

ADOPTED

# ABB EY B A R N S O U T H

DEVELOPMENT BRIEF

11 JULY 2016

'THE RIDE', ABBEY BARN SOUTH





Berkeley Strategic Land Limited  
Berkeley House, 19 Portsmouth Road, Cobham KT11 1JG  
T. +44 (0)1932 868555

[www.berkeleygroup.co.uk](http://www.berkeleygroup.co.uk)



Kemp & Kemp LLP  
1-3 Ock Street, Abingdon on Thames, Oxfordshire OX14 5AL  
T. +44 (0)1865 240001 F. +44 (0)1865 250801

[www.kempandkemp.co.uk](http://www.kempandkemp.co.uk)



Hankinson Duckett Associates  
The Stables, Howbery Park, Benson Lane, Wallingford  
Oxfordshire OX10 8BA  
T. +44 (0)1491 838 175

[www.hda-enviro.co.uk](http://www.hda-enviro.co.uk)

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Wycombe District Council  
Queen Victoria Road, High Wycombe, HP11 1BB  
T. +44 (0)1494 461 000

[www.wycombe.gov.uk](http://www.wycombe.gov.uk)



JTP  
23-25 Great Sutton Street, London EC1V 0DN  
T. +44 (0)20 7017 1780 F. +44 (0)20 7017 1781

[www.jtp.co.uk](http://www.jtp.co.uk)



Glanville Group  
3 Grovelands Business Centre, Boundary Way,  
Hemel Hempstead, Hertfordshire, HP2 7TE  
T. +44 (0)1442 835999 F. +44 (0)1442 258924

[www.glanvillegroup.com](http://www.glanvillegroup.com)

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# INTRODUCTION

## BACKGROUND

A Development Brief is a high level masterplan document that is used to guide and inform the development of large strategic development sites. Development Briefs are not intended to be planning application documents; their purpose is to provide the vision, the development principles and a broad framework that will guide and inform the planning application stage.

This Development Brief relates to the Abbey Barn South 'Reserve Site', but this now includes both the main Abbey Barn South site and the former Wycombe Summit Ski Slope site. It has been produced having regard to national and local planning policy, local infrastructure and environmental considerations, and local community aspirations. It has been produced jointly by Wycombe District Council ("the Council") and Berkeley Strategic ("Berkeley"), with assistance from Hambledon Land. Berkeley is the prospective developer of the main Abbey Barn South site. Hambledon Land is the prospective developer of the adjacent Wycombe Summit site.

The Development Brief has been the subject of public consultation. Consultation on planning issues took place between 20th and 22nd July 2015. Consultation on the brief took place between 3rd May and 3rd June 2016. An Abbey Barns Liaison Group was also established by the Council to discuss planning issues relating to the development sites and the group has influenced the content of the brief. The brief and consultation response was considered by the Council's Cabinet on 11 July 2016. The Cabinet resolved that the brief be adopted.

## PURPOSE OF THE DEVELOPMENT BRIEF

The main purpose of this Development Brief is to:

- set out the vision for and key objectives of the development;
- explain the planning policy context within which the development will be considered;
- identify the key constraints and opportunities affecting the development of the site;
- establish a broad design approach/concept for the site; and
- provide an illustrative framework masterplan.

The main objectives of the community engagement initiative were to explain the planning and development process; to report back on the production of this Development Brief; to seek feedback on the Development Brief as it evolves; and consider what changes could be made to the development proposals in response to public opinion ahead of the finalisation of this Development Brief and the submission of a planning application (or applications).

Additional opportunities to comment on more specific aspects of the proposed development at Abbey Barn South will be available during both the pre-application and planning application stages.

# INTRODUCTION

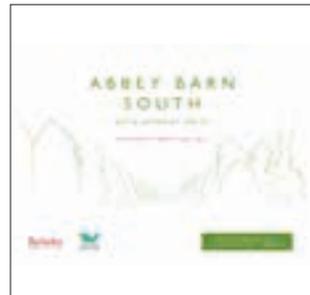


## DEVELOPMENT BRIEF FORMATION PROCESS



DEVELOPMENT  
BRIEF  
CONSULTATION

Stage 1



DEVELOPMENT  
BRIEF  
PREPARATION

Stage 2



OUTLINE  
PLANNING  
APPLICATION

Stage 3



RESERVED  
MATTERS  
PLANNING  
APPLICATION(S)

Stage 4



START ON SITE

Stage 5



# INTRODUCTION

## STRUCTURE OF THE DEVELOPMENT BRIEF

This Development Brief is divided into two parts. The first part, Analysis, provides the background context to the site and an overview of the various elements within the Abbey Barn South site. This information informs Part Two of the Brief, the Design Response.

### PART ONE (ANALYSIS)

The first section of the Brief, chapters 1-3, starts by presenting the vision for the site. As part of this vision, a series of objectives are set out to guide future development. The planning context for the site and the rationale for the production of this Development Brief are explained along with the community and local stakeholder engagement process carried out during the production of the Brief.

The context of the site is provided with an overview of constraints and opportunities under the headings of heritage, archaeology, history, landscape and topography, land uses, access and movement, infrastructure and drainage. A summary of the site constraints and opportunities and an appraisal of existing green infrastructure elements are also set out.

Responding to the identified constraints and opportunities, emerging themes from engagement and a vision for the development of the site, a series of development principles for the site are then presented.

### PART TWO (RESPONSE)

The second section of the Brief, chapters 4-10, sets out the design intent for the Abbey Barn South site. This draws on the key character elements identified in Part I. A series of steps are set out for each element in order to ensure future proposals respond positively to each key element. The Design Response and Design Concept, both of which reflect the vision for the site, are described and supported by a series of Design Principles which in turn inform the Framework Plan.

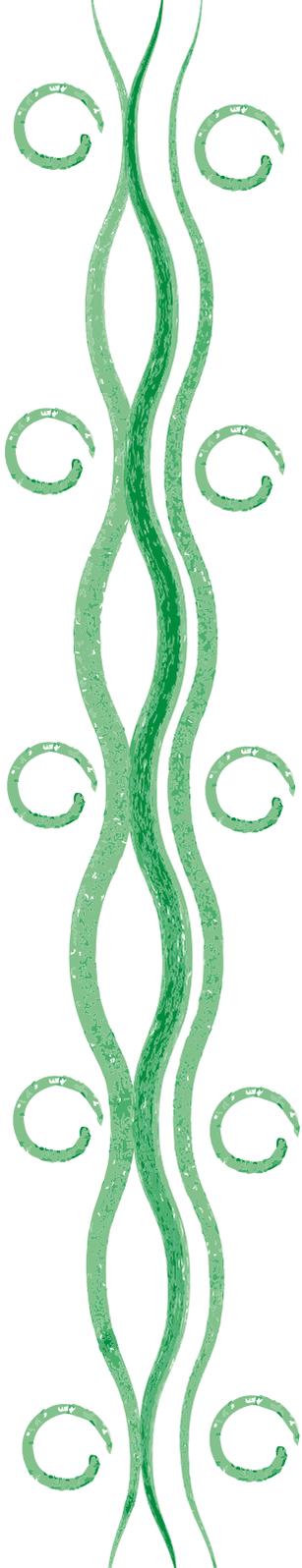
The Framework Plan set outs, at a broad level, parameters for future development of the site. The plan illustrates the form and location of potential development, movement and access and the overall green infrastructure strategy.

A description of key neighbourhoods across the site is provided to inform future development proposals and ensure an appropriate response. The potential building form and style, and the scale and character of open spaces are described. Artist's impressions are included illustrating potential building form, style and the scale and character of some defined open spaces as featured within the Framework Plan.

The Development Brief is concluded with a summary overview which sets out how the site vision will be delivered, managed and maintained, in collaboration with Wycombe District Council, along with an explanation of the sustainability approaches for the Abbey Barn South site.

# PART I: ANALYSIS

VISION



**SITE CONTEXT PLAN**

Existing Residential Neighbourhood





- |  |                         |  |
|--|-------------------------|--|
| 1 High Wycombe town centre                       | 7 Chilterns AONB        | 14 Abbey Barn North                            |
| 2 High Wycombe train station                     | 8 The Ride              | 15 Wycombe Summit                              |
| 3 Wycombe Hospital                               | 9 Deangarden Wood       | 16 Keep Hill Wood                              |
| 4 The Rye  | 10 M40 Motorway         | — Main Abbey Barn South & Wycombe Summit sites |
| 5 Daws Hill House                                | 11 Former Dry Ski Slope |  |
| 6 RAF Daws Hill (Pine Trees) (under development) | 12 Wycombe Marsh        |  |
|  | 13 Gomm Valley          |  |

I.0.1 Abbey Barn South represents a unique combination of opportunities and constraints. The close proximity of the site to the town and the strategic road network creates potential for maximising sustainable transport options (such as public transport and walking). Despite this, the site is relatively self-contained within a high quality landscape setting, limiting its immediate and direct impacts on existing communities. The site brings with it the opportunity to deliver new public spaces in The Ride, public access into Deangarden Wood as part of the Wycombe Summit site development, and new outdoor sports facilities. There is scope to reinforce the green infrastructure network in the area and scope to improve the quality of the road and path network, giving greater priority to sustainable active transport whilst managing the impact of additional traffic.

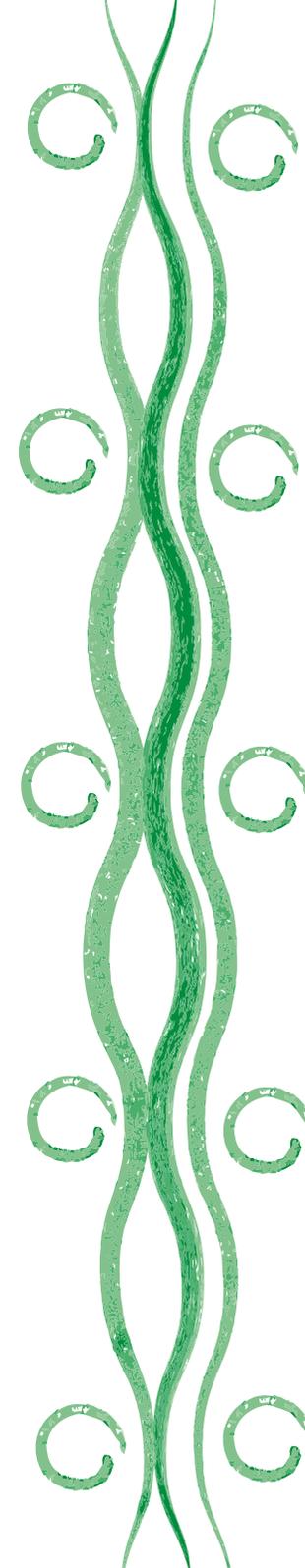
I.0.2 The vision is for the creation of a new residential community with a strong sense of place. It will provide a variety of uses and attractive spaces for the benefit of residents and visitors alike. Abbey Barn South will be physically linked to the adjacent new neighbourhood on the former RAF Daws Hill (Pine Trees) site to the west and Abbey Barn Lane to the east. The development will deliver attractive, high quality, sustainable and energy efficient new homes, whilst respecting its unique position between Deangarden Wood and The Ride. It will demonstrate sensitivity towards the natural landscape features of the site and the sensitive edges of its surrounding context.

I.0.3 Development at Abbey Barn South should meet the following objectives:

1. **Green Infrastructure:** Reinforce the existing Green Infrastructure network, with particular emphasis on transforming The Ride into a key public open space and using the dry valley to form new connections between The Ride and Deangarden Wood. Deangarden Wood should be brought into active management as part of the development of the Wycombe Summit site.
2. **Inclusive Community:** Deliver a mixed use development including a range and mix of house types and tenures which meet the needs of the community of High Wycombe, making the optimum use of the site to deliver housing.
3. **Positive Interface:** Respond positively to The Ride, the dry valley and the Deangarden Woodland boundary in the layout of streets and spaces and the design of buildings.
4. **Enhanced Landscape:** Deliver an integrated biodiversity, green infrastructure and drainage strategy.
5. **Integration:** Positively connect with the former RAF Daws Hill (Pine Trees) development and the surrounding area.
6. **Legibility:** Create a place that is easy to understand and permeable for pedestrians and cyclists and that puts sustainable transport choices to the fore.
7. **Sense of Place:** Provide a sustainable development with a distinct and high quality character and identity.



# OVERVIEW



## 2 OVERVIEW



### 2.1 PLANNING POLICY

2.1.1 This Brief provides site specific supplementary guidance to the Development Plan and the National Planning Policy Framework. The site is allocated as a reserve site for future development in Core Strategy Policy CS8 and this Brief will be a key material consideration in the determination of any planning applications for this site.

### 2.2 COMMUNITY ENGAGEMENT

2.2.1 Engagement with the community is a fundamental aspect of the development process for the Abbey Barn South site. The strategic nature of the site gives rise to the need for engagement with the local community and Berkeley has already met with local stakeholders and residents to explore in more detail the key issues relating to the development.

2.2.2 Similarly, the Council has embarked on a series of workshops aimed at establishing principles for development on various sites across the District, including a combined session for the site at Abbey Barn North and Abbey Barn South. An Engagement Report followed the workshop and is available as an online resource. The report sets out the brief for the session and a summary of the outcomes which inform this Development Brief.

2.2.3 The key issues arising from the workshop can be distilled in to five broad themes;

#### 2.2.4 *Nature and Open Space*

- Development would incur the loss of arable land
- Flooding as a result of building near the River Wye
- Impacts on existing footpaths, notably the Woodland Ride

- The possible impacts on the recreational green space
- Possible impacts on existing views

#### 2.2.5 *Services and Facilities*

- Potential lack of facilities and social infrastructure in the new sites
- The need for additional educational facilities
- Additional housing would put a further strain on water pressure/drainage and sewerage

#### 2.2.6 *Mobility*

- Congestion during peak hours on Daws Hill Lane, Abbey Barn Road, Abbey Barn Lane, London Road, Heath End Road, M40
- Amount of available parking spaces
- Capacity issues of Abbey Barn Lane
- No public transport along Daws Hill Lane in the evening
- Noise from traffic
- Existing road widths are not suitable to handle further capacity and types of vehicles with particular mention to Daws Hill Lane
- Lack of transport infrastructure
- An abundance of single track roads

#### 2.2.7 *Community*

- Remoteness of existing employment sites
- The need for more employment sites
- The lack of available employment for local people
- The potential loss of the village identity/character

#### 2.2.8 *Housing and Character*

- The need for more affordable housing





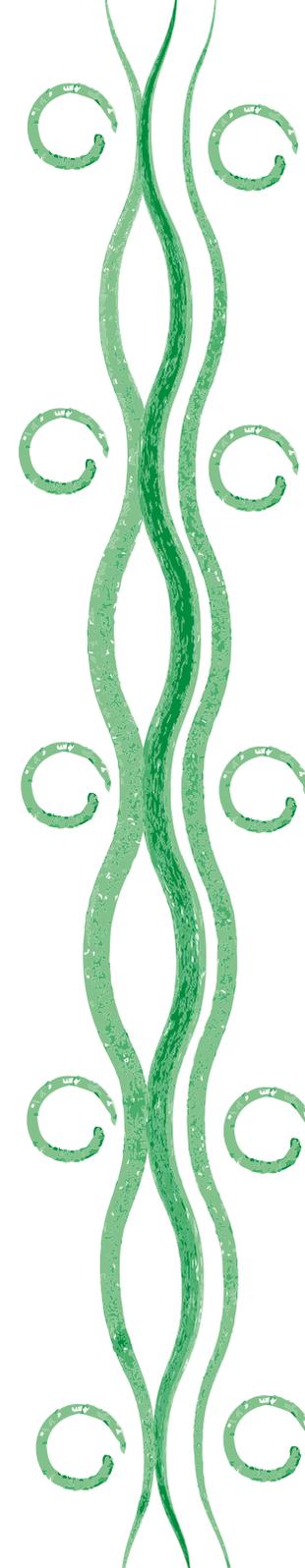
### 2.3 COMMUNITY ENGAGEMENT (CONT.)

