



Report to West Area Planning Committee

Application Number:	21/05368/OUT
Proposal:	Outline for up to 50 dwellings including details of the junction with Horns Lane (not internal roads) and associated highway works, with all matters (relating to appearance, landscaping, scale layout and access) reserved.
Site Location:	Land Off Horns Lane High Wycombe Buckinghamshire
Applicant:	Mrs Jo West - Strategic Asset Manager
Case Officer:	Emma Crotty
Ward(s) affected:	Booker, Cressex & Castlefield
Parish-Town Council:	High Wycombe Town Unparished
Date valid application received:	5th February 2021
Statutory determination date:	7th May 2021
Recommendation:	Permission with Planning Obligation

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Outline planning permission is sought for up to 50 residential units, on an allocated site on the outskirts of High Wycombe.
- 1.2 Outline consent is sought only, with all other matters 'reserved', to be dealt with at a later stage through a formal Reserved Matters planning application. Details of the access to the site, from Horns Lane, have however been provided. The Reserved Matters are appearance, landscaping, scale, layout and access. Therefore this application only serves to determine whether the principle of the proposed development and access point with Horns Lane, are acceptable.
- 1.3 The application is considered to comply with the requirements of its site allocation policy - HW10. The development would be required to incorporate upgrades to the vehicular and pedestrian accesses to the land and junction with Cressex Road. The scheme would include a new play park and local open space.
- 1.4 It is considered the resultant development would be able to meet tree coverage requirements, parking requirements, drainage requirements and could be designed to ensure an acceptable impact on the residential amenities of both existing neighbours

and future residents. A 'Memorandum of Understanding' (legal agreement) can be used to ensure, amongst other matters, that offsite works take place as well as provision of on-site affordable housing. It should be noted that the Council cannot enter into a s106 agreement with itself (hence the need for the 'Memorandum of Understanding').

- 1.5 The land is currently owned by Buckinghamshire Council (the applicants) with an external planning consultancy acting as planning agent. As the applicant is the Council, as per the Constitution, the determination of the planning application must be made at Planning Committee.
- 1.6 In this instance, subject to an acceptable 'Memorandum of Understanding' and conditions, the development is recommended for approval given that the proposal would conform to Development Plan policy, which is consistent with the National Planning Policy Framework.

2.0 Description of Proposed Development

- 2.1 This outline planning application is for up to 50 dwellings and includes details of the junction with Horns Lane (not internal roads) and associated highway works. All other matters are reserved (to be dealt with at a later stage through a reserved matters formal planning application).



Figure 1. Site location

Indicative plans demonstrate a potential layout of the scheme, based on an indicative accommodation schedule of 3 x 1 bed, 3 x 2 bed, 33 x 3 bed, 6 x 4 bed and 5 x 5 bed units. These could be delivered as a mixed of houses and flats ranging from 2 storey to 3 storey in height.

2.2 Plans also provide details on the access to the site. The existing access to the site from Horns Lane would be upgraded and utilised as the only vehicular access point to the development. In addition, improvements are proposed at the junction of Horns Lane with Cressex Road including the provision of a flared exit from Horns Lane onto Cressex Road and the widening of Cressex Road to provide a right turn ghost filter lane (for vehicle waiting to turn right into Horns Lane). A footpath alongside the highway is also proposed to connect the development with Cressex Road.

2.3 The application also provides details on:

- how open space standards would be met,
- how SuDS would be incorporated into the scheme,
- canopy cover requirement achieved, and
- noise from the M40/ air park mitigated.

To this end, the indicative plans show a LEAP (local equipped area of play) as well as a green space incorporating a drainage basin.

2.4 The 1.8ha triangular site is located on the urban fridge of High Wycombe in Booker. It is bound by Horns Lane to the south west (with M40 motorway beyond). Houses are located to the east and south, with mainly allotments located to the north. The site is relatively flat and currently used for horse grazing. A public right of way goes through the site.

2.5 The site is NOT in the green belt nor AONB. It does benefit from an allocated site policy, HW10 in the Adopted Local Plan.

2.6 The application is accompanied by:

- a) Air Quality Assessment
- b) Design and Access Statement
- c) Arboricultural Impact Assessment
- d) Biodiversity Net Gain Assessment
- e) Ecology and Tree Checklist
- f) Flood Risk Assessment & Intact Dry Density Testing
- g) Noise Assessment
- h) Landscape and Visual Impact Assessment
- i) Preliminary Ecological Appraisal
- j) Reptile & Badger Survey
- k) Statement of Community Involvement
- l) Sustainability Statement
- m) Tree Canopy Calculator
- n) Transport Statement
- o) Utilities Assessment
- p) Preliminary Green Infrastructure Report

2.7 Amended information was received during the course of the application which included:

- Amended Bio-Diversity Net Gain Assessment
- Amended Infiltration testing
- Amended summary of saturation moisture content
- Amended transport note

- Amended bio-diversity metric
- Amended Flood Risk Assessment & SuDS

3.0 Relevant Planning History

3.1 The only applications for this site have been for field shelters/ stables.

4.0 Policy Consideration and Evaluation

4.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 In this case the site is allocated for development by Policy HW10 of the adopted Local Plan. There are other development plan policies that are also relevant. The policy framework will be set out below.

Principle and Location of Development

Wycombe District Local Plan (August 2019):

CP1 (Sustainable Development),

CP2 (Overall Spatial Strategy)

CP3 (Settlement Hierarchy),

CP4 (Delivering Homes),

HW10 (Horns Lane, Booker, High Wycombe)

DM21 (The Location of New Housing)

4.3 The application site is subject to Local Plan policy HW10. This Policy (and Plan) were adopted in August 2019, following two major rounds of public consultation in 2016 and 2017; the Plan was subsequently reviewed through Public Examination by an independent planning inspector in 2018. A further stage of consultation occurred in 2019 after the inspector issued her report in 2019, before Wycombe District Council adopted the plan in August 2019.

4.4 HW10 solely relates to this piece of land and a smaller rectangular section, alongside the site, to the north. HW10 allocates the site for residential uses and Green Space. The policy states that development is required to:

- 1) Provide a noise assessment and mitigation measures to address the issue of the nearby M40 motorway noise;
- 2) Provide access off Horns Lane;
- 3) Provide a suitable footway between the site and Cressex Road
- 4) Protect perimeter vegetation, including the hedgerows between the site and the adjacent allotments, which respects the existing footpath crossing through the centre of the site.

4.5 The policy is accompanied by an illustrative layout and supporting text. This text gives an indicative figure of 64 homes across the entire site (subject to outcome and impact of noise assessment). The supportive text suggests the whole site is developed comprehensively.

4.6 This application is for residential use and green space and therefore complies with the overall requirements of the policy. Turning to density, the overall site allocation area is 2.05 ha. The application site does not comprise the entire site allocation area. Instead it comprises 1.8ha of land which equates to 88% of the total size of the site allocation.

