief derived from it. The application does not show the council out how this development is reducing GHGs and thus must be dismissed]

155. To help increase the use and supply of renewable and low carbon energy and heat, plans should:

a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);

b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and In line with the objectives and provisions of the Climate Change Act 2008.

c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for collocating potential heat customers and suppliers.

[Comment: this plan currently does nothing to increase use and supply of renewable low carbon energy and heat. In order to ‘increase’ such supply the development would need to generate more energy and heat than it uses otherwise it is clearly ‘decreasing’ local supply of energy and heat. There are no indications that the applicant will do this and accordingly the application must be rejected]

157. In determining planning applications, local planning authorities should expect new development to:

a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

[Comment: as clearly stated above from the NPPF and in the Development Brief the LPA should “expect new developments to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption”. S6.3 of the Development Brief goes even further by helpfully suggesting the developers should do this by ensuring “the site layout and the design of dwellings mitigates climate change [by] maximising the potential heating effect of the sun in winter through site layout, building design and orientation”. How this can more plainly be stated I do not know? This application must be rejected until the developer takes this obligation seriously]

158. When determining planning applications for renewable and **low carbon development**, local planning authorities should:

a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and ...

[Comment: here the NPPF is clearly showing the government and the planning system's positive discrimination towards 'low carbon development'. This emphasises that low carbon developments (also those that incorporate lots of renewables should be seen as the norm in new world where the climate has become less benign. The council's planning department must stand firm on the need for this application to fully mitigate and adapt to climate change.)

Conclusion

There is absolutely no conceivable way in which the LPA can approve this application which so clearly breaches and ignores the requirements of the Development Brief and thus and the Wycombe Plan and multiple very plan English sections of the NPPF.

The council planning department needs to take into account the NPPF, particularly the recent updates related to climate mitigation, the UN Sustainable Development Goals (now incorporated into the NPPF through the most recent amendments)

As Buckinghamshire Council's planning department in the past has shown itself to be positively in favour of this development and overly pre-disposed to complying with the requests of the developers such a courageous recommendation to reject based on this not expected and in which case Buckinghamshire Council must, as a minimum, make the following very clear demands in the S106 conditions:

- A) No development must take place until a new site layout is submitted showing how the orientation and spatial placement of the dwellings on the site has been specifically planned to ensure that ongoing carbon emissions from the development are at an absolute minimum and approved in writing by the local planning authority. This new layout will include placement of the buildings on the site to ensure the maximum use of natural light and sunshine in winter months in order to minimise building energy use and also the maximum shading and protection from sunlight for the buildings in the summer months particularly taking into account the likely rapid increase in extreme temperatures in the coming years and decades.
- B) No development must take place until a clear statement of building design is issued guaranteeing that all buildings on the site will comply with Passivhaus or equivalent standards and approved in writing by the local authority. This statement will prove how all buildings on the site have additionally been designed to ensure the maximum use of natural light and sunshine in winter months in order to minimise building energy use in the winter in order to reduce carbon emissions and to provide the maximum shading and protection from sunlight in the summer months particularly taking into account the likely rapid increase in extreme temperatures in the coming years and decades. This statement will also make it clear that the insulation levels committed to for each building on the site will be of the highest possible level of effectiveness and provide evidence of how the proposed insulation will protect occupants of the dwellings through periods of extreme

temperatures and will ensure energy use in the colder months will be at an absolute minimum.

- C) No development must take place until a comprehensive commitment is made to ensure the site a whole and all buildings on it incorporate **low carbon energy and heat resources to the maximum extent possible** and approved in writing by the local planning authority. **This commitment will include the use of renewables such as heat pumps and photo voltaic cells (and possibly wind turbines) and may include the incorporation of area wide local energy of heating schemes (which could serve a wider area as suggested in Wycombe Plan 6.145).**
- D) No development must take place until a comprehensive commitment has made and explained to ensure the buildings on the site are built with low or zero carbon building materials and approved in writing by the local planning authority. This commitment will guarantee that the embedded carbon emissions from development of the site will be at the minimum level possible and will evidence how the applicant is seeking to utilise all currently available products and technologies.
- E) No development must take place until the applicant supplies the council with evidence that the building on the site will not need to be refitted, upgraded, retrofitted or in another way altered in order to be as safe as possible for occupants in a World that has warmed to 1.5C or 2C and how the construction of them minimises all carbon emissions and pollution in order to comply with the Paris Accord and such evidence is approved in writing by the local planning authority.

Cllr Catherine Oliver – January 2022

If the planning team are minded to approve this application please ensure it goes before the Strategic Site Committee.

It would be a great plan if the meeting is held locally within the West Area planning area.

The main reason for the call in is on the basis of prematurity, in advance of the supplementary planning document covering the whole of HW8.

Cllr Catherine Oliver – February 2022

In the event that this application is recommended for approval I would like to call this into the Strategic Sites committee. It should be considered with all the other applications that make up HW8. Additionally, the Strategic Site Committee meeting should be held in the Council Chamber, in High Wycombe so that it easier for local residents to attend.

Whilst I understand that the principal for residential development has been agreed, there several issues in respect of this planning application.

1. Prematurity - as per 5.1.67 HW8 should be planned as a whole and not through separate applications, therefore on this basis I object to this application on the grounds being premature.

2. Place-making - this is a huge issue not least for the fact the Inland Homes don't seem to have grasped the fact that these homes will be part of Hazlemere and not part of Homer Green. It is important that this development does not fall into the trap of being neither part of Hazlemere or Holmer Green and I fear this is where it will end up, to the detriment of its future residents. Therefore, until a comprehensive approach is made for the whole site, I object to this application as it fails to achieve this important point. It is not for the developers to tell us which village this development should be in.
3. Sense of separation between Hazlemere and Holmer Green - this plan totally fails to achieve this objective in anyway.
4. Parking - although technically within Buckinghamshire Council parking guidance the number of spaces is far too low. The guidance states that visitor spaces should be 20% of the number required for the site. Therefore, I suggest that situation is corrected. This is allowed to happen because on the number of unallocated spaces which equals a reduced number. This will lead to disputes between neighbours going forward and lead to inappropriate parking both on and off the development. We must learn lessons from other developments.
5. Transport - As this site has not had the benefit of a development brief I believe there are issues. I am concerned about the visibility splays on exiting to Wycombe Road, especially as often there are cars parked on that side of the road. I don't like these shared surfaces within the development as I think it causes for all road users. It also means that the roads are somewhat narrower as there is no need to provide a pavement which gives a sense of an overbearing street scene. Much of the data being relied on here is very out of date (2015) and does not take account of the 2 other developments of HW7 (Terriers Farm) and HW10 (Highbury Works). More up to date data is required to model the change in habits of drivers in and around Hazlemere and High Wycombe.
6. Green space - the orchard situated in the NE corner of the site is to be retained but it needs to be protected, managed, and improved. It could be great source of improving the biodiversity of the site. It also needs to clear as to how this space will managed going forward.
7. Flooding - as there is much flooding in Hazlemere - both at Cosy Corner and on the A404 at the junction with Eastern Dene - it is really important that we are 100% sure that the flood risks are not just mitigated but ensure they just don't happen.
8. Boundary treatments with existing dwellings - it is important that boundary treatments with existing dwellings must not be allowed to be changed and should be mature from the start. Therefore, there must be TPO on all trees within the site and restrict the ability for residents of the development to remove hedgerows.
9. Infrastructure - although not a planning consideration, the area is suffering with insufficient school places, doctor surgeries, and other gaps in local services and these need to addressed. This is an impossible task with the piecemeal approach that is evident currently.
10. Water pressure - there is real concern within the local area about the stresses on the water supply system as residents are already suffering with low water pressure.
11. Loss of biodiversity - moving a green belt site into development will result in loss of biodiversity unless plans are put in place to prevent this. The developer should be working with

ecologists etc to avoid this situation. It has been done on other sites, so we know it is possible rather than paying money to the Council. Where does this money go?

Parish/Town Council Comments

Hazlemere Parish Council – September 2023 Comments

HPC stands by its comments dated 17th March 2023. However, in light of the recent amendments, HPC wishes to add the following comments:

In dismissing the appeal ref APP/K0425/W/21/3272284 relating to application 20/07610/FUL re plans to develop Orchard House, Amersham Road the Inspector appointed by the Secretary of State commented:

“23: The proposed development would be a priority junction on Amersham Road. This would entail traffic leaving the site having to wait for a gap in the traffic. Inevitably frustration would be likely to lead to the potential of a vehicle using inadequate gaps into the traffic flow.

24: I therefore find that the access would lead to potential collisions through frustration and inevitable risks being taken to use inadequate gaps in the traffic as well as the risk from stationary vehicles waiting to turn. The County Council estimate that each dwelling would generate 4-6 vehicles per day, which was not disputed by the appellant. This traffic generation on an everyday basis would be significant leading to the likelihood of accidents.

25: Policy DM33 requires safe access to a site. Similarly, paragraph 110 requires safe and suitable access. Paragraph 111 of the Framework states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The proposal would lead to an unacceptable impact on highway safety and the proposal would be in conflict with the above”

It remains the view of HPC that the proposed access/exit onto the A404 Amersham Road, so close to the brow of the hill (Inkerman Hill) after the S-bend incline, will, despite the developers suggestion of the removal of “trees and other foliage along the site frontage”, remain a blind junction to traffic approaching from both southern and northerly directions.

We would ask the planning and highways officers (in addition to desktop study and site visit) to take a drive along the A404 approaching the proposed junction from both directions to also appreciate the effect of the dip in the road near Gravelly Way which also would restrict vision of traffic entering or leaving the development site.

It is also our view, as local residents, that people are more likely to use their car for shopping (at Park Parade and/or Hazlemere Crossroads and/or in Holmer Green) than they are to walk or use the proposed cycle route, given the gradient on Inkerman Hill.

Amended EV Chargers Plan - Whilst HPC welcomes the AMENDED EV CHARGERS PLAN, it does not go far enough and does not meet the requirements of HPC NP POLICY HAZNP4: Promoting

Sustainable Transport D. All development schemes will be required to provide access to EV charging for all parking spaces.

Amended Presentation Planning Layout - A large proportion of the dwellings are east west oriented and therefore do not meet the requirements of HPC NP POLICY HAZNP3: Delivering Zero Carbon Buildings: A. All development should be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing, and landscaping.

Amended Tenure Layout - This shows Affordable housing clustered mainly on the edges of the development site. This grouping of dwellings does not engender tenure neutrality.

Amended Material and Character Layout / Amended Street Scene 10 03, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 - Despite previous comments on the out of local character use of weatherboards, HPC is disappointed to see the extensive use of Black and Dark Grey weatherboards throughout the site.

Whole Life-Cycle Carbon Statement - It is disappointing to see the Whole Life-Cycle Carbon Statement as an off the shelf amended copy of the document submitted as part of 23/05440/OUT Tralee Farm 20 Wycombe Road Holmer Green Buckinghamshire HP15 6RY. Disappointingly, this document makes no mention of HPC NP POLICY HAZNP3: Delivering Zero Carbon Buildings and therefore can be considered as non-compliant with this important local policy.

DESIGN & ACCESS STATEMENT ADDENDUM JULY 2023: "Gardens extended and Management Company "canopy zones" removed throughout - trees in these gardens to be protected by covenant to maintain the development's overall canopy cover" HPC is concerned that any covenant will only come into force once a property is being resold to the open market. The trees in question could have been removed years previously. This strategy does not protect the level of canopy cover.

Linear apartments internals, roofscape & detailing. The design of these buildings – particularly the three storey flats roofs - is out of character with Hazlemere and in HPC opinion, not suitable for this semi-rural location. These types of buildings are more suitable for urban not village locations.

Amended Energy Strategy and Sustainability Statement May 2023 - It is disappointing to note that the AMENDED ENERGY STRATEGY AND SUSTAINABILITY STATEMENT MAY 2023 does not refer to the policies in the HPC NP, particularly POLICY HAZNP3: Delivering Zero Carbon Buildings: 8.2 The development will provide access to EV charging points for all units. This does not go as far as the requirement in POLICY HAZNP4: Promoting Sustainable Transport: D. All development schemes will be required to provide access to EV charging for all parking spaces.

Amended Planning Statement – Appendix B- Neighbourhood Plan Compliance Table - "Houses on this site are not designed to achieve Passivhaus standard." This does not comply with POLICY HAZNP3: Delivering Zero Carbon Buildings B. New and refurbished buildings (except householder applications) that are certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m2/year are supported.

HPC is encouraged to see that the developer has indicated that "1 Car Club space will be provided on site" in accordance with POLICY HAZNP4: Promoting Sustainable Transport - D. All development

schemes will be required to provide access to EV charging for all parking spaces. However, one space whilst meeting the policy does not seem adequate for a development of 259 dwellings!

HAZNP5 Planning for Sustainable Development at Amersham Road/Tralee Farm. This application is premature and presumptive as the decision of the proposed modifications to HAZNP5 has not been published (deadline 30th August).

Hazlemere Parish Council – March 2023 Comments

Hazlemere Parish Council has examined the new documents submitted under this planning application, held a meeting to which residents were invited to voice their opinions, and compared the latest proposals with its impending Neighbourhood Plan and also against its previous summary of our conclusions from January 2022 which are on the Public Access portal. We continue to summarise under the 4 key requirements of the adopted Local Plan Policy HW8, even though we believe that policy HW8 is flawed and incapable of being implemented in the way it may have been intended.

We are disappointed that so many of our original comments have not been addressed in this latest application. The need for comprehensive development with other HW8 sites has not been addressed. We also note the comments from the Integrated Care Board on NHS provision and from Bucks Archaeology on the need for geophysical and trial trench investigation, both of which we endorse.

1. Place-making

a) Maintain a sense of separation between Hazlemere and Holmer Green

and

c) Provide a comprehensive development of the site within Wycombe District

Our comments will be made on the separate application for the Tralee Farm site, but we retain doubts as to whether the two adjoining developments can ever maintain that sense of separation given that all the land to be built on is within the parish of Hazlemere.

We would refer Officers to Plan E and paragraphs 5.43 and 5.62 of the Hazlemere Neighbourhood Plan for Hazlemere Parish Council's interpretation of sense of separation.

This 'Bellway' site remains stuck out on its own, well away from the centre of Hazlemere with no edge of settlement close shopping areas or other services or amenities that won't require a car, a long walk or cycle, or a very steep walk alongside the busy A404, which will be totally impractical for many people and certainly those with a disability. This will be a particular problem for the lower-income residents attracted to the site's 'affordable' housing.

Design Issues

The layout proposed is not characteristic of either Hazlemere or Holmer Green with its grid-based layout whereas both villages have more imaginative non-linear street designs that are sensitive to the topography and achieve a real sense of place.

A particular concern is the design of the apartments, which appear completely out of step with the existing apartment blocks already in Hazlemere. There are very few of these in Hazlemere so far, and those that exist are partly rendered in white. While we note that planning officers have requested a more contemporary design for these, the plain brick and black facades will be very visually dominating, and made more so that they are deployed in rows. The developers claim that properties will be 'tenure-blind' but we fail to see how this can be the case when virtually all the affordable housing is in these apartment blocks! We also have concerns that their typical end elevation will be very dominating and out of keeping when viewed from Badger Way or across from the centre of Hazlemere.

In their Design and Access Statement, Bellway are still showing (pg 15) characteristics 'edge of settlement' buildings that are in Penn Street, (3 miles away from Penn Road in Hazlemere) and in another separate village. Apart from a limited number of heritage, agricultural properties, black boarding is not representative of the housing in Hazlemere.

Many of the housing designs continue to show non-enclosed front porches when our experience tells us that many of these end up being replaced by enclosed porches, which also improve insulation, thereby lowering heating costs, reducing carbon emissions and reducing levels of fuel poverty. We would ask for the designs to be reconsidered to provide enclosed porches, or development rights removed.

To improve accessibility, dropped kerbs should be built into the street scene. The shared spaces in this development, endangering pedestrians and the likelihood of cars being parked across pavements because of the narrow streets and the inadequate parking spaces provided are matters of concern.

2. Transport

a) provide access from the A404

b) provide walk/cycle access through Tralee Farm onto Wycombe Road

c) Improve access to existing bus routes

d) Provide or contribute to off-site highway improvements as required by the Highway Authority

One of Hazlemere Parish Council's main concerns remains the road access onto the A404. The latest revision moves the access road by up to 30 metres but it would appear to still be within 100 metres of the brow of the steep hill (Inkerman Hill). For vehicles which have accelerated up that hill to the 40 mph speed limit, that additional 30 metres only allows 1.67 extra seconds of time for visibility, for cars etc leaving the site, at a point where the through traffic will already be anticipating the next increase in limit to 50 mph. Many already feel that these speed limits are regularly disrespected.

Cars exiting the site and turning right to connect to Hazlemere, will not have full visibility of approaching traffic which they have to cross, whilst also navigating through the intended right turn refuge area, and then joining the fast moving flow of traffic coming from Amersham. As anybody turning in or out of Earl Howe Road or Gravelly Way will know, the traffic from

Amersham is approaching from a long straight stretch with a 50 mph limit, where it is difficult to judge distances and speeds, not helped by a slight dip in the road near Gravelly Way.

This is supported by residents whose homes are accessed from this stretch of the A404 between Inkerman Hill and Earl Howe Road, some of who choose only to turn left and take a long detour. Having to wait to enter or exit the development in peak times will mean cars will be queuing for a considerable time increasing pollution, causing carbon emissions and reduced air quality, and risking safety on the A404.

A better solution might be to use the proposed emergency access road as the main access and/or to install a roundabout/longabout at the junction of the A404 and Gravelly Way.

But we also note this comment from Buckinghamshire Council Highways Development Management (in November 2021):

“The A404 in Buckinghamshire is designated as a Strategic Inter-Urban Route, the primary goal of which is to support the efficient movement of motor traffic, including freight distribution. As such, the Highway Authority attempts to protect such routes from the creation of new accesses onto it to ensure that the road is able to efficiently carry out its primary role, which is to carry traffic between the urban areas of Amersham and High Wycombe, and the M40 motorway”

There are no existing bus routes on this part of the A404, and the existing bus stops in Hazlemere and Holmer Green are all more than 600m away as the crow flies. This will increase the likelihood that most people will drive to shops, schools and other facilities. The proposed footway will be on a steep hill and bend, making it unlikely that an appropriate site can be found for a bus stop.