- 2.3.1 To help inform this Development Brief, the Council set up a Local Liaison Group with representatives from the local area, including local ward councillors, with the aim of providing a forum for the discussion of issues relating to development at Abbey Barn South. The group has met 8 times from February 2015 to the time of writing. The group has played a central role in scrutinising and challenging the authors and in helping to develop many aspects of the Brief. That group has enabled, and will continue to enable, local stakeholders to play a proactive role in the production of this Development Brief.
- 2.3.2 In July 2015, Wycombe District Council and Berkeley held a public exhibition to consult on this draft Development Brief and to engage the local resident and business communities in discussions around the 'issues' and 'opportunities' relevant to Abbey Barn South. Further consultation took place on the draft Development Brief in May 2016, prior to its finalisation and subsequent adoption by the Council.





CONTEXT,  
CONSTRAINTS &  
OPPORTUNITIES







- 3.0.1 This section describes the site at Abbey Barn South, setting it in its historical and geographical context before illustrating its qualities and characteristics. This leads to a summary of both opportunities and constraints which inform the site's development potential.
- 3.0.2 Development at Abbey Barn South will be strongly influenced by the distinct characteristics it displays. Some of these relate to its history and its position within the growing settlement of High Wycombe, notably the Woodland Ride (also referred to as The Ride).
- 3.0.3 This section also considers aspects of topography, ecology, archaeology, heritage, noise, public rights of way, and surface water drainage, all of which will have varying degrees of influence on the design proposals for the site.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.1 SITE CHARACTERISTICS AND BOUNDARY

3.1.1 The main Abbey Barn South site extends across approximately 33 hectares (81 acres). The two main existing uses are agricultural (predominantly arable farming of the north/eastern fields) and open grassland (the south/western area defined by the Woodland Ride). The westernmost corner of the site is currently occupied by a baseball pitch with associated practice areas.

3.1.2 At its western end, Abbey Barn South adjoins the former RAF Daws Hill base (Pine Trees), which is being redeveloped for housing. A new primary school and employment development will be located on the eastern edge of that site, adjacent to the Abbey Barn South site.

3.1.3 The southern half of the site is largely defined by the former parkland of The Ride, a dramatic linear green swathe defined by tall mature trees. South of this runs the M40 motorway.

3.1.4 The former Wycombe Summit ski slope and Deangarden Wood lie to the north of the main site. The area proposed for development on the Wycombe Summit site comprises approximately 1.47 ha

which previously accommodated the ski slope buildings and car parks. The remaining area (29 ha) is mainly Ancient Woodland which is little managed and with a number of informal paths but no public rights of way. Within the designated Ancient Woodland, there is an area of spoiled land (approx 2.27 ha) which accommodates the remains of the former ski slope (and this area is proposed for restoration to chalk grassland).

3.1.5 At its eastern boundary the site adjoins Abbey Barn Lane, a well-used vehicular route running northwards towards London Road. Immediately beyond this route lies Abbey Barn Farm with converted buildings forming a complex of small business units.

3.1.6 The topography of the site is distinctive and varied, and largely defined by gentle slopes towards Deangarden Wood and Keep Hill Wood. Its most notable characteristic in this respect is a central bowl, or valley, dropping to its lowest point by Deangarden Wood.

3.1.7 A broadcasting mast and mobile telephone mast are located towards the south-east corner of the site.



View westwards from the easternmost corner of the site



View south-eastwards along the former parkland of The Ride



View south, from the centre of the site, towards The Ride



View north-westwards over the centre of the site



Key Plan



View south-eastwards over the low lying part of the site



View looking north from southern end of Wycombe Summit site



Hard standing on Wycombe Summit site



View looking down former ski slope



View looking up former ski slope

## 3.2 HERITAGE

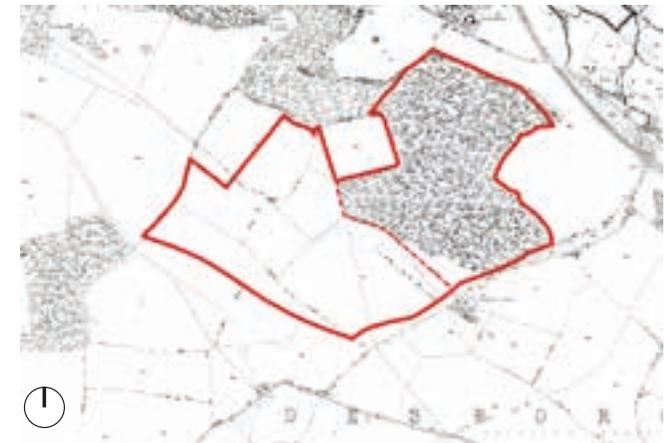
- 3.2.1 The site does not contain any designated heritage assets. However there is connectivity between the site and the adjoining ancient Deangarden Wood and Keep Hill Wood. This connectivity will be conserved and enhanced as part of the vision for Abbey Barn South.
- 3.2.2 Wycombe Abbey School is located to the west of the site and includes a Grade II listed Registered Park. The park dates from the 18th Century and was associated with Loakes Manor House, later redesigned and extended in the 19th Century as Wycombe Abbey, then to become Wycombe Abbey School. It is unlikely that any development on site will have an adverse impact on the park or its setting.
- 3.2.3 The park was extended in the late 18th Century and early 19th Century around Daws Hill House. Historic Ordnance Survey maps illustrate that the park was formerly extended to the south east of Daws Hill House with a double avenue of large tree roundels extending to Abbey Barn Lane planted in the late 1800s. These were later supplemented with a double avenue of lime trees planted in the early 1900s.
- 3.2.4 This avenue falls within the Abbey Barn South site and forms part of the wider historic landscape of Wycombe Abbey, albeit now physically and visually divorced from Daws Hill House; a consequence of the post-war development of the RAF Daws Hill (Pine Trees) site. Although The Ride is not included in the Wycombe Abbey Registered Park and Garden it is referred to in the historic list entry and it is regarded as a non-designated heritage asset, comprising a historic feature of local significance and it is considered to be an attractive landscape feature.

- 3.2.5 A group of Grade II listed buildings centred on Abbey Barn Farmhouse and including two barns and an outbuilding lie to the east of the site on the opposite side of Abbey Barn Lane. The framework masterplan will have regard for the setting of this group of buildings.

In promoting change and development of the site, measures are to be adopted that ensure that Deangarden Wood, The Ride and those aspects relating to the setting of Abbey Barn Farmhouse are maintained.

## 3.3 ARCHAEOLOGY

- 3.3.1 The site lies in an area where very few finds of archaeological or historic interest are recorded. However, Bronze Age and Roman material have been identified moderately close to the site. There have been no archaeological finds on the site itself.



Abbey Barn South, 1876

# 3

## CONTEXT, CONSTRAINTS & OPPORTUNITIES

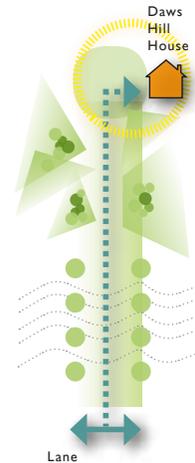


### 3.4 DEVELOPMENT OF THE TREE AVENUE (WOODLAND RIDE)

- 3.4.1 The Woodland Ride is located approximately 700m south-east of the Grade II Listed Daws Hill House, formerly the base for the United States Army Air Force (USAAF), and is a key open space to the local area with historical associations.
- 3.4.2 The following images illustrate how the Woodland Ride has evolved to its present form.

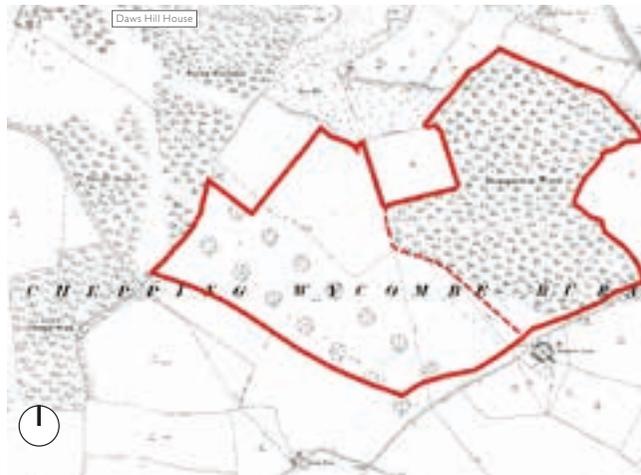
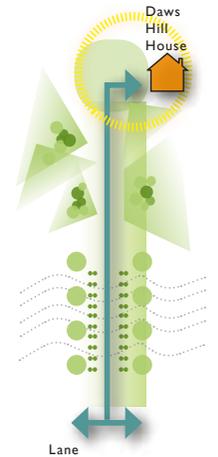
1898

- 3.4.3 The tree avenue was planted around the same period as the Carrington family moved from Wycombe Abbey to Daws Hill House at the turn of the 20th century. The Ride is not shown on the 1876 map on the previous page.
- 3.4.4 The 1898 OS Plan illustrates that roundels had been planted in a broad field widening to the south-east and south-west. Furthermore, it is noted at this stage a central ride had not been established, which suggests that this was the initial growing phase.

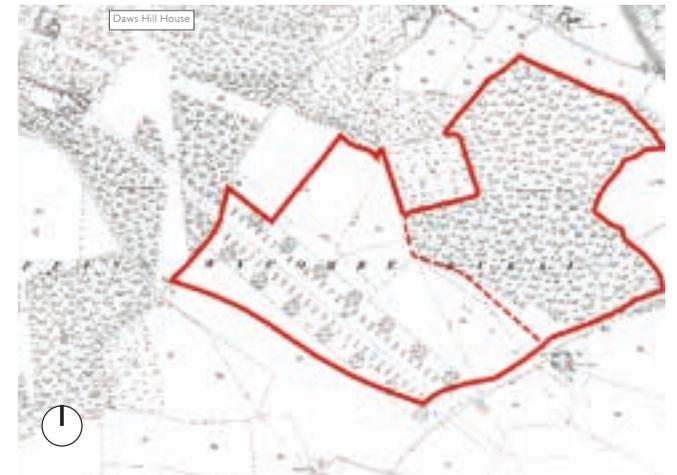


1925

- 3.4.5 Lime trees had been added to the avenue with a central ride leading towards Daws Hill House. The Ride took on further characteristics as an avenue with the introduction of a central path running between the roundels and lime trees.



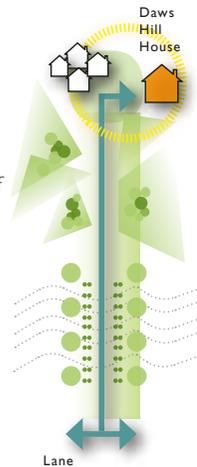
1898 OS Plan



1925 OS Plan

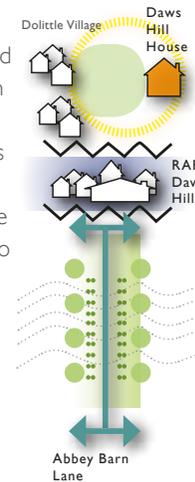
## 1938

- 3.4.6 The 1938 OS plan demonstrates the beginnings of development to the north of the site.
- 3.4.7 Set within Deangarden Wood, off Keep Hill Road, development occurred in an area known today as Keep Hill Drive and Lowdon Close.



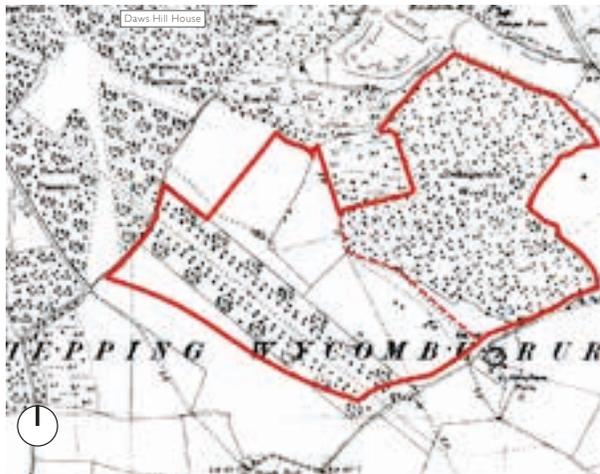
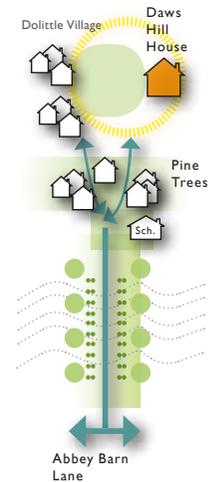
## 1973

- 3.4.8 The avenue was partially truncated by the M40 and the access road in the south named Abbey Barn Lane. At least two of the roundels had been removed in the south-east and north-west of the avenue respectively. The central path is no longer apparent on the plan.
- 3.4.9 The area forming the RAF Daws Hill base had grown with piecemeal blocks constructed within the base, cutting off The Ride from Daws Hill House.



## Present

- 3.4.10 The avenue has remained unchanged since the 1970s, however local residents have become to regard this area as having high communal value with a distinct identity.
- 3.4.11 The redevelopment of RAF Daws Hill (Pine Trees) and the subsequent proposed development of Abbey Barn South provides the opportunity to introduce uses such as allotments, playspace, or other complementary leisure and community uses within The Ride to enhance its amenity value. See paras 5.5.2 and 5.5.3 for further information.



1938 OS Plan



1973 OS Plan



2012 Plan

# 3

## CONTEXT, CONSTRAINTS & OPPORTUNITIES



### SITE HISTORY



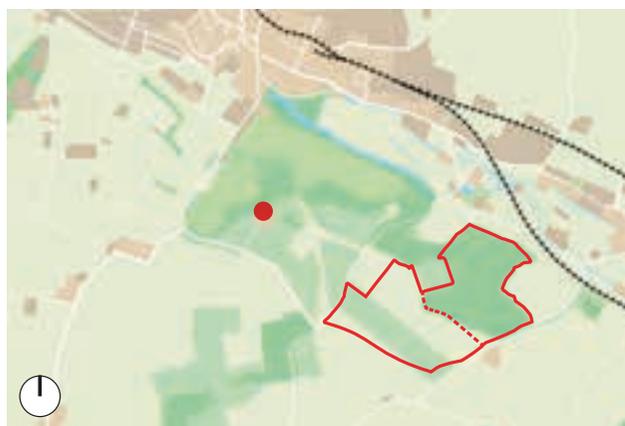
**1890**

3.4.12 High Wycombe has become well established as a town, with a train station built in 1854. Extensive woodland and recreational open space were located south of the town centre, including The Ride at Daws Hill House estate where large tree roundels extending to Abbey Barn Lane were planted. Small pockets of development were located along key routes to and from the settlement.