Assuming constraints/ requirements are equal across the two areas, it is reasonable to consider that the development site could indicatively contain around 56 dwellings (which is just short of the 64 units suggested in the Local Plan). This small shortfall does not raise any planning issues. The proposed development is for up to 50 units and therefore would appear to result in an appropriate density of the site (around 28 dwellings per hectare).

- 4.7 Turning to the consideration of Green Space, 0.49 ha of green infrastructure is shown in the indicative plans which includes a significant area also utilised as a drainage basin and a separate play area. As per DSA policy DM16 (Open Space in New Development), strategic open space should be provided off site and funded through CIL. Local open space should be provided on site at a standard of 1.15ha per 1000 population. Assuming 64 dwellings across the entire site allocation and an assumed average household size of 2.4 people per unit, the site should deliver at least 924 sqm of local areas of play and 847 sqm of informal amenity space (i.e. nearly 0.2 ha in total). In this case, the indicative scheme is considered to meet the open space standards expected of the entire site allocation providing around 0.49 ha compared with 0.2 ha required.
- 4.8 In terms of M40 motorway noise, an assessment has been conducted and mitigation measures recommended, which have been incorporated into the indicative plans.
- 4.9 Considering the requirement of access off Horns Lane, this is shown, as well as a footway between the site and Cressex Road.
- 4.10. The policy requires perimeter vegetation to be protected. Indicative details and submissions demonstrate that a scheme of up to 50 dwellings could retain the majority of perimeter vegetation (which would likely require enhancement in any case to meet the requirement for 25% tree canopy cover). There may be some loss of perimeter hedging to the front of the site however (adjacent Horns Lane) to ensure appropriate visibility splays can be provided.
- 4.11 On this basis, it is considered that that this scheme of up to 50 dwellings could fulfil the policy requirements of HW10. Whilst it is noted that the whole site allocation is not coming forward together, the two parcels of land are clearly separate (with hedgerow between) and within separate ownership. Furthermore this section of land coming forward first is not considered to jeopardise the overall delivery of the site. This scheme also demonstrates that open space requirements for the entire site allocation can be provided through this proposed scheme.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019):

DM22 (Housing Mix),

DM24 (Affordable Housing),

DM41 (Optional Technical Standards for Building Regulation Approval)

Planning Obligations Supplementary Planning Document (POSPD)

- 4.12 This site would be required to provide 48% of the total number of units on site as affordable housing. The mix and tenure of houses should be provided in accordance with the current evidence at the time (currently a split of 80% affordable rented with up to 20% as intermediate products).
- 4.13 Given this is an Outline application, the type and location of affordable and private housing and the housing mix would be considered at the subsequent Reserved Matters

application stage. However, the indicative plans indicate an appropriate mix of property types and sizes.

- 4.14 The applicant has stated they are prepared to provide a policy compliant level of affordable housing, which can be secured at this stage through a 'Memorandum of Understanding'.

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)

DM35 (Placemaking and Design Quality)

DSA:

DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

- 4.15 Whilst 'access' is a reserved matter, details have been provided on the access point at Horns Lane, as well as off-site highway works, including those at the junction of Horns Lane with Cressex Road.
- 4.16 A PICADY assessment was carried out on 18th June 2019 (i.e. pre-Lockdown) and figures have been 'growth-ed up' to those which would have been expected during a 'normal' 2021. These results show that irrespective of the development, the junction would be operating above capacity, with the development exacerbating the problem. As a result, the development proposes to provide some junction improvements. This includes the provision of a flared exit from Horns Lane onto Cressex Road and the widening of Cressex Road to allow a right turn ghost filter lane (for vehicles wanting to turn into Horns Lane). This would increase the capacity of the junction. The Highways Officer is content that this would sufficiently mitigate the impacts of the scheme.
- 4.17 In addition, as a result of the speed survey, a visibility splay to the right on exit of the site is required of 2.4m x 125m. The authority's Highways Officer also advises that the 30 mph speed limit is extended to the site entrance (from Cressex Road), which can be achieved through the provision of additional lighting columns. Furthermore, a footway is proposed alongside Horns Lane connecting the development with Cressex Road; this would meet the requirements of HW10. These off-site works can be secured by Grampian condition on any planning application.
- 4.18 The internal road layout would be dealt with at reserved matters stage.
- 4.19 In terms of parking, this would also be dealt with at reserved matters stage, but the indicative plans do currently demonstrate that sufficient parking could be provided to meet our current parking standards, for the 50 units indicated (106 parking spaces are currently shown which is policy compliant based on the housing mix demonstrated).
- 4.20 With regards to the existing public right of way crossing the site, Local Plan policy expects that development proposals ensure that the convenient use and enjoyment of existing public rights of way are not affected by development. The indicative site layout demonstrates a marginal diversion to the route. If this was to occur, a legal diversion process under s.257 TCPA 1990 would need to be carried out. This would be preferable though to the footpath passing through parking spaces, which would be less attractive and not follow 'safe by design' principles. It is recommended that the surface of

the public right of way is upgraded to footway standard, off site from the application boundary to the existing Limmer Lane footway. In addition, it is accepted that the existing kissing gates can be removed to provide push chair, mobility scooter and wheelchair access along this footpath. It is also noted that additional footpaths are shown on the indicative plans throughout the site, including to provide a pedestrian route through to 'The Paddocks'.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019):

CP7 (Delivering the Infrastructure to Support Growth),

CP9 (Sense of place),

HW10 (Horns Lane)

DM32 (Landscape character and Settlement Patterns),

DM34 (Delivering Green Infrastructure and Biodiversity in Development),

DM35 (Placemaking and Design Quality)

DM40 (Internal space standards)

DSA:

DM11 (Green networks and infrastructure),

DM16 (Open space in new development)

Residential Design Guide

- 4.21 Appearance, landscaping, scale, layout and access are all reserved matters and therefore whilst an indicative plan have been provided, full details would be required and secured at the next stage. It is expected that the scheme would follow the guidance set out in the Residential Design Guidance SPD to ensure the development reflects good design including protecting the amenities of neighbours. For the avoidance of doubt, the site plan currently submitted should not be the final layout of the scheme.
- 4.22 It has been suggested to the agent that should outline permission be forthcoming, further discussions take place with the Council's urban design specialists and planners, to ensure a scheme is presented in future applications which is policy compliant and can be fully supported by officers.

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)

DM35 (Placemaking and Design Quality)

HW10 (Horns Lane)

- 4.23 The site is within close proximity of the M40 motorway and therefore the allocated site policy requires a noise assessment to be provided and mitigation measures to be secured to address the issue of the nearby M40 motorway noise. The Noise Assessment submitted demonstrates that through layout and design the development can be sufficiently protected from noise from the M40 and, to a reasonable standard, noise from aircraft using Booker airfield. Though the final layout of the development is yet to be finalised, the suggested mitigation within the report should guide that final layout and the standard of glazing and acoustically treated ventilation to be installed. The Assessment refers to the modelling including noise barriers alongside the M40.

The assessment stated that these made little difference (due to the motorway already being set down from the site).