Access to existing bus route in Wycombe Road can only be achieved through a comprehensive plan and development with the Tralee Farm portion of the HW8 site and we would ask through condition that this access to bus routes be created if the Bellway site is built first. We would draw the Officer's attention to Policy HAZNP5 clause B7 (added by the Independent Examiner at Regulation 16 consultation stage): To make provision, where justified, for on-site and off-site improvements in relation to bus services

It remains a major concern for us that this development will have a material impact on local trip generation and that the estimated vehicle movements are likely to be inaccurate and too low. The Council again requests that a more indicative and up to date report is prepared before this application is determined, to take into account the impact on Hazlemere Crossroads, as required by the Local Plan (para 5.1.70). This also needs to reflect the likely impact once the HW7 site is also developed, taking into account extra movements at school start/end times, arising from nearly 1000 extra homes allocated for development in Hazlemere.

Our Neighbourhood Plan seeks to facilitate pedestrian and possible cycle connections through to Badger Way and the adjacent play area without ransom but the proposal does not allow this 'community joining' layout. We would draw the Officer's attention to Policy HAZNP5 clause B3 in respect of neighbourhood permeability.

It is unclear as to whether Planning Application 21/08660/FUL for the new site access and new footway remains current or if this has now been enveloped into this application, by accident or

design. Application 21/08660 does not align with the main Bellway application and should be withdrawn and resubmitted if necessary.

Other transport considerations

Parking provision remains a major issue in Hazlemere, and the proposed parking allocation gives little margin over the minimum allocated allowance. Garages are likely to be too small to accommodate the larger vehicles of today and be more likely to be used for storage of bicycles and other items. Again no provision has been made for the car club spaces required by Hazlemere Neighbourhood Plan Policy HAZNP4 C.

It is intended that each dwelling will benefit from provision of an electric vehicle charging point but no mention is made of such provision for all parking spaces, as required by Hazlemere Neighbourhood Plan Policy HAZNP4 D.

Pedestrian safety remains a concern with the narrowing of road widths leaving less room for the manoeuvrability of the many delivery vehicles seen in our area in recent times. In addition, the proposed pathway through the south-western woodland raises questions about safety, as it is not overlooked.

We endorse residents concerns about the dangers of construction traffic entering and leaving the site via the A404 and the related mud risks on the road. The construction plan seems to suggest traffic coming from the M40 via the Penn Road which again will be unwelcome and inappropriate.

3. Green Infrastructure/Environment

Whilst some requirements of Policy HW8 have been achieved with the latest plans we have a number of other concerns which fall under this heading as these will not comply with the Hazlemere Neighbourhood Plan POLICY HAZNP3: Delivering Zero Carbon Buildings, given that in 2019 we declared a climate emergency and committed to action to address this.

It is proposed that the properties will use combi boilers and gas fired heating whereas we would wish for all new development to be zero carbon ready by design to minimise the amount of energy need to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

We would support new buildings being certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWH/m²/year. If this is not proposed then we would wish the applicant to demonstrate that each building has been tested to ensure there will be no energy performance gap, using a Post Occupation Evaluation Report.

The application should be accompanied by a Whole-Life -Cycle Carbon Emission Assessment.

4. Educational Impact

The latest planning Statement (pg 25) makes no new mention in this area other than repeating that "contributions to primary school places will be covered by CIL". We are not aware of any excess capacity at local primary or secondary schools and are also concerned by the extra environmental impact of pupils being driven to other schools off-site.

In general the Primary school catchment area will be in Holmer Green and even beyond, which will result in an even more confused sense of placing for these Hazlemere resident families.

SUMMARY

Hazlemere Parish Council strongly objects to this application on the grounds that it is:

- Premature, with our Neighbourhood Plan nearly ready
- Inconsistent with the development brief, particularly in its lack of comprehensiveness and complete ignorance of climate change policies
- Not taking into account any of our previous comments, especially on access onto the A404

Little Missenden Parish Council

Object to the proposed development on the following grounds:

1. Overdevelopment
2. Unsuitable access to the development
3. Detrimental impact on the environment
4. Loss of green space
5. Loss of separation between Holmer Green and Hazlemere
6. Complete lack of infrastructure
7. Please refer to the Inspector's report regarding Transport and Separation on application number 20/07610/FUL, APP/K0425/W/21/3272284 for the erection of 8 dwellings along the Amersham Road (a couple of quotes included below):

"18. Policy HW8 requires a sense of separation between Hazlemere and Holmer Green, which would not be achieved by the line of new houses. Similarly, policy DM34 requires a 25% [green] canopy, which would not be provided and Policy DM11 of the Adopted Delivery and Site Allocations Plan (DSAP) requires all development to contribute to improvements to the Green Infrastructure network. The proposal would be contrary to the above policies. ...

23. The proposed development would be a priority junction on Amersham Road. This would entail traffic leaving the site having to wait for a gap in the traffic. Inevitably frustration would be likely to lead to the potential of a vehicle using inadequate gaps into the traffic flow. Similarly, cars seeking to enter the site from the east (Amersham) direction would be likely to frequently have to wait in the centre of the carriageway for a gap in the incoming traffic. Such a position in the centre of busy traffic would be vulnerable to collision and equally judgment would be critical whether a gap would be adequate.

24. I therefore find that the access would lead to potential collisions through frustration and inevitable risks being taken to use inadequate gaps in the traffic as well as the risk from stationary vehicles waiting to turn. The County Council estimate that each dwelling would generate 4-6

vehicles per day, which was not disputed by the appellant. This traffic generation on an everyday basis would be significant, leading to the likelihood of accidents."

Penn Parish Council

No comments received.

Consultation Responses

Affinity Water

No comments received.

Arboricultural Officer

No objections subject to conditions to address the following matters:

- Development to take place in accordance with the submitted arboricultural method statement (AMS) and tree protection plan
- A detailed layout of drainage, utilities and any other services which have been designed so as to avoid conflict with retained trees,
- Detailed tree planting specification to meet the 25% minimum canopy coverage requirement and associated tree maintenance plan
- Details of the proposed walkway through the protected woodland to demonstrate minimum tree disturbance.
- Design details for the cycleway to demonstrate how they will not be disturbed and a system in place where they can still receive water and air

Archaeology Officer

Following our letter dated 24th April, where we recommended that a mitigation strategy for the appropriate excavation of any archaeological remains which warrant further investigation may be required, we have now received the archaeological fieldwork report. The archaeological evaluation, carried out by Cotswold Archaeology, identified limited remains of archaeological interest, and we have agreed with the archaeological contractor and consultant that no further archaeological works are required at this site in advance of development. We therefore redact our recommendation of April 24th for an archaeological condition on this planning application.

Chilterns Conservation Board (December 2021)

Thank you for consulting the Chilterns Conservation Board (CCB). This site is located within the setting of the AONB. The Chilterns AONB is located to the south/south-east of the application site.

The NPPF 2021 recognises for the first time in national planning policy that the setting of an AONB is material and states that, *'The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas'*.

The duty of regard in the CROW Act section 85 states that, *'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'*.

We are especially interested in the ecological connectivity of this site, into the AONB. Looking at the allocation of this land in Wycombe Local Plan Policy HW8, a strong case exists for the promotion of ecological connectivity and the supporting text at 5.1.72 *'The site benefits from important natural features including an orchard and woodland area. Green infrastructure links can be enhanced by linking the orchard to the woodland area off Badger Way along the shallow valley through the site'*, and at 5.1.73 *'The existing field boundaries within the allocation have the potential to provide a structure to development of the site. The field boundaries should only be removed where an effective layout cannot otherwise be achieved'*.

We noted in the submitted plans and in the supporting planning statement the removal of the central hedgerow (a notable feature and one denoted in the Local Plan indicative plan), the reduced provision of strategic open space and the payment towards off site biodiversity net gain (5.110 of the supporting statement).

Looking towards the wider ecological connectivity of the site, including the adjoining AONB on one side and the Local Plan supported new orchard provision to the other, then we support a strong corridor of ecological connectivity.

CCB previously commented on application 18/07194/OUT. We promoted 'due process' to allow the Local Plan to run its course ahead of any determination. In our Local Plan representations (repeated below) we promoted ecological connectivity, based around the retention and enhancement of historic orchards and wider ecological links.

The current proposal would benefit from maintenance of the centrally located hedgerow and its incorporation, as a valued feature, into a corridor for ecological migration between the northern and southern sections of this site. The proposed layout is very urban in its form and needs to respond, more distinctively, to its existing landscape context and sensitivity.

CCB is especially interested in how this application responds to HW8 at policy (3)

3. Green Infrastructure/Environment

- a) Provide access to and retain the existing orchard within the north east of the site;*
- b) Provide protection and future management for the orchard;*
- c) Retain the woodland in the south west corner of the site at Badger Way;*
- d) Provide a Green Infrastructure link through the valley of the site, connecting the orchard to the woodland at Badger Way;*

e) Retain the field boundaries within the site;

f) Manage local sources of flood risk.

We set out below our previous Local Plan representations, to assist.

CCB Local Plan Submissions (HW8) Land off Amersham Road including Tralee Farm, Hazlemere

This site is in the setting of the AONB and contains historically important habitat of significance to the AONB. The area of Traditional Orchard - a Priority Habitat on the site should be preserved and protected, not developed. There are also three areas of Traditional Orchard in the adjacent Chiltern District Council proposed allocation. Source of both: <http://magic.gov.uk/MagicMap.aspx>

Traditional Orchard is a key focus for the Chalk, Cherries and Chairs Landscape Partnership Scheme, a current Heritage Lottery Funded project run from the Chilterns Conservation Board.

This cherry orchard habitat should be restored and extended to contribute to the Chalk Cherries and Chairs project, there is good potential for net gain to 12 be delivered here. See <http://www.chilternsaonb.org/about-chilterns/landscapepartnership-scheme.html>.

Research should be carried out on the history and culture of traditional orchards on this site using historical mapping and local history (see for example <https://www.holmergreen.info/history>). Already orchard land has been lost near the site (evident in place names Orchard Way, Orchard Park). No more should be lost. The focus should be on joining up and restoring the orchards. The north eastern rectangular residential parcel should be reduced in size to allow a swathe of habitat restoration and connection with the parcel of traditional orchard next door on the site allocated in the emerging Chiltern Local Plan. This will provide a comprehensive approach to development and biodiversity net gains (NPPF para 109).

Traditional Orchards are addressed in the AONB Management Plan: (para 14) Decline of cherry orchards. The once large number of cherry orchards continues to decline to the point they are now a fast vanishing feature of the landscape. There is a growing interest in conserving and restoring some of the best examples to ensure this element of the traditional Chilterns rural scene is not lost and forgotten.

Policy L1 The overall identity and character of the Chilterns should be recognised and managed positively. The main characteristics of the Chilterns landscape have been created by human intervention. In most cases they need to be managed actively in order to retain those qualities or restore natural characteristics which are in decline e.g. chalk downland, hedgerows, ancient woodlands, chalk streams, traditional cherry and apple orchards.

Recommended changes HW8: On the illustrative layout, re-shape the north-eastern rectangular residential parcel to allow a swathe of habitat restoration and connection with the parcel of traditional orchard next door on the site allocated in the emerging Chiltern Local Plan. Amend the policy text to read: 3. a) Provide access to, and retain and expand the existing traditional orchard within the north east of the site, connecting it to neighbouring area of priority habitat;

CCB is grateful for the opportunity to submit these comments.

The Chilterns AONB is nationally protected as one of the finest areas of countryside in the UK.

Public bodies and statutory undertakers have a statutory duty of regard to the purpose of conserving and enhancing the natural beauty of the AONB (Section 85 of CroW Act).

Ecology Officer

COMMENTS

The applicant has worked with officers to produce a design which can address the requirements for the site.

From an ecological perspective, many changes have been made which have improved the ecological situation, larger buffers have been created around priority habitats and the open space has been designed with more ecological thinking at its heart.

The protected species and habitat constraints have been addressed as far as they can be through the designs, and it is now left to details which will be secured through to conditions to address the finer points of ecological mitigation and enhancement.

Biodiversity Net Gain is an important consideration for this site as there is a requirement in the emerging Neighbourhood Plan to achieve a 10% net gain. The applicant has committed to this but there have been ongoing discussions to ensure that it is being assessed accurately.

RECOMMENDATIONS

I have confidence that it will be possible to resolve the biodiversity net gain requirements through a s106 agreement.

It is considered that the mitigation hierarchy has been followed as well as is possible for the site and in combination with the commitment to provide a 10% biodiversity net gain, the proposals can meet the requirements of DM34.

The requirements of DM14 have been met and the requirements of DM13 can be met through conditions.

Therefore, from an ecological perspective there are no reasons for refusal subject to a suitable s106 agreement and conditions.

CONDITIONS

- Ecological Design Strategy
- Construction Environmental Management Plans (Biodiversity)
- Landscape and ecological management plan (LEMP)
- Lighting design strategy for light-sensitive biodiversity
- Biodiversity Net Gain Audit Report
- Time limit on development before further surveys are required.
- Tree planting specification
- Tree planting audit report

Education

The Wycombe Local Plan to 2033 adopted in August 2019 allocates up to 6350 homes within the High Wycombe Area over the period 2013-2033 which is projected to increase the pressure on school places. In line with Policy HW8 of the Wycombe Local Plan, the site is required to meet the needs arising from the development...and a commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places.

The following financial contribution is therefore required towards the Local Authorities expansion plans in the High Wycombe area in accordance with the Council's adopted S106 guidance (prices as at August 2023):

Tralee Farm (21/08364/FUL)							
		Flats		Houses			Total
		1 Bed	2 Bed	2 Bed	3 Bed	4+ Bed	
Number of dwellings		47	37	11	108	56	259

Pupil generation rates per 100 dwellings							Pupils estimated from development							Build Cost per pupil	Total Education Contribution
School Phase		Flats		Houses			Average	Flats		Houses			Total		
		1 Bed	2 Bed	2 Bed	3 Bed	4+ Bed		1 Bed	2 Bed	2 Bed	3 Bed	4+ Bed			
Primary (4-10) Places		2.1	14.1	17.6	36.1	50.3	29.1	1.0	5.2	1.9	39.0	28.2	75.3	€22,309	€1,679,860

Environmental Health Officer – Summary of comments received during course of application

No Environmental Health objections this application subject to condition to secure:

- EV charging points in accordance with the Air Quality SPD; and;
- A scheme of mitigation against noise from Amersham Road as per the recommendations of the submitted Environmental Noise Assessment.

Environmental Protection Officer – Summary of comments received during course of application.

Contamination

The contaminated land reports submitted with the application have identified that elevated levels of contamination and asbestos fibres are present within the southeastern portion of the site which will require remediation. No elevated concentrations of contaminants or asbestos fibres were identified in any of the soil samples taken within the western portion of the site and therefore no remedial works are required in this area. An acceptable remedial method statement has been submitted outlining the work required to be completed at the site and it is recommended that this matter is secured by condition.

Air quality

An air quality assessment submitted with the application has also been reviewed.

The construction phase assessment focuses on the potential for dust to be created because of earthworks, construction and trackout activities and concludes that with mitigation measures in place there will be no significant impacts during the construction phase. I agree with this finding and recommend that the mitigation measures outlined in the assessment are formalised within a Construction Environmental Management Plan (CEMP).

The operational phase assessment concludes that the predicted NO₂, PM₁₀ and PM_{2.5} concentrations, at all existing and proposed human receptors, would not exceed the relevant Air Quality Objectives. As a result of the development during operational phases, 'negligible' air quality impact is predicted with respect to annual mean NO₂, PM₁₀ and PM_{2.5} at all assessed sensitive receptors. Therefore, the overall air quality impact of the development may be considered 'not significant' and no specific mitigation is required in relation to the air quality for the operational phase.

Highway Authority

Site location

The site lies within an allocated site for residential development as set out by Policy HW8 (Land off Amersham Road including Tralee Farm, Hazlemere) of the Wycombe District Local Plan. This part of the allocated site would be accessed from Amersham Road which forms part of the A404 and runs between Maidenhead and Rickmansworth, connecting the M4, M40 and M25 motorways along its length. The A404 in Buckinghamshire is designated as a Strategic Inter-Urban Route, the primary goal of which is to support the efficient movement of motor traffic, including freight distribution.

Local Plan Policy HW8 also includes housing allocation accessed from Wycombe Road which is being considered under planning application 23/05440/OUT.

Local Highway Network

In terms of the impact on the local highway network, the applicant has included the results of PICADY and ARCADY assessments (local junction modelling programmes) of the following junctions: Site access/Amersham Road; Hazlemere Crossroads; Amersham Road/Totteridge Lane Junction; Amersham Road/A413 Junction.

In addition, the applicant has carried out an updated modelling assessment of the Hazlemere Crossroads to further investigate the impacts of the development traffic. The updates include:

Modelling the junction as a queue limited linked roundabout junction, allowing ARCADY to limit the internal junction queuing to reflect the number of vehicles that are able to queue in two lanes within the internal roundabout links.

Inclusion of the zebra crossing on the western arm of the A404 within the linked model.

Application of a direct profile, assessing the junction in 15-minute time segments based on the survey data.

The updated modelling uses survey data from June 2022 collected by the Council. The forecast year for the assessment is 2027 and includes background traffic growth and the development traffic from planning application 23/05440/OUT on the northern part of HW8 as committed development. A second scenario has also been assessed which includes traffic associated with planning application 21/07002/FUL on Terriers farm which is allocated for development by Local Plan Policy HW7.

The results of the modelling assessment are presented in terms of Ratio of Flow to Capacity (RFC), seconds delay per passenger car unit (s/pcu) and Queue length (number of vehicles). RFC is a measure of the volume of traffic making a turning movement at the junction compared to the capacity of that movement determined by the geometric measurements of the road layout.

The modelling assessment shows that the Hazlemere Crossroads junction is congested during peak periods for the 2027 baseline scenario.

The proposed development for 259(no) dwellings is anticipated to generate 104 two-way vehicle movements in the AM (07:30 – 08:30) and PM (16:30 – 17:30) peak periods. Of these vehicle movements, 59 would travel through the Hazlemere Crossroads junction in the AM peak hour and 58 would travel through the junction in the PM peak hour.

The traffic generated by the development equates to a 2.4% increase in traffic in the AM peak and 2.3% increase in traffic in the PM peak travelling through the junction when compared to the 2022 survey data. The biggest increase in the number of vehicles on a single arm of the junction occurs on the Northeastern Arm of the A404 where an additional 41 vehicle movements occur in the AM peak period. The development traffic results in an increase in RFC of 0.04 and an increase of queuing of 8.3 vehicles on the A404 East arm in the weekday morning peak hour and 0.03 RFC and 1.8 vehicles on the A404 East arm in the weekday evening peak hour.

In the PM peak hour, the majority of the vehicle movements associated with the development would approach the roundabout via the A404 southwestern arm. The RFC on the southwestern arm does not exceed 1 in any of the scenarios and therefore is anticipated to operate within theoretical capacity in the future scenario with the development traffic.