**1960 - 1970**

3.4.13 From 1940 - 1968 the RAF Bomber Command was based at High Wycombe, within the Daws Hill House estate grounds. The High Wycombe By-Pass / M40 motorway opened by 1969. This impacted on the surrounding woodland, as well as clipping the edge of the Ride, but provided key connections to London and Oxford. In 1970, the branch line to Maidenhead was closed and the track was removed.



**1920**

3.4.14 The Ride became a prominent landscape feature as part of the Daws Hill House estate with the planting of a double avenue of lime trees along the large tree roundels which were planted in the late 1800's.



**2015**

3.4.15 High Wycombe has developed further south towards the M40 motorway.

- Daws Hill House
- Main Abbey Barn South & Wycombe Summit site



## EXISTING NEIGHBOURHOODS TO THE WEST OF ABBEY BARN SOUTH



Knights Templar Way, High Wycombe



Little Oaks, High Wycombe

## 3.5 SURROUNDING LAND USES AND COMMUNITIES

3.5.1 The RAF Daws Hill (Pine Trees) development presents an opportunity to achieve integration with the wider community whilst Deangarden Wood and the Woodland Ride allow the development to create its own unique and independent character and identity. Existing and improved footpaths and cycleways will enable good connectivity with the proposed and existing built development to the west and High Wycombe town centre. The M40 motorway presents a physical barrier to the open countryside to the south of the site.

3.5.2 Daws Hill is a predominantly residential neighbourhood that was developed in the latter half of the twentieth century. Set within the wider historic parkland setting of Wycombe Abbey, the verdant landscape structure makes a strong contribution to character. Mature trees, boundary hedgerows and adjacent woodlands serve to visually screen the area from outside while also containing views. Densities are relatively low (4-37 dph) with streets ranging from those characterised by larger residential properties set within well landscaped grounds to more suburban layouts where open frontages and front driveways reduce the sense of enclosure, making the public realm more dominant. Houses tend to be of two-storey semi-detached and detached construction utilising traditional architectural forms. While there is a variety of architectural detailing, prevailing materials are conventional brick and tile. The former RAF Daws Hill Site/Pine Trees redevelopment currently under construction carries this overall approach forwards with mainly suburban detached and semi-detached housing and development densities around 30 – 35 dph. Pine Trees also introduces a number of commercial and community uses including a local store, a community hall, and a new primary school.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.6 RAF DAWS HILL (PINE TREES)

3.6.1 RAF Daws Hill (Pine Trees) covers an area of approximately 24 hectares (60 acres) and is located immediately to the west of the Site. It is a former military base established during the Second World War as an extensive tented and hutted camp built to accommodate the United States Air Force personnel serving the nearby underground command headquarters. Most of the site has now been decommissioned.

3.6.2 The site was acquired by Taylor Wimpey in 2011. On 20<sup>th</sup> November 2013, permission was granted for the redevelopment of the former military base to be replaced with 441 new homes, 9 industrial units, a community centre, Air Training Corps Base, open space and a bus hub.

3.6.3 The redevelopment of RAF Daws Hill (Pine Trees) site is guided by six objectives, which forms the basis for the layout of the scheme. These six objectives are as follows:

1. To create a heart for the Daws Hill area.
2. To reconnect the site with its surroundings and historic past. To be a gateway to the Chilterns AONB.
3. To reinforce and protect existing wooded character of Daws Hill Lane.
4. To provide the catalyst to address congestion and the school drop off issue along Daws Hill Lane.
5. To create a high quality scheme that is sustainable and a great place to live.
6. To plan and fully integrate with future development.





- 3.6.4 The Framework Plan for the RAF Daws Hill (Pine Trees) site has since evolved to a more detailed layout, as part of a planning application granted in 2013. The plan opposite is the consented masterplan of the site and illustrates the location and layout of houses, circulation and open space across the site.
- 3.6.5 It is important that the Abbey Barn South Development Brief recognises and responds to the consented scheme at RAF Daws Hill (Pine Trees) site. The inter-relationship between the two will bear influence on the sites themselves but also local surrounding area. A joined up design approach will be required to ensure continuity in circulation and an appropriate location and layout of uses ensuring the creation of a strong sense of character in an integrated place. It is equally important that the overall vision of Wycombe District Council is applied.
- 3.6.6 Therefore, to ensure synergy between the two sites the following elements will need to be considered by future proposals for the Abbey Barn South site so as to ensure a joined up approach.
- Circulation and patterns of movement;
  - Land uses;
  - Height and scale in built form;
  - Landscape treatment; and
  - Character of spaces.
- 3.6.7 Between the two sites continuity in circulation, by way of interconnecting access and movement opportunities, should be achieved. An integrated landscape approach between the two sites will ensure effective use of land whilst enabling a connected landscape for habitats and new residents alike. Building heights at the Abbey Barn South site should be reflective of its surrounding context. This in turn will influence the overall form and character within the Abbey Barn South site itself and its overall local surrounding context.
- 3.6.8 For more information regarding the consented RAF Daws Hill (Pine Trees) scheme please refer to application reference I3/05799/FULEA on Wycombe District Council's Public Access for Planning Portal.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.7 LANDSCAPE AND TOPOGRAPHY

### Landscape Character

3.7.1 The 'Landscape Plan for Buckinghamshire' includes a landscape assessment which divides the county into landscape character zones. The site is located in Zone 10 the 'Incised Dip Slope', with key features including: a harmonious landscape of valleys and ridges and rolling farmlands, a high level of woodland cover, intensive arable farming, remnants of historic landscape patterns and suburban developments. The site lies adjacent to relatively rural farmland, remnant parkland and blocks of woodland, although the M40 motorway, to the south of the site is a significant detractor and a bar to access into the countryside beyond.

### Local Landscape

3.7.2 A baseline Landscape and Visual Assessment (LVA) of the main Abbey Barn South site and its environment has been carried out by Hankinson Duckett Associates in order to establish the landscape and visual context of the site and to identify the landscape opportunities and constraints for development. The LVA confirmed that the landscape surrounding High Wycombe is a patchwork of arable farmland, with significant blocks of woodland dispersed throughout the farmland, including Deangarden Wood which lies to the north of the site. The landscape to the south of the site is rural, with the main areas of settlement located to the north.

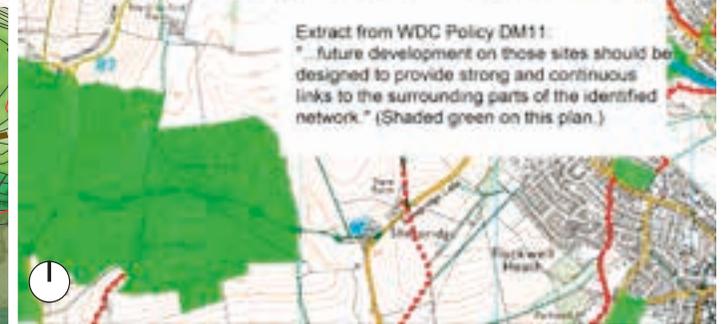
3.7.3 The opportunity exists to enhance the surrounding green infrastructure with a new open space network across the site, improving connectivity between The Ride in the South of the site, Deangarden Wood, Keep Hill Wood, proposed open space at RAF Daws Hill (Pine Trees), and the wider landscape described above.

3.7.4 The site lies in undesignated countryside close to High Wycombe, although the town is in part surrounded by the Chilterns Area of Outstanding Natural Beauty (AONB). The AONB lies to the south of the site beyond the M40 and Heath End Road and the adjacent fields. Deangarden Wood and Keep Hill Wood is identified as ancient woodland, and a Local Landscape Area (LLA).

WIDER AREA GREEN INFRASTRUCTURE NETWORK



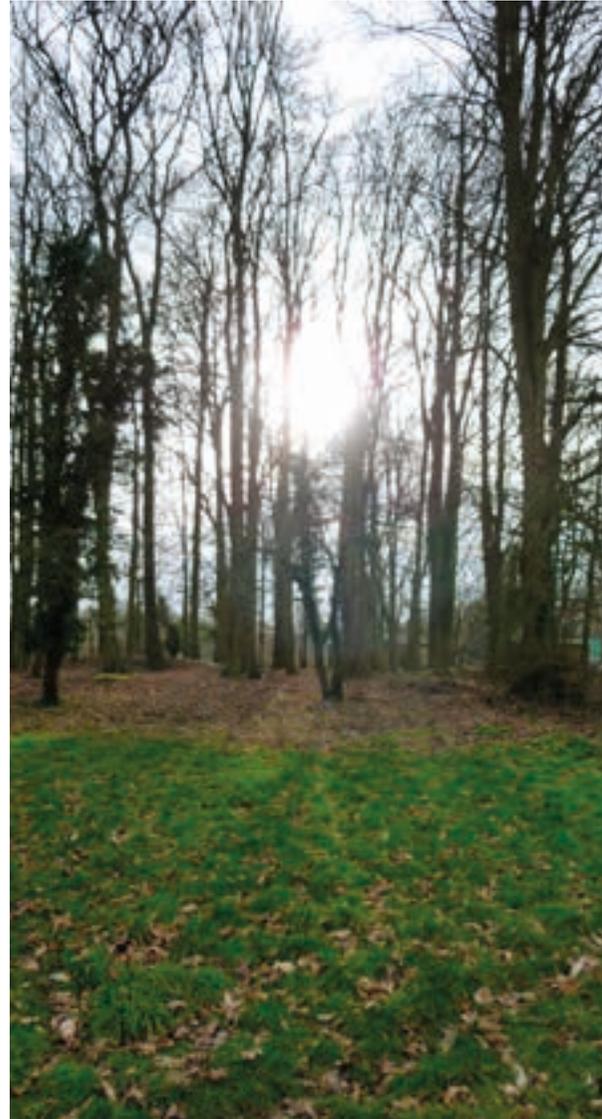
TOPOGRAPHY



### Key

Abbey Barn South Site & Wycombe Summit site

Boundary between Abbey Barn South & Wycombe Summit site



## 3.8 LANDSCAPE AND TOPOGRAPHY OF MAIN ABBEY BARN SOUTH SITE

- 3.8.1 The main Abbey Barn South comprises of two main areas. The northern part consists of two rectilinear arable fields, divided by a hedgerow with trees. Although overgrown with gaps at its southern end, this linear length of hedgerow is an important landscape feature forming the historic boundary line between the two fields. The larger field to the east contains a line of five irregularly spaced Oak trees. These are large mature Oaks, which form a distinctive part of the view into the site from Abbey Barn Lane. The irregular shaped areas of grassland and trees to the south of the arable fields, adds interest to the site.
- 3.8.2 The southern part of the site contains the distinctive 'Ride' feature. Planted in the early 20th Century, The Ride is a remnant historic landscape feature of the parkland formerly associated with the Daws Hill House estate, which lies to the west of the site, within the registered historic park of Wycombe Abbey. Approximately 55m wide and 700m in length, The Ride comprises a wide double avenue of large mature lime trees which create a vista along a north-west to south-east axis. On either side of the avenue there are evenly spaced roundels containing a mixture of deciduous tree species. Running parallel to the avenue, the parkland is contained by overgrown hedges and trees at the outer edge of the roundels.
- 3.8.3 The site's landscape features are an important part of the wider network of green infrastructure, forming a link between Deangarden Wood to the north and the countryside to the south.

3.8.4 High Wycombe is centred on a valley containing the River Wye, which flows broadly west to east from the Chiltern Hills, through the centre of High Wycombe and on towards the River Thames. The surrounding landform consists of complex undulating topography, with the site located on gentle north facing slopes which run down towards the River Wye. The site falls from approximately 145m (Above Ordinance Datum) AOD in the south of the site, to around 135m AOD in the north of the site. Land falls more steeply within the vicinity of a dry valley feature which cuts broadly north-south across the centre of the northern part of the site. The topography of the site is significant in that it directly influences the location and type of land uses to be incorporated within the development of the site.

### VISUAL APPRAISAL

3.8.5 From the Landscape and Visual Assessment undertaken; the majority of the site is visually well contained by the Woodland Ride to the south of the site and Deangarden Wood to the north. The Ride itself is a visually striking feature when seen from within the vicinity of the site. Its tree tops, combined with other areas, form part of a wooded skyline when viewed from across the valley to the north. There are a limited number of open views into the site from nearby locations. Such views include those to the west from Abbey Barn Lane along the eastern edge of the site and a small number of properties at the former RAF Daws Hill (Pine Trees) site. There are distant views of the eastern end of the site from high ground from across the Wye Valley to the north and north-east. These views should inform the scheme's design with the eastern part of the site layout responding to the need to reduce visual impact on views from the north east.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.9 LANDSCAPE AND VISUAL CONSTRAINTS AND OPPORTUNITIES (MAIN ABBEY BARN SOUTH SITE)

- Retention of landscape features on the site, to form the basis of the future landscape structure of the development. Features include The Ride with its roundels and double row avenue of lime trees, boundary and internal hedgerows, and mature trees including in particular, large oaks within the eastern part of the site.
- The historic and distinctive nature of the remaining parkland landscape and the particular character of the The Ride, requires a sensitive approach to any related proposals.
- Protection of the ancient woodland at Deangarden Wood and Keep Hill Wood to the north.
- Sloping topography, in particular, the dry valley feature, which could form a focus for landscape proposals.
- Retention of an open character along the public rights of way through the site.
- Consideration of the distant views of the eastern end of the site from high ground from across the Wye valley to the north and north-east and occasional close range open views from locations to the east and west.
- Retention of views out to the wider landscape from within the site.





### 3.10 LANDSCAPE AND TOPOGRAPHY OF THE WYCOMBE SUMMIT SITE

3.10.1 The Wycombe Summit site is within Landscape Character Type No.18 'Rolling Farmland' (LCT 18) as defined within the Wycombe District Landscape Character Assessment - October 2011). This LCT is further sub-divided into component Landscape Character Areas (LCAs); the development site is located within LCA No.18.1 'Great Marlow'. The proposed development should respond to the management guidelines for this LCA by ensuring that new buildings and development are sensitively integrated into the receiving landscape through careful siting and design. The adjoining Deangarden Wood is located within LCT 19 'Settled River Valley' and LCA 19.1: 'High Wycombe'. The landscape design for the scheme, together with the proposed management of Deangarden Wood and the restoration of the former ski slope area to chalk grassland should be in keeping with the landscape guidelines for this LCA.

#### LOCAL LANDSCAPE

3.10.2 The local landscape of the site is strongly influenced by Deangarden Wood and the landscape character of the site itself is a semi-derelict, brownfield site with emergent/regenerative vegetation nestled between a well-established, deciduous ancient woodland, rural fields and Abbey Barn Lane.

3.10.3 The Wycombe Summit site exhibits a sense of neglect and there is evidence of anti-social activity, including fly tipping. The west of the site is enclosed, whilst the eastern end is more open in character with views to the wider landscape beyond.

#### 3.10.4 Topography

The Wycombe Summit site slopes along a broadly south west to north east alignment, and is situated on the southern slopes of the Wye Valley. The dramatic pitch of the derelict ski slope forms a distinct feature within the local topography. Parts of the site are some 2m lower than the nearby public footpath to the south.