- 4.24 It should be noted that the noise assessment took place in November 2019 (i.e. pre-Covid).

Flooding and Drainage

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth),
CP12 (Climate Change),
DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 4.25 Whilst there is some reference in representations about the field getting boggy, data held by relevant agencies does not show that the site is at risk of flooding (fluvial, groundwater or surface water).
- 4.26 Notwithstanding this, and in order to meet planning policy requirements with regards to run-off rates, details have been provided on an indicative drainage system which could be incorporated into the scheme. This includes the use of soakaways, permeable paving and an infiltration basin. The Council's drainage officers do not object, subject to further information being provided at Reserved Matters stage to appropriately refine the drainage system. It may be the case that the infiltration basin needs to be brought further within the site and may require further space around it (depending of the geology below); but this would be determined at the later stage.

Landscape Issues

Wycombe District Local Plan (August 2019):
CP10 (Green infrastructure and the Natural Environment)
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)

- 4.27 A Landscape and Visual Assessment has been submitted to assess the important landscape features of the site and proposes landscape mitigation and enhancement measures. It is proposed that the scheme would include a landscape strategy to ensure an appropriate setting is created, assimilate built elements into the landscape, minimise adverse effects on visual amenity and enhance and reinforce the existing landscape framework. The site is not within the AONB; it is located between existing housing, the M40 motorway and allotments. It does benefit from strong perimeter vegetation which should be retained, as per the requirements of HW10. Indicative plans demonstrate that a scheme is possible which would have an acceptable landscape impact.

Green networks, Infrastructure & Ecology

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 enhancements of sites, habitats and species of biodiversity and geodiversity importance)

DM14 (Biodiversity in Development)

Green Infrastructure

4.28 Green infrastructure is defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. A preliminary green infrastructure report has been issued which demonstrates that over a quarter of the site would be green infrastructure. This would include a play park, green space including the attenuation basin and green paths/links surrounding the estate.

Biodiversity

4.29 Biodiversity refers to the diversity of species and habitats in the environment and biodiversity assets are those parts of the environment that contribute to biodiversity. Planning policy requires all developments to protect and enhance biodiversity. Biodiversity assessments have been submitted. The latest documents show the net loss of biodiversity units as -3.44 units (-62.63%) for habitats but a +19.16% gain for hedgerows. This proposal therefore needs to fund the creation of an additional 3.78 habitat biodiversity units off site (to provide a 10% enhancement). This could be secured through the 'Memorandum of Understanding' Agreement, which could ensure that these biodiversity units are provided either via the identification of a suitable Biodiversity Offsetting Scheme or via payment to the Local Planning Authority to source the compensation on the behalf of the applicant.

Trees

4.30 As part of the Local Plan requirement, development of the site is required to protect perimeter vegetation, including the hedgerows between the site and the adjacent allotments, which respects the existing footpath crossing through the centre of the site. The Arboricultural Impact Assessment indicates that this is achievable, subject to final layout being agreed and the submission of more detailed assessments conditioned.

4.31 Given its size, the development must satisfy the 25% canopy cover requirement as per Local Plan policy. The canopy cover calculator submitted shows that only 6% of the site is currently canopy cover. Given the extent of green infrastructure areas throughout the site and the potential for tree planting within the to be proposed built up residential parts of the site, it is considered that a tree canopy coverage of 25% should be possible and therefore to deal with this by condition is considered reasonable.

Ecology

4.32 A preliminary ecological appraisal has been completed along with a reptile and badger survey, which are considered appropriate. The Ecology Officer has confirmed that surveys have shown that there are unlikely to be impacts upon notable or protected species which cannot be mitigated/compensated for through conditions (this includes bats).

Building sustainability and climate change

Wycombe District Local Plan (August 2019):

DM33 (Managing Carbon Emissions: Transport and Energy Generation),

Air Quality SPD

- 4.33 A Sustainability Statement accompanies the application which establishes the principles that would be followed, or given further consideration, to enable the development to meet sustainability principles and policy requirements.
- 4.34 The applicant has set out that the development will meet the relevant water efficiency requirements set out in policy. Furthermore, planning policy requires the integration of renewable technologies to manage carbon emissions; the Statement recommends air source heat pumps are considered for all dwellings as well as photo-voltaic solar panels. Alternatively ground source heat pumps could be considered. It is suggested that around an 18% reduction in carbon emissions over the standard rate could be achieved. It should be noted that planning policy does not set out a target for the level to be achieved by such a scheme.
- 4.35 Furthermore, electric vehicle charging points should be provided as per the Air Quality Supplementary Planning Document. The requirement is typically one per dwelling (less where there is unallocated parking). These electric vehicle charging points should have a minimum rating of 32 amp.

Public Open Space

Wycombe District Local Plan (August 2019):

CP7 (Delivering the infrastructure to support growth)

DSA:

DM16 (Open space in new development)

DM19 (Infrastructure and delivery)

- 4.36 DSA policy requires new developments to make provision for public open space. The standards required for this development are 1.15 ha of local open space per 1000 population. It should be noted that this should be in addition to any on-site provision of private or communal open space required as part of providing sustainable, high quality environments. It should also be noted that strategic open space for this development would be provided off-site and funded through CIL, as per policy.
- 4.37 Taking an average household size of 2.4, for this scheme, 1380 sqm of local open space would be expected, or 1766 sqm, if a theoretical development of 64 units over the entire site allocation took place. 4900 sqm of green infrastructure is shown indicatively throughout the development, with two main areas of public open space. One of these areas is identified as a children's play park. A surface water attenuation basin is identified within the open space but such land would not normally be included in the open space calculation (because such features are not particularly usable as open space). It is considered that local space standards can be met within any future reserved matters layout. It is considered reasonable for the provision of the equipped play park (otherwise known as a Local Equipped Area of Play – LEAP) to be included in the Memorandum of Understanding, including provision for its long term management.

Infrastructure and Developer Contributions

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

DSA: DM19 (Infrastructure and delivery)

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

- 4.39 Furthermore, it is considered necessary to produce a Memorandum of Understanding to secure the provision of:
- (a) affordable housing (48% of total units on site of appropriate tenure)
 - (b) commuted sum for biodiversity improvements
 - (c) provision and maintenance of public open space/s on site including a children's play park (LEAP)
 - (d) provision and maintenance of SuDS
- 4.40 The applicant has confirmed that they are willing to enter into a Memorandum of Understanding.
- 4.41 In addition to this, it is considered reasonable to condition that the development of the site does not take place until off-site highway works (including the provision of a footpath to Cressex Road, junction improvements with Cressex Road, installation of lighting columns on a section of Horns Lane and public right of way footpath improvements) take place.

Weighing and balancing of issues / Overall Assessment

- 4.42 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.
- 4.43 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
- 4.44 As set out above it is considered that the proposed development would accord with development plan policies.
- 4.45 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.