For clarity, below is a table showing the change in RFC and queue lengths on each arm in the 2027 future year for both the AM and PM peak hours for the full cumulative scenario. Once the junction RFC values exceed 1.0 (maximum theoretical capacity) the output for delay in seconds becomes increasingly unreliable. Therefore, the assessment has been based on the RFC and queue lengths.

Arm	AM Peak Hour		PM Peak Hour	
	Change in RFC	Change in Queue	Change in RFC	Change in Queue
A404 (E)	0.04	8.3	0.01	1.5
A404 (W)	0.01	0.3	0.03	1.2
Holmer Green Road	0.03	7.7	0.06	14.7
Penn Road	0.06	12.6	0.04	3.7

At the Highway Authority’s request, an additional modelling scenario has been included to test a 10% reduction in trip generation of the site with consideration of an approach which favours sustainable transport modes. The modelling results for this scenario are similar although the RFC and queues are reduced on some arms of the junction showing the benefits of providing a greater provision of sustainable transport measures to influence travel choices and reduce the car dependence of the development with a target of a 10% mode shift away from vehicle trips.

Junction modelling has demonstrated that the additional development traffic will have an impact on the operation of the local road network. However, it could not be considered to meet the

criteria of a severe impact in the context of the requirements of the National Planning Policy Framework (NPPF).

Sustainable Transport

In order to address the impact, the Highway Authority have opted to pursue an approach for this development which seeks to further maximise the use of sustainable transport and give priority to pedestrian and cycle movements rather than traditional traffic engineering solutions. This approach is supported by the NPPF as well as the Wycombe Local Plan which aims to ensure that development can make the fullest possible use of sustainable transport opportunities for movement around (and beyond) the District (as set out in the WDC Local Plan 2019). This approach has enabled the Highway Authority to secure a greater level of sustainable transport infrastructure as part of the mitigation package.

Sustainable measures have been proposed to support active travel in the local area with an emphasis on providing improvements along the A404 between the site and the amenities at Park Parade. The parade of shops would become a mobility hub through improved pedestrian and cycle infrastructure and upgrades to bus stops. This is in accordance with the latest national policy guidance.

The mitigation measures will provide a whole route improvement scheme for pedestrians and cyclists including a 3m shared footway/cycleway along the A404 between Gravelly Way and Eastern Dene, a pedestrian refuge crossing on the A404 between the site access and Gravelly Way, a crossing point at the junction with Inkerman Drive compliant with the most up to date national standards (LTN 1/20), cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.

The developer shall also be required to provide cycle storage measures and facilities at Park Parade including Sheffield stands and cycle storage lockers, street mounted cycle pumps and basic cycle tools.

Upgrades to the bus stops on Holmer Green Road would also be sought including to provision of Real Time Passenger Information (RTPI) to encourage ridership levels.

The Stage 1 Road Safety Audits (RSAs) that the applicant has had independently carried out to assess the proposed site access and sustainable travel measures have not indicated any significant road safety issues that have not been addressed or could not be addressed during the detailed design stage. Therefore, I am satisfied that the mitigation package can be fully implemented.

The application would also provide two pedestrian/cycle connections to the northern parcel of the wider allocated HW8 site which continue onto Wycombe Road via footpaths proposed as part of planning application 23/05440/OUT. These connections provide active travel routes to Holmer Green where bus stops and daily amenities such as primary and secondary schools are located. It is the Highway Authority's position that a connection through the northern parcel of HW8 between this site and Wycombe Road should be provided prior to the initial occupation of this development to be secured using an appropriate mechanism. This will ensure that the use of sustainable modes of travel can be maximised by residents if development on the northern parcel

of HW8 has not taken place when the first residents occupy this site. Within the Planning Inspectorates Decision notice for a previous application on the northern parcel of HW8 (18/07194/OUT), the importance of co-ordinated or comprehensive development to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation was noted. This is also a requirement of the Local Plan Policy HW8 which requires the development to provide walk/cycle access through Tralee Farm onto Wycombe Road.

In addition, to ensure that the development is comprehensive and to allow future residents and existing local residents to access to the amenities being provided as part of this development such as the play area and MUGA, an appropriate legal mechanism should be used to secure pedestrian and cycle access through this site between its northern boundary and Amersham Road. This would provide a continuous route between Amersham Road and Wycombe Road and should be secured using the appropriate mechanism with relevant triggers in place.

A Framework Residential Travel Plan (FRTP) has been submitted as part of the application. The main objectives of the FRTP are to make residents aware of sustainable travel options and to encourage less reliance on the car. A detailed Travel Plan shall be required based on the provisions set out within the FRTP. The development would also provide a car club vehicle located close to the main site access off Amersham Road which has the potential to reduce car ownership and promote a shift away from private car use to walking, cycling and public transport instead. A plan showing the infrastructure to be delivered is shown in Appendix A of the Transport Note. A copy of the plan showing the proposed infrastructure at the Park Parade is included below.

Vehicular Access

The sites access would form the minor arm of a ghost island right-turn lane priority junction with Amersham Road (A404). The access junction would feature 10m radii. The turning lane would measure 3.5m in width and have an overall length of 65m.

The access would be located within the 40mph section of Amersham Road, the respective terminal point of the 50mph/40mph limits being approximately 90m to the east of the access point. In accordance with guidance contained within Manual for Streets, visibility splays of 2.4m x 82m are required in both directions commensurate with a speed limit of 40mph. Visibility splays of at least 2.4m x 120m are achievable in both directions from the proposed access.

This junction arrangement differs from the previously refused access for development at an adjacent site 20/07610/FUL, which local residents have drawn attention to, due to the provision of a full 65m right turn lane being provided and being within the lower 40mph speed limit. This provides a safe position for vehicles accessing the site to wait whilst gap seeking and lower speeds assist those who are exiting the site to judge gaps.

Tracking information was provided within the Transport Assessment uploaded to the planning website on the 16th February 2023 demonstrating refuse vehicles with dimensions of 10.22m x 2.53m could turn left and right into and out of the site via the proposed junction. Given that the proposed access is shown in the same location, the tracking information previously provided remains appropriate.

An emergency vehicle access will be provided onto Amersham Road which will utilise an existing access point. The access will be controlled by a collapsible bollard or similar arrangement. There is also the potential for emergency vehicle access into the wider allocated site via one of the pedestrian and cycle connections. The detailed travel plan shall include details of the way in which this shall be managed in the longer term.

The Stage 1 Road Safety Audits (RSAs) that the applicant has had independently carried out to assess the proposed site access and pedestrian / cycleway on Amersham Road have not indicated any significant road safety issues that have not been addressed or would not be able to be addressed during the detailed design stage.

The Highway Authority has reviewed the road safety record in the local area to the site access and notes that there have been the following reportable accidents in the past 5 years.

1 fatality to the west of Gravelly Way on the A404

2 serious at the junction of Eastern Dene and the A404

1 slight to the east of the Eastern Dene/A404 junction and 1 Slight at the junction of the A404 with Earl Howe Road.

The information recorded does not show that there is an accident cluster or that the accident history represents an inherent concern with the highway in this area.

It should be noted that the aforementioned pedestrian refuge on the A404 near Gravelly Way shall improve pedestrian safety, by allowing the A404 to be crossed in two stages, making it easier for pedestrians to judge vehicle speeds and gaps in which to cross.

The Highway Authority is satisfied that the location and design of the proposed site access accord with local and national policies and guidance and is therefore acceptable and would not result in an unacceptable impact to highway safety.

Layout and Parking

Within the site, the main spine road would measure 5.5m which is sufficient in accommodating a car and a larger vehicle to pass simultaneously. The main spine road would be flanked by footways on both sides of the carriageway.

The wider scheme includes a mix of shared surfaces. Any minor residential roads designed as shared surface areas would serve fewer than 25(no) units. Some of the shared surface carriageways would measure 4.8m in width. The Highway Authority does not seek to adopt shared surface carriageways measuring less than 5.5m in width. I note that the applicant has previously confirmed that the estate roads would remain private.

The Highway Authority is satisfied that the proposed carriageway widths and provision of pedestrian footways throughout the development are appropriate. However, it was previously confirmed that the section of carriageway on the main spine road which connects between the eastern and western sections of the site shown on the image below is anticipated to be the same material finish and level/flush, with the vehicle/pedestrian zones demarcated by bollards. Further information will be required at a discharge of condition stage on what measures would be used to clearly delineate between the vehicle and pedestrian zones on this section of the estate's roads to ensure that those with visual impairments are able to safely navigate this section of the estate.



Tracking information has been provided which demonstrates that refuse vehicles and fire appliances can manoeuvre within the site and that suitable turning areas have been incorporated on cul-de-sacs.

In terms of parking, the site is located within Residential Zone B, as defined by the Council's Buckinghamshire Countywide Parking Guidance (BCPG) policy document. The development would provide a total of 495 parking spaces of which 261 will be unallocated. An additional 80 garages would be provided above this provision. In accordance with the BCPG, if more than 50% of site-wide car parking spaces are allocated, then an additional 20% unallocated spaces must be added,

based on the optimal spaces. Given that 52.7% of spaces would be unallocated, an additional 20% of spaces is not required for this development. Unallocated parking tends to be more efficient in terms of land use than allocated spaces and allows for more flexibility.

The off-street allocated and unallocated bay spaces have the requisite dimensions of 2.8m x 5m whilst the garage dimensions adhere to BCPG guidance of 3m x 6m, thus permitting a practical space to store a vehicle and allow adequate driver/passenger access/exit. It is noted that where plots feature a tandem configuration of three spaces in a row, the garage space is provided in addition to the requisite number of spaces and the garage is intended for storage purposes.

Having reviewed the habitable accommodation for each proposed housing type, the proposed level of parking would offer a small provision of parking above the optimum level set out in the BCPG.

Conclusion

The Highway Authority are satisfied that the development would:

- Provide pedestrian and cycle links to daily amenities and bus stops via new and improved infrastructure between the site and the Park Parade Centre and through connections to the development being considered under planning application 23/05440/OUT.
- Improve cycle infrastructure at the Park Parade Centre including the provision of cycle lockers and bike pump/tools.
- Provide a financial contribution toward upgrading bus stops on Homer Green Road.
- Include the provision of a car club vehicle within the site.
- Result in a less than severe impact on the local highway network in the context of the NPPF.
- Provide a safe and suitable access arrangement onto Amersham Road which accords with relevant design guidance, including the provision of a ghost island turn lane.
- Have an internal estate road layout designed to allow for the largest anticipated vehicles to manoeuvre within the site without the need to reverse over long distances.
- Provide a level of parking in accordance with the optimum standard set out in the BCPG when taking into account the level of habitable accommodation featured.

Mindful of the above, the Highway Authority raise no objection to this application subject to the following S106 agreement obligations, conditions, and informatives:

Obligations:

- Travel plan and monitoring [£5000]
- Provision of Real Time Passenger Information at bus stops on Holmer Green Road adjacent to Park Parade Centre (Stop ID: bucdjtja & bucdjtgw) [£28,000]
- Provision of a car club vehicle within the site

Conditions:

- Details of estate roads and footways
- Details of the disposal of surface water from the highway
- Provision of new access and associated vision splays
- Provision of new emergency vehicle access to Amersham Road
- Provision of active travel improvements including 3m shared footway/cycleway along the A404 between Gravelly Way and Eastern Dene, a pedestrian refuge crossing on the A404 between the site access and Gravelly Way, a crossing point at the junction with Inkerman Drive compliant with the most up to date national standards (LTN 1/20), cycle markings and signage along Eastern Dene, upgrades to the signalised crossing on Holmer Green Road to accommodate cyclists and improvement works to the pedestrian and cycle accesses to Parking Parade.
- Cycle storage measures and facilities at Park Parade
- Closure of existing access points
- Provision and retention of parking, garaging and manoeuvring scheme
- Construction Traffic Management Plan
- Travel Plan

Informatives

- Highway drainage
- Access and offsite works require s278 Agreement
- Offence for vehicles to carry mud on highway
- Offence to obstruct a highway
- Measures to ensure water not carried onto highway

Housing Service Officer

The proposed quantum, tenure mix, size mix and accessibility levels proposed are the following:

- Total number of homes 259
- Total number of Affordable Homes 124
- First Homes 31
- Affordable housing for rent 75
- Shared Ownership 18

Affordable Housing for Rent

Number	Size
--------	------

1 bedroom flat	29	39%
2 bedroom flat	25	33%
3 bedroom house	21	28%
Total	75	

Shared Ownership

Number	Size	
2 bedroom house	4	22%
3 bedroom house	14	78%
Total	18	

Quantum

Policy DM24 states that all developments of 10 or more dwellings or more than 1,000 sqm of residential floor space, will be required to provide at least 48% affordable homes on sites that are greenfield.

Should the application achieve the 259 dwellings referred to in the application then we would expect at least 124 affordable dwellings. Therefore, the proposed overall number of affordable homes is satisfactory.

Tenure

In accordance with Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document, and the First Homes Position Statement the tenure split of the affordable housing should be 25% First Homes with the remaining 75% split 80% affordable housing for rent and 20% intermediate housing.

This would equate to 31 First Homes, 75 affordable for rent and 18 for intermediate. Therefore, the proposed tenure mix of the affordable homes is satisfactory.

Shared ownership is the preferred intermediate tenure. Further details of First Homes (constituting 25% of the affordable dwellings overall), including the discount and local connection criteria, can be found in the [Bucks Council Interim First Homes Position Statement](#).

Size

Policy DM24, Table 25, the Planning Obligations Supplementary Planning Document and the Bucks HEDNA illustrated a tenure split and housing mix for the rented and intermediate dwellings before the introduction of First Homes.

Unit Types	Affordable Housing for Rent	Intermediate

1 bedroom	13%	12%
2 bedroom	36%	46%
3 bedroom	36%	36%
4 bedroom	15%	6%
TOTAL	100%	100%

Therefore we would expect the 80% rented and 20% intermediate element of the affordable dwellings, assuming they broadly reflected the open market mix, to provide a mix similar to that in the table below:

Unit Types	Rent	Intermediate
1 bedroom	10	2
2 bedroom	27	8
3 bedroom	27	7
4 bedroom	11	1
TOTAL	75	18

We would therefore prefer there to be fewer one bedroom and more three bedroom homes among the affordable homes for rent.

Accessibility

Policy DM41 requires that all dwellings achieve the standards in Building Regulations Approved document M4(2) and that developments required to provide on-site affordable housing in accordance with Policy DM24 are required to provide 30% of any affordable homes (and 20% of any market) in accordance with the dwelling standards in Building Regulations Approved Document M4(3) wheelchair accessible standard.

In terms of the affordable wheelchair user dwellings, should 124 affordable dwellings be achieved, this equates to 37 units. The preference is for most of these to be delivered at affordable rents so the Local Authority can nominate households to them. The greatest need is currently for 1 and 2 bedroom ground floor wheelchair user dwellings but there is also a need for larger units for families which, on a site of this size, should be provided.

The plans for the development have stated that the affordable homes conforming to M4(3) wheelchair accessible standard will consist of the following:

Affordable housing for rent:

- 28 x 1 bedroom homes
- 9 x 2 bedroom homes

Shared Ownership and First Homes

- 32 x 3 bedroom homes.

We consider this level of provision of accessible housing to be satisfactory.

Occupancy

The council's nomination rights, and the occupancy of the affordable housing, will be controlled through the s106 agreement. Unless otherwise agreed, no more than 50% of the private units on a residential phase are to be occupied until all relevant affordable units on that phase have been completed and transferred to a Registered Provider. The Council is not currently a stock holding local authority and so works with registered providers to support the delivery of the affordable homes.

Landscape Officer

Previous comments made in May 2023 are included for reference – ***new comments and updates from previous comments shown in bold italics.***

Overall, the findings of the Landscape and Visual Assessment are accepted, but some comments below on specific aspects:

1. ISSUE Visual/ Landscape Impact.

The additional information provided is welcome.

i) The two wireframes show that plot 18 loses the sense of buildings with intervening landscape that is a characteristic of the Amersham Road frontage

ii) In the assessment of the dry valley, there is some confusion regarding its extents, the flow route is contained within the dry valley, but the dry valley encompasses a larger area.

1. RESPONSE Visual/ Landscape Impact.

i) include a tree (s) along the side of plot 18 to help visually separate it from the adjacent existing dwelling

July amendments include this suggestion and is accepted.

ii) It would be useful to include the extents of the dry valley on a plan and show how the landscape proposals overlap and integrate it into the wider OS.

The LVIA has not been updated

2. ISSUE Landscape details (see also 5)

Landscape details now provided, but these raise some further issues

i) The landscape design around the apartments does not appear to take account of the levels, just using turf and straight hedges ***No change to approach?***

ii) Defensive space between apartments and OS footpath is only 2m wide – ***This aspect has not changed – patio areas are not shown on landscape drawings?***

iii) Trees not labelled with species on PP2.1 ***corrected***

iv) Amenity grass not suited to shaded conditions of rear tree planting areas ***-changed to a wildflower mix***

- v) Shrub beds between parking areas need taller planting to ensure sufficient impact, some also just have grass – **Grass has not been replaced, this will not adequately mitigate the substantial perpendicular parking areas**
- vi) Hedge height for apartment amenity areas too low (500mm) to ensure privacy. – no change – **need to be 1m height**
- vii) Have indicated on plans (attached to email) where some additional trees could be added, these are primarily to mitigate parking areas. **Not all trees added – (2.6, 2.5, 2.3)**
- ix) Within 8m of SUDS area, swales / Ecological areas the management plan states that any non-native species should be removed, yet the planting plan includes some non-native species in these areas? **Changed?**
- x) Still the residential areas use predominantly ornamental species **Changed?**
- xi) The management plan needs to make clearer that chemical herbicides etc should not be used in SUDS/ Swales/ ecological areas/ native hedges etc. Wherever herbicides are mentioned this should be referenced. It should also say that chemical means should only be used on other areas as a last resort where other means of weed control have failed.

A note has been added regarding avoiding the use of chemical herbicides in SuDS areas.