#### 3.10.5 Visual Appraisal

The development is well contained within views from the west and from the south. The western end of the development site is also largely screened within views from the north. However, views from across the valley in Hatters Lane, Cock Lane and Hammersley Lane, in particular, are available from elevated positions to the eastern end of the development site. Views are also available to the development site from a short section of Abbey Barn Lane.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.II LANDSCAPE AND VISUAL CONSTRAINTS AND OPPORTUNITIES (WYCOMBE SUMMIT SITE)

3.II.1 Known issues in respect of the landscape and visual context of the site and landscape opportunities and constraints for development are:

- Ancient Woodland - Protection and enhancement of the Deangarden Wood Ancient Woodland, including the restoration of the former ski slope area to chalk grassland;
- Topography – the sloping topography of the site, in particular within the north-east of the development area, the design and siting of new buildings should respond to these local variations in topography;
- Visibility – Views from the site to the wider landscape, particularly the more eastern end of the development site, should be retained. Careful consideration would be given to the appearance of the scheme within views from the surrounding area to establish a development which is best integrated into the landscape to minimise potential effects upon views towards the site.
- Character – The development site is currently in a relatively poor landscape condition and there is opportunity through new planting and management to create a landscape scheme that provides an attractive living environment, whilst respecting the existing wooded context of the site and the 'rural edge' setting.





## LANDSCAPE OPPORTUNITIES AND CONSTRAINTS



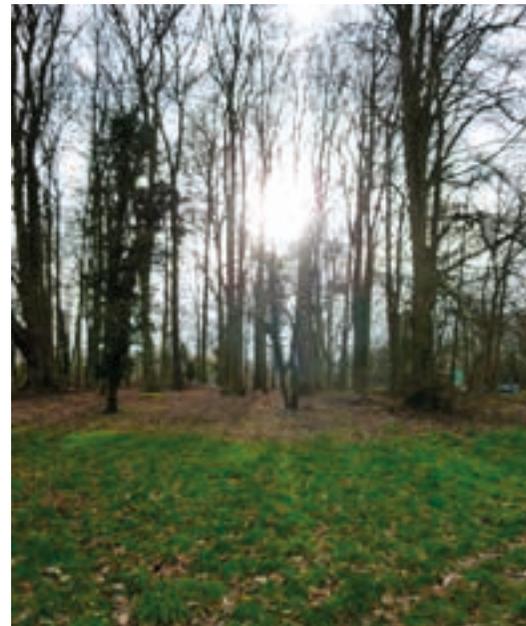
### Key

	Abbey Barn South Site & Wycombe Summit site		Views to woodland and wider landscape		Field boundary hedge and trees
	Boundary between Abbey Barn South & Wycombe Summit site		Area visible from north of Wye Valley		Line of mature Oak trees along fragmented field boundary
	Chilterns Area of Outstanding Natural Beauty (AONB)		Deciduous tree roundels		Public footpaths
	Local Landscape Area (LLA)		Lime tree avenue		Potential boundary enhancements
	Local dry valley feature		Potential link to Daws Hills proposed open space		

## 3.12 TREES AND WOODLAND

- 3.12.1 The trees which form The Ride are subject to a Tree Preservation Order (TPO 02/2000). The Ride is made up of thirteen roundels (copses) and a double row avenue of lime trees. Deangarden Wood comprises 29.3ha of Ancient Woodland.
- 3.12.2 The roundels were planted in the late 1800s and are made up of mixed deciduous trees. Tree numbers within the roundels range from around 50 to 100 trees and they are losing their original shape as a result of the natural regeneration of the more invasive species planted within them such as Sycamore and Norway maple.

- 3.12.3 The double row avenue of lime trees was planted in the 1920s and although it is still clearly visible several trees have been lost and a few are merging into the roundels.
- 3.12.4 Both of these landscape features of The Ride are worthy of retention but the condition of the trees will need to be assessed and their long term retention will require proactive management that is likely to involve a combination of tree removal, surgery and replacement planting.
- 3.12.5 The trees within the Ride and Deangarden Wood will require a management plan to ensure that their historic, visual and environmental value will be protected and enhanced.
- 3.12.6 In addition to the roundels and lime avenue trees, there are a number of trees located along the old field boundaries with the site. These consist predominantly of isolated mature oak and ash although there are some remnants of blackthorn and hawthorn hedgerows. These trees and hedgerows help maintain links with the woodland to the north-east. A number of the mature trees have features that are of potential value for wildlife and their future management should seek to retain these features within public areas whilst ensuring that they do not become safety hazards.



# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.13 ECOLOGY

3.13.1 The Development Brief has been informed by an ecological desk study and extended Phase I Habitat survey to identify the ecological character of the main Abbey Barn South site, the extent of nature conservation designations and any existing records of protected species within the site and its surrounds. This information is provided in the Ecological Appraisal (HDA, 2013) and includes an assessment of habitats at the site in accordance with the Guidelines for Ecological Impact Assessment in the UK (CIEEM, 2006) which is summarised below. This information is further complemented by the emerging findings of specialist ecological surveys currently underway for bats, dormice, badgers, breeding birds and reptiles, which will be used to further inform avoidance and mitigation measures together with target species for management and enhancement.

3.13.2 Within the site, the habitats of highest nature conservation value are the hedgerows, species-rich semi-improved grassland, The Ride and scattered mature trees which have been assessed as being of nature conservation value at the local level. The distribution of these habitats across the site is shown on the Phase I Habitat Survey plan to the right. In combination these features provide potential habitat for a range of species and appreciably enhance the nature conservation interest of the site. In addition they combine to provide a network of semi-natural habitat types facilitating the movement of wildlife across the site and its surrounds.

3.13.3 In the wider area, the locally designated Deangarden Wood Local Wildlife Site is located on the northern site boundary. This non-statutory designated site, considered to be of county nature conservation value (CIEEM, 2006), is noted for its ancient woodland interest and therefore adverse effects on this habitat should be avoided through maintenance of a buffer together with sensitive lighting and hydrological strategies. The extent of the woodland habitat to the north of the site, and that considered to be ancient, is shown on the Phase I Habitat Survey plan to the right.

3.13.4 Where possible, complementary habitats will be provided alongside retained habitats and features through enhancement of land currently comprising arable land and species-poor semi-improved grassland of negligible conservation value.



### Key

Abbey Barn South & Wycombe Summit site	Other Woodland	Species-poor semi-improved grassland	Buildings
Boundary between Abbey Barn South & Wycombe Summit site	Scattered trees	Amenity grassland	Bare ground
Ancient Woodland	Scrub	Species rich semi-improved grassland	Hedgerow
		Arable	Hardstanding



### 3.13.5 Key Ecology Objectives:

- Maintain a network of habitats allowing movement across the site and the wider area, including strong green links with key on and off-site habitats such as The Ride and Deangarden Wood.
- Maintain, as far as possible, the current extent of mature trees, species-rich semi-improved grassland, hedgerow and scrub habitat.
- Maintain integrity of Deangarden Wood to the north.
- Maintain opportunities for protected and notable species identified during the ongoing survey work.
- Use opportunities arising from the development of the site to enhance existing habitats and create new habitats of ecological interest.

3.13.6 A Biodiversity Impact Assessment will be carried out at an appropriate stage to identify the overall effect of the scheme on the site's habitat resource.



### 3.14 AGRICULTURAL LAND QUALITY

- 3.14.1 The majority of the main Abbey Barn South site is categorised as 'best and most versatile' agricultural land in Grades 2 and 3a, with a small area of subgrade 3b also present on site.
- 3.14.2 The Grade 2 land is characterised by slightly stony, medium clay loam top soils overlaying similar or slightly heavier textured upper sub soils with variably stony clay occurring at depth.
- 3.14.3 The subgrade 3a and 3b areas comprise stony and sandy top soils overlaying sandy clay and chalk, and impenetrable stony clay.
- 3.14.4 The principal underlying geology is that of the Seaford and Newhaven Chalk Formations.
- 3.14.5 The main limitations of the agricultural land are droughtiness, which is influenced by soil textures, depth and stoniness, and topsoil stone content. Notwithstanding the current grading, in accordance with Ministry of Agriculture Fisheries and Food (MAFF); Agricultural Land Classification of England and Wales - Revised guidelines and criteria for grading the quality of agricultural land, up to half of the site could be reclassified as moderate to poor quality in subgrade 3b and Grade 4.
- 3.14.6 Any future planning application will be accompanied by up-to-date agricultural land quality assessment in accordance with the methodology prescribed by the MAFF and the Department for Environment, Food and Rural Affairs (DEFRA).

# 3

## CONTEXT, CONSTRAINTS & OPPORTUNITIES



### 3.15 PUBLIC RIGHTS OF WAY

- 3.15.1 A bridleway follows the site's western boundary between Abbey Barn South and the development at the former RAF Daws Hill (Pine Trees) site. Public footpaths run along the northern edge of the site adjacent to Deangarden Wood and the Wycombe Summit site (HWU/60/1 and HWU/58/1). Public right of way HWU/59/1 forks south eastwards, crossing diagonally through the site to Abbey Barn Lane. These existing public rights of way through the site should be retained where suitable contributing, together with the provision of additional footpaths and green corridor links, towards the wider connectivity of the site. However, if required, their re-alignment should be considered, in order to satisfy the wider urban design vision and aspirations for a more cohesive masterplan.
- 3.15.2 The development will incorporate and enhance these existing public rights of way and, together with the provision of additional footpaths and green corridor links, will improve connections with the countryside and existing neighbourhoods.
- 3.15.3 There are a number of public rights of way close by but save for those listed above, none connect directly with the public rights of way that cross the Abbey Barn South site.

PUBLIC RIGHTS OF WAY

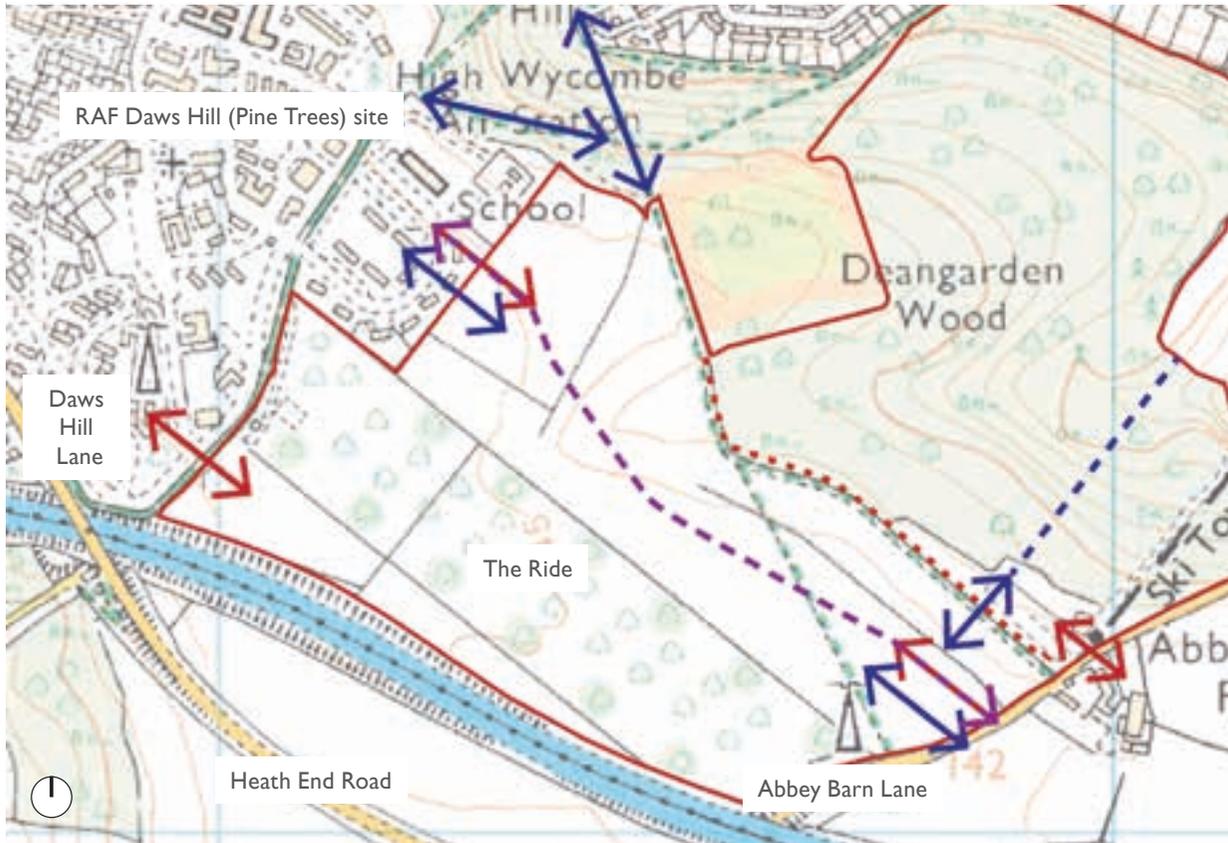


Key

- Main Abbey Barn South Site
- Public Footpath
- Public Bridlepath
- Off road cycle route
- Other routes with public access



## TRANSPORT OPPORTUNITIES



### Key

- Vehicle access
- Pedestrian/cycle links
- Pedestrian link
- Bus route
- Right of way

## 3.16 TRANSPORT

- 3.16.1 The site is located adjacent to the RAF Daws Hill (Pine Trees) site to the west, which is currently being re-developed for housing. The development of the RAF Daws Hill (Pine Trees) site will provide a road through the development between Daws Hill Lane and the Abbey Barn South site, providing a point of access to Abbey Barn South. Abbey Barn Lane to the east, provides access opportunities for vehicles, cyclists and pedestrians.
- 3.16.2 Existing unpaved pedestrian routes are present through the site connecting with Keep Hill Wood to the north of the site, leading towards Warren Wood Drive and Bassetsbury Lane. From here there are footpaths through The Rye, leading to the town centre and train station. The difficulty for pedestrians using these routes from the site to the town centre is the steep gradient, lack of lighting and unpaved surface. Additional connectivity will be provided by the development of Wycombe Summit which will bring forward access through Deangarden Wood to Lime Avenue, Bassetsbury Lane and Abbey Barn North.
- 3.16.3 Buckinghamshire County Council has plans to improve cycling connectivity to the railway station with improvement to the east/west cycle route, pedestrian crossings within the town centre and cycling facilities at the railway station. The RAF Daws Hill (Pine Trees) development has also provided funding for improvements to the existing pedestrian route through Keep Hill Wood to Warren Wood Drive, to make it more attractive for use by pedestrians and cyclists.
- 3.16.4 The Brief has been informed by earlier work contained in the Southern Quadrant Transport Strategy 2012 and the Wycombe Reserve Sites Infrastructure Draft Delivery Plan and Transport Framework (2016).

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.16 TRANSPORT (CONT.)