Any Other Matters

- 4.46 For clarification, the site was formerly located in the Green Belt. However, the site was considered in the Green Belt reviews which took place in 2016 and 2017. The purpose of these reviews was to determine if land was still meeting its purposes as defined by national policy and to identify whether exceptional circumstances existed to warrant the removal of land from the Green Belt, to assist meeting housing needs, in the interests of sustainable development. The site was subsequently removed from the Green Belt in 2019 through the adoption of the Local Plan, and allocated for housing.

5 Working with the applicant / agent

- 5.1 In accordance with paragraph 38 of the NPPF (2019) 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.
- 5.2 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.
- 5.3 In this instance:
- The applicant was provided with pre-application advice.
 - The applicant was provided the opportunity to submit amendments to the scheme/address issues.
 - The case was considered by the planning committee where the applicant had the opportunity to answer representations.

6 Recommendation

- 6.1 As the applicant is the Council, the application should be determined at Planning Committee. The planning officer's recommendation is:

Minded to grant permission subject to the completion of a Memorandum of Understanding

That the Service Director of Planning and Environment be given delegated authority to grant Conditional Permission provided that a Memorandum of Understanding is made to secure the following matters:

- affordable housing (48% of total units on site of appropriate tenure)
- commuted sum for off-site biodiversity improvements
- provision and maintenance of public open space/s on site including a children's play park (LEAP)
- provision and maintenance of SuDS

or to refuse planning permission if a Memorandum of Understanding cannot be secured.

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

Recommendation: Permission with Planning Obligation

- 1 Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins 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 reserved matters shall be made to the Local Planning Authority before the expiration of 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 last of the reserved matters to be approved, whichever is the later.
Reason: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).
- 4 The development hereby approved shall comprise no more than 50 dwellings. All dwellings are required to achieve the standards in Building Regulations Approved Document M4(2). 30% of any affordable homes and 20% of any market homes shall meet the standards in Building Regulations Approved Document M4(3).
Reason: In order to control the amount of development in the interests of the character and appearance of the area, to limit the development to the quantum that has been proposed and to comply with the requirements of policy DM41.
- 6 No development to take place until details of the Horns Lane vehicular access have been submitted and approved in writing by the Local Planning Authority. The access shall be designed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access Within the Public Highway". No other development shall take place until the access has been provided in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
Reason: This is a pre-start condition in order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 7 The details to be submitted for the approval of the Planning Authority within a Reserved Matters application seeking to determine matters of Layout shall demonstrate the development being served by means of adoptable estate roads which shall be laid out in accordance with the approved details.
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 8 The details to be submitted for the approval of the Planning Authority within a Reserved Matters application seeking to determine matters of Layout shall include a scheme for parking and manoeuvring in accordance with Buckinghamshire Council's Countywide Parking Guidance policy document 2015. The approved scheme shall be implemented and made available for use before the specific dwelling(s) the parking serves are occupied. The car parking spaces shall only be used for the parking of vehicles and shall not be used for any other purpose.
Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.
- 9 Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.
Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.

10 The reserved matters details of Access shall include detailed designs of the following off-site highway works:

- Pedestrian footway improvements on Horns Lane
- The Horns Lane/Cressex Road junction improvement mitigation scheme (the details to include a Stage 1 Road Safety Audit of the scheme)
- Provision of an appropriate street lighting scheme on Horns Lane

No dwellings shall be not occupied until the off—site highway works have been fully implemented.

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

11 Details to be submitted at reserved matters stage for Layout and Access shall include cycling and walking connectivity through the site and out to Limmer Lane, Horns Lane (2 access points) and The Paddocks. The scheme shall be implemented as approved, before 75% of the dwellings hearby approved are occupied.

Reason: To ensure the site is sustainable and is well linked to its surroundings by foot and cycle.

12 The following details shall be submitted with the reserved matters detail of Layout

- 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 road 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.
- g) In the case of residential development, sections showing the level of the proposed garden(s) and retaining structures (if relevant).

The development shall only be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposal is constructed at an acceptable level with regards to the surrounding area.

13 Details of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, shall be submitted to and approved in writing by the local planning authority.

The scheme shall be submitted to the Local planning Authority with the reserved matters details of Layout.

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

The scheme shall also include the following:

- Geotechnical ground investigations to assess the risk of solutions features to the site carried out by a suitability qualified geotechnical engineer

- The buffer distance around the infiltration basin to be fully within the red line boundary of the site
- Infiltration in accordance with BRE365 in the location of the proposed pond and to the proposed depth of the component
- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Demonstrate that water quality, ecological and amenity benefits have been considered
- 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.
 - Flow depth
 - Flow volume
 - Flow direction

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 to ensure that there is a satisfactory solution to managing flood risk.

- 14 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 of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of five 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. With the exception of any pruning, tree surgery or felling specifically shown in an approved tree report or landscaping scheme, no tree, shrub or hedge shall be pruned, felled or removed without the prior approval of the Local Planning Authority. If during construction of the development, or within a period of three years of its completion, any such tree, shrub, hedge dies or becomes damaged, destroyed, diseased or dangerous, it shall be replaced during the following planting season by another healthy, tree, shrub 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 three years after replacement.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping and to ensure the satisfactory retention of existing trees, shrubs and hedges and in the interests of visual amenity.

- 15 The reserved matter detail of Layout shall include a report to demonstrate that 25% canopy cover can be achieved as part of this layout at the site. The reserved matters details of Landscaping shall provide the details of the species, sizes and densities of the proposed trees required to achieve the 25% canopy cover. The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of the character and appearance of the area, and in order to deliver biodiversity and green infrastructure in accordance with local plan policy DM34.
- 16 The Reserved Matters of layout and landscaping shall include details of arrangements for the setting out of the public open space including the woodland buffer and the playpark as part of the development. The arrangements shall address and contain the following matters:
a) The delineation and siting of the proposed public open space
b) The type and nature of any facilities to be provided within the public open space
c) The method of access to the areas of public open space including footpaths
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.
Reason: To ensure that the development provides public and accessible open space in accordance with policy.
- 17 Notwithstanding any indication of materials which may have been given in the application, a schedule and/or samples of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority before any work to the external finish of the development takes place. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Reason: To secure a satisfactory external appearance.
- 18 No development shall take place until a detailed layout of drainage, utilities and any other services which have been designed so as to avoid conflict with retained and proposed trees, has been submitted to and approved in writing by the Local Planning Authority. The installation of any such services shall be in accordance with guidelines set out in British Standard B.S. 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations' and the National Joint Utilities Group (Guidelines for the Planning Installation and Maintenance of Utility Apparatus in Proximity to Trees) Volume 4. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
Reason: This is a prestart condition to ensure that the trees and hedgerows within the site are protected, in the interests of visual amenity.
- 19 No development above ground shall take place until a schedule, and/or samples, of the hard landscape materials and finishes for the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.
Materials should:
 - be discreet and natural in appearance and reflect the rural character of the nearby landscape
 - avoid bright and reflective materials

- reinforce the local identity of the area by using specific materials traditional to the locality.

Reason: To secure a satisfactory external appearance.