- xii) The sections show that the bulk of the level changes in rear gardens are to be accommodated within the fenced tree area. Although this is the right strategy for levels and creating usable amenity area from residents, it will make access and maintenance to these woodland strips problematic and also accentuate the impact of two lines of fences (as these will be at two different levels (approx. 3m). **Fenced tree area now omitted.**

2. RESPONSE Landscape details.

- i) Review the landscape design to include more ground cover around the apartments and consider dropping the ffl of the higher apartment block so that the levels are accommodated better. Also consider forming the private amenity area as a flatter higher platform above the footpath. This will also help with the relationship between the amenity and footpath/OS identified in ii) below **No change to approach?**
- ii) Move path away from apartments to increase defensive space – **This aspect has not changed due to OS Space constraints – patio areas are not shown on landscape drawings?**
- iii) Label all trees **corrected**
- iv) Reconsider ground cover in areas between rear gardens so more suited to shaded conditions. - **changed to a wildflower mix**
- v) Include taller shrubs in beds between parking areas and replace grassed beds with shrub beds **Grass has not been replaced, this will not adequately mitigate the substantial perpendicular parking areas**
- vi) Increase hedge height for apartment amenity areas to 1m to ensure privacy. **No change**
- vii) Include additional trees as indicated on plans to mitigate parking areas. **Not all trees added – (2.6, 2.5, 2.3)**

ix) Review OS planting to include just native species within 8m of SUDS area, swales / Ecological areas. **Changed?**

x) Review species and select more UK native and locally native species – see nbnatlas.org for more details of native species **Changed?**

xi) Amend the management plan so clearer that chemical herbicides etc should not be used in SUDS/ Swales/ ecological areas/ native hedges etc. Wherever herbicides are mentioned this should be referenced. It should also say that chemical means should only be used on other areas as a last resort where other means of weed control have failed.

A note has been added regarding avoiding the use of chemical herbicides in SuDS areas.

xii) Review approach, width and access to these areas. Is there a better way to secure these trees longevity within gardens (covenants agreements etc) rather than as a separate fenced area?

Fenced tree area now omitted.

3. ISSUE Insufficient tree planting and landscape along streets and parking areas.

See 2vii) above

4. ISSUE Public Open Space details.

Levels plan and sections have now been provided, but this has raised a number of questions about the layout, partly about design, but also may be due to not allowing enough space to accommodate all the facilities and successfully deal with level changes:

i) The SUDS basin has a significant slope of some 4-5m in height at 1:3, question the safety and the appearance and how it integrates with the dry valley. The basin would look like a large hole in the ground.

Further curved retaining walls have been added to help the levels work better which has improved the design.

ii) gabion walls around the MUGA would seem to be up to 1.7m height (from landscape drawing but 2.5m from RSK sections) , which combined with the fence for the MUGA itself will create a significant feature. The information provided is not sufficient to fully judge whether this is the best approach or whether more space is needed to accommodate the level changes.

Some of the gabion walls have been replaced with planted banks. The gabion walls will still be quite high on the northern side of the MUGA. More planting is needed to mitigate their visual impact (at the base and in the wall itself)

iii) the proposal shows some grass steps as seating around the MUGA at 500mm height each, but the lowest step is a lot higher at 1200mm? Is this correct? – how is this to be treated? **This has been clarified/ amended.**

iv) the level of tree planting shown will limit surveillance of the OS and footpaths from the apartments. As these are key connections to the northern site/Wycombe Road they need to be perceived as safe and attractive. **Tree planting has been reduced which will aid surveillance.**

v) slopes are predominantly seeded with grass/ wildflower mix, the steeper slopes would be better with shrubs/ ground cover. **This has been amended**

vi) The footpath/ boardwalk link over the SUDS/ valley feature drops significantly and then rises in height which reduces its attractiveness to residents as a link to Wycombe Road. ***The levels have been altered to remove the change in levels.***

vii) lighting details within the OS/ footpaths? Lighting details still not shown – ***this could be subject to a condition, lighting should reflect the levels of lighting seen in existing streets and footpaths. This will help avoid undue impact.***

ix) balustrade locations and details not provided - ***This can be subject to a condition.***

x) the path between the two apartments 1.5 to 2.25m lower than the ffl of the apartments which is problematic and will create a poor-quality environment. (can also be seen on RSK section U) ***This aspect has not changed. If they cant change the levels, at least the landscape treatment needs to change as indicated in comments made in 2.***

xi) drawing shows a LEAP rather than a NEAP required in the development brief. ***No change in label but proposals meet NEAP + MUGA requirements***

xii) the visual representation of the play area does not appear to show the level changes across this part of the site? ***Plan updated but not the visual.***

4. RESPONSE Public Open Space details.

i) Review approach and area needed to accommodate SUDS and other OS facilities, consider steps/ series of depressions rather than one large one, intervening tree planting and shrub planting (***see above comments***)

ii) Provide top and bottom wall heights, and heights and locations of fencing/ balustrades and review approach (see i) to minimise heights of the gabions. Use green walls/ gabions/ climbers/ planting to reduce impact of walls. ***Wall heights provided and see above comments***

iii) review gabion seating (***see above comments***)

iv) reduce tree planting along key footpath routes to ensure surveillance/ overlooking from apartments (***see above comments***)

v) review slope planting to include more ground cover / shrubs on steeper banks (***see above comments***)

vi) Increase height/ lengthen boardwalk to help reduce level changes along the footpath route (***see above comments***)

vii) provide lighting details (***see above comments***)

ix) provide balustrade locations and details (***see above comments***)

x) Review the landscape design to include more ground cover around the apartments and consider dropping the ffl of the higher apartment block so that the levels are accommodated better (***see above comments***)

xi) Amend to accord with development brief and policy play requirements (***see above comments***)

xii) Amend visual of the play area to show the level changes (***see above comments***)

Lead Local Flood Authority (LLFA) – Consolidation of comments

Summary

No objections subject to conditions and planning obligations

Surface water flood risk

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that most of the site lies in an area of very low risk of surface water flooding. There is however a surface water flow route that flows from north-east to south-west through the north-western area of the proposed development site. This flow route is present during all surface water flood scenarios meaning there is between 3.3% and 0.1% likelihood of flooding occurring in a given year. During these events there is an anticipated flood depth of between 150mm and 300mm. The FRA 4.4 states that the area in which the overland flow path is located will not contain any built development or any aspects of the proposed surface water drainage system. I am satisfied that a sequential approach to locating development has been demonstrated.

Groundwater flood risk

Based on the ground investigations, the anticipated depth to the groundwater table is in the order of 70 metres below ground level (mbgl) as assumed from published British Geology Survey borehole logs. The groundwater monitoring visits did identify groundwater at shallow depths between 0.69m and 4.95mbgl. However, the ground investigations reports assess this to be perched water due to the presence of granular pockets in the Clay-with-flints Formation, which is the superficial deposit which overlies the Chalk.

Surface water drainage

The surface water drainage scheme has been divided into two separate sub-catchments and subsequent drainage networks. Attenuation storage for each network is provided with a combination of permeable paving, below ground attenuation tanks and storage basins. It is proposed that surface water runoff from the impermeable areas will be disposed of to the ground via infiltration.

Method of surface water disposal

Additional ground investigations comprising of infiltration rate testing in two locations within the areas of the proposed basins has been carried out. Infiltration rate testing was completed in two boreholes, with three repeat tests at each location, this achieved rates between 2.28×10^{-4} m/s and 9.65×10^{-4} m/s. Therefore infiltration as a means of surface water disposal is suitable for managing runoff from the developable area.

Consideration has been given to the underlying ground conditions and it is recommended within the FRA that all soakaway features will be located at a minimum 10m distance from buildings, structures and highways. The buffer distance is increased to 20m in the south of the site.

The Surface Water Drainage Strategy has been updated to include 10m and 20m buffer zone and shows that these are provided solely within the site.

Attenuation requirements

The permeable paving and below ground attenuation tanks are designed to accommodate the 1 in 30 year storm event. For events greater than 1 in 30 year storm event and up to the 1 in 100 year plus 40% climate change allowance, surface water runoff will be accommodated in the detention basins. I am satisfied that there is sufficient space on site to manage runoff up to the 1 in 100 year plus climate change allowance.

Design of detention basins

Four cross sections have been taken for Pond 1 and Pond 2 as shown on the drainage layout. Based on the water level information presented, it is anticipated that water depths up to the 1% Annual Exceedance Probability (with an allowance for climate change) event will not exceed one metre. However, due to the local topography the ponds appear to have a much deeper overall structure, estimated to be over 4m in places, and in response to concerns relating to maintenance and appearance, the design of Pond 2 has been revised to include a series of benches using retaining walls to better integrate the feature into the landscape.

Maintenance

Additional information has been provided within the updated Flood Risk Assessment in relation to access for maintenance of the two proposed basins. It is proposed that access will be taken from the proposed cycleway for Pond 1 and the proposed footway for Pond 2.

NHS Integrated Care Board

NHS Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (BOB ICB) object to this application on the grounds of insufficient primary medical care capacity locally.

We anticipate an increase in population of approximately 648 new patients as a result of this housing growth who will require care from GP Practices in Hazlemere and/or surrounding areas.

This large development will put increasing pressure on the practices' infrastructure i.e. the need for more consulting rooms and administration plus larger / additional waiting areas and car parking.

The effects of larger developments can be significant, particularly on a practice that is used to catering for small village communities and we would anticipate that there would be a requirement for modification to existing infrastructure using CIL contributions. In the majority of cases, primary care services are already operating under extreme pressure and physical constraints, such as the lack of space hamper the delivery of additional services. The GP Practices in Hazlemere and/or surrounding areas are at full capacity.

Access to GP appointments is a national issue and we 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.

Further development in the area will create more pressure on GP services and put existing patients at risk if the current practices are unable to cope with any additional workload. If this development is to go ahead BOB ICB would seek appropriate S106 contributions in order to help support the local health service infrastructure.

BOB ICB estimates that this development would require an increase in floorspace of 43 m² (Gross Internal Area) to serve the projected population increase. At current building costs of £5,692 per m² this would require developer contributions of value £244,482.

BOB ICB would allocate resources gained to increase capacity at GP Services in Hazlemere and surrounding areas and have identified project opportunities for expansion of existing practice premises.

Thames Valley Police Crime Prevention Design Advisor

There are aspects of the design and layout that are problematic in terms of crime and anti-social behaviour. Therefore, further documentation and amendments are requested.

Physical Security Communal Blocks

Unable to find any details on physical security of communal blocks; an access and security strategy should be provided which includes details of access controls and visitor entry systems, management of mail deliveries to avoid unrestricted access to communal hallways, and physical security standards for communal door sets and bin and cycle stores.

Bin Stores

Bin store doors should be a single wide door which can more easily be secured and have access controls and meet a minimum security standard.

Unallocated Parking

There is still a high number of unallocated parking across the development which has potential to lead to neighbourhood disputes.

Back to back planting zones

Significant security and anti-social behaviour concerns regarding tree planting zones in the centre of the housing plots.

Blank elevations

There are still a number of plots and house types which are not being utilised for their surveillance potential; windows could be positioned on side elevations to allow residents visibility of parking etc.

Rear access routes

All rear access routes must be secured from the front façade of the building removing the recess which would allow for public realm behind the private secure line.

Lighting and boundary treatments

Plans detailing lighting and boundary treatments are required.

All lighting should meet the general standards of BS5489:2020 and be fitted with appropriate diffusers to limit light pollution. Unadopted roads should not receive a poor lighting scheme as a result of complications relating to power supplies nor should a single resident be responsible for lighting.

Thames Water

Waste Comments

The proposed development is located within 15 metres of underground waste water assets and as such an informative should be attached to any approval granted.

Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions.

The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.

The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development does not materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

Other Representations

Sarah Green MP (Member of Parliament for Chesham and Amersham) has submitted a letter of objections which includes the following points:

- *Constituents have raised a number of objections directly with MP including:*
 - *the lack of a comprehensive plan for the development*
 - *lack of separation between Holmer Green and Hazlemere*
 - *lack of Primary School capacity*
 - *Lack of GP capacity*
 - *Inadequate road infrastructure and capacity*
 - *Inadequate parking already, particularly at school times with existing danger to children and residents*
 - *Waste water system already at capacity*
 - *Ecological issues*
 - *Existing local flood issues exacerbated by the development.*
- *The MP shares these concerns, particularly the lack of a comprehensive plan for the site, and absence of sufficient infrastructure*

Amenity Societies/Residents Associations

Chiltern Society (December 2021)

The Chiltern Society object to this development proposal.

The application does not comply with WDLP Policy HW8. In particular

- There is only minimal reference to other parts of the site in the documentation and as such the requirement to produce a comprehensive development of the site is not met. It is noted that this development together with applications for the other half of the site and Orchard house would lead to construction of 401 units, 15% more than set out in the policy leading to greater impacts on local services.
- The proposal does not maintain a sense of separation between Hazlemere and Holmer Green. There is a token green space adjacent to the properties on Badger Way and retention of a small piece of woodland adjacent to Inkerman house. The development as a whole appears to seek to maximise the number of units at the expense of biodiversity, in clear breach of NPPF guidelines and policies set out elsewhere in the Local Plan.
- A small area of woodland is retained in the southwest corner of the site; however this is not as extensive as the area shown in policy HW8 which clearly shows an existing tree belt encompassing Inkerman House. Either that tree belt has already been felled or the plan attached to HW8 is misleadingly inaccurate.
- The development fails to provide a clear Green Infrastructure link through the valley of the site linking the wood adjacent to the Amersham Road with the orchard in Holmer Green. At points the retained green space is less than 10m wide.

- The field boundaries within the site have been removed entirely. This is a significant loss of biodiversity. The Design and planning document refers to retention of these hedges only if an effective layout cannot be achieved, wording included in para 5.1.73 of the Local Plan. However, Policy HW8 makes no reference to this, stating that development of the site is required to retain the field boundaries within the site. The society can find no evidence to show the developer has made any attempt to design the scheme enable retention to enable retention of these significant areas of biodiversity as required by the policy.
- The development appears to adequately address the issue of surface water, however the Society believe that the area designated for water retention does not give sufficient weight to creating additional biodiversity on the site. We also note that the flood risk assessment states that Thames Water have confirmed the existing foul sewer network will not cope this development. The Society notes that there have been recorded a number of sewerage overflows that affect the AONB because of the inadequate drainage in Eastern Dene.

The development will be visible from the AONB. It is noted that many of the street scene diagrams show rows of houses with mature trees in the background, this level of tree planting is not set out in the application. Of particular concern is that there does not appear to be a comprehensive lighting strategy for the development. The EIA refers to a lighting plan being essential to mitigate the effect on wildlife. Street lighting on the main Amersham Road ends before the site of the development and therefore any lighting on the site will adversely affect the AONB. It is note that the view from the AONB to the site has been taken from the lowest point on the public footpath through Two Sisters Plantation. This wood has numerous informal paths though it which are well used and views of the site from the boundary of the wood near Gravelly Way and from the golf course will be significantly affected by the development. Paragraph 176 of the NPPF which has recently been revised puts a greater emphasis on the impact of developments on the AONB and this should be a material consideration in the determining this application.

The developer proposes a significant loss of biodiversity on the site of 35.5% and proposes a financial contribution to offset this. The Chiltern Society strongly object to this proposal which directly contravenes policies CP10 and DM14.

The requirement to link the site to the existing settlement is proposed to be achieved by a 2m wide path on the north side of Amersham Road over a distance of approximately 250m. This will result in substantial damage to the boundary of the existing wood and another loss of biodiversity. It is clear that at least two mature trees will have to be removed for this pathway to be built as well as undergrowth which provides a wildlife corridor. Neither the Arboricultural assessment or EIA appear to have included this loss in the calculations.

The developer has not demonstrated how this application will comply with the Environment Act 2021. In particular how biodiversity net gain of at least 10% can be achieved. There is not evidence in the documents that demonstrate a Biodiversity gain plan nor how the LA is proposing to approved this plan as required by the Act. The Chiltern Society strongly believe that offsetting biodiversity by financial contribution for a site so close to the AONB is contrary to the local and national policy. The developer's proposals will mean a significant loss of biodiversity in both the short and medium term on this site as it will take many years for the new estate to start adding to

the site's biodiversity. If the LPA is minded to accept a financial contribution then it is essential that a specific use for the funds, including location of the site and management responsibilities is clearly set out prior to permission being granted.

The placement of 3 storey apartment blocks at visible high points in the site means that these are also the most visible intrusion into views from the AONB. There are no other development within Hazlemere or Holmer Green that have this type of building. Where 3 storey do occur they have either replaced an existing older dwelling and the top storey is contained within the roof line to minimise height on the plot surrounded by mature trees or they are located in the valley bottoms so their scale is not intrusive when seen against surrounding buildings. Some building types incorporate weather boarding or hanging tiles on their front facing elevations, a design feature discouraged in the Chilterns Building Design Guidance.

In conclusion, the Society is disappointed that the developer appears to have ignored Policy HW8 and the guidance from the Chilterns Conservation Board to maximise the number of units on the site. The development fails to respect its proximity to the AONB and its setting within the settlements of Hazlemere and Holmer Green and should be refused.

Chilterns Society (September 2023)

The Chiltern Society object to the development in its current form.

1. The application fails to comply with Policy HW8 in that the whole site is not being considered holistically.
2. The layout proposed is rectilinear and totally inappropriate for a development in a village location adjacent to the Chilterns AONB. The design appears to be based on maximizing the number of properties rather than providing a pleasant place to live that integrates into the existing village.
3. The revised Biodiversity calculation still shows a net loss of over 25% of the existing habitat. This is completely unacceptable and conflicts with both the Local Plan and Hazlemere Neighbourhood Plan. The proposals for protection of newly planted trees are ineffective and need to be strengthened to ensure no new trees can be removed from the development.
4. The extensive use of weatherboarding is contrary to the Chilterns AONB building design guide and is therefore unacceptable in this location.
5. The proposals for reducing carbon emissions from the development are a bare minimum and certainly do not anticipate the requirement for substantial work required to properties in order to meet National carbon neutral targets.

Holmer Green Village Society

The Holmer Green Village Society object to the planned development of 259 houses at Orchard Hill for the following reasons:

- This development would probably have been completed by now if the planners and developers had communicated, consulted, and engaged with local organisations and residents.
- The policy for the release of the land from greenbelt called for a comprehensive development of the whole site. This is a piece meal, fragmented development representing c60% of the total plot. Comprehensive development is defined as providing a full suite of services and facilities for a development of 350 houses. This development does not deliver that as it provides very few facilities (apart from a play area) and as it only serves c60% of the total HW8 land area.
- The cycle path linking the main entrance to the shops at Cosy Corner (Hazlemere Parade) seems to be an additional feature to improve the development's green credentials, however the HW8 policy statement specifically states that walking and cycling should be provided, for the development of the whole HW8 site, via Tralee Farm onto the Wycombe Road.
- Whilst the provision of medical facilities are the responsibility of the ICB, the developer has failed to work with the ICB on how they expect to increase capacity in the area whether at the nominated primary care network at Roberts Ride or elsewhere. This is extremely important since this is also the nominated PCN for the Tralee farm development. This PCN already has 13,300 registered patients which accounts for the vast majority of existing Hazlemere and Holmer Green residents. They have also clearly stated that "We are at capacity in terms of clinical space and GP/Clinical time to offer appointments. Therefore, in our current state we would not be able to cater for patients in a new 350 house development in Holmer Green."
- The local authority have also permitted the construction of a further 16 houses (which may add a further 50 people to the area) at Highbury Works which is within a stone's throw of this development.
- HW8 is one of 3 proposed developments in Hazlemere / Holmer Green that could add an absolute minimum of 2,500 people in the PCN catchment area with the vast majority seeking to gain access to their healthcare support at the PCN at Roberts Ride. Two of these developments have a S106 agreement as part of the plans. The S106 payments for this development are £287,000 and the Tralee Farm Development in the same HW8 site is £107,000.
- The planning authority should be aware that no amount of money can overcome the practical and physical limitations of the PCN at Roberts Ride since it is a converted residential property with only 6 car parking spaces. All other parking is on the residential street which already causes inconvenience and congestion for residents as well as access issues for patients.
- The developers and the local authority are failing in their responsibility to have consideration for the current and future residents by developing and allowing developments with no regard for the requirements of residents (and in the case of the developers, their customers). They are also failing to consider the cumulative impact and implications of the various proposed developments on local infrastructure and residents.
- The policy requirement for a comprehensive development of the whole site has not been fulfilled to a level that would seem justified. Building two separate developments in two adjacent parcels of land and then linking them with a secondary means of transport does not in our opinion come close to meeting the requirements of a comprehensive development.