3.16.5 The site offers transport opportunities to:

- connect new on-site site pedestrian, cycle and road infrastructure with the RAF Daws Hill (Pine Trees) site which provides onward connections to Daws Hill Lane footpaths, local schools, neighbourhood centre and Handy Cross Hub;
- link on-site pedestrian and cycle infrastructure to existing Public Rights of Way through Keep Hill Wood to the north which links to the east /west route cycle / pedestrian route through High Wycombe. This route also provides access to the town centre, train station and bus station;
- improve existing Public Rights of Way through Keep Hill Wood, for pedestrians and cyclists in a manner sympathetic to the surrounding natural woodland environment;
- provide additional opportunities for linkage by public routes through Deangarden Wood, which will be delivered as part of the Wycombe Summit development;
- provide suitable facilities for a frequent high quality bus service through the site, linking to Handy Cross Hub, the town centre, bus and train station;
- provide a new junction with Abbey Barn Lane suitable for cars, pedestrian, cycle and bus access;
- provide a range of practical and attractive pedestrian and cycle routes through the development linking residential development to: The Ride, children's play and other

recreation areas, the proposed school on the RAF Daws Hill (Pine Trees) Site, proposed commercial development on the south western boundary as well as the existing routes outside of the site;

- provide a Residential Travel Plan aimed at reducing single occupancy car trips by providing a range of incentives and information to promote sustainable travel choices. New residents to be provided with a welcome pack including sustainable travel information and incentives; and
- provide resources to improve local junctions, roads and sustainable transport infrastructure, as part of a considered and coordinated modelling lead proposal for High Wycombe, based on the impact of all of the reserve development sites

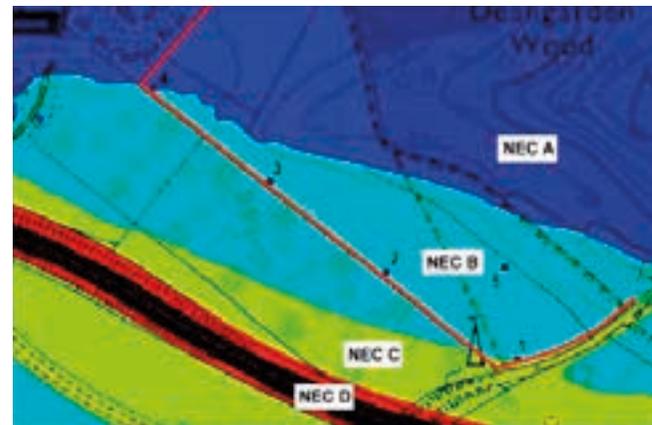




### 3.17 NOISE

3.17.1 An initial assessment of noise levels across the Abbey Barn South site has been undertaken. The measurements and associated noise modelling of the site have confirmed that the majority of the proposed development site falls into NEC B during both the day-time and night-time meaning that noise will need to be taken into account in the design of the development. The only exception is a very small area of the site located at the south east corner which just falls into NEC C during the day-time and night-time. Further into the site away from the motorway the site tends towards, and eventually falls into NEC A.

#### Key (dB)

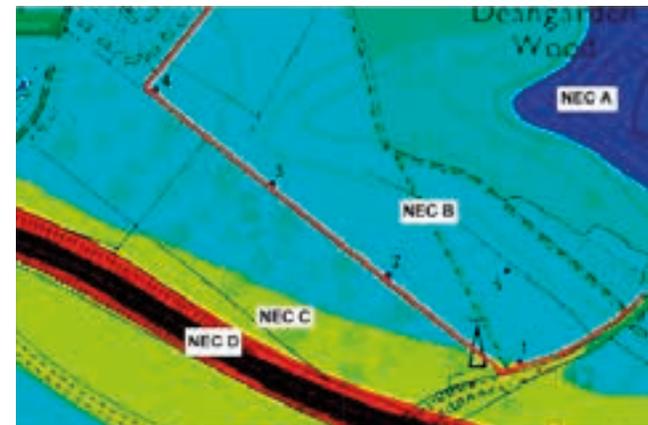


Day-time

### 3.18 AIR QUALITY

3.18.1 Wycombe District is predominantly rural with hot-spots of poor air quality in some of the town centres and along the M40. An Air Quality Management Area (AQMA) was declared along the M40 in 2002 and was subsequently increased, in 2011, to extend 55 to 60 metres from the centre of the motorway, in both directions. Furthermore, the Council's Detailed Assessment of Air Quality in 2010 determined that an AQMA should also be declared in High Wycombe town centre (extending along the A404 to Junction 4 of the M40) however, this is yet to be adopted.

#### Key (dB)



Night-time

- 3.18.2 The south eastern part of the Abbey Barn South site is located within the M40 AQMA and as such, residential development should be focused outside of this area, away from the motorway.
- 3.18.3 An Air Quality Assessment, based on guidance of the Institute of Air Quality Management, should be submitted as part of any future planning application for the site and used to establish a suitable buffer zone ensuring that new residents are not exposed to exceedances of the air quality objectives. Any potential air quality effects of additional traffic generation and subsequent mitigation are also to be considered in the Air Quality Assessment.



# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.19 UTILITIES

- 3.19.1 The local utility providers are; Thames Water for water supplies and waste water drainage, Scottish and Southern Electricity for electricity and National Grid for gas distribution. Other companies can also provide some utility services. The utility companies have stated that the development can be connected to existing infrastructure in the vicinity of the site.
- 3.19.2 However, initial inquiries indicate that off-site infrastructure reinforcement will be required for gas and may be required, subject to modelling work, for water supply.
- 3.19.3 Utility infrastructure requirements can change over time and therefore new enquiries must be made with utility companies at the time of development to ascertain both on and off site infrastructure requirements.
- 3.19.4 There are opportunities to reduce utility loadings and associated works by the incorporation of sustainability principles. These could include the use of sustainable energy sources, high thermal efficiency buildings and low water use devices.
- 3.19.5 There is no utility infrastructure within the site that will constrain the proposed development.
- 3.19.6 Fibre broadband is available in the local area.

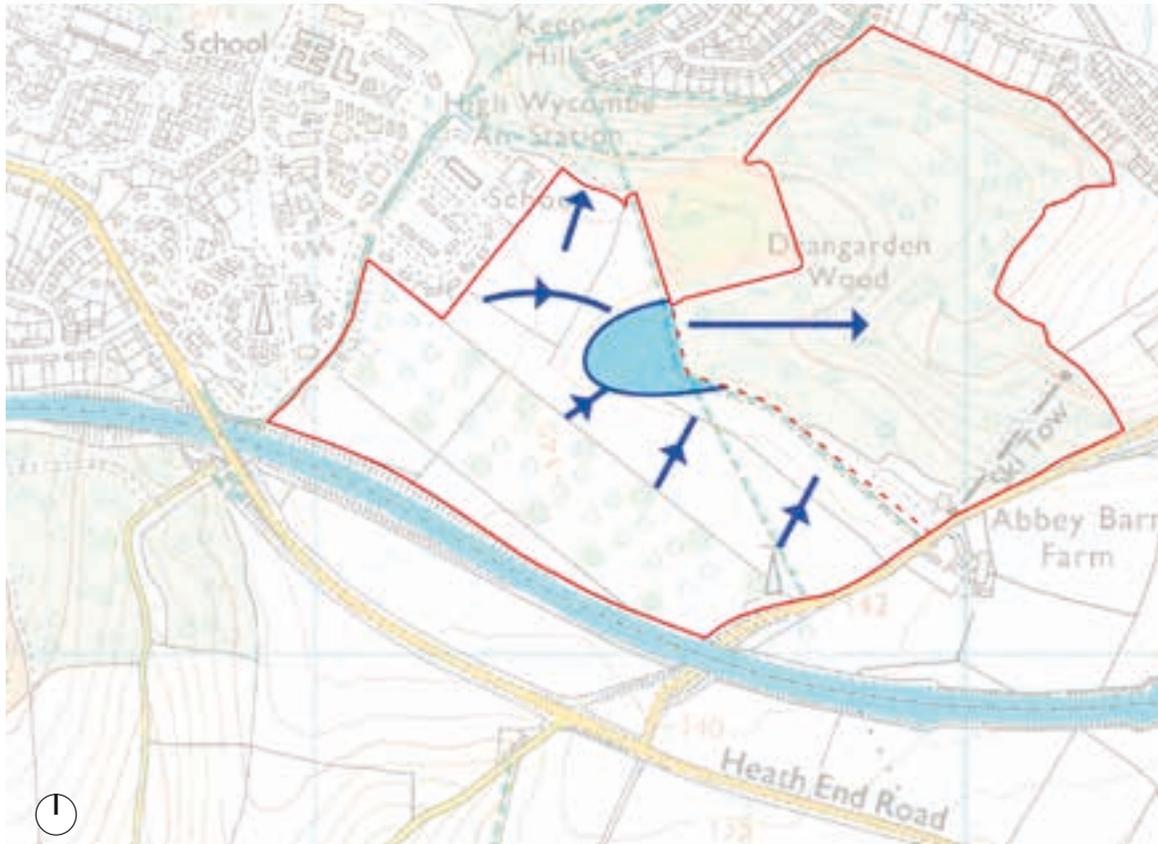


### Key

- Existing Electricity Network
- Existing Water main
- Existing Gas Network
- Existing Foul Sewer



## SURFACE WATER DRAINAGE & FLOOD RISK



### Key

-  Low Area of Site
-  Existing Overland Flow Routes

### 3.20 SURFACE WATER DRAINAGE & FLOOD RISK

- 3.20.1 The site is classified by the Environment Agency's river and sea flood mapping as 'Zone 1 – Low Risk' and therefore is suitable for residential development.
- 3.20.2 Geological maps indicate superficial geology to be clay with flints and bedrock to be chalk. The site is currently in agricultural use but, due to the presence of clay, it is expected to have relatively high rates of surface water run-off.
- 3.20.3 The site topography is such that the majority of the land north of The Ride drains towards the historic woodland on the site's northern boundary and to a low point on this boundary where the dry valley runs through the site. The woodland slopes downward in a northerly direction, with a valley line leading from the low point within the site, indicating the line of a natural surface drainage route down the hillside although this is not a permanent watercourse.
- 3.20.4 Site investigations have determined good infiltration potential across the site with clay overlaying chalk at depths varying from 0.3m and 1.7m.
- 3.20.5 The site has the following drainage opportunities:
  - Infiltration drainage systems designed to suit the depth of the chalk strata at each location across the site.
  - Use of open spaces to incorporate open drainage attenuation and conveyance structures.
  - Use of SUDS techniques to improve the quality of surface water run-off from trafficked areas.

# 3

## CONTEXT, CONSTRAINTS & OPPORTUNITIES



### 3.21 CONSTRAINTS PLAN

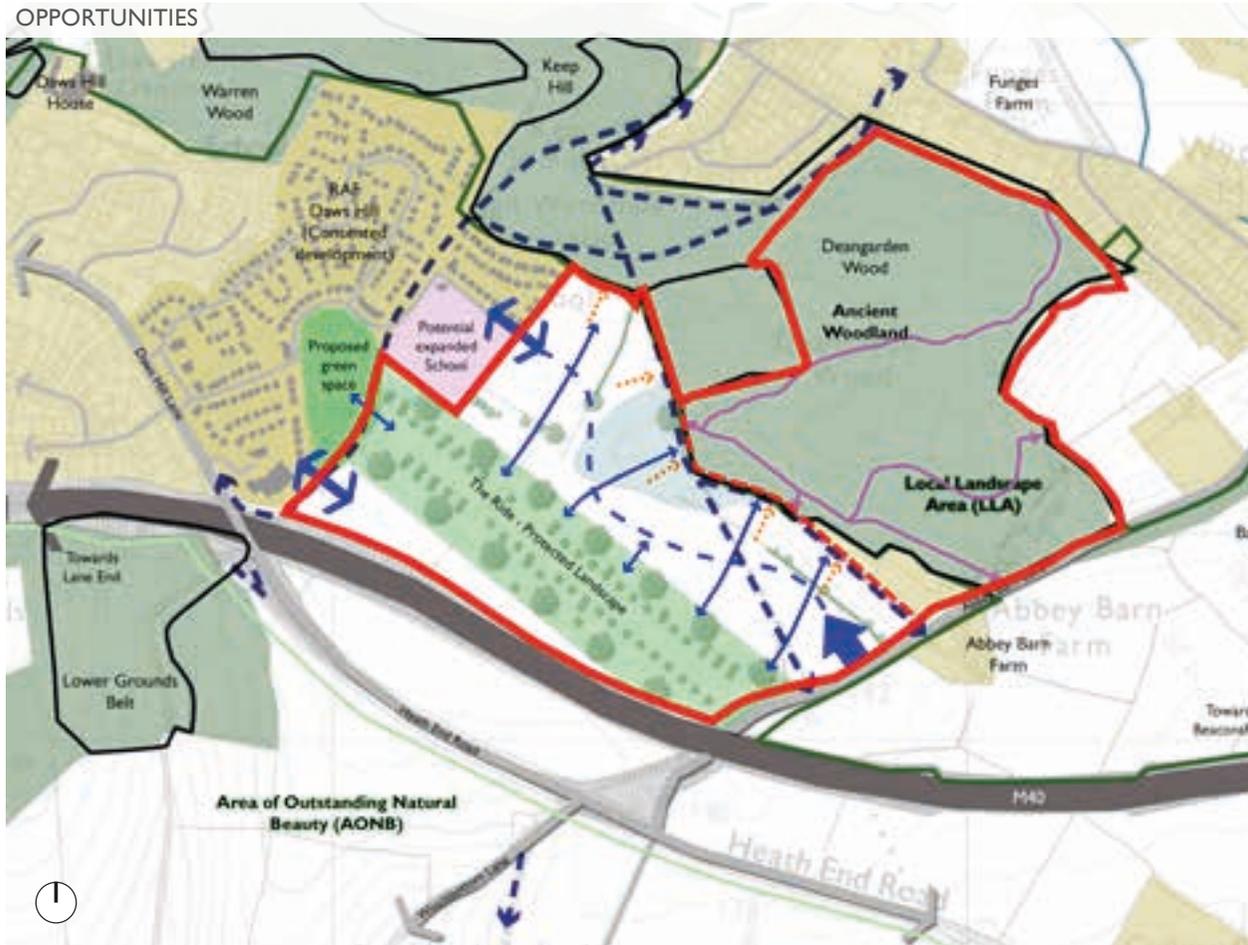
3.21.1 The diagram to the right summarises the principal factors that will potentially limit the form and/or extent of the proposed development. These include The Ride - to be preserved as parkland - and the impact of noise from the M40 motorway. It can be seen that a portion of the site lies within Noise Exposure Category B meaning that mitigation steps will need to be taken if housing is to be located in this area. The easternmost part of the site is visible in long range views from Gomm Valley and the design of development in this area will have to be carefully considered with this visibility in mind. A minimum built form set back of 15 metres along the ancient woodland edge is required. The south-east corner of the Woodland Ride contains a broadcasting and mobile phone mast which will need to be considered in any proposals.

- Key**
- Existing Public Rights of Way
  - 5m contours
  - Steep gradients
  - 15m buffer to ancient woodland edge
  - Noise Contour Band C 63.0 - 72.0 dB
  - Noise Contour Band B 55.0 - 63.0 dB
  - Area visible from north of Wye valley
  - Broadcasting Mast
  - Mobile Phone Mast
  - Settlement edge
  - Existing trees and hedges
  - Existing Woodland
  - Area of Outstanding Natural Beauty (AONB)
  - Local Landscape Area (LLA)
  - Ancient Woodland
  - Existing Development
  - M40





## OPPORTUNITIES



## 3.22 OPPORTUNITIES PLAN

3.22.1 The diagram to the left displays some of the many opportunities that future development could take to positively integrate with its context. These include various ways in which connections into the existing landscape could be achieved, and how a new route through the site could knit it into the setting of the RAF Daws Hill (Pine Trees) development to the immediate north-west and to Abbey Barn Lane immediately to the south-east. Appreciation of the landscape setting could be enhanced by creating a layout with multiple view corridors towards mature trees and green open space. The proposed primary school presents an opportunity to enhance an area of community focus.