20 No development shall take place until a fully detailed Arboricultural Method Statement and Tree/hedgerow Protection Plan based on that submitted at the outline stage has been submitted to and approved in writing by the local planning authority.

It shall also include details of supervision, monitoring and reporting which set out:

- when works need supervision from an Arboricultural Consultant,
- a regular site monitoring program to demonstrate that measures in the AMS are being followed structures with in RPAs are being installed correctly,
- the format for recording this information (i.e. including photographic evidence),
- a protocol for escalating and dealing with any deviations from agreed measures.

The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre- start condition in order to protect trees in the interests of the visual amenities and character of the area.

21 The development hereby permitted shall integrate and utilise high-efficiency alternative energy generation systems sufficient to deliver at least 15% of the total Target Fabric Energy Efficiency for the development. The dwellings hereby permitted shall not be occupied until 15% total Target Fabric Energy Efficiency is achieved. The TFEE and the % contribution made by high-efficiency alternative systems shall be calculated in accordance with Building Regulations Approved Documents L (2013, as amended 2016, or any update to this methodology in any future amendment of the Approved Documents) and be made available within 7 days upon request.

Reason: In the interests of sustainability, carbon reduction and the promotion of renewable technologies

22 No development shall take place until a scheme for the resurfacing, upgrade and provision of Footpath HWU/107/1 running through the development and east to Limmer Lane, to a width of at least 2 metres within the site and to adoptable standard, has been first submitted to and approved in writing by the Local Planning Authority. The footpath shall be resurfaced, upgraded and provided in accordance with the approved details prior to occupation of 25th dwelling hereby approved.

Reason: This is a pre-start condition to ensure the public footpath is provided in a suitable condition to accommodate safe access by new residents to the existing pedestrian network and to comply with guidance in the National Planning Policy Framework and Wycombe Local Plan Policy DM33.

23 The development, hereby permitted, shall be designed and constructed to meet a water efficiency standard of 110 litres per head per day.

Reason: In the interests of water efficiency as required by Policy DM41.

24 Unless otherwise agreed in writing by the local planning authority each dwelling with one or more dedicated parking spaces (as opposed to communal parking or on street parking) shall, prior to the occupation of that dwelling, be provided with the electrical infrastructure (32 Amp) suitable for a vehicle charging point accessible from that parking space. One further 32 vehicle charging point shall also be provide per 10 unallocated/ communal parking spaces.

Reason: To comply with the requirements of policy DM34 and to encourage residents to consider electrical vehicles and thereby reduce the negative impact on the health of residents due to vehicle emissions.

25 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 be produced in coordination with the urban design layout of the site in an iterative process with the intention of maximising on site biodiversity value as will be evidenced through an updated biodiversity metric. 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 which relate to the updated biodiversity metric.
- 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. Provision for wildlife corridors, including hedgehog holes in fences, native hedgerows and other linear features for habitat connectivity.
- l. Tree, hedgerow, shrub, wetland and wildflower planting and establishment.
- m. Proposed new landforms associated with habitat creation, e.g. water bodies/SuDSs features.
- n. Soil handling, movement and management.
- o. Creation of new wildlife features, including bird and bat boxes integrated into buildings (at least one per building), wildlife ponds, insect hotels/bee bricks, places of shelter for reptiles and hedgehogs, etc.

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: This is a pre-start condition to ensure that the biodiversity value of the site will be maximised in line with policy DM34.

26 No development shall take place (including demolition, 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. Construction Environmental Management Plans (Biodiversity)
- b. No development shall take place (including demolition, 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:

- c. Details of site monitoring for badgers (and other species which may be present) in line with recommendation 8.1 of the submitted Reptile and Badger Survey, to ensure that the following mitigation measures are appropriately up to date.
- d. Risk assessment of potentially damaging construction activities.
- e. Identification of "biodiversity protection zones".
- f. 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).
- g. The location and timing of sensitive works to avoid harm to biodiversity features.
- h. The times during construction when specialist ecologists need to be present on site to oversee works.
- i. Responsible persons and lines of communication.
- j. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- k. Use of protective fences, exclusion barriers and warning signs (including their specification, location and timing for erecting and dismantling).

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

27 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.
- 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).
- vii. Details of the body or organisation responsible for implementation of the plan.
- viii. Ongoing monitoring and remedial measures.

The LEMP shall also include 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.

The plan shall also set out (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: This is a pre-start condition 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.

28 Prior to occupation, 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') shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- 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 2700 Kelvin.
All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: Many species active at night are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with paragraph 180 of the NPPF.

29 The reserved matter of Layout shall be accompanied by an updated Noise Assessment which shall take into account noise from the M40 motorway and Booker Airpark and any other nearby noise sources. The assessment shall propose a scheme to ensure that the dwellings and their private gardens are protected from excessive noise i.e. 30dB LAeq average over 8 hours within bedrooms (11pm-7am), 35dB LAeq average over 16 hours within living rooms (7am-11pm), and 55dB LAeq average over 16 hours for outdoors amenity areas (7am-11pm). The development shall only be constructed in accordance with the approved measures and no dwelling shall be occupied until the measures relating to that dwelling have been implemented.

Reason: In the interests of the residential amenities of future occupiers.

INFORMATIVE(S)

- 1 In accordance with paragraph 38 of the NPPF (2021) Buckinghamshire Council (BC) 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. BC 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. In this instance the applicant was provided the opportunity to submit amendments to the scheme/address issues.

- 2 This permission shall not be deemed to confer any right to obstruct the public footpath crossing the site which shall remain open and available unless legally stopped up or diverted under Section 257 of the Town and Country Planning Act 1990 or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.
- 3 The attention of the applicant is drawn to the requirements of section 60 of the control of pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application under Section 61 of the Act, for prior consent to the works, can be made to the environmental
- 4 The applicant is advised that the off-site works will need to be constructed under a section 278 of the Highways Act legal agreement (or internal protocol should the implementing applicant be Buckinghamshire Council). This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Highways Development Management at the following address for information: -

Highways Development Management (Delivery team)
Buckinghamshire Council
6th Floor, Walton Street Offices
Walton Street,
Aylesbury
Buckinghamshire
HP20 1UY
- 5 You are advised that Planning Obligations have been entered into in connection with this permission.
- 6 Please note that the indicative layout is not considered to be an acceptable layout for the site. Further discussions with the Planning Authority are recommended.

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Cllr Majid Hussain:

I have real concerns about this application as you probably are aware there are other dwellings taking place in this area, There's issues with junctions, we are pushed with schools, doctors surgery all this will lead to more traffic for local residents.