- The various developments in our immediate catchment area also require a comprehensive overview to ensure they are not developed in the piecemeal fashion evident in the history of the HW8 site. The importance of the cumulative impact of the known proposed developments in the area cannot be overstated and their impact must be considered both individually and cumulatively.

Other Representations

A total of some 329 neighbours / third parties have submitted representations regarding the application, of these 296 were objectors, 3 were neutral and 30 were in support of the application.

Objections

The main issues raised in the 296 objectors' representations are set out below:

Principle of development

Holmer Green neighbourhood plan has not been completed.

Contrary to the development plan, the Hazelmere Plan and national policy.

Application should not be decided until the Tralee Farm application has been decided.

Cannot consider each scheme separately - massive impact on Hazelmere / Holmer Green.

Hazelmere and Holmer Green are already overdeveloped.

Losing the breathing space within and around the villages.

Village cannot cope with the influx of new people.

Development is urban sprawl.

Hazelmere will become an extension to High Wycombe.

Destruction of villages into large urban towns.

Loss of village status / identity.

Loss of traditional villages.

No consideration to quality of life of the existing community.

No benefit to Hazelmere residents; detrimental to the community.

Increase population of the village.

False premise that the land is semi-urban; it is a rural place.

Asking for more properties than were originally proposed under allocation.

Site was Green Belt land; taken away unlawfully and without residents' knowledge.

Object to the removal of site from the Green Belt; Green Belt has been unnecessary sacrificed.

Incorrect and misleading information regarding the Green Belt.

Green space needs protecting (integral to the area, exercise, mental health).

Environment needs to be protected; there is a need for green space.

Excessive economic development which doesn't take into account the loss of Green space.

Other brownfield sites that should be considered.

Investment should instead be in the North of the UK.

Traffic / highway network

Increased traffic in the area; traffic congestion.

Development will add traffic to the A404, which is already a dangerous, busy and fast road.

Speed limits regularly exceeding on the A404.

Not sufficient planning has been put in place to safeguard pedestrians on the A404 (People will not feel safe walking along a treacherous road).

A404 not safe to cycle along.

A404 is a poorly lit road.

The development will cause an increase in serious accidents on the A404 (like 2020 and 2021).

A404 one of top crash sites in Bucks.

The development will decrease the effective flow of traffic along the A404 by increasing the number of junctions.

The junction of A404 / Earl Howe Road will become far busier and potentially dangerous.

The increase of traffic on New Pond Road and Tuckers Drive will make the roads impassable.

Traffic will cut through down Earl Howe Road, Inkerman Drive, Pheasant Drive.

Increased traffic will cause long delays on journeys - especially when commuting.

Increased congestion at Hazelmere crossroads at peak time A404; often already gridlocked and will exacerbate problems.

Hazelmere and Holmer Green struggle with traffic flow.

No improvement to allow free flow of traffic.

Concerns over emergency vehicle access.

Damage to roads; increase in potholes.

Neither village has speed calming measures in place (speed bumps, cameras).

Congestion at school time, cars parking on the road and drives blocked.

Insufficient parking at shops.

Not on a public transport routes (result to an increase in cars); inadequate public transport provisions and difficulty reaching transport hubs.

Proposed cycle access will not reduce the number of cars as the topography is too hilly to use a cycle to commute.

No traffic light or pedestrian crossing.

Proposed footpaths present issues for small children, impaired mobility users, push chairs etc.

Footpath not suitable for disabled access on Inkerman Hill.

Path along A404 will be too narrow to safely use.

Access

The entrance to the site would be at a vulnerable place on the A404.

The entrance is near a very sharp bend / blind bend on the road as noted in the WDLP.

Junction on the brow of the hill.

Access in close proximity to Gravelly Way.

Dangerous access point; exiting the site will be a serious hazard.

Poor visibility at junction; view obstructed.

There is no Swept Path Analysis for vehicles exiting the site onto the A404.

The access is not suitable; should be a roundabout and traffic lights or one way in and one way out onto a major road.

Parking

Inadequate parking will result in overspill onto A404, Wycombe Road and Copners Drive

Insufficient parking in the new development.

Not all plots have allocated parking.

No visitor parking.

Inadequate charging for electric cars.

Design / housing mix

Not a comprehensive planned development between the two sites.

Fails to maintain sense of separation between Hazelmere and Holmer Green.

The application fails to provide walk/cycle access as required.

Would not create a sense of community.

Fails to achieve high standard design and layout.

Not in keeping with surrounding area; design not appropriate for the location.

Against the character of Hazelmere.

Lack of creativity in design proposal; dull layout.

Properties squeezed together in barracks precision ugliness.

Development will be visible from the AONB, need to protect the Chiltern Hills.

Weatherboarding out of place; appears be based on a building in Penn.

Intrusive to the open countryside/ green fields.

The new site will be overdeveloped.

Overdevelopment will take away from the village feel of Hazelmere and Holmer Green.

Excessive number of homes.

Too many houses crammed into too small a space with non-existent gardens.

Inadequate sized plots.

Roads too narrow.

The development is too large.

Three storey block of flats will be an eyesore.

No street lighting.

No playgrounds / communal area.

No recreational grounds or community facilities for residents.

More open space needed for the development.

Loss of area to walk dogs.

No age friendly properties.

The need is for low cost, retirement homes, and bungalows, not family homes.

New houses do not match local community needs.

Lack of inclusivity for all sectors of society; limited houses for limited mobility.

Plans show tiny drives, minute front gardens and small back gardens.

Information in the design statement is inaccurate or misleading.

Demolition of Inkerman House but it is in pristine condition; landmark building being demolished.

Affordable housing all clumped together on borders of site.

Residential amenity

Close to adjoining properties.

Houses will be visible from Badger Way.

Overlooking onto existing dwellings; loss of privacy.

Loss of light/overshadow.

Low fence - crime, trespassing, public access.

Lack of amenity space.

Gardens poorly designed.

Negative impact on mental health; loss of positive effects of green space on mental health

Pollution

Increase in pollution levels.

Increased pollution from stationary cars with their engines idling in traffic.

Local noise and pollution levels will increase causing distress to everyone in the village.

Children's lungs and lives depend on the protection of our green spaces and reduction of pollution.

Dust from buildings will have a detrimental health impact.

Effects of pollution on elderly people.

Poor air quality.

Noise nuisance.

Significant light nuisance/pollution from a large development.

Negative impact on drinking water.

Infrastructure

Expansion is unrealistic and unsustainable on the local community.

Poor / inadequate infrastructure to support the development.

Strain on local services.

No investment into local services.

Doctors and schools in the area are already oversubscribed.

There is no extra doctors or infrastructure to help the amount of properties.

Increased waiting time at doctors.

Protect the NHS.

Veterinary care is hard to come by.

Overstretched police force.

Lack of school places.

Children will be pushed to attend schools further away, and the cost of that traffic is expensive and unreliable.

Additional demands on public transport.

Electricity supply; frequent outage in parts of Holmer Green.

There would need to be an increase in jobs for new residents.

Insufficient broadband facilities.

Inadequate water and sewage supplies; tress on fresh water supply.

Wildlife/Biodiversity

Damage to the countryside and local wildlife; detrimental effect to ecology.

Animals should have freedom of movement, which will be denied by this development.

Site is home to protected species.

Concerns regarding Badgers.

Presence of bats, badgers, newts, pheasants, hares, foxes, squirrels and muntjac on the fields.

Fencing will not allow the coming/going of wildlife.

The development fails to provide a clear green infrastructure link through the Valley of the site linking the wood adjacent to the Amersham Road with the Orchard in Holmer Green.

Field boundaries/hedges within the development would be removed entirely resulting loss of biodiversity.

Mature trees and hedgerows should be preserved.

Removal of protected trees.

Potential damage to tree roots.

Loss of field within the site.

Effects on local ecology.

Physical/mental health benefits of green space.

The developer has not demonstrated how the application will comply with the Environment Act 2021.

Trees in gardens will be removed.

Proposals will tarmac over a considerable area of grass verge.

Climate Change

Hazelmere Parish Council have declared a climate emergency.

Increase in carbon emissions / greenhouse gases.

Effects on climate change.

Lack of efforts to reduce the effect of climate change (solar panels, ground source heat pump, triple glazing).

Does not include sufficient environmental elements (solar panels, electric charging point, heat pumps).

Does not promote sustainable living.

Unsustainable.

No comprehensive tree planting to overcome carbon footprint.

No consideration to passive housing.

Will result in over 500 cars which will impact on carbon footprint.

Other

Less surface area for flood water.

Natural features provide soakaways for rainwater, loss of these will result in flooding.

Flood risk; Increase danger of flooding.

Lack of shops.

Negative effects on listed buildings and conservation area.

Not recovered from the effects of covid on the village.

Worried about social housing.

Local crime levels will increase (no local police station in the village).

Increase drug use.

Increase in vandalism.

Adverse effect on house prices.

The residents in the new development will not be local citizens, but commuters.

Affordable housing is unlikely to be of a cost low enough to make the housing affordable for the majority.

Locals will be priced out of the development and commuters will be favoured.

Vulnerable to trespassing and crime.

High proportion of vulnerable people in the area.

Disregarded previous planning decisions; proposal goes against previous planning applications.

Developers have optimised their own incentives and outcomes and not the interests of village/wider society.

Developer offering to buy land on Badger Way.

Developers are putting their profits over safety of residents.

Inadequate communication and engagement around the proposal.

Lack of consultation.

Short period permitted for public comments.

Not enough information provided.

Safety outside of schools.

The roads and green spaces will not be taken on by Council; property owners will take on burden.

Support

A summary of the main matters raised in the 30 supporters' representations are set out below:

The planned development looks well laid out, very attractive and a good design.

Innovative development.

Modern efficient houses.

Need of new and modern housing in the area.

Welcome electric vehicle charging.

Energy efficient new builds.

Increase natural surveillance of the area.

Proposed dwellings would overlook an area of public open space, as a result would deter anti-social behaviour.

Pleasant area to bring up children and close to good schools.

Meet the demand for more houses in the area.

Will bring trade/ Support to local businesses / Offers opportunities for new services (shops, doctors, schools, transport); Positive to shop owners.

Wider choice of properties for sale.

New residents will pay council tax which will contribute to the council financially.

Opportunity to buy larger houses.

Opportunity to Live closer to work.

More housing supply will give people the opportunity to live in the area where they grew up.

Attract the younger generation.

Attract first time buyers.

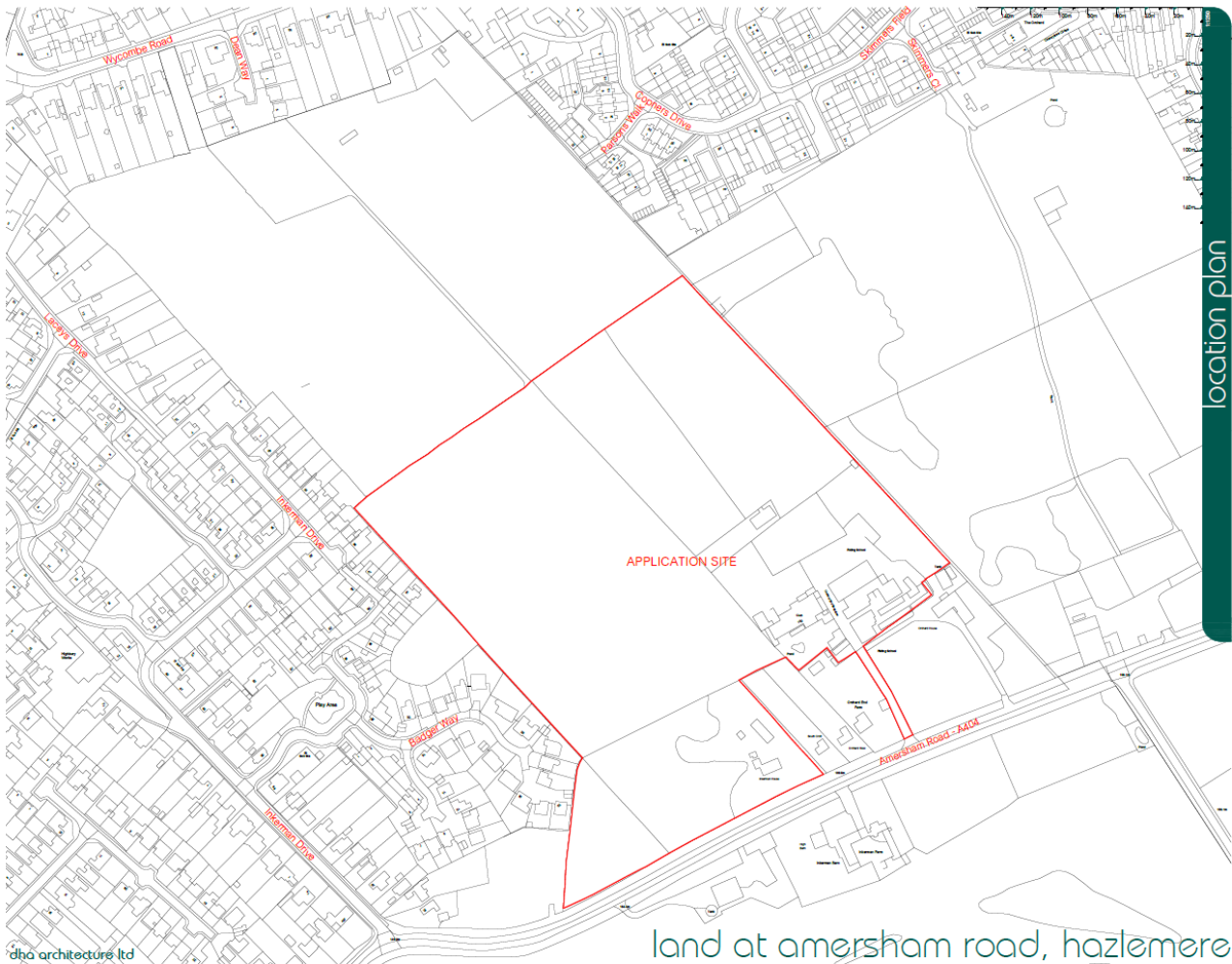
Community focussed and friendly developer.

Gives the land some purpose.

Bring overall house prices down; Greater choice of new well-built housing will alleviate pressure on house prices, enabling people on a more average age to purchase.

There is an increase in people working from home.

APPENDIX B: Site Location Plan



location plan

dha architecture ltd
Brooklands Farm Business Park
Bottle Lane
Binfield
Berkshire
RG42 5GX
t: 0118 934 9666
e: surname@dhaarchitecture.co.uk
w: www.dhaarchitecture.co.uk

land at amersham road, hazlemere

all data by maps

Location Plan
reference 022103-BEL-NL-08
21.10.2021 created
1:1250 @ A1 scaling
dha architect

APPENDIX C: Appeal Decision Notice for 18/07194/OUT



The Planning Inspectorate

Appeal Decision

Inquiry opened on 28 July 2022

Site visits made on 28 July & 27 September

by Mrs J Wilson BA (Hons) BTP MRTPI DMS

an Inspector appointed by the Secretary of State

Decision date: 2nd December 2022

Appeal Ref: APP/K0425/W/22/3296128

Land to the rear of 20 Wycombe Road, Holmer Green, High Wycombe, HP15 6RY, 489803, 196518

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission
 - The appeal is made by Inland Ltd against Buckinghamshire Council - West Area (Wycombe).
 - The application Ref 18/07194/OUT, is dated 31 August 2018.
 - The development proposed is Outline application (including details of access and layout) for the erection of 101 dwellings with all other matters reserved.
-

Decision

1. The appeal is dismissed and planning permission is refused.

Applications for costs

2. An application for costs was made by Inland Homes Ltd against Buckinghamshire Council. This is the subject of a separate decision.

Preliminary Matters

3. The Inquiry was scheduled to open on 26 July as a face to face event however due to the COVID status of a key participant was switched to be conducted virtually. Prior to the start date, Rule 6 parties strongly objected to a virtual event. Following consideration of those objections the opening was delayed in order that the Inquiry could be conducted face to face opening on 28 July 2022. On the first day openings and evidence from two of the four Rule 6 parties was given however later that day it became apparent that members of the public who, due to the content of correspondence they had received from the Council had a legitimate expectation to join and participate in the event virtually. Site notices had also made it plain that the event would be available virtually. As that option was not available to them the Council explored whether it could stream the remainder of the event online but was unable to do so for capacity reasons.
4. In the interests of fairness, and given the notifications that had been sent, the Inquiry was adjourned. It was subsequently resumed as a hybrid event on 26 September with participation both face to face and remotely via Teams. In total the Inquiry sat for a total of seven days on 28 and 29 July and between 26 to 30 September 2022.