### Key

- Existing Public Rights of Way
- Opportunity to connect to Daws Hill proposed development
- New link through site
- Opportunity to connect to restored parkland
- New site access from Abbey Barn Lane
- Opportunity for new public routes
- Views of mature woodland edge
- Existing trees and hedges
- Area of Outstanding Natural Beauty (AONB)
- Local Landscape Area (LLA)
- The Ride - former parkland
- Ancient Woodland
- Existing Development
- Valley

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.23 GREEN INFRASTRUCTURE APPRAISAL SUMMARY

### 3.23.1 CONCEPTS

The basis of Green Infrastructure (GI) is deriving ecological, social and economic value from natural processes, often referred to as 'ecosystem services' or 'green infrastructure services', instead of using man-made solutions. These services operate through multi-functional networks of green spaces and natural/semi-natural elements often referred to as 'natural capital' or 'green infrastructure assets'.

3.23.2 The purpose of this toolkit is to take a comprehensive and methodical approach to identifying GI Assets that exist, those GI Assets that can be delivered as part of the site's development and the GI Services to be derived from them. The extent and function of Green Infrastructure as part of the proposed development can then be properly described. All proposed development must address Green Infrastructure in accordance with National Planning Policy and Local Development Framework Policy.

### 3.23.3 POLICY CONTEXT

The importance of GI is outlined in paragraphs 99 and 114 of the National Planning Policy Framework. The Wycombe District Delivery and Site Allocations Plan addresses GI in detail through Policies DM11 to DM16 and is supported by Maps 8-21. The Wycombe District Core Strategy also sets out the role of GI in the District through Policy CS17. Finally, the Buckinghamshire Green Infrastructure Strategy identifies key GI opportunities for Wycombe District.

### 3.23.4 GI APPRAISAL

The framework plan shows the retention of almost all existing vegetation, with the development area restricted to the arable fields. Most of the site's existing GI Assets will therefore be preserved. The framework plan has also been formulated with the aim of extending those GI Assets and Services throughout the site. The redevelopment of the former ski slope site brings with it the opportunity to improve the management of Deangarden Wood including the formalisation of public access through the wood.





**3.2.3.5 AIR QUALITY & MICROCLIMATE**

This includes the control of airborne pollutants, noise and air temperatures.

**3.2.3.6 Existing:** The site is well provided with trees and woodland at its margins (Deangarden Wood and the M40 highway margin) and internally (the wooded roundels and avenue of the Ride). The wooded highway lands and Ride are likely to perform a significant role filtering airborne pollutants generated by traffic on the M40. The Ride already provides shelter to the site from prevailing south-westerly winds. Wooded areas provide only limited mitigation of road noise from the M40 but the topography of the cutting deflects noise away from the site towards its north-eastern end.

**3.2.3.7 Development Principles:** Buildings and hard surfaces will generate a 'heat island' effect and increased traffic will increase air pollution. Areas of new planting will help by reducing the 'heat island' effect and mitigating the increase in airborne pollutants. The provision of non-motorised transport routes seeks to reduce motorised traffic and therefore assist air quality.

**3.2.3.8 CLIMATE CHANGE ADAPTATION**

Services which provide adaptation tackle the consequences of a changing climate - rising temperatures, more intense storms, air quality and microclimate. It includes the provision of shading, cooling, shelter from wind and accommodating increased volumes and/or intensity of rainfall.

**3.2.3.9 Existing:** Existing landscape assets including trees, woodlands, hedgerows and grasslands provide ongoing benefits in terms of maintaining relatively cool air temperatures, providing shading in some instances, and providing shelter from winds.  
**Development Principles:** Existing and new landscape assets

**3.2.3.10** will help to slow rates of rainfall run-off by intercepting rainfall and evapo-transpiration. Natural sustainable drainage systems within new development will also slow rainfall run-off by containment in swales (including roadside verges) and detention basins, allowing percolation into the ground and evaporation.

**3.2.3.11 CLIMATE CHANGE MITIGATION**

Services which provide mitigation reduce the impact of development on climate change through reducing reliance on high carbon technologies and by reducing the need to travel.

**3.2.3.12 Existing:** Existing landscape assets make an ongoing contribution to the reduction of greenhouse gases through the removal of carbon dioxide from the air and converting it to the woody tissue of trees and shrubs.

**3.2.3.13 Development Principles:** Measures which reduce energy demands and reduce the need to travel will assist with climate change mitigation. Employing other GI services will reduce energy demand by reduced maintenance requirements (e.g. semi-natural grassland is cut only once or twice a year), reducing heating/cooling requirements (shading/cooling/shelter from trees and woodland; building insulation by green roofs) and facilitating alternative transport choices (walking, cycling, public transport). Local employment should encourage walking and reduce car-orientated transport.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



## 3.23.14 COMMUNITY & CULTURE

GI plays a major part in place-making and local identity. Natural capital reflects the local environment and is usually shaped by man's social and economic influences; new GI assets should do the same. Public open space and green space can provide a transition/link between spatially distinct communities and provides opportunities for social interaction and inclusion. E.g. play and sports areas are a natural focus for community interaction, as are major pedestrian routes.

**3.23.15 Existing:** The Ride reflects the cultural and social influence of a 19th Century estate, with the Historic Park & Garden lending a unique character to the site that creates local identity, a sense of place and a focus for community interaction. In conjunction with Deangarden Wood, it also provides an enclosed woodland setting to new development. Local topography has historically determined where land is left as woodland while being farmed elsewhere.

**3.23.16** There is currently limited opportunity for social and cultural exchange at the site. Public footpaths encourage walking as a solitary or sociable activity, but there is no formal access to the majority of the site.

**3.23.17 Development Principles:** Public access to the existing Ride will provide a major open space within the site for use by local and wider communities, with recreational uses and social interaction positively encouraged. Secondary public open spaces and linking elements to Deangarden Wood will extend these opportunities further aided by the accommodation of existing footpaths and their extension/linkage to new routes throughout the site. Topography and

existing trees/woodland will influence and shape the location and orientation of open space, roads and housing, contributing to a unique sense of place. Being part of a unique place will foster a sense of ownership and self-worth amongst residents.

## 3.23.18 DRAINAGE & FLOOD RELIEF

These services arise from both the provision of new development and adaptation to climate change as described above.

**3.23.19 Existing:** Existing landscape assets contribute to minimising rates of rainfall run-off by intercepting rainfall, facilitating infiltration and evapo-transpiration.

**3.23.20 Development Principles:** Natural sustainable drainage systems within new development will also slow rainfall run-off by containment in swales (including roadside verges) and detention basins, allowing percolation into the ground and evaporation. Man-made assets including green roofs, permeable pavements and underground SuDS systems also have a contribution to make.



## 3.23.21 ECONOMIC OPPORTUNITIES & BENEFITS

Direct economic benefits arise from working the land. Indirect economic benefits arise from a healthier and more attractive environment (leading to reduced sickness absence and increased incentive to invest) along with reductions in energy demand (which reduces costs of heating/cooling and travel)

**3.23.22 Existing:** There is currently an economic return from agriculture on part of the site.

**3.23.23 Development Principles:** The agricultural element of the site will give way to residential development and associated facilities. Maintenance of woodland areas may give rise to local employment and even small quantities of saleable timber products. Allotments will provide an opportunity for local residents to enjoy a degree of local food production. The environment created will maximise the indirect benefits.

## 3.23.24 EDUCATION

Educational opportunities will arise directly in the form of learning about the local environment and natural processes within green open spaces, which can also provide outdoor classrooms for other activities.

**3.23.25 Existing:** There is limited scope for educational opportunities on the site at present due to very limited public access.

**3.23.26 Development Principles:** The site will create educational opportunities through the woodlands, grasslands and allotments on site and nearby. Educational opportunities will also arise indirectly from using both formal and informal green spaces as outdoor classrooms, particularly for sporting, leisure and health activities. These features may become a particular asset for the new school.



### 3.23.27 HABITATS & BIODIVERSITY

This service maintains and enhances natural and semi-natural habitats for the benefit of biodiversity and ecological resilience.

**3.23.28 Existing:** The site supports significant resources in the form of natural and semi-natural habitats, amongst which the woodlands, trees and grasslands of the Ride are most significant. The importance of native woodland at Deangarden Wood, adjoining the site, is also significant.

**3.23.29 Development Principles:** It is a priority to capitalise on existing natural and semi-natural green assets and link the Ride to Deangarden Wood using green spaces and green corridors through the site. The Dell will be the principal green space linking the two, while opportunities should be taken to thread street trees, hedgerows, natural drainage infrastructure and linked gardens throughout the development as part of a wider green network.

### 3.23.30 HEALTH & WELLBEING

This service is concerned with providing a healthy environment and opportunities for outdoor recreation and leisure within the GI network for the benefit of personal wellbeing.

**3.23.31 Existing:** Access to the site via the local network of footpaths currently encourages health and wellbeing for nearby residents by means of exercise, escape from more urban environments and perhaps social interaction also.

**3.23.32 Development Principles:** Development must be designed as a walkable neighbourhood. Public access to a major park (the Ride) and open space (the Dell) in conjunction with access to/from Keep Hill Wood and the AONB will facilitate walking, cycling and various form of active and passive recreation. Footpaths and cycleways provided within the development will further enhance these opportunities as part of a wider network. Allotments and private gardens will also promote physical activity amongst residents.

### 3.23.33 RECREATION & LEISURE

This service is concerned with providing formal and informal opportunities for active and passive leisure activities within the GI network.

**3.23.34 Existing:** Public recreation is limited to use of the local footpath network.

**3.23.35 Development Principles:** Walking and cycling will be extended through the site and into adjoining areas, while children's play will be accommodated within the Ride in particular an elsewhere throughout the site.

**3.23.36** Sports activities will take place informally within the Ride and on a more formal basis at nearby sports fields.

### 3.23.37 TRAVEL & TRANSPORT

This service provides opportunities for non-motorised movement (walking and cycling) within the GI network.

**3.23.38 Existing:** Current transport options to the site include walking and private cars. There are also no cycle paths.

**3.23.39 Development Principles:** Development of this site will require new bus provision. The existing footpath network will be enhanced by increased pedestrian access throughout the site, along with cycle paths/links and a public transport link (bus service) via Pines Trees. Green corridors throughout built-up areas will be the main focus for pedestrian and cycle movements.

### 3.23.40 WATER QUALITY & SUPPLY

This service is concerned with the utilisation of natural processes to intercept rainwater and surface-water run-off, filter it and allow percolation into groundwater reservoirs, lakes and watercourses.

**3.23.41 Existing:** Large areas of natural green space and farmland currently intercept rainwater, filter it and allow percolation to groundwater reservoirs. There is no evidence of significant surface run-off from the site.

**3.23.42 Development Principles:** New formal open spaces, gardens and Sustainable urban Drainage Systems (SuDS) will employ natural mechanisms to capture/filter rainwater and direct it towards groundwater.

# 3 CONTEXT, CONSTRAINTS & OPPORTUNITIES



EXISTING GREEN INFRASTRUCTURE SERVICES	Provision: 3. High 2. Medium 1. Low	Air Quality and Micro-Climate	Climate Change Adaptation	Climate Change Mitigation	Community & Culture *	Drainage & Flood Relief	Water Quality & Supply	Economic Opportunities & Benefits *	Education *	Habitats & Biodiversity	Health and Wellbeing *	Recreation & Leisure *	Travel & Transport
<b>GI Assets (Natural)</b>													
Native woodlands	3	●	●	●	○	●	●	○	○	●	○	○	
Forestry													
Trees (individual)	3	● / ○	● / ○	● / ○		● / ○		○	○	● / ○		○	
Native hedgerows	1	○	○	○		○				● / ○ / x			
Semi-natural grassland	2	●	●	●	○	●	●	○	○	●	○	○	
Heathlands													
Wetlands & bogs													
Water bodies	1	○	● / ○			● / ○	● / ○		○	● / ○			
Water courses		○	○			○	○		○	○			
Stone walls													
Soils, geology, topography	3	● / ○	○			● / ○	● / ○			● / ○		○	
<b>GI Assets (Man-Made)</b>													
Permeable pavements			○			○	○						○
Green roofs		○	○	○		○	○	○		○		○	
Swales			○			○	○			○			
Detention basins/ponds			○			○	○			○			
Other man-made SuDS			○			○	○						
Bio-remediation systems				○		○	○	○		○			
Rights-of-way / public paths	2	● / ○		● / ○	● / ○			○			● / ○	● / ○	● / ○
Ornamental planting		○	○			○	○	○		○			
Amenity grass & verges	1	○	○		● / ○	○	○	○	○		● / ○	● / ○	
Gardens		○	○		○	○	○		○	○	○	○	
Allotments		○	○		○	○	○		○	○	○	○	

\* Opportunities Only (no existing service) where there is no access to the existing site ● Existing (or proposed) GI services ○ Opportunity for new/enhanced GI services x Partial/complete loss (anticipated/actual)

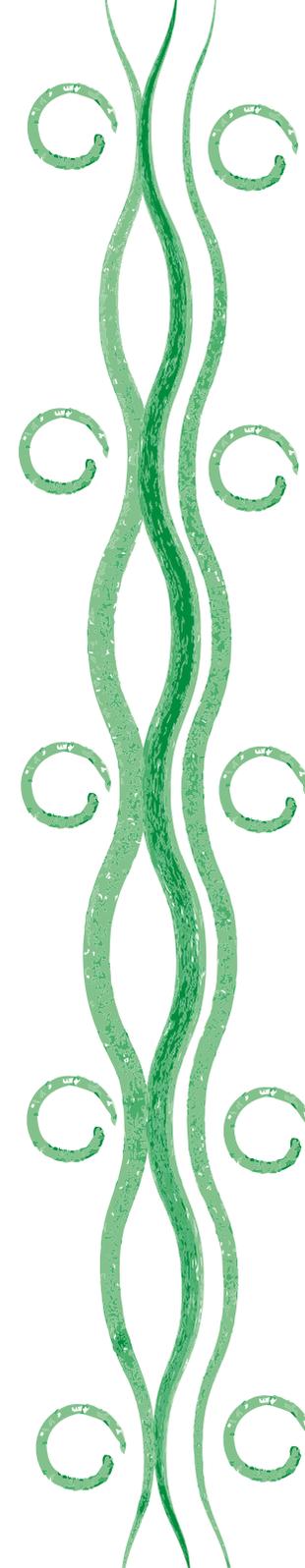


PROPOSED GREEN INFRASTRUCTURE SERVICES	Provision: 3. High 2. Medium 1. Low	Air Quality and Micro-Climate	Climate Change Adaptation	Climate Change Mitigation	Community & Culture *	Drainage & Flood Relief	Water Quality & Supply	Economic Opportunities & Benefits *	Education *	Habitats & Biodiversity	Health and Wellbeing *	Recreation & Leisure *	Travel & Transport
<b>GI Assets (Natural)</b>													
Native woodlands	3	●	●	●	○	●	●	●	●	●	○	●	
Forestry	1												
Trees (individual)	3	● / ○	●	●		●		●	●	●		●	
Native hedgerows	1	○	○	○		○				● / ○ / x			
Semi-natural grassland	2	●	●	●	●	●	●	○	●	●	●	●	
Heathlands													
Wetlands & bogs													
Water bodies	1	○	●		○	●	● / ○		●	●			
Water courses	1	○	○			○	○		○	○			
Stone walls													
Soils, geology, topography		● / ○	●			●	●			●		●	
<b>GI Assets (Man-Made)</b>													
Permeable pavements	2		● / ○			●	●						●
Green roofs	1	● / ○	● / ○	● / ○		● / ○	● / ○	○		● / ○		○	
Swales	3		●			●	●		●	●			
Detention basins/ponds	2		●			●	●		●	○			
Other man-made SuDS			○			○	○						
Bio-remediation systems				○		○	○	○		○			
Rights-of-way / public paths	3	●		●	●			○			●	●	●
Ornamental planting	3	●	●	●		●	●	○	●	●			
Amenity grass & verges	2	●	●		●	●	●	○	○	●	● / ○	● / ○	
Gardens	3	●	○		●	●	●		●	●	●	●	
Allotments	2	○	○		●	●	●	●	●	○	●	●	