Cllr Darren Hayday:

As one of the local Cllrs for the area I cannot support this application. They have added additional dwellings, they have not addressed the change in flying movements at the nearby airpark, there has been no consultation with UK Highways regarding installing sound barriers from the nearby M40, I'm not happy that more has not been done about controlling the junction from Cressex Road into Horns Lane (at the moment we have long queues which form up Horns Lane approaching Cressex Road in busy times of the day). Also, more importantly I and other Cllrs have requested that a pathway be installed along the side of Horns Lane from the exit/entrance of the ROW footpath (where the proposed site would be) down to the nearby cottages and continuation of the ROW for walkers, etc. - at the moment this is very dangerous for people wanting to take this route as they have to step out onto the busy road at a corner. Finally I am fed up with all of the rubbish which is currently thrown out of vehicles that go along Horns Lane through the Booker Woods and no mention of any ongoing plans to address this (which is getting worse). This development would make this problem even worse. I personally pick up a lot of this rubbish at least twice a year for the last 4 years. As we are now one big happy Unitary Council, we should be having a joined-up plan to tackle these issues I have highlighted - before I can support this application.

It seems to be that BC want to make as much money out of this parcel of land by selling it to the developer, rather than addressing these points regarding the benefits of the residents!

(Former) Cllr Brian Pearce:

I strongly object to this proposed development as it appears to be geared towards financial gain more than an actual housing need. My main objections are:

1. Infrastructure - a major concern. I demand vast improvements to the junction at Horns Lane and Cressex Road. At the minimum, I would like to see a mini-roundabout, with a filter lane, and traffic light control. I have been informed that this lack of provision is nothing to do with the development and everything to do with costs. This stance from the Council is highly inappropriate and unacceptable.
2. Car parking - insufficient, inadequate and badly designed. Will encourage new residents to park in side roads.
3. Traffic generation - would cause significant congestion in and around the surrounding main roads and side roads. In particular, this would affect the unofficial cart road adjacent to Booker Common, which is already used as a rat run in rush hour. This is un-adopted and only really wide enough for one vehicle. It must be addressed and I believe that a barrier or gate should be installed at the bottom end by Horns Lane in order to prevent traffic accessing. In summary, it is already dangerous and this development would only add to that threat. In addition, the traffic build up pre lockdown can be quite horrendous with vehicles backtracking past the cottages in Horns Lane, sometimes almost to the junction with Lane End Road!

4. Noise and disturbance - Cressex Road/Clay Lane are already exceedingly busy, considering it is a non-classified road and this development would only add to the noise pollution and diminish the air quality experienced by the local residents. This could be aggravated by the other proposed development at Clay Hill.
5. Character of the area - a block of flats is not in keeping with the local area. I realise that houses are desperately needed, but this development is severely overcrowded and the Council would be better served to look at alternatives in the town. This field is on the edge of an area of Outstanding Natural Beauty. There are far too many houses being proposed with no consideration to the infrastructure, with a lack of planning in regard to parking.
6. Flood risk - this field is renowned for flooding and can get so bad that in the past the horses had to be moved to another field as they were getting bogged down. I believe that the development allows for a triangular piece of land adjacent to Cressex Road to be used as a mini flood plain.
7. Footpath - I would also like to see footpath improvements from Cressex Road, past the development and up until the cottages in Horns Lane. The local area is frequented by dog walkers, ramblers, and many young families. On a number of occasions, I have personally witnessed near misses with speeding traffic, where people have tried to cross from Booker Common into the local woods. Sadly, the area is well known locally as 'suicide alley'. Are the Council putting finances before the lives of our local residents?

Finally, last summer, I held two public resident meetings in the local village hall to gauge opinion on this proposed development. The response was overwhelming and everyone seemed to agree that there were far too many proposed houses for this site. I was led to believe that one of the advantages of having one Council (one big happy family), would be better consultation and liaison between the planning/consultants/highways department. Alas, this does not appear to be the case, as clearly demonstrated here. In fact, far from it!

Additional comments; There is talk of building an additional 10 houses on back land off of Limmer Lane with the entrance and exit to this site via the proposed site at Horn's Lane (21/05368/OUT) This would probably mean an additional 20 cars at least coming out onto Horn's Lane and should be taken into serious consideration with the Horn's Lane development. Also, most of these will go via the junction with Cressex Road.

I feel that in conjunction with the Horn's Lane site, this would certainly over-develop the area.

I am very concerned that this is going to bring a lot of traffic to this area this is a very quiet area and will bring the property prices down also unconcerned and that I see today day somebody measuring up to Road Limmer Lane where two properties are next to me which I am concerned that would be pulled down for a roadway which would make our road very dangerous.

Further representations were received from Cllr Pearce dated 23.02.21 (x2) & 29.07.21. These are available on Public Access.

Parish/Town Council Comments

The site is located in the unparished area of High Wycombe. However Great Marlow Parish Council have made the following comments:

Great Marlow Parish Council objects to this outline application. As an adjoining Parish it is concerned about the cumulative effect of traffic along Clay Lane bearing in mind the other

applications recently received, i.e. land off Clayhill, High Heavens Recycling Centre (now approved) and Revola (Clay Lane). This will be another car dependent site accessing an already busy road network.

Consultation Responses

The Berks, Bucks and Oxon Wildlife Trust (BBOWT):

BBOWT is a local nature conservation charity, and as such our comments relate specifically to the protection and enhancement of the natural environment and wildlife. We comment on as many relevant issues as our resources allow, and the absence of a comment on an issue should not be taken as our approval.

BBOWT is pleased to see that Biodiversity Net Gain is being aspired to as part of this planning application, we have the following advice to ensure it is achieved. The submitted Biodiversity Impact Assessment demonstrates that the proposals will result in an on-site loss of biodiversity. We recommend that the LPA uses a section 106 agreement to ensure that these biodiversity units are provided either via the identification of a suitable Biodiversity Offsetting Scheme by the applicant or via payment to the LPA to source the compensation on the behalf of the applicant.

Some advice was also provided by BBOWT on the Defra 2.0 Metric, to enable it to be brought into line with best practice.

Lead Local Flood Authority:

The LLFA removes their objection to the proposed development subject to a number of planning conditions being placed on any planning approval.

Public Rights of Way Officer:

I would recommend a condition which upgrades the surface of HWU/107/1 to footway standard, off site from the application boundary to the existing Limmer Lane footway. The recommended standard (2m bitumen with concrete edging) may not always be possible due to the confined space towards Limmer Lane, but if reduced to, say 1.0/1.2m, the site's sustainability can nevertheless still be enhanced.

The standard 2m width can be provided on-site through the development, but would seem only necessary along the section I highlight green in Extract 1 (i.e. not alongside the LAP). Moreover, any improved access to Limmer Lane has the additional benefit of complimenting future pedestrian access to the remaining section of housing allocation HW10. The Illustrative Masterplan indicates a pedestrian route from the site across HWU/107/1 into this land with a red arrow, also shown in the 'wider context plan'.

The existing kissing gates can be removed to provide push chair, mobility scooter and wheelchair access.

With the above in mind, a condition requiring the resurfacing, upgrade and provision of the footpath through and near the site, is recommended.

Environmental Health:

The Noise Assessment (report 19/0526/R2) by Cole Jarman demonstrates that through intelligent design the development can be sufficiently protected by noise from the M40 and, to a reasonable standard, noise from aircraft using Booker airfield. Though the final layout of the development is yet to be finalised, the suggested mitigation within the above report should guide that final layout and the standard of glazing and acoustically treated ventilation to be installed.