<https://www.gov.uk/planning-inspectorate>

5. The Appeal Site straddles the boundary of two former District Councils, Chiltern and Wycombe. The majority of the appeal site is located within Hazlemere Parish which lies within the former Wycombe District Council area. The access road, and the existing dwelling at 20 Wycombe Road are located within Holmer Green, within the former Chiltern District Council area. Consequently, the Appeal Site also encompasses land within two Parish Council areas, Hazlemere within the former Wycombe District Council area, and Little Missenden, within the former Chiltern District Council area. Holmer Green, the closest settlement to the proposed development, is within Little Missenden Parish Council.
6. Planning applications were originally made to Wycombe District Council and Chiltern Council in 2018 as the appeal site area includes land in both districts. The Buckinghamshire authorities of Aylesbury Vale, Chiltern, South Buckinghamshire, and Wycombe, along with Buckinghamshire County Council, became a Unitary Authority known as Buckinghamshire Council (The Council) in April 2020 and the application made to Chiltern¹ was subsequently withdrawn on 5th August 2020.
7. The original planning application was made in outline for 103 dwellings with access, layout and scale to be determined. The proposal was amended in June 2020, May 2021, August 2021 and January 2022. The amendments in May 2021 resulted in scale being removed from consideration. In January 2022 the scheme was further amended to "*Outline application (including details of access & layout) for the erection of 101 dwellings with all other matters reserved*" resulting in the loss of 2 units from the layout. As such the revised description is reflected in my banner heading above. The amendments were referred to in the officer report following consultation by the Council and I am satisfied that there would not be any prejudice to participants in considering the development on the basis of the revised description.
8. The application is in outline with all matters save for access and layout reserved for subsequent approval. Drawings, 18083-S101B (Location Plan); 18083-C201B & 18083-P202M (Site Layouts); and 141278/A/07 (Site Access Alignment) are for consideration with all other plans taken for illustrative purposes only.
9. As the appeal is against non-determination there is no decision notice. Initially the appeal scheme was deferred by the Councils Strategic Sites Committee² to be considered further once a development brief had been produced. Following the lodging of the appeal the Council considered the scheme again resolving, against their officer recommendation, to refuse permission and offering putative reasons for refusal. Two reasons were identified³. The first reason related to lack of comprehensive development, lack of an appropriate sense of separation between Hazlemere and Holmer Green, and failure to meet key design principles required to achieve high quality sustainable development contrary to the Development Plan and the National Planning Policy Framework (The Framework)⁴.
10. The second putative reason for refusal focused on the absence of an obligation under Section 106 of the Planning Act (s106) to secure contributions or direct

¹ PL/18/3121/OA

² On 24 February 2022

³ Strategic Sites Committee 12 May 2022

⁴ Page 4 and 5 of CD77

provision on a range of matters including affordable housing, the definition of local criterion related to affordable housing, the level of contributions for highways, education, public open space including equipped play, sustainable urban drainage provision, connectivity between the appeal site and the remainder of the HW8 allocation (to the south), biodiversity including offsetting contributions and detailed ecological management plan, the provision of a management company and the provision of custom and self-build housing within the site.

11. The legal agreement covers the matters referred to above and a signed version of the agreement was received after the Inquiry closed within the timeframe specified. I am satisfied that the provisions of the obligations would be necessary to make the development acceptable in planning terms, that they directly relate to the development, and fairly and reasonably relate in scale and kind to the development, thereby meeting the relevant tests in the Framework⁵ and Community Infrastructure Levy Regulations⁶. I have taken the planning obligation into account in reaching my decision.
12. Four groups were afforded Rule 6 status at the Inquiry⁷. Little Missenden Parish Council (LMPC), Holmer Green Village Society (HGVS), Hazlemere Parish Council (HPC) and Holmer Green and Hazlemere Neighbourhood Development Focus Group (HG&HDFG) gave evidence opposing the appeal. These representations included matters which were not contested by the Council or the highway authority relating to the capacity and safety of the access and the impact of the development on existing trees, matters to which I will return.
13. I held a Case Management Conference (CMC) online on 16 June 2022 which was attended by the main parties and representatives of the four Rule 6 parties. At the CMC the following matters were covered: the main issues were identified, how the evidence would be dealt with at the Inquiry; the submission of statements of common ground; the listing of core documents; the timetable for submission of documents along with other procedural matters. A second CMC was held on 11 August where the focus was the technical arrangements for the delivery of a hybrid Inquiry.
14. The status of the Hazlemere Neighbourhood Plan (HNP) changed during the Inquiry as it was published for Regulation 16 consultation⁸. Evidence was given that the HNP seeks to deliver sustainable development by protecting and improving green infrastructure, delivering zero carbon buildings, and promoting sustainable transport, in respect of the appeal site it seeks to articulate a greater level of detail in relation to the site and on specific subject matters. Local Councillors in their representations advised that the emerging plan should be given particular attention in respect of climate change. Whilst the objectives of the plan are acknowledged, as an emerging plan at an early stage of preparation the HNP does not yet form part of the development plan and in accordance with paragraph 48 of the Framework it, can be afforded only limited weight in decision making.
15. A Statement of Common Ground (SOCG) was agreed between the appellants and the Council before the Inquiry opened in July. An addendum to that SOCG

⁵ Paragraph 57

⁶ Regulation 122

⁷ Accorded Rule 6 (6) party status under the Inquiry Procedure Rules.

⁸ 28 September 2022

was also agreed in August 2022 updating the Inquiry on the Hazlemere Neighbourhood Plan and the progress of the HW8 Development Brief.

16. The appeal site was previously designated as Green Belt. However, upon adoption of the 2019 Wycombe District Local Plan (Local Plan) the appeal site and adjacent land was identified for development as a housing site. The site is no longer subject to any Green Belt⁹ designation and as such Green Belt issues are not for consideration in this appeal.
17. I undertook an accompanied site visit during the initial part of the Inquiry in July and again on 27 September, viewing the site and surrounding area to an itinerary agreed between the main and all Rule 6 parties. I observed, as was requested by Rule 6 parties the extent of traffic passing the site at school closing times. I also visited the general area prior to the Inquiry opening to look at the surroundings from the points indicated by the Council.

Main Issues

18. Having regard to these matters and taking into account the procedural matters outlined above the main issues are:-
 - a) The effect of the development on the character and appearance of the area in the context of the requirements of Policy HW8 of the Local Plan part 1 a) (achieving a sense of separation between Hazlemere and Holmer Green).
 - b) Whether the appeal scheme achieves comprehensive development within Wycombe district as set out in part 1c) of Policy HW8.
 - c) The status of the development brief covering the land subject to Policy HW8.

Reasons

Policy background

19. The appeal site forms the northern part of a housing site allocated by Policy HW8 of the Wycombe District Local Plan 2019 (Local Plan). Consequently, the site is accepted as a sustainable location suitable for the quantum of housing development proposed, subject to meeting the requirements of the policy criteria. It was acknowledged by the Council and the appellants that the development of this appeal site would unlock the wider delivery of the HW8 allocation. Notwithstanding this, compliance with two aspects of Policy HW8 are at issue. Firstly, the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green¹⁰, and secondly the requirement to provide a comprehensive development of the site within the Wycombe district¹¹. I shall deal with these two matters separately.
20. Policy HW8 requires that development maintains a sense of separation between Hazlemere and Holmer Green. The parish boundaries of which run along the northern boundary of the appeal site (save for the proposed access). The layout set out in Fig 14 of the Local Plan¹² which accompanies policy HW8, whilst marked indicative, makes clear where existing trees and woodland are located. These physical features form the northern boundary of the appeal site

⁹ Wycombe District Council Local Plan, Inspectors Report 10 July 2019 para 137

¹⁰ (Criterion a) of Policy HW8

¹¹ (Criterion c) of Policy HW8

¹² Page 108 of the Wycombe District Council Local Plan

and separate existing residential development in Holmer Green from the open part of the appeal scheme¹³.

21. The western and central portions of the appeal site would be developed for housing with the southern corner section left largely undeveloped, other than for the provision of a dry balancing pond to accommodate periods of high rainfall in order to relieve surface water issues. The Council does not object to the principle of residential development on this site. Objections were expressed by some representors which I deal with below.

Character and appearance

22. The layout of the development would be fixed by the submitted plans and whilst landscaping is a reserved matter the impact of the road layout and the positioning of buildings enables the effect on the character and appearance to be clearly understood in the context of the requirement to maintain a sense of separation between the settlements of Hazlemere and Holmer Green. The Inquiry heard that the two parishes had long since merged given that development is contiguous at Watchet Lane and Sawpit Hill which was evident from an aerial photograph¹⁴. However, that element of coalescence predates the requirements of the Local Plan which requires the sense of separation to be maintained between the two settlements.
23. There were differing interpretations of the 'sense of separation' at the Inquiry with the appellants arguing that the Council in its officer report had concluded that the development '*achieves a degree of physical separation between the two parcels of development by providing a distinct and meaningful area of open space to the south of the site which also provides green infrastructure and required on-site strategic open space*¹⁵. However, this reference relates to the separation of parts of the new development at the southern edge of the appeal site and not on the boundary between the two parishes. Moreover, it does not address the requirement of criterion 1 a) of HW8 nor does it recognise the issue of the maintenance of existing vegetation highlighted in the plans accompanying Policy HW8.
24. Local residents highlighted the need for meaningful separation between Hazlemere and Holmer Green and drew attention to the deliberate removal of tree cover within the remnant orchard. Rule 6 parties generally accepted that development would proceed on the site in some form however emphasised that the principles of the Local Plan Policy should be implemented. The appellants explained that the trees which had been removed were in poor condition. Furthermore, the retention of the remnant orchard trees is not specifically referred to in the wording of Policy HW8. The explanatory text in the Local Plan supports the premise that green infrastructure can provide the sense of separation between the two communities¹⁶. Importantly though, it also refers to the site benefiting from important natural features including an orchard and woodland both of which are on the northern boundary of the site. The retention of the remnant orchard would not be addressed by the submitted layout which would undermine the objective of maintaining a sense of separation as it would result in built development on the northern boundary. It is also relevant that a

¹³ Save for the access road

¹⁴ At appendix D to Miss Luis POE

¹⁵ In their committee report to the Strategic Sites Committee on 24 February 2022

¹⁶ Paragraph 5.1.72 Wycombe District Local Plan

Tree Preservation Order¹⁷ relating to six remaining trees within the remnant orchard is now in place even though this was imposed in response to the tree felling which had taken place.

25. The appellants suggested that the sense of separation was a nebulous criterion¹⁸ and that the Council's evidence tended towards a preference rather than a strong view. Landscape evidence focused on the relationship of the site to the existing settlement though in cross examination the appellants landscape witness conceded that the appeal site did have a role in providing a sense of separation between the two settlements.
26. The central open space to the south of the appeal site would undeniably provide a sense of separation between new development on the two parts of HW8¹⁹. However, it would not achieve the clear requirement for separation between the two parishes in the context of the appeal site. In my judgement and in the straightforward application of the meaning of part 1 a) of Policy HW8, there is a clear requirement for separation on the northern boundary, this is the only part of the appeal site where the two parish boundaries are contiguous²⁰. The term 'maintain' in respect of the existing sense of separation, in my view, requires a tangible, recognisable element of separation to be achieved. This requirement is represented in the indicative layout in Fig 14 of the Plan where existing trees and woodland on the northern boundary are shown as retained with housing development indicated further south. This is further supported in Fig 14 accompanying Policy HW8 and although not part of the policy, in the context of the existing trees and woodland it shows the development within the context of existing natural features on the appeal site, factors not recognised by the appeal layout.
27. The existing woodland and the remnant orchard are not, and would not, be visible in the wider landscape however they remain highly visible from residential properties to the north and west of the site and these features make a significant contribution to the separation of Hazlemere from Holmer Green. The appeal layout does not provide for the retention of existing vegetation on the northern boundary. This would not allow for the retention of the trees, now protected by a preservation order, nor would it make provision for the remnant orchard to be retained, as envisaged by plan which supports Policy HW8 in the development plan. Nor would it allow the remnant orchard to be restored following the loss of a significant area of tree cover. The proposed layout would also be in conflict with objectives contained in Policies CP9, CP10 and DM34 of the Local Plan which together seek to conserve the natural environment and implement measures for enhancement and to improve and use existing green infrastructure. There would be some conflict with Policy DM35, which requires development to improve the character of the area and to show a holistic understanding of the natural context as well as taking a comprehensive approach to site layout and design. Similarly, there would be some conflict with the Adopted Delivery and Site Allocations Plan (for town centres and managing development) (2013) (Site Allocations Plan) Policy DM11 which requires improvement to the green infrastructure network; and to Policy DM14 which requires existing resources to be conserved and enhanced.

¹⁷ served on 27 June 2022

¹⁸ Appellants Closing submission para 29 (Mr Grant)

¹⁹ Appellants Closing submission paras 36.1 to 36.3

²⁰ As shown in the aerial photograph in Appendix D to Mis Luis POE

28. Landscaping is a reserved matter the detail of which is not before me. Even so the new orchard area to the western part of the site adjacent to No 1 Kestrel Drive, which is immediately on the western boundary of the development site, would not provide adequate mitigation for the loss of the remnant orchard either in terms of its size nor location. Neither would it achieve any meaningful sense of separation between the two settlements.
29. Taking all these factors into account and for the reasons outlined the proposed layout would cause significant harm to the character and appearance of the area in conflict with part 1 a) of Policy HW8 of the Local Plan as it would fail to maintain any sense of separation between Hazlemere and Holmer Green.

Comprehensive development

30. The appeal site forms around one third of the HW8 Local Plan allocation. Paragraph 1 c) of that policy requires that schemes '*provide a comprehensive development of the site with Wycombe District*'. The land of the HW8 allocation is held by a small number of owners, the appeal site and the bulk of the remainder being in the ownership of a separate developer Bellway. Their land is currently subject to a planning application for which amendments are currently being sought.
31. The importance of co-ordinated or comprehensive development stems from the need to ensure that Holmer Green facilities are accessible on foot from the southern part of the allocation through this appeal site. The appeal site also needs to provide for adequate pedestrian and vehicular connections for emergency vehicles. This underpins the need to ensure that such connections are fully considered and the relationship between the two is of relevance.
32. It was agreed between the main parties that connections to the remainder of HW8 are essential to ensure sustainable development. The appeal layout indicates three pedestrian linkages, one of which would also provide access for emergency vehicles between the appeal site and the remainder of the HW8 allocation. Nevertheless, as those positions do not match in with the same points on the submitted scheme for land to the south²¹ albeit that scheme is, as yet, undetermined, this lack of synergy undermines the comprehensive development of the overall allocation required by Policy HW8.
33. Written communication from Bellway²² confirmed that the appeal layout would not prejudice their own proposals and a revised layout for the Bellway scheme was submitted in evidence at the Inquiry²³. That layout showed connections to two of the three points indicated in the appeal scheme. However, the Bellway layout has not been accepted as an amendment and it is not certain if it will be. To this extent comprehensive development of the overall HW8 allocation is not secured as the two layouts do not fully align. In respect of the appeal scheme one footpath would result in a dead end were the latest Bellway plan to proceed.
34. I note that the appellants position that the provision of three connections is generous and far from hindering comprehensive development, would provide safe convenient and legible connections²⁴. However, as connections are

²¹ As shown at appendix 8 to Mr Bell POE

²² Appendix 6 to Oliver Bell POE – letter dated 23 June 2022

²³ INQDoc16

²⁴ Appellants Closing submission para 24

required through the appeal site for future occupiers of the development on the southern part of the site to access facilities in Holmer Green, it is necessary to ensure that effective connections are secured between these two sites. Moreover, as the layout of the scheme would be fixed there would be very limited scope to make changes to flex the scheme to fit in with an as yet unknown scheme on the remainder of HW8.

35. The Planning Practice Guidance²⁵ and the Development Management Procedure Order²⁶, indicate that the consideration of any access includes accessibility to land within the site regarding circulation routes both within and beyond the site boundaries. In this context and considering that the appeal site is part of a wider allocation there is a legitimate expectation that the Council should seek to ensure that the development will function effectively as part of the whole HW8 allocation. I do not accept the appellants view that, as there is no physical existing network for the appeal proposal to connect into, it would be perverse to consider connections to the remainder of the HW8 allocation.
36. It is acknowledged that the HW8 policy does not require a single planning application and that in cross examination the Council's witness conceded that her evidence did not explicitly show how the appeal layout would compromise comprehensive development. Notwithstanding this the layout of development to the south is by no means certain and whilst the opinion of Bellway is that their land would not be prejudiced, this was not evidenced or demonstrated by way of any agreed plan or undertaking. Moreover, the Council confirmed that it was not able to clarify whether the revised Bellway layout presented to the Inquiry would be accepted as a revision to the current planning application given that the extent of change may lead to the requirement for a fresh application and effective connections remain uncertain.
37. The Inquiry also heard evidence that the lack of a comprehensive approach meant opportunities have not been taken to co-ordinate the provision of open space. This lack of a co-ordinated approach to the provision of open space and recreation facilities means some provisions would be duplicated rather than co-located on one scheme. In turn this would reduce the flexibility in the use of open space on the appeal site which is already subject to competing requirements for use as sustainable urban drainage. These factors would not secure comprehensive development.
38. While co-ordination need not be hugely complicated it would involve a greater degree of certainty as to the connection routes and the use of the central open space. The amended layouts referred to and the statements that the appeal scheme would not prejudice delivery are insufficient to secure the level of confidence needed that comprehensive delivery across HW8 can be achieved.
39. Put simply, on the evidence before me the arrangements would not secure a co-ordinated approach which is envisaged by the comprehensive development of the site as required by part 1 c) of Policy HW8 which relates to a much larger land area than this appeal site. It cannot be assumed that the selected points intended to provide connections will be utilised by the adjoining site and no certainty that those connections would be effective. There is no substantive evidence that effective connections can be secured to the remainder of HW8.

²⁵ Reference ID: 14-006-20140306 referred to in Opening and Closings by the Council INQDoc 2 and 26

²⁶ The Town and Country Planning (Development Management Procedure) (England) Order 2015 SI 2015 No 595

As such I regard there to be a clear and necessary purpose for the comprehensive development of the HW8 site.

40. Even though the submitted 106 agreement seeks to make provision for connectivity and if necessary, the provision of step in rights, for the reasons outlined above I conclude that there is no certainty that the comprehensive development of the overall allocation required by part 1 c) of Policy HW8 would be secured by this appeal scheme. As such Policy HW8 part 1 c) of the Local Plan would be undermined resulting in conflict with the development plan which requires there to be comprehensive development of the HW8 land within the Wycombe District which in practical terms means the whole of the allocation.
41. In reaching my conclusion on comprehensive development I have had regard to the conclusions reached in a recent appeal decision relating to another part of the allocation fronting Amersham Road²⁷ where the Inspector concluded that the delivery of the HW8 allocation would not be prejudiced by the proposal for eight houses. Nonetheless the considerations in that appeal are not the same as in this scheme in the context of the wider proposals for the bulk of HW8. In any event that decision was dismissed for other reasons and it does not alter my findings in relation to the main issue.

