



Update for Report to Central Area Planning Committee – 10.01.2024

Application Number:	23/00311/AOP
Proposal:	Outline Planning Application for demolition of existing structures and residential development of up to 89 dwellings, open space, landscaping, drainage features and associated infrastructure. Detailed approval is sought for principal means of access with all other matters reserved.
Site Location:	Land at Churchway, Haddenham, Buckinghamshire
Applicant:	Richborough Estates Ltd
Case Officer:	Philippa Jarvis
Ward(s) affected:	Bernwood
Parish-Town Council:	Haddenham Parish Council
Date valid application received:	31 January 2023
Statutory determination date:	2 May 2023 (Current EoT to 13/12/2023)

The following additional paragraphs and updates should be noted:

5 year housing land supply (ref: paragraph 6.1)

The updated NPPF (December 2023) also included at paragraph 77 changes to the way in which the 5 year supply should be calculated. One of the changes has meant that the Aylesbury Vale area no longer has to include a 5% buffer given the housing delivery rates in this area.

The re-calculated 5-year housing land supply shows that the Council can demonstrate 4.7 years supply. At paragraph 6.1 of the report, it confirms the 4.5 years supply of housing sites in the Housing Land Supply Position Statement (September 2023) which represented a shortfall of 811 dwellings. However, this requires updating following the release of the NPPF (December 2023). The new position is 4.7 years with a shortfall of 459 dwellings. Whilst this is an improvement on the previous 4.5 years supply, it remains below 5 years and therefore the 'tilted balance' of paragraph 11(d)(ii) still applies in the circumstances of this application.

Landscape Impacts (paragraphs 5.31-5.51)

- Following a review of the report by the Landscape Officer, the following additional comments should be noted:
- The submitted LVIA fails to appropriately assess the visual impacts of the proposed development by taking an unreasonable approach to the consideration of the consented development at HAD007.
- The author of the LVIA is of the opinion that *'the emerging residential development of the HAD007 site has a considerably influence on views from Churchway and from the PROW on the northern edge (the Outer Aylesbury Ring) with many of these views either screened or partially screened as a result of the emerging residential development'*. Whilst it seems unreasonable to conclude that people on Churchway who would be looking towards the proposed development would have their view 'considerably influenced' by the HAD007 development that would be behind them, it is accepted that some more distant views from the west would be influenced by HAD007.
- However, having pointed out the potential 'influence' of HAD007 the author of the LVIA unreasonably fails to consider the potential impact of the proposed development on the users of, visitors to and residents of HAD007.
- For example, the submitted LVIA concludes that only the four 'immediate neighbours' to the south and southwest will be impacted. The LVIA wholly fails to acknowledge that there will be a further 10+ properties along the eastern edge of HAD007 as well as the users of the public open space and footpaths that will have direct and indirect views of the proposed development and whose views will also be adversely impacted. These omissions have the effect of unreasonably underestimating the visual impact of the proposed development.
- The above further demonstrates that the impact of the development has been underestimated by the applicant. However, this does not alter the conclusions within the report as the overall impact is assessed as significantly harmful (as concluded in paragraph 5.51)

Conditions (paragraph 9.1)

Additional condition recommended:

30. No dwelling shall be occupied until the footway / cycleway connections onto Churchway and Green Lane have been provided in accordance with the approved drawings and constructed to the appropriate Buckinghamshire Council access standards and are available to use.

Reason: To ensure that the full choice of sustainable transport links are made available at the earliest opportunity to encourage active travel.