There is no indication of the level of parking provision for the development. It can be assumed that there will be a reasonable provision of parking and that all residential dwellings will be provided with at least one parking space. The developer therefore must provide electric vehicle charging points in accordance with the Air Quality Supplementary Planning Document. This would require each dwelling to be provided with at least one electric vehicle charging point with a minimum rating of 32amp.

Recommendation:

Objection, unless condition included to require electric vehicle charging points.

Ecology Officer (latest comments):

The amended documents now show the net loss as -3.44 units (-62.63%) for habitats and the same +19.16% gain for hedgerows. This is an increased loss from the previous position.

RECOMMENDATIONS:

As per the previous comments, there is no reason to refuse the application on ecological grounds, as long as an agreement can be drawn up for the transfer of the appropriate financial contribution for offsetting and appropriate conditions are applied.

The agreement will need to specify that not greater biodiversity loss shall result from the detailed designs produced as part of reserve matters, and that prior to commencement, the full financial value as determined by the Buckinghamshire financial calculator for the updated and agreed calculations, shall be paid, prior to commencement.

Conditions will be required as previously suggested which cover:

- Landscaping details which have been produced to maximise ecological value.
- Updated metric calculations which reflect the proposed landscaping.
- Wider ecological enhancements (e.g. bat and bird boxes, bee bricks etc) which are not covered by the metric.
- A Construction Environmental Management plan for ecology.
- A Landscape Ecological Management Plan to ensure the suggested conditions and distinctiveness scores for proposed habitats are reached.
- External lighting details showing how light spread will relate to ecological habitats and features. The lighting must be designed in accordance with paragraph 8.5 of the Preliminary Ecological Appraisal.

PREVIOUS COMMENTS:

The application includes all the appropriate ecological assessments for this stage. It is clear that the illustrative layout will result in a substantial area net loss in biodiversity on the site (58.28%). The proposals would however result in a net gain in hedgerow of 19.16%. These two figures are not comparable and one cannot compensate for the other. The illustrative layout has not been

designed in a way to maximise the biodiversity value on site and large areas of hard standing are evident. As policy DM34 requires the mitigation hierarchy to be followed, the layout and designs which would come in as part of reserve matters applications will require greater emphasis on reducing the amount of net loss on the site through design. Surveys have shown that there are unlikely to be impacts upon notable or protected species which cannot be mitigated/compensated for through conditions.

Tree Officer:

As part of the Local plan, development of the site is required to protect perimeter vegetation, including the hedgerows between the site and the adjacent allotments, which respects the existing footpath crossing through the centre of the site.

The AIA indicates that this is achievable, subject to final layout being agreed and AMS/ TPP by condition. Given its size, the development must satisfy the 25% canopy cover requirement as per Policy DM34 of the Wycombe District Local Plan (Delivering Green Infrastructure and Biodiversity in Development).

The soil across the whole site will be highly disturbed by construction and of poor quality, so tree pit design will be essential for both hard and soft landscaped areas.

Highways Officer: (latest comments):

You will recall my previous comments whereby additional information relating to the visibility splays at the proposed access and junction modelling of the Horns Lane/Cressex Road Junction was requested.

The applicant has submitted a Transport Note for which these comments will review.

HORNS LANE/CRESSEX ROAD JUNCTION ANALYSIS:

The applicant has included the results of a PICADY assessment of the Horns Lane/Cressex Road Junction within the Transport Note. I note that the applicant has used data collected on the 18th June 2019 by the council. The data was therefore collected prior to the national lockdown restrictions implemented as a result of the Covid-19 Pandemic and has been 'growthed up' to represent 'normal' traffic flows for 2021.

A PICADY analysis is an industry standard tool, with its use supported by highway authorities, planning authorities, the Planning Inspectorate, central government and transport professionals. Specifically, PICADY analyses what happens at priority junctions under the worst-case scenario (which in this case is during the respective weekday AM and PM peaks).

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%).

The results of the PICADY assessment show that the junction would be operating above the practical capacity irrespective of the development traffic during the PM peak in 2027. However,

the development traffic would further exacerbate the situation. The development traffic would result in an increase to delay time of approximately 9 seconds to vehicles turning from Horns Lane onto Cressex Road and additional delays of approximately 5 seconds for vehicles turning right onto Horns Lane from Cressex Road during the PM peak time.

To mitigate the impacts of the development traffic, the application would provide some off-site junction improvements. This includes the provision of a flared exit from Horns Lane onto Cressex Road and the widening of Cressex Road to provide a right turn ghost filter lane (for vehicle waiting to turn right into Horns Lane).

The proposed mitigation scheme would improve the operation of the junction by increasing the junction capacity such that all arms of the junction would be operating within capacity in both the AM and PM peak periods in 2027 with the development traffic.

I am satisfied that the junction improvement works proposed would sufficiently mitigate the impact of the development traffic. The requisite improvements can be secured via condition on any permission granted.

VISIBILITY SPLAYS:

I note that the details of access are now a reserved matter. However, the indicative plans still show the access to be located in the location previously shown on Horns Lane.

The results of a speed survey carried out by the applicant show that the 85th percentile speeds of vehicles travelling eastbound towards the site access was 42.1mph. As a result, a visibility splay of 2.4m x 125m would be provided to the right on exit in accordance with guidance contained within Design Manual for Roads and Bridges.

An extension to the 30mph speed restriction at the Horns Lane/Cressex Road junction could be achieved through the provision of street lighting columns on Horns Lane to the point of the access which does not require a Traffic Regulation Order (TRO). This will create a more appropriate speed limit to reflect the changing road characteristics and can also be secured by an off-site works condition.

Mindful of the above and in consideration of my previous comments for this application, the Highway Authority raises no objection to the proposals, subject to conditions and informative points.

Representations

Comments from 47 parties have been received objecting to the proposal:

- The density of the project is too high given flood risk on part of suite.
- Air and noise pollution would impact on amenities of future residents.
- Will lead to more traffic use of the narrow/cart road alongside Booker Common.
- Propose that they invest into erecting a safety gate at the Horns Lane end to prevent traffic from freely using the common road - they should seek funding from the developers, or Highway Agency or local community funding in addition to the Dashwood Estate.
- Public right of way shouldn't be built on.
- The local services such as doctors, schools are already oversubscribed and will not be able to cope with the further influx of up to circa 150 extra people into the area.