\* Opportunities Only (no existing service) where there is no access to the existing site ● Existing (or proposed) GI services ○ Opportunity for new/enhanced GI services x Partial/complete loss (anticipated/actual)

# PART 2: RESPONSE

# DESIGN CONCEPT, PRINCIPLES & FRAMEWORK PLAN







## 4.1 DEVELOPMENT OBJECTIVES

4.1.1 The development objectives for Abbey Barn South, set out at the beginning of this Brief, are:

1. **Green Infrastructure:** Reinforce the existing Green Infrastructure network, with particular emphasis on transforming The Ride into a key public open space and using the dry valley to form new connections between The Ride and Deangarden Wood.
2. **Inclusive Community:** Deliver a mixed use development including a range and mix of house types and tenures which meet the needs of the community of High Wycombe, making the optimum use of the site to deliver housing.
3. **Positive Interface:** Respond positively to The Ride, the dry valley and the Deangarden Woodland boundary in the layout of streets and spaces and the design of buildings.
4. **Enhanced Landscape:** Deliver an integrated biodiversity, green infrastructure and drainage strategy.
5. **Integration:** Positively connect with the former RAF Daws Hill (Pine Trees) development and the surrounding area.
6. **Legibility:** Create a place that is easy to understand and permeable for pedestrians and cyclists, and that puts sustainable transport choices to the fore.
7. **Sense of Place:** Provide a sustainable development with a distinct and high quality character and identity.

4.1.2 These objectives reflect aspirations for the site, as identified in the Abbey Barn South and North Workshop Engagement Report, held on the 28th February 2015.

4.1.3 The following pages set out the design concepts and principles for the Abbey Barn South site and demonstrate how the proposed framework plan responds to the above objectives, but also the policies as set out in the Wycombe Development Framework Adopted Core Strategy (July 2008).

# 4 DESIGN CONCEPT, PRINCIPLES & FRAMEWORK PLAN



## 4.2 KEY ELEMENTS

4.2.1 The design concept for Abbey Barn South has been informed by the existing local surroundings and elements within the site, including landscape features and neighbouring land uses. The consented RAF Daws Hill (Pine Trees) scheme is a key element which the design response needs to give due consideration to. Key elements which will influence the design response for the site are:

- Interface with the RAF Daws Hill (Pine Trees) site
- Woodland Ride
- Deangarden Wood
- The Dell
- Entrance from Abbey Barn Lane

4.2.2 The following plans demonstrate the design opportunities that exist between the Abbey Barn South site and the neighbouring key elements.



**INTERFACE WITH THE RAF DAWS HILL (PINE TREES) SITE**

4.2.3 Redevelopment of the former military site, which lies directly to west of the site.

4.2.4 Key elements identified:

1. Ensuring Abbey Barn is designed harmoniously with the layout, height and scale of RAF Daws Hill (Pine Trees).
2. Pedestrian and cycle links integrated.
3. Restrict vehicular access to the bridleway.
4. Consideration given to the boundary treatment between Abbey Barn South and the school.
5. Continuity of character of the main road.
6. Integration of open space.



**WOODLAND RIDE**

4.2.5 The historic route consisting of the lime tree avenue, roundels, and green open space.

4.2.6 Key elements identified:

1. Protection of The Ride's existing character and ecological value.
2. Bringing activity into the space, while also ensuring it does not negatively impact The Ride's integrity, and fostering public safety.
3. The interface between development and The Ride.
4. Pedestrian routes are continuous and respond to the key desire lines.
5. Cycle and vehicular parking provision to allow access to The Ride for all.
6. Integration with open space within the RAF Daws Hill (Pine Trees) site.



**DEANGARDEN WOOD AND KEEP HILL WOOD**

4.2.7 Woodland to the north of the Site.

4.2.8 Key elements identified:

1. Ensuring a boundary treatment that responds to the woodland edge's informal character.
2. Built form, height, scale, and layout of development which complements the irregularity of the woodland edge and presents a transitional character of a built environment to a natural one.
3. Appropriate setback/buffer of buildings to ensure safeguarding of the woodland.
4. Contrast in character in relation to The Ride.
5. Safety and surveillance of existing public right-of-way.



**THE DELL**

4.2.9 Green area linking The Ride and Deangarden Wood.

4.2.10 Key elements identified:

1. Ensure a sufficient amount of green space linking the formal character of The Ride to the informal character of Deangarden Wood.
2. Incorporating SuDs and informal play space into the open space in an appropriate manner.
3. Buildings to directly address the space, generate an added sense of place.
4. Consideration of the existing topography.
5. Consideration of the interface between The Dell, main street and The Ride.



**ENTRANCE FROM ABBEY BARN LANE**

4.2.11 Proposed eastern vehicular access in to the Site.

4.2.12 Key elements identified:

1. Entrance to be laid out in accordance with the appropriate standards for a 30mph street.
2. Appropriate height and scale of buildings to ensure visibility across the valley and open countryside are maintained.
3. Positioning of buildings to be informed by the existing trees, hedgerows and landscape and visual impact.
4. Ensure the proposed character and building material of the eastern edge responds to the rural character of Abbey Barn Lane.
5. Multiple modes of transportation to access the site to be considered - pedestrian, cyclists, vehicles, and buses.
6. Ensure boundary and road respond to countryside by incorporating soft green edge.

## 4 DESIGN CONCEPT, PRINCIPLES & FRAMEWORK PLAN



### 4.3 DESIGN RESPONSE

4.3.1 In this section, a design response is set out that reflects both the opportunities and constraints, while providing a framework for the realisation of the Vision.

4.3.2 Design proposals for Abbey Barn South will establish a new mixed-use neighbourhood that:

- integrates with High Wycombe;
- provides a rich mix of housing types to provide homes for residents from a wide range of backgrounds and circumstances;
- provides accessible and appropriate land for potential employment uses;
- has a unique character and identity, directly informed by its landscape setting and topography;
- benefits from existing and proposed community facilities and public transport;
- is not adversely impacted by noise from the M40;
- revitalises The Ride as major asset in the form of public open space, and;
- respects existing ancient woodland and wildlife habitat.





- Key
- Residential development
  - Green space infrastructure
  - Employment uses
  - Pedestrian links
  - Main street

## 4.4 DESIGN CONCEPT

- 4.4.1 Abbey Barn South will physically integrate with its surroundings in various ways. The principal link will be a new main street from the former RAF Daws Hill (Pine Trees) development to Abbey Barn Lane. This avenue becomes a defining element of the proposed layout following a sweeping path that addresses the strongest existing landscape assets whilst offering long views out to either the countryside, woodland or parkland. The layout knits together elements of the surrounding landscape, both formal and informal, while mitigating the noise impact of the M40 Motorway.
- 4.4.2 Pockets of development will have distinct architectural character each connected in some way to informal or recreational open space. New pedestrian and cycle routes will penetrate the scheme linking into the existing network of leisure routes. The existing landscape features of The Ride and the dry valley will be retained and enhanced providing opportunities for leisure and play including allotments. The character of buildings should be distinctive and create a vibrant new place.

*“A winding avenue that swings between ancient woodland and formal parkland...”*



4.5 DESIGN PRINCIPLES

4.5.1 The proposed masterplan framework for Abbey Barn South (see page 54) is based on a series of clear design principles, which together represent a development of the Design Concept (see page 49) and a response to the opportunities and constraints presented by the site. The design principles are in accordance with the development objectives as listed in the beginning of this brief (see page 3) and summarised below. These are illustrated and described over the following two pages.

4.5.2 Development objectives:

- 1. Green Infrastructure
- 2. Inclusive Community
- 3. Positive Interface
- 4. Enhanced Landscape
- 5. Integration
- 6. Legibility
- 7. Sense of Place



4.5.3 The formal avenue of trees defining a linear green space will be retained and enhanced. This supports development objectives 1, 4, and 7.



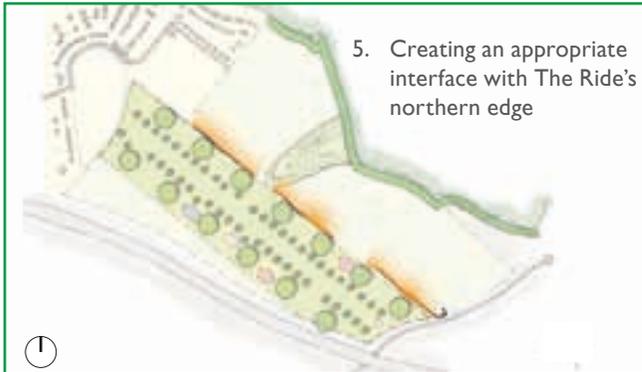
4.5.4 Development will adopt an appropriate set back from the edge of Deangarden Wood to preserve its existing qualities. This supports development objectives 1 and 4.



4.5.5 The distinctive bowl feature of the existing landscape will be retained and enhanced as part of the development's Green Infrastructure providing a green link between these two areas. This supports development objectives 1, 3, and 5.



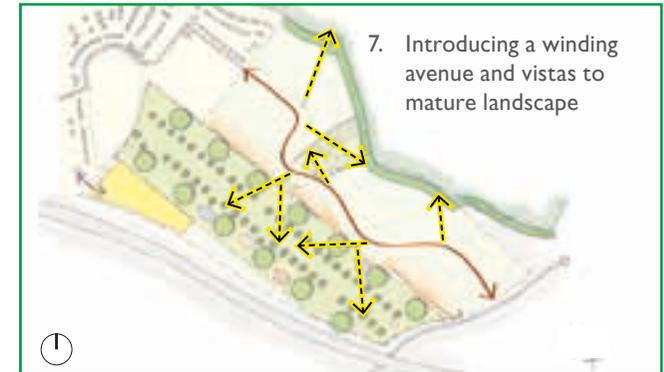
4.5.6 New uses and features will be sensitively accommodated within The Ride to ensure its integration with the residential development to the north and its enhancement as a landscape asset. This supports development objectives 1, 4, and 7.



4.5.7 New links and built form will positively address the northern edge of The Ride, with buildings also serving as acoustic buffers between the motorway noise and the new homes. This supports development objectives 2, 5, 6, and 7.



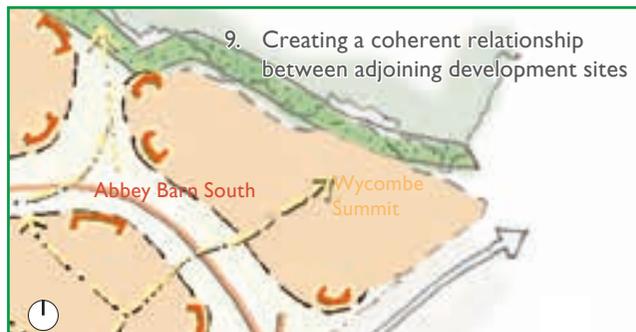
4.5.8 Land to the south-west will be designated for employment uses, neighbouring similar uses within the RAF Daws Hill (Pine Trees) development from where they will be accessed. This supports development objectives 3, 5, and 7.



4.5.9 The new residential development will be served by a sinuous route connecting Abbey Barn Lane to RAF Daws Hill (Pine Trees) development and new Primary School, setting up a series of alternating vistas towards the trees of The Ride and Deangarden Wood. This supports development objectives 2, 5, 6, and 7.



4.5.10 The layout of streets and spaces will favour pedestrians and cyclists and provide connections between The Ride and Keep Hill Wood / Deangarden Wood. This supports development objectives 2, 3, 4, 5, 6, and 7.



4.5.11 The masterplan envisages development adjoining at the common site boundary. This supports development objectives 1,2,4,5,6,7, but will require a footpath diversion. The footpath can be diverted to the woodland edge through the Wycombe Summit site, which is a positive improvement.



4.5.12 The southeast part of the site, including parts of both the main site and the former ski slope, are sensitive in long distance views from the north side of the Wye valley. The landscape in this area should be designed to create a layering of trees and development in these views ensuring that the appearance of this part of the site is especially well treed and that the treed character of the skyline is protected. A Landscape and Visual Assessment (LVA) of the site is required and should form part of the planning application for this development. This supports development objectives 4 & 7.

# 4 DESIGN CONCEPT, PRINCIPLES & FRAMEWORK PLAN



## 4.6 URBAN DESIGN PRINCIPLES



### 4.6.1 DESIGN AND PLACEMAKING

- Create a new neighbourhood with a legible and robust structure of streets, routes and spaces that respond to the surroundings.
- Deliver a development with a distinct local character and identity that will help foster a sense of place and community ownership.
- Provide a range of homes that will meet the needs of the local community, including the delivery of affordable housing.
- Create a place with a range of character areas and open spaces that define the scheme, promote permeability and encourage their use.
- Integrate a viable range of uses to help create an active and vibrant well-managed community.
- Development structure to be predicated on use of robust perimeter blocks with active edges.

### 4.6.2 LANDSCAPE & GREEN SPACES

- Use the existing landscape features of the site such as the adjoining Deangarden Wood, gentle rolling topography and formal Woodland Ride to form a strong framework for the development.
- Retain natural and deliver new landscape features within the open spaces that will protect and enhance biodiversity through habitat creation and preservation.
- Implement a range of landscape open spaces that allow for play, contemplation and relaxation, that are well designed and stimulating.
- Provide a positive interface with the existing landscape features of The Ride and Deangarden Wood.
- Create a sustainable drainage strategy that is well integrated into the overall landscape vision.

Regarding the woodland edge with Deangarden Wood and Keep Hill Wood the following development principles and design response will apply:

- To consider the woodland and its edge holistically as an important green infrastructure asset.
- To protect and enhance the existing woodland.
- To achieve a consistent and appropriate woodland edge.
- To respond positively to the woodland edge as an asset that enhances the character and quality of new development.
- To take the opportunity to ensure that public rights of way are set in the optimum position in relation to the woodland edge and new development.