Development Brief

42. The appellants statement of case correctly stated that Policy HW8 does not 'require' the production of a Development Brief for the HW8 allocation. Supporting text in the Local Plan²⁸ indicates that "*A comprehensive approach to the development of the land in Wycombe District is essential for good planning on this site. Preparation of a development brief for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site*". Even so, the parties agreed that there was no policy requirement for a development brief.
43. The recent completion of the brief has somewhat superseded the initial position of the Council who argued that the brief was needed to set the context for development and would be essential in co-ordinating the detailed planning of the site. The appeal proposal was formulated long before that detail so whilst it will be of help to the formulation of future development it is the detailed wording of Policy HW8 to which I must refer in determining the appeal proposal.
44. It is self-evident that the appeal scheme was not, and could not have been, informed by the development brief given the timeframes involved. It is a matter of fact that the Council deferred its initial decision on the appeal proposal for a brief to be prepared and the Council progressed that development brief in parallel to the appeal and published its final version immediately prior to the resumption of the Inquiry in September 2022.
45. That brief is now adopted and the main parties confirmed in their addendum to the SOCG that the development brief is a material consideration²⁹, this fact is not in dispute.

²⁷ APP/K0425/W/21/3272284

²⁸ Paragraph 5.1.67 page 109 Wycombe Local Plan

²⁹ Inquiry Document 11

46. Nonetheless in the context of this appeal the relevance of the brief is limited as chronologically it could not have set the framework for the formulation of the proposal I have before me. Though it will no doubt have relevance for future submissions. Whilst I must have regard to the content of the brief as the adopted approach of the Council which gives a greater level of detail in interpreting Policy HW8 for the formulation of proposals it cannot overlay additional requirements to Policy HW8 and I have considered the appeal against the content of that Policy and relevant related policies which refer to the treatment of existing natural features. In this regard whilst the status of the Development Brief is now adopted, its content has not been determinative to my findings in relation to this appeal.

Other Matters

47. There is significant feeling in the local community that the vehicular access to the appeal site from Holmer Green should not be the de facto solution for access to the housing allocation. My attention was drawn to a planning decision in January 1988³⁰ where development at Tralee farm was refused on the basis of increased traffic hazard and highway danger in the locality generally and on the basis of loss of amenity to the occupiers of houses on Deanway. That appeal scheme sought to extend an existing cul de sac of six houses which is a substantially different proposal than that before me and as such it does not set a precedent which I must follow.

48. Evidence was given by Rule 6 parties (LMPC, HGVS, HPC and HG&HDFG) that the access onto Wycombe Road was unacceptable, that its proximity to the Wycombe Road/Sawpit Hill junction caused traffic to back up past the site particularly at the beginning and end of a school day. Although the Wycombe Road access would be the only point of access/egress for the appeal site that point of access is shown on the indicative plan supporting the HW8 allocation. Whilst recognising the concerns expressed by the Rule 6 parties about traffic being concentrated on a single access to Wycombe Road, I am satisfied that the appellants highway assessment in terms of its methodology, assessment, and forecasting indicates that the formation of the access subject to the imposition of planning conditions and the completed section 106 agreement, would not compromise highway safety. Moreover, the Highway Authority raised no objection to the appeal scheme and I have no substantive evidence before me which would lead me to a different conclusion.

49. Rule 6 parties focused on the issue of informal surveillance along the first part of the proposed access between Wycombe Road and the main part of the site. This was based on the fact that the first part of the access road would not be overlooked by properties with habitable rooms. Furthermore, that surveillance from the first floor windows of properties on the adjacent cul-de-sac at Deanway would be unlikely to provide any meaningful natural surveillance of the proposed access road. The access into the main development would have a footway on only one side and would not be directly overlooked by existing or proposed dwellings. Even so it serves as the only vehicular access to the development and would have a level of traffic movements and activity associated with 101 dwellings which would limit deficiencies in informal surveillance from occupied properties. The access was identified in the Development Plan as serving the site and the issue of surveillance along what

³⁰ Application No 87/3297/CH made to Chiltern District Council – refused 21 1 88

would be the principal access has not been subject to any objection from the Police who identified concerns associated with the rear pedestrian accesses/passageways within the main part of the development. This issue is not therefore a matter which would justify resisting the use of the access from the Wycombe Road either in principle or in respect of the proposed layout.

50. Evidence was given on urban design matters however related to the general layout of the site, its points of connectivity and the focal points of the scheme with regard to site layout. As appearance is a reserved matter the visual appearance of the buildings is not before me even though illustrative plans gave some information as to potential street scenes. This matter has not been determinative to the outcome of the appeal.
51. Representations have been made regarding a negative effect on existing residential properties in terms of living conditions, especially those bordering the western boundary of the site which is identified in the Development Plan as a sensitive existing residential boundary. Reference was also made to an easement along that same boundary which, it was argued, would prevent the planting proposals shown on the layout plan from being implemented due to the need to protect the route of the power lines. The appellants indicated that the power lines would be undergrounded along the internal access roads and that this would not limit the proposed planting along that boundary.
52. Whilst the outlook for residents of residential properties along Kestrel Drive and Inkerman Drive and would certainly change, the Council did not raise objection to the proposed facing distances between existing and proposed properties. The provision of boundary treatments and planting would be matters to be resolved through a reserved matters submission along with the detailed placement of window openings which could be dealt with through conditions in the event that permission was to be granted. Even though the western boundary of the site is acknowledged in the Local Plan to be a sensitive boundary, I see no reason, on the basis of the evidence before me to take a different view to the Council on this matter.
53. Local concerns regarding difficulties with water pressure and the lack of capacity for foul water drainage systems to accommodate additional housing have been raised. These are matters which any developer would need to resolve though new mains connections and the appellants and the Council have addressed this matter through the drafting of planning conditions.
54. Representations have been made about facilities in the locality with particular reference to the increased pressure that additional residential development would place on medical services, as there is no local doctors surgery and there is known to be limited capacity in local schools. The Section 106 agreement includes contributions towards education the level of which has been agreed with the Council. In so far as contributions toward medical services are concerned the Council outlined in their committee report that the Buckinghamshire Clinical Commissioning Group (BCCG) had not sufficiently evidenced local need such as would have justified a contribution via the Section 106 legal agreement. Even so the development would be liable for contributions under the Community Infrastructure Levy and the BCCG would be entitled to bid for CIL funding for the provision of primary healthcare infrastructure.

55. Representations were made in respect of a woodland/orchard area beyond the north east of the appeal site which was omitted from the HW8 allocation in the Local Plan. The landowners for that site argue that the omission of that land from the HW8 allocation is inappropriate as to exclude it would mean that the wider HW8 development would not be brought forward in a properly planned and comprehensive manner, moreover it would result in a land locked parcel of land. The land referred to is beyond the appeal site, neither is it within the defined boundary of policy HW8 as indicated in the adopted plan. As such it is not within the remit of this appeal. Decisions about its future being a matter for the Council in the first instance.

Benefits

56. A range of benefits have been outlined and assessed by the appellants and the Council. It was agreed that the provision of affordable and self-build housing would be at a level which would be policy compliant and whilst it would deliver housing to meet a specific local need it would not exceed the level required by the development plan. Consequently, whilst in principle it is reasonable to give substantial weight to such provision it would not *'justify a breach of policy requirements where a policy compliant scheme would also deliver the same benefits'*³¹. This limits the weight that can be afforded to these benefits which, as policy compliant provisions, I afford them neutral weight.
57. Biodiversity net gain would be a benefit and this is not disputed. However measurable net gains in biodiversity are also a requirement of the development plan through Policy DM34 and therefore the benefit carries moderate weight in favour of the proposal.
58. The provision of market housing would be a benefit as would the economic activity associated with the construction of the houses which would bring income into the local area. There is no dispute that the Council can demonstrate in excess of a five year supply of housing and in this context the benefits of market housing and the economic benefits during construction and into the local economy on an allocated site would not generate any more than moderate weight in favour of the proposal.

Conclusion

59. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the appeal must be determined in accordance with the development plan unless material considerations indicate otherwise. Development which would conflict with and undermine the strategy of an adopted development plan and the Framework when taken as a whole would, in planning terms, be harmful.
60. Whilst I have found intrinsic conflicts with Policy HW8 and related conflicts with other policies in the plan relating to existing natural features, from the evidence before me I have not found conflict with Local Plan Policy CP7, which requires infrastructure to support growth; with Policy DM33 relating to managing carbon emissions (transport and energy generation); with Policy DM39 in respect of managing flood risk; or with Policy DM16 of the Site Allocations Plan which sets the open space requirements for new developments.
61. Whilst there would be benefits arising from the development which weigh in favour of the scheme these would not, either individually or collectively,

³¹ Council Closing submissions Mr G Williams

warrant a decision other than in accordance with the development plan when taken as a whole. Consequently, the appeal is dismissed and planning permission is refused.

Mrs J Wilson

INSPECTOR

APPENDIX D: Appeal Decision Notice for 20/07610/FUL

Appeal Decision

Site visit made on 26 October 2021

Hearing held on 29 March 2022

Site visit on 30 March 2022

by J P Longmuir BA(Hons) DipUD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 15 August 2022

Appeal Ref: APP/K0425/W/21/3272284

Orchard House, Amersham Road, Hazlemere HP15 7JH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Wesley McCarthy on behalf of Nicholas King Homes against the decision of Wycombe District Council.
 - The application Ref 20/07610/FUL, dated 30 September 2020, was refused by notice dated 2 December 2020.
 - The development proposed is construction of 8no. four-bedroom, detached houses with associated parking, landscaping and access amendments to retain Orchard House.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The appeal was submitted as a written representation. However, following the site visit it was decided to change the procedure to a hearing due to the number and complexities of the issues. Both parties were given the opportunity to submit further evidence to provide an updated position for the hearing. The Council did submit further evidence.
3. A unilateral undertaking was submitted on the 6 April 2022 and copied to the Council. This provides financial contributions for off-site ecological enhancement to mitigate the appeal site impact and expansion of primary education facilities.
4. Immediately prior to the hearing the appellant submitted a landscape strategy plan LC-2782-01 for the appeal site. This did not change the layout of the development but provided an indication of the potential scope of new planting. The Council were able to consider the plan and did not raise any objection to the submission. No party would be prejudiced were I to take the additional information into account and I have determined the appeal accordingly.
5. During the hearing the Council stated that they no longer had objections to the living conditions of the intended occupants of plots one and eight. These are the subject of refusal reasons 7 and 8. In the case of plot one, a detailed drawing was submitted which shows a 25-metre separation distance between the house and the residential annex. The potential shadowing to plot eight

<https://www.gov.uk/planning-inspectorate>

would be resolved by the removal of a row of mature conifers in the aforementioned landscape strategy plan, which the Council agreed could be secured by condition. I similarly concur that the future occupants would have satisfactory living conditions.

6. In terms of reason for refusal 10 relating to surface water disposal, prior to the hearing, the Council considered the details that had been submitted earlier at the end of the planning application stage when they had not been able to accept the submission. The Council accepted that in principle adequate surface water run-off could be adequately managed on the appeal site and it no longer objected on this aspect of the proposed development subject to a condition. I similarly concur that in principle surface water run-off could be managed.

Background

7. The site is part of a larger allocation in Policy HW8 of the 2019 Wycombe Local Plan for 350 dwellings on 12.87ha of land. The policy requires a development brief to provide comprehensive development across the allocated site. Work on this development brief has only recently commenced and is likely to take several months to complete. Meanwhile the landowners of the adjacent sites, Inland Ltd and Bellway Homes, have submitted planning applications for development. The Inland Ltd site is the subject of an outline application for 101 dwellings. This takes in the northern part of the allocation, involving the demolition of an existing dwelling to gain access from Holmer Green. It was considered by the Council's committee in March and deferred pending the development brief. The Bellway Homes application is in full for 290 dwellings and is more recently submitted; this extends beyond the boundaries of the Local Plan allocated area with access from the Wycombe Road to the west of the appeal site.

The main issues

8. I start by considering the appeal scheme on its own merits, then having regard to the reasons for refusal, I consider whether the appeal scheme would be likely to prejudice the implementation of this wider allocation. The main issues are therefore:
 - the effect of the proposal on the character and appearance of the area, including the Chilterns AONB;
 - the effect of the proposal on highway safety;
 - whether the site would be in an accessible location for the intended occupants of the new dwellings in relation to non vehicular access to everyday services and facilities;
 - whether the proposal should provide affordable housing;
 - the effect of the proposal on the delivery of services and infrastructure;
 - the effect of the proposal on biodiversity and;
 - whether the proposal would prejudice implementation of the wider HW8 allocated site.

Reasons

The effect of the proposal on the character and appearance of the area

9. The HW8 allocated land is described in the accompanying text to policy HW8, as located on the edge of High Wycombe urban area and currently consists of a mix of farmland and woodland.
10. The appeal site is part of the southern area of the allocated site and includes the A404 frontage. It consists of the grounds to the front and side of Orchard House, although the dwelling itself is excluded from the appeal site. To the side of the site is a loosely surfaced track which leads behind the appeal site to a disused car repair yard, also part of the HW8 allocated area.
11. The site is prominent from the A404 Wycombe Road in both directions. There are a few houses in the area, towards the west, High Wycombe, but these are softened and partially obscured by trees and hedges; the site appears within the countryside. There is a low hedge on the Wycombe Road frontage over which the site is visible: it is largely open, and the existing house, annex and outbuildings are all set back, so that there is a sense of openness. It is therefore unassuming and does not attract attention. The focus of attention is away from the appeal site, towards the trees and hedges beside the A404 and the nearby woodland. On the opposite side of the road is a golf course which is largely obscured by frontage vegetation.
12. The Chilterns Area of Outstanding Natural Beauty (AONB) is on the opposite side of Wycombe Road and includes Penn Woods, which is on slightly elevated ground and in sight of the appeal site. The AONB is characterised by its undulating chalk slopes, open views and blocks of woodland.
13. The proposal is for development across the width of the site with minimal gaps in between. The elevations are similar for seven of the plots creating a repetitive appearance. When seen from most viewpoints the houses would appear in an almost continuous line across the site which together with the hard surfaces for the access and car parking would collectively create an intensive development. Such a line of development and the repetitive designs would be more likely to be associated with a suburban area, whereas informality (including variation in house designs), and a lesser extent of development, would be more typical in this rural context.
14. Car parking is proposed along the majority of the frontage and whilst the existing hedge could be reinforced as part of a landscaping scheme together with some tree planting, such landscaping would take significant time to mature, meanwhile the metallic texture and colours of the cars would be obtrusive. In addition, the hedge would need to be high to wholly obscure the roofs of cars.
15. The site is experienced in conjunction with the AONB and contributes to its setting by providing an open and rural appearance. This would be changed to one of a predominance of enclosed development. It would attract attention so that the nearby trees, hedges and woodland would not appear prominently.
16. Amongst other matters, Policy DM34 of the Local Plan seeks to deliver green infrastructure and enhance biodiversity. On sites outside of town centres it requires development to achieve a future canopy cover of 25% of the site area. In terms of the allocated site, policy HW8 includes requirements in respect of

green infrastructure, this is particularly relevant for the appeal site since it forms the frontage for the HW8 allocation. Whilst full planting details have not been provided, it is nonetheless evident that limited space would be available for planting new trees, with enough space for them to flourish thereafter. The extent of landscaping would be insufficient for the appeal proposal. Consequently, the proposed houses and cars would appear overly strident.

17. I therefore conclude that the proposal would be harmful to the character and appearance of the area including the setting of the Chilterns AONB.
18. Policy HW8 requires a sense of separation between Hazlemere and Holmer Green, which would not be achieved by the line of new houses. Similarly, policy DM34 requires a 25% [green] canopy, which would not be provided and Policy DM11 of the Adopted Delivery and Site Allocations Plan (DSAP) requires all development to contribute to improvements to the Green Infrastructure network. The proposal would be contrary to the above policies.
19. Policy DM35 of the Local Plan requires all development to improve the character of the area and the way it functions. Policy CP9 requires a distinctive high quality sense of place by conserving and enhancing the natural environment. Policy CP10 requires conserving, protecting and enhancing the AONB by its protection from harmful development. The proposal would be contrary to the above policies.
20. Paragraph 126 of the National Planning Policy Framework (the Framework) sees the creation of high quality, beautiful and sustainable buildings and places as fundamental to what planning should achieve. Paragraph 130 states developments should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping. Paragraph 176 requires development to be sensitively located and designed to avoid or minimise the impact on the setting of AONBs. The proposal would be contrary to the above policies.

The effect on highway safety

21. The appeal site lies just off the A404 which links Amersham to High Wycombe. This is a busy road, which is confirmed by a 2019 survey¹ for the County Council. The road is a single carriageway, and the centre line is demarcated with hatchings to segregate the opposing traffic.
22. The A404 by the appeal site is limited to 50mph and drops to 40mph approximately 200m to the west nearer Hazlemere. The proposed access would be within the 50mph limit.
23. The proposed development would be a priority junction on Amersham Road. This would entail traffic leaving the site having to wait for a gap in the traffic. Inevitably frustration would be likely to lead to the potential of a vehicle using inadequate gaps into the traffic flow. Similarly, cars seeking to enter the site from the east (Amersham) direction would be likely to frequently have to wait in the centre of the carriageway for a gap in the incoming traffic. Such a position in the centre of busy traffic would be vulnerable to collision and equally judgment would be critical whether a gap would be adequate.

¹ Traffic Data: Appendix E to Written Statement on Highway Matters

24. I therefore find that the access would lead to potential collisions through frustration and inevitable risks being taken to use inadequate gaps in the traffic as well as the risk from stationary vehicles waiting to turn. The County Council estimate that each dwelling would generate 4-6 vehicles per day, which was not disputed by the appellant. This traffic generation on an everyday basis would be significant, leading to the likelihood of accidents.
25. Policy DM33 requires safe access to a site. Similarly, paragraph 110 requires safe and suitable access. Paragraph 111 of the Framework states development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The proposal would lead to an unacceptable impact on highway safety and the proposal would be in conflict with the above.

The accessibility of the site

26. The site is in the countryside approximately 2 kilometres away from Hazlemere, which has everyday facilities. It is linked by the A404 Wycombe Road which for a significant part has no pedestrian footway. There is a grass verge beside the road, but as I found out on my initial site visit, that is not conducive to walking in terms of its surface and the intimidating busyness of the traffic. It also has significant slopes which would deter some cyclists. There are slightly nearer facilities off Eastern Dene (road), which is an outlying part of Hazlemere, off Wycombe Road, but these facilities also involve walking along the grass verge by the A404. Bus services would also require walking to get to the bus stop.
27. The appellant's transport assessment refers to the site's accessibility as limited. I similarly consider that the occupants of the proposed development would have limited non-vehicular access and would be largely car dependent.
28. There are facilities at Holmer Green which includes education, a pub, various food and everyday shops, however these are only accessible via the A404 away from the High Wycombe direction and the offshoot Earl Howe Road, which are a circuitous long route around the appeal site.
29. I therefore find that the appeal site would not be reasonably accessible to everyday facilities without the use of private vehicles. Consequently, at the present time the occupants of the development would be car dependent, which would generate carbon emissions; the appeal site in isolation is therefore not in a suitable location for residential development. Whilst a suggested condition requires the provision of electric charging points, which would assist in carbon emissions, that would not necessarily account for all journeys.
30. I therefore find that the proposal would be harmful in terms of climate change and social isolation as the occupants would be disjointed from a community.
31. If the Bellway Homes land, was to be developed it is possible that a connection to Holmer Green could be established. However, the Bellway Homes and Inland Ltd schemes do not have permission and even if they did there is no certainty that they would be implemented or that such a link would be acceptable to the developer/owner of the site.
32. The proposal would contravene the Local Plan strategy: Policy HW8 seeks to promote walking and cycling to facilities, policy CP1 which requires sustainable development, as well as policy DM33 which seeks carbon efficient siting of

development. CP12 titled climate change also requires siting of development close to facilities. Similarly, the proposal would conflict with policy DM2 of the DSAP which requires walking and cycling routes to serve new development.