- The design is not in keeping with the area.
- The local area consultation was very poor and local people were not given due consideration within the consultation.
- The teams online meeting with the developer's representatives was very poor.
- There needs to be comprehensive plans for traffic safety during and after construction for horns lane.
- The land is currently a buffer for pollution created by the adjacent motorway for the local community and not suitable for development
- Substantial amount of noise mitigation will be required, which will need maintaining.
- The development is not going to benefit the area.
- The ecological ramifications of this project have not been taken into consideration.
- In an era of pandemics, cramming so many houses in one small site feels counterintuitive both in terms of health and safety but also because open spaces of natural habitat have become even more important to people's well-being.
- The land is currently a buffer from pollution from the adjacent motorway therefore is not suitable for building on.
- There's been no consideration about traffic increasing and how the roads surrounding would support this.
- There will be increased noise and pollution, including litter management and carbon dioxide. We already struggle with excessive noise from M40.
- Possible additional anti-social behaviour.
- There is not enough green space.
- Local ecology should not be affected especially on the allotments where we believe there is a large bee population of bats and owl family and possible newts.
- Disruption due to construction traffic.
- Would damage the wildlife/ birdlife/ natural habitats.
- Would result in noise and light pollution to existing residents, acoustic barriers required as a minimum.
- Security issues to both existing properties and allotment holders.
- Drainage of both storm and foul have potential to overload existing infrastructure, with site run off from any construction phase having damaging/dangerous effect on local roads/paths.
- Horns Lane will not support the increased volume of traffic of this new development.
- The landing and take-off flight path for Booker air park could be a safety issue. This is due to the fact that aircraft towing gliders will take off over this development from time to time.
- Road junction barely cope with traffic currently.
- There is a public right of way/footpath running through the area and this is used by many people for walks around Booker and forms part of the Booker Stile Free Walk
- Inadequate provision of parking.
- The noise assessment fails to take any account of the revised flight paths necessary to satisfy the Council's own plans for Wycombe Air Park (20/08255/R9FUL). This will increase noise levels far beyond what is acceptable. Despite the BCWPS pointing this out during the consultation (since the Council failed to share this information internally) it has not been properly investigated. The evidence is clearly shown in the Air Park Noise Impact Assessment, submitted with application 20/08255/R9FUL. If both applications are permitted either the new homes will be uninhabitable or the Airpark activities will be restricted.

- Greenbelt status was removed from the site without any consultation and greenbelt is there to buffer rural areas from suburbia.
- There are and will be in the near future plenty of brownfield sites in Wycombe that should be considered for housing before building on another precious green field in High Wycombe.
- sound readings were carried out during the Covid lockdown when there were no flights and very little traffic, therefore, these sound assessments should be carried out when the motorway and air traffic are back to what it is normally is and this should happen before planning is given.
- There is a shooting range close by carrying loud gunshot noise across this area.
- Along a stretch of approx. half, a mile of Cressex Road around the junction of Horns Lane there are several busy access points to Cressex Road. Cressex Road simply cannot sustain any more access traffic.
- Booker common and the surrounding area is an oasis in high Wycombe. If we continue to fill in these beautiful outdoor spaces we will have no outside leisure facilities left.
- Some of the houses in The Paddocks and in particular Linnet Close are going to be severely overlooked by the development resulting in a total loss of privacy and security. Reports say that the magnitude of change to these properties will be "major adverse" and the level of effect will be large.
- The plan to only plant trees along the most sensitive boundary on the site in the hope that they will mature over the next 15 years is totally inadequate.
- Currently the horses that reside in the planned development site have had to be moved to another field as this site is too waterlogged for them.
- Building on this land is only going to increase the flood risk to homes in Linnet Close and the Paddocks despite the proposed drainage basin.
- The number of car parking spaces allocated on the site is woefully inadequate. Now that extra pedestrian access has been factored into the plans this will likely result in The Paddocks, Linnet Close, Limmer Lane and Glade View being used as an overflow car park.
- The flats that were removed from the plan last year have now been reintroduced as they are now needed to mitigate noise from the motorway.
- The ecology report overlooks the fact that there are bats nesting and feeding in the area.
- I believe that Planning Permission for this proposed development should at the very least be withheld until such time we are relatively Covid free and everyone's movements including the traffic in the area is back up to pre Covid and another study can be done.
- The proposed development at Clay Hill should also be taken into consideration for the traffic impact.
- The ecology survey did not flag up the foxes, muntjac and other wildlife.
- The drainage test hole required backfilling, one by 3 feet.
- With one road in and out of the development onto the top of Horns Lane, will cause traffic back up. This is already a very busy junction. There will need to be some sort of traffic control at the junction.
- The site was originally owned by Lord Carrington who sold the land for the building of a school. This was later decided against as it was deemed unsafe due to the proximity of the airfield/planes.
- The field has been used as a safe place to land gliders in the past when unable to make it to the airfield.
- Pollution will rise with 50+ extra vehicles.

- The style of properties is not in keeping with the type of properties surrounding. Most properties in the area are detached properties in all roads.
- Apartments have potential to attract anti-social behaviour such as drug issues, etc.
- This plot of land was green belt for a reason.
- Why not build a care home? They are badly needed in the area and would not encourage anywhere near the traffic/pollution that this proposed development will incur.
- If the site is to be developed it needs to be used for commercial or other low level use.
- Why are there 2 different site descriptions running concurrently we why are objections being given incorrect labels.
- The density of housing at 50 dwellings with a site of 1.8 ha is approximately double the surrounding established housing stock and somewhat surprisingly, 45% higher than the most recent comparable medium sized development of the old Booker Community Hospital site that was carried out in 1997/8. Booker Hospital site 1.62 ha and has 31 houses.
- The initial proposal was for 62 houses which was reduced to 47 after some consultation, but now appears to have increased to 50 houses without any further consultation.
- vehicular access should be reconsidered even to the extent of a mini round-about at the junction of Horns Lane and Cressex Road with a separate access from the proposed development.
- Pleased to see that 48% of the proposed housing stock will be allocated as affordable housing. Might I suggest that the term affordable means not only the initial purchase price but the long term cost of ownership?
- There is the opportunity to introduce much greater energy efficiency measures over and above the rather mediocre improvement of 18% on Building Regulation figures
- a recent change in the orientation of many of the houses on the site now presents them with a southerly aspect roof making the adoption of photo voltaic electricity generation even more feasible.
- Passivhaus building techniques, pv and/or solar hot water together with provision of EV charging points should be mandated on the Developer at the detailed planning stage.
- Council applying to the council for planning permission; concern about transparency in the decision making.
- Biodiversity statement has been changed and I query as to why this was not a new submission.
- It is disappointing that you have not seen fit to inform all the people that have taken the time to share their views online on the application and it is disappointing that you have not shown clearly on the online portal the proposed Amendments to the planning application despite the necessity to do so under planning regulations.
- Perhaps in consideration of all the agreed and outstanding planning applications, within the area, the impact should be looked into for the whole Booker not just individually.
- A clear unambiguous statement needs to be made, that all the members the planning committee will be given copies of all the submitted representations and objections, and not just a simple one-page sheet summarising the points made, in order to ensure that they are all considered equally.
- Trip rate calculations inaccurate.
- There must be a clause to require Horns Lane to be widened, resurfaced and a footpath installed form Lane End Road to Cressex Road.
- Shortage of bungalows.

APPENDIX B: Site Location Plan

21/05368/OUT
Scale 1/2500



Planning Committee
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Ordnance Survey 100062456