33. Paragraph 73 of the Framework states that large scale extensions to villages should be well located, designed and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Paragraph 104 seeks to promote walking, cycling and public transport. Similarly, paragraph 105 seeks to promote growth in locations to avoid emissions. The proposal would be contrary to the Framework.

Affordable housing

34. Local Plan policy DM24 seeks the provision of affordable housing. Based on the size of the appeal site and the number of dwellings proposed, the appeal proposal would not be expected to provide affordable housing based on the specified thresholds. Notwithstanding this, paragraph 3 of the policy states that 'where a development falls below the size thresholds but is demonstrably part of a potentially larger developable area above those thresholds the Council will require affordable housing on a pro rata basis'.
35. Whilst the appeal site and the remainder of the HW8 are both developable, the critical consideration is whether the appeal site is demonstrably part of a larger area. The red line of the appeal site is not contiguous with the remainder of the HW8 site, as the appellant made clear at the hearing there is a need to provide some garden area to the existing house and therefore the boundaries could not align. The red line on the location plan indicates the extent of the appeal site and excludes the existing dwelling and an area of garden due to that being retained by the dwelling.
36. Additionally, the sites are in a different ownership, and I am advised that this has always been the case. The sites have also had different uses. Although the site forms part of a wider allocation, I nonetheless conclude that it is not part of a larger developable site but is an existing residential property in separate ownership. Accordingly, it is not reasonable to expect affordable housing to be provided.
37. I therefore conclude that the proposal would not be contrary to Local Plan policy DM24. Similarly, there would be no conflict with paragraph 64 of the Framework which states affordable housing should not be sought for non-major development.

Provision of infrastructure / facilities

38. The submitted unilateral undertaking provides the required primary education contribution based on the number of pupils that would arise from eight houses. This would satisfy the requirements in paragraph 4 of policies HW8 and DM19 for adequate education facilities to be provided for the occupants of new dwellings.
39. The houses would also fall within the Council's adopted CIL charging scheme, which could provide a range of potential facilities to the Council's choosing.
40. The necessity for the proposal to contribute towards infrastructure for the wider allocated HW8 is discussed latterly.

41. I therefore conclude that the proposal, in terms of this appeal site, would meet its own particular infrastructure needs. In this particular respect the proposal would not be contrary to policies HW8 and DM19 of the Local Plan.

Biodiversity

42. The appeal site consists of closely mown grass, with only a few broad-leaved trees/shrubs, a row of conifers and boundary hedges. The site has limited vegetation and appears largely to have been used as a garden, which together with the adjacent main road would discourage some species. I have not been made aware of any record of protected species or habitat on the appeal site.

43. The proposal would provide some new landscaping. Moreover, the submitted unilateral undertaking provides a financial contribution towards ecological enhancement elsewhere, in schemes overseen by the Council.

44. Whilst the row of houses and siting of parking in the appeal proposal would discourage a wildlife corridor, this would not be significantly different to the existing situation. At the hearing both the main parties agreed that taken together the proposal would represent an enhancement. I similarly concur.

45. I therefore conclude that the proposal would not harm biodiversity on the appeal site and provision on the wider HW8 allocation.

46. Local Plan policy HW8 requires the retention of field boundaries and promotion of green infrastructure. Policy CP10 promotes biodiversity enhancement through green infrastructure. Policy DM11 of the DSAP requires provision of green links across developments, whilst Policy DM14 of the DSAP states that all development proposals should be designed to maximise biodiversity. Paragraph 179 of the Framework requires the promotion of biodiversity and wildlife corridors. The proposal in terms of biodiversity would not be contrary to the above policies.

The effect of the proposal on the potential to implement the wider HW8 site

The effect of the proposal on the wider HW8 site: Potential access

47. Policy HW8 criterion c requires a comprehensive development of the allocated site. This is a broadly rectangular shape stretching from Holmer Green village in the north and extending to the south up to the A404, the main road leading to High Wycombe. Policy HW8 envisages access from the High Wycombe Road to the appeal site and an arrow is shown indicatively as a potential access across the appeal site.

48. The submitted layout shows that the 8 houses, the subject of the appeal proposal, would use the existing drive to Orchard House, through the centre of the appeal site. This drive would be inadequate for a larger development.

49. There is an existing adjacent track to the side of the appeal site which leads behind into the wider HW8 allocation. There is an annotation on the submitted layout which denotes space left potentially for access to the wider site, using in part the existing loosely surfaced track to the side of the appeal site and in part land occupied by a row of conifers, identified in a blue (ownership) line on the site location plan. The row of conifers is shown for removal in the landscape strategy plan, which would increase the available space.

50. The submitted evidence produced does not prove that this track and the annotated land shown on the submitted layout, would be insufficient for an access serving a substantial development. Indeed, much would depend upon the particular design of the access which is unknown at this stage. However even if the space was limited, it is not inconceivable that a form of traffic management may be possible.
51. This access would join Wycombe Road. It would need visibility in both directions, which would be likely to be achievable with the straightness of the road. The design of the junction is not known. However, there are wide verges either side of the carriageway which would help towards the space needed for its provision, and the space required will vary depending upon the nature of the junction.
52. The submitted Bellway Homes scheme shows an access away from the appeal site nearer towards Hazlemere. This involves the demolition of an existing dwelling, and the creation of a splayed vehicle access with a lane for turning in the A404 main road. This scheme does not have permission, but the highways officer has indicated its potential acceptability. Whilst its provision is not guaranteed, this nonetheless indicates a potential alternative access.

The effect of the proposal on the wider HW8 site: Other matters

53. Policy HW8 promotes the ecological connectivity of corridors throughout the allocated development. An existing orchard to the north towards Holmer Green, is noted as an important habitat on the allocated site. However, the appeal site is currently segregated from the orchard/greenfield element of the HW8 allocation by a hard surfaced car repair yard which forms a discouraging barrier to most wildlife. Additionally, the busy Wycombe Road would limit the connectivity beyond the HW8 allocation. There would be wildlife movement along the site boundaries as shown on the landscaping strategy plan. I therefore conclude in respect of biodiversity, the development of the appeal site would not prejudice measures on the wider allocation.
54. In addition, the Council at the hearing did question the need for open space provision/recreation facilities on the HW8 allocation as a whole. However, the CIL payments could be used to supplement the provision provided as part of the development of the rest of the HW8 site. There was no other indication from the Council that other needs could not be met by the potential CIL payments. Additionally, the site and proposal do not have any particular characteristics which would constrain provision on the wider site.

The effect of the proposal on the wider HW8 site: Conclusion

55. Based on the evidence produced at the hearing and my own observations on site, I therefore conclude that the delivery of the HW8 allocation would not be prejudiced by this appeal proposal for eight houses. In this respect I conclude that the proposal would not conflict with policy HW8 as well as policy CP4 which provides for housing delivery across the plan area.

Planning Balance

56. It was agreed at the hearing that the Council is meeting its five-year housing land supply requirements with between 6.4 and 6.5 years supply based on the need established in the 2019 Local Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states determination must be made in accordance with the plan unless material considerations indicate otherwise.
57. I have found that the proposal would be harmful to the character and appearance of the area and spoil the contribution of the site to the rural setting of the AONB. In addition, the movements associated with the proposed 8 houses would harm the safety of the A404.
58. The appeal site is located in an area of poor access for non-motorised travel. This has the potential to change if the cycling/walking connection to the existing facilities at Holmer Green is provided by the allocated site being developed in a coordinated way. The appeal site plan shows land in a blue line connecting the appeal site to the Bellway Homes land, so theoretically a connection may be possible. However, the Bellway Homes and Inland Ltd schemes do not have permission and implementation is at present uncertain. In addition, as stated at the hearing, these schemes do not link up in terms of their proposed footpaths and cycleways. Such connectivity may yet be achievable as there is intervening open space but that is not confirmed in either of their detailed schemes. It therefore cannot be assumed that such a link will be achieved, so the occupants of the appeal proposal would be car dependent for everyday living, leading to the generation of carbon emissions.
59. The proposal would provide 8 new dwellings which would have economic benefits through their construction but that would be very short term. The benefits would not be substantial and do not outweigh the harm that I have found.

Conclusion

60. The proposal would be harmful and contrary to the Development Plan as a whole. I therefore conclude that the appeal should be dismissed.

John Longmuir

INSPECTOR

Plans presented during the hearing:

Landscaping strategy plan LC-2782-01
Tranquillity mapping [AONB]
Transport assessment for Bellway Homes for residential development
Planning application plans for the proposed access by Bellway Homes

APPENDIX E: Extract of Policy HW8 from the WDLP (2019)

POLICY HW8 – LAND OFF AMERSHAM ROAD INCLUDING TRALEE FARM, HAZLEMERE

The site as shown on the Policies Map is allocated for residential use.

Development of the site is required to:

1. Place-making

- a) **Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site;**
- b) **In the event that land to the north east in Chiltern District (off Earl Howe Road) is allocated for development in the Chiltern and South Bucks Local Plan, to be planned comprehensively with that site as a whole; and in any event to not prejudice future integration;**
- c) **Provide a comprehensive development of the site within Wycombe District;**
- d) **Redevelop the existing coach yard and riding stables;**
- e) **Consider the opportunity to redevelop existing residential properties fronting Amersham Road.**

2. Transport:

- a) **Provide access from the A404 and the Wycombe Road;**
- b) **Provide walk / cycle access through Tralee Farm onto Wycombe Road;**
- c) **Improve access to existing bus routes;**
- d) **Provide or contribute to off-site highway improvements as required by the Highway Authority.**

3. Green Infrastructure/Environment

- a) **Provide access to and retain the existing orchard within the north east of the site;**
- b) **Provide protection and future management for the orchard;**
- c) **Retain the woodland in the south west corner of the site at Badger Way;**
- d) **Provide a Green Infrastructure link through the valley of the site, connecting the orchard to the woodland at Badger Way;**
- e) **Retain the field boundaries within the site;**
- f) **Manage local sources of flood risk.**











4. Development of this site will be required to meet the needs arising from the development for additional primary school places.

APPENDIX F: Extract of “Figure 14 Land Off Amersham Road including Tralee Farm” from the WDLP (2019)

Figure 14 Land off Amersham Road including Tralee Farm



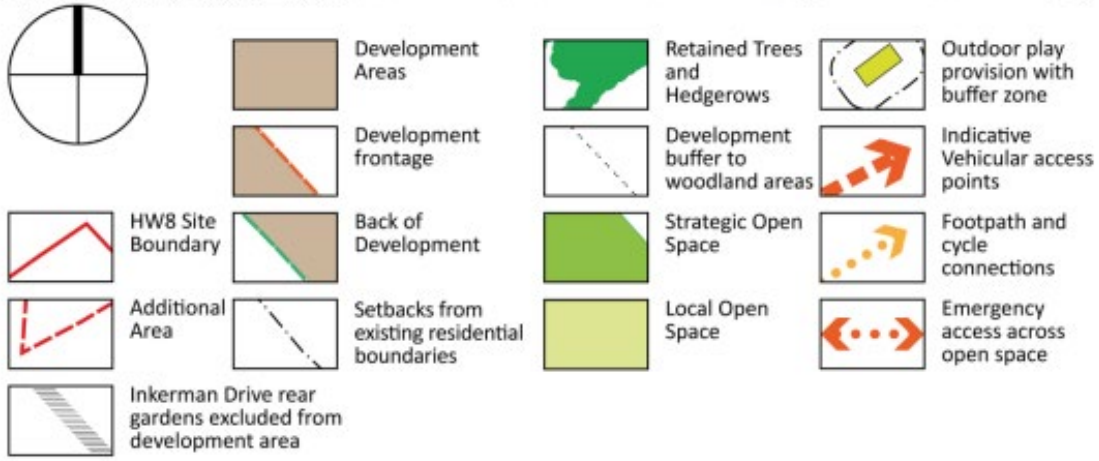
Please note this plan is indicative only drawn for the purposes of assessing development capacity

	Proposed residential		Potential vehicular access
	Proposed open space		Existing footpaths
	Proposed tree belts		Potential new footpaths
	Existing trees/ woodland		Site boundary
	Sensitive existing residential boundary		Existing exposed gable ends

OS mapping: © Crown Copyright and database rights 2019 Ordnance Survey 100023306.

APPENDIX G: Extract of “Figure 9: Development Framework” from the Land off Amersham Road including Tralee Farm Development Brief (Sept 2022)

Figure 9: Development Framework



Note: location of access points subject to highway safety comments

APPENDIX H: Extract of Policy HAZNP2 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP2: Protecting and Improving Green Infrastructure

A. The Neighbourhood Plan identifies, on the Policies Map and on Plan D (page 26), a Hazlemere Green Infrastructure Network, comprising sites of biodiversity value, woodlands, significant trees and hedgerows, water courses and bodies, green spaces, and amenity land. Development proposals that lie within or adjoining the Green Infrastructure Network must demonstrate how they will maintain or improve the functionality of the Network.

B. Proposals will be required to deliver a 10% biodiversity net gain. Any proposal that can demonstrate that off-site compensation to mitigate biodiversity loss is necessary must follow a sequential approach to its delivery. The gain should be delivered within or adjoining the Network, where the land is suited in principle for delivering the necessary gain. If this is not practical, then the gain should be delivered on land within an adjoining Parish that is suited in principle for delivering the necessary gain. Only if it can be shown that this is not practical, may the gain be delivered on other land.

C. The Neighbourhood Plan designates as Local Green Spaces the following sites that are part of the defined Network, as shown on the Policies Map:

- 1. Queensway Pond area**
- 2. Highfield Way space**
- 3. Maple Close space**
- 4. Lowfield Way space**
- 5. Beechfield Way space**

Proposals for development on a Local Green Space will only be allowed if it is satisfactorily demonstrated that they are consistent with policies for managing development in Green Belts.

D. Throughout the Neighbourhood Area, proposals that will lead to the felling of one or more trees including any that are subject to a Tree Preservation Order will be refused unless it can be demonstrated it is unavoidable and satisfactory mitigation measures are put in place. The landscape schemes of all proposals must achieve an increase of canopy cover from the existing level of the site. In addition, on sites of 0.5 ha or more, future canopy cover of at least 25% of the site area within an agreed timetable should be achieved.

APPENDIX I: Extract of Policy HAZNP3 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP3: Delivering Zero Carbon Buildings

A. All development should be 'zero carbon ready by design' to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing, and landscaping. Proposals should also consider the efficient use of resources at the earliest design stage and should prioritise wherever possible the refurbishment and reuse of existing buildings as part of the scheme to capture their embodied carbon.

B. New and refurbished buildings (except householder applications) that are certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year are supported. Where a scheme can show its potential to meet this standard, including by the use of terraced and/or apartment building forms, even if the plot sizes and plot coverage and layout are different to those of the immediate character area, it will be supported, provided it can be demonstrated that it will not have a significant harmful effect on a designated heritage asset.

C. Where the PassivHaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report. The Report must be provided to the Local Planning Authority within the period specified in the planning condition. Where the Report identifies an energy performance gap and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.

APPENDIX J: Extract of Policy HAZNP4 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP4: Promoting Sustainable Transport

- A. All development proposals should sustain and enhance the functionality of local footpaths and cycleways and public transport infrastructure by way of their layout and means of access, and by linking up existing routes. Proposals that will harm the existing means of active travel connectivity will not be supported.**
- B. All major development schemes will be required to demonstrate how they will not increase the reliance on car ownership and how they will enable future occupants to walk/cycle through the Parish to local services and the Green Infrastructure Network without requiring a car trip.**
- C. All major development schemes will be required to make reasonable provision for car club spaces. Requirements for provision of private car parking will be adjusted to reflect the provision of car club spaces so they are not an additional provision to the total.**
- D. All development schemes will be required to provide access to EV (Electric Vehicle) charging for all parking spaces.**
- E. All developments must ensure that transport routes and public spaces within the development are accessible in their design and layout, so that the whole development meets the needs of people with a wide range of disabilities, including age-related impacts and hidden disabilities.**

APPENDIX K: Extract of Policy HAZNP5 from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

POLICY HAZNP5: Planning for Sustainable Development at Amersham Road/Tralee Farm

The site as shown on the Policies Map is allocated for residential use.

Development of the site is required:

A. For its place-making proposals -

1) to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration;

B. In respect of its transport proposals -

- 1) To provide vehicular access from the A404 and Wycombe Road;*
- 2) to provide a strategic walk / cycle access to existing bus routes and community infrastructure through Tralee Farm onto Wycombe Road;*
- 3) to facilitate a future pedestrian and possible cycle connection through to Badger Way and the adjacent play area through the provision of a suitable layout and rights for pedestrian and cycle access to the boundary without ransom;*
- 4) to provide a pavement from Inkerman Drive to the site access along the A404;*
- 5) to effect changes to the A404 along the site frontage to facilitate easier pedestrian and cycle access to the adjacent AONB; and*
- 6) To make provision, where justified, for on-site and off-site improvements in relation to bus services;*

C. In respect of its green infrastructure and environmental proposals -

- 1) To provide a Green Infrastructure corridor within the site along the whole of the rear of Wycombe Road;*
- 2) To provide Green Infrastructure connectivity through the valley of the site, connecting the orchard that lies adjacent to the site to the north to the woodland near the play area at Badger Way adjacent to the site to the south;*
- 3) to retain the hedges within the site;*
- 4) to enhance the Green Infrastructure link along the north eastern boundary of the site, connecting the orchard adjacent the site to the north to the wider countryside to the south*
- 5) to contribute to off-site green infrastructure network improvements adjacent to the site*

D. In respect of local educational infrastructure to meet the needs arising from the development for additional primary school places.

APPENDIX L: Extract of “Plan E Indicative Plan for sustainable development at HAZNP5” from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)



Plan E Indicative plan for sustainable development at HAZNP5

Please note that Plan E is indicative

APPENDIX M: Proposals Map from the Hazlemere Neighbourhood Plan – Referendum Version (August 2023)