#### 4.6.3 MOVEMENT AND ACCESS

- Incorporate and enhance the existing public rights of way into the development and improve links to the surrounding neighbourhoods.
- Create a place that is legible, convenient and comfortable to move around for all, ensuring priority is given to the needs of pedestrians and cyclists over the motorist.
- Routes to be connected, attractive and overlooked.
- Embrace the philosophy of walkable neighbourhoods by locating community facilities in readily accessible locations.
- Strengthen and link into the physical connections of the existing area to ensure the site is not an isolated development.
- Provide a network of green corridors through the site that link character areas and provide opportunities for informal recreation, relaxation, and play.

#### 4.6.4 SUSTAINABILITY

- Promote the use of sustainable modes of transport by actively encouraging the use of public transport.
- Design the infrastructure, layout and homes in a sustainable and energy efficient way.
- Explore passive and active solar gain through the building form and orientation.
- Deliver a layout with a range of accommodation and house typologies encouraging social interaction and cohesion.
- Provide a development that accords with Berkeley's "Our Vision" commitments which address aspects of social, economic and environmental sustainability (see page 97).

Former RAF Daws Hill  
(proposed development)

Extended Primary School

Deangarden Wood

The Ride

M40

Abbey Barn Lane

🕒 ILLUSTRATIVE ONLY





## 4.7 INDICATIVE FRAMEWORK PLAN

- |  |   |   |   |
|--|---|---|---|
|   | Main Abbey Barn South & Wycombe Summit Site               |  | Proposed vehicle / pedestrian / cycle access                    |
|   | Main Abbey Barn South & Wycombe Summit Site Division Line |  | Indicative primary route  |
|   | Residential development parcels                           |  | Indicative secondary routes                                     |
|   | The Ride - public open space                              |  | Indicative tertiary routes                                      |
|   | Green infrastructure / public open space                  |  | Existing roads  |
|   | Buffer to Ancient Woodland                                |  | Pedestrian / cycle links  |
|   | Existing hedgerows  |  | Existing public footpaths                                       |
|   | Existing woodland   |  | Key building / elevation frontage                               |
|   | Existing trees  |  | Employment  |
|   | Proposed trees  |  | Allotments & associated access and parking                      |
|   | Indicative SuDS features                                  |  | Sensitive edge: interface between proposed housing and The Ride |
|   | Ground contours - 1m                                      |  | Proposed landmark feature                                       |
|   | Indicative children's play area                           |  | Existing broadcasting mast                                      |
|  | Potential noise barrier                                   |  | Existing mobile phone mast                                      |
|  |   |  | Wycombe Summit  |

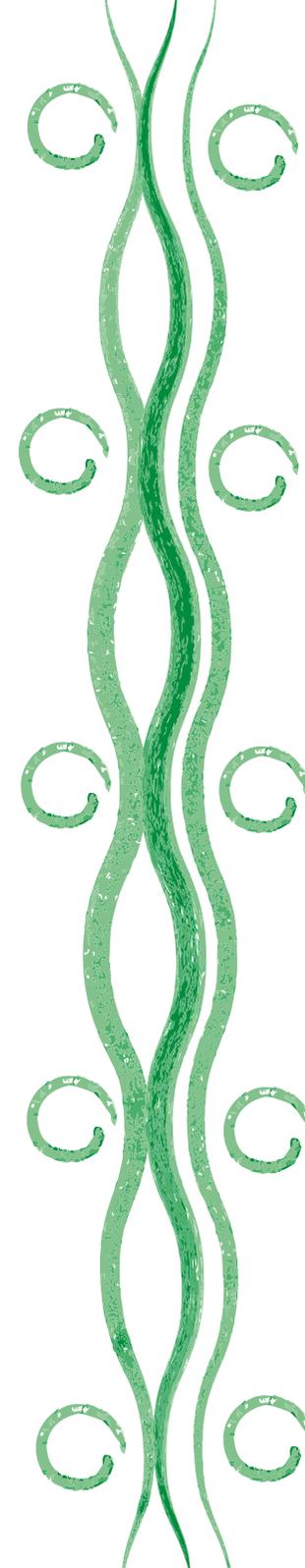
4.7.1 The Development Framework Plan (facing page) sets broad parameters for the development of Abbey Barn South.

4.7.2 The Framework Plan sets out:

- new primary access points from Abbey Barn Lane and the development at RAF Daws Hill (Pine Trees);
- areas of the site within which new built form should be located, and appropriate uses;
- an alignment for the curving primary route;
- indicative secondary routes within areas of new built form;
- an alignment for a potential noise barrier alongside the M40 motorway (subject to further testing);
- the disposition of Green Infrastructure including new public open space, indicative SuDS features, a buffer zone alongside Deangarden Wood and Keep Hill Wood, and key areas of retained and proposed planting;
- new features and uses within The Ride, to integrate with the development and provide activity within The Ride;
- areas where the role of prominent buildings will be of heightened importance;
- The potential noise barrier is a separate project promoted by the M40 Chiltern Environmental Group. See [www.m40-chilterns.org.uk](http://www.m40-chilterns.org.uk) for more information. Development at Abbey Barn South is not expected to contribute towards delivering this project but it may be necessary to incorporate site specific noise attenuation in to the design of the development at the planning application stage; and
- pedestrian routes and public footpaths.



# SPATIAL DISTRIBUTION OF LAND USES



# 5

## SPATIAL DISTRIBUTION OF LAND USES



### 5.0 LAND USE

5.0.1 The proposed development framework sets a clear strategy for the location and extent of land suitable for development, within the Abbey Barn South site, as illustrated by the adjacent plan.

INDICATIVE LAND USE PLAN



**Key**

- Abbey Barn South & Wycombe Summit site
- Residential
- Employment
- Allotments and associated parking
- Informal Green Space
- Boundary between Abbey Barn South & Wycombe Summit site
- Woodland Edge
- School Extension
- Play Areas
- The Dell



## 5.1 HOMES

- 5.1.1 The development of Abbey Barn South presents an opportunity to deliver much needed new housing and to establish a new local community; one that strongly integrates with the established settlement of High Wycombe.
- 5.1.2 The development will provide new homes, combining a range of housing types, styles and sizes; terraces, semi-detached and detached homes and low rise apartments. Specific provision may also be made for senior living accommodation.
- 5.1.3 The development will have regard to the requirements of Core Strategy affordable housing Policy CS13 in terms of the mix of dwelling size, type and tenure that meet the identified needs of the community. Affordable housing will be integrated with the private housing establishing a mixed-income, cohesive neighbourhood. Affordable housing should be provided at 40% of bed spaces.

## 5.2 EMPLOYMENT

- 5.2.1 An element of employment provision is required both to help meet the strategic requirement for employment land but also to help create a sustainable mixed use neighbourhood. The most appropriate location is the south-west corner of the site, adjacent to the employment proposed on the former RAF Daws Hill (Pine Trees) site, where there is scope for around 1.5 hectares of development. Evidence shows that Abbey Barn South would be a suitable location for employment use particularly for small-scale unit scheme mix of B1/B8 or D class medical.
- 5.2.2 Development on site will provide a range of employment opportunities during the construction phase and further employment opportunities associated with the primary school expansion. The site is well located to existing employment-generating development in and around High Wycombe and the new residents of Abbey Barn South will increase the trade and patronage of existing local shops and nearby businesses.

## 5.3 EDUCATION

- 5.3.1 The anticipated development on the site would be insufficient to require a full 1-form entry primary school initially. However, nearby schools have a deficit of places and a new primary school is required by the development of the former RAF Daws Hill (Pine Trees) site. Accordingly, an extension to the 1-form entry primary school within the RAF Daws Hill (Pine Trees) site is required to provide, in total, a 2-form entry primary school. This will not have an impact on RAF Daws Hill (Pine Trees) scheme for which proposals have included the ability for a school expansion as a principle of the layout. As the school extension will be built on the kick-about area proposed within the RAF Daws Hill (Pine Trees) development this open space will need to be re-provided as part of the Abbey Barn South development.



# 5 SPATIAL DISTRIBUTION OF LAND USES



## 5.4 GREEN INFRASTRUCTURE

5.4.1 The built development will sit within a framework formed by existing landscape and ecological features, including The Ride and Deangarden Wood. The proposed Abbey Barn South development will include both formal and informal open space and, together with the retention of existing natural greenspace, will promote natural play shaping throughout the site and the maintenance and enhancement of opportunities for wildlife. Areas of green infrastructure have been strategically positioned to link into The Ride, Deangarden Wood, Keep Hill Wood, Abbey Barn Lane and the proposed development at the former RAF Daws Hill (Pine Trees) site. The site provides a unique opportunity to open up The Ride for public access.

5.4.2 New allotments, serving potential wider area needs, are proposed along the southern boundary of the The Ride with dedicated parking accessed via the employment area.



## 5.5 THE RIDE

5.5.1 The Ride sets Abbey Barn South apart from other strategic sites: 12 hectares of private land will be made available for public access, presenting a unique opportunity to connect new development with a historic landscape feature in the form of public open space. The Ride accounts for circa 35% of the site and it is a key part of the wider Green Infrastructure Network around the site (see DSA Policies DM11 & DM12). In order to become an asset as part of a new neighbourhood The Ride requires an active use and a positive vision. A masterplan of the Ride will be prepared to form part of the Abbey Barn South Development Brief. This should be developed alongside the reinforcement of the existing landscape character, arboricultural quality, habitat value and heritage interest.

5.5.2 The key objectives for The Ride are:

- protection of the main structural landscape elements and habitats;
- connecting The Ride to the new neighbourhood, by opening up access, by using the secondary spaces between the roundels on the north side to accommodate active open space, community and/or leisure uses, and to create a landscape setting for adjoining development;
- the creation of new green infrastructure connections with Deangarden Wood;
- opening up connections with the new public open space being created at Pine Trees (RAF Daws Hill);
- creating opportunities for new leisure uses within The Ride;
- add to sense of place through provision of new focal point and/or landmark feature; and
- otherwise keeping the Ride free from other structures, unless covered by the exceptions listed in 5.5.3 below



5.5.3 Policy DM12 generally prohibits new building in The Ride. New buildings at the north west end of The Ride would also be unacceptable due to the landscape impact and the relationship with surrounding uses and adjacent rights of way. New leisure or community buildings and uses could be accommodated elsewhere. There are a range of potential uses that would be appropriate including gymnasiums, riding schools, visitor centres, cafes, places of worship and others. A public use such as this would support the public use of the Ride. The developer is required to work with the Council to facilitate the delivery of this use.



## 5.6 PUBLIC OPEN SPACE

- 5.6.1 This section applies to the main Abbey Barn South site.
- 5.6.2 Policy DMI6 in the Adopted Delivery and Site Allocations Plan sets out the Council's requirements for new public open space and says "development of strategic sites will be expected to meet all local and strategic open space requirements on site as a minimum." Local Plan Policy RT3 and NPPF paragraph 74 highlight the importance of existing sports pitches and serve to protect them from development. These policies continue to apply to the baseball fields notwithstanding that they are no longer in use. The Council's Sports Facility Strategy 2015 to 2020 is also relevant to the consideration of outdoor sports requirements.
- 5.6.3 In this case, the provision of The Ride as a new public space far exceeds the overall requirements in Policy DMI6, but it is not suitable to accommodate all of the different types of space required (i.e. sports pitches). Due to the presence of The Ride, and mindful of the strategic housing supply constraints elsewhere in the district, it is considered that the optimum approach in this case would exceptionally be to meet the outdoor sports requirements arising from the site off-site, rather than to increase the total amount of on-site open space to accommodate these.
- 5.6.4 The developer will be required to bring forward proposals for the future management and maintenance of all public space.

## 5.7 SPORTS PITCHES

- 5.7.1 The Brief proposes an extension to the school located on the Pine Trees development to meet the primary education needs from Abbey Barn South. This will in turn require the re-provision of the adjacent planned open space (set aside in the Pine Trees scheme as a potential football pitch) as part of the Abbey Barn South proposals. Responding to the open space standards for outdoor sport and the needs identified in the Sports Facility Strategy, an additional U17/U18 football pitch is also required. These two pitches should be located together and laid out to be used as a cricket pitch in summer months. The wicket would be located between the two pitches to protect its surface from studded boots. Changing rooms and car parking would also be required to serve the new facilities.
- 5.7.2 The current site also includes an existing set of sports pitches (the established baseball diamonds to the west of the site). It may be necessary for these facilities to be re-provided in accordance with Policy RT3 & NPPF 74. On the basis of current evidence this will be necessary.
- 5.7.3 As this is an existing facility the retention or replacement of the baseball pitch does not count towards meeting the required needs from the new development, although it may be possible to achieve a more efficient scheme if both the baseball and the football/cricket pitches can be located together.

- 5.7.4 Provided that a deliverable solution can be brought forwards in connection with any planning application then it will be acceptable for these outdoor sports elements to be provided off-site. Other open space facilities should be provided on-site.

## 5.8 PLAY

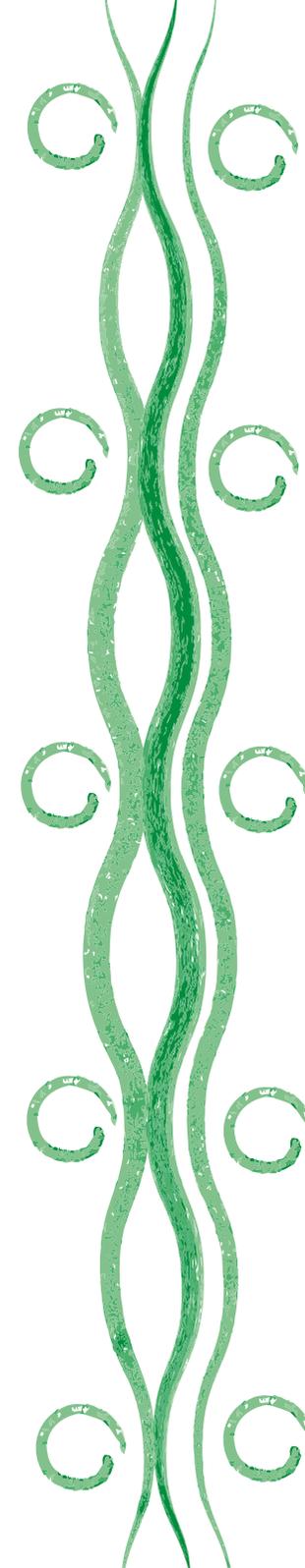
- 5.8.1 A multi-use games area (MUGA) and other appropriate play facilities should also be provided on-site. Play provision should be planned in the round with the new public open space provision at Pine Trees (RAF Daws Hill).

## 5.9 ALLOTMENTS

- 5.9.1 Alongside the M40 is an area of flat land (1.29ha) and it is proposed to use this area as allotments, subject to land contamination tests and tests for airborne pollutants that could enter the food chain through consumption of crops grown here. The allotments will need an on-site water supply with a small number of stand pipes situated at agreed locations. Car parking will also be required to serve the facility. Use as allotments will be subject to the receipt of satisfactory soil quality tests. Land must be suitable for the public growing of vegetables and fruit for consumption.



# MOVEMENT & ACCESS



# 6

## MOVEMENT & ACCESS



### 6.0 SITE ACCESS

- 6.0.1 The western access to the proposed development will join with the new main street being built on the adjacent RAF Daws Hill (Pine Trees) site. This main street will be the principal route through the development and should be designed to accommodate all modes of traffic equally.
- 6.0.2 The eastern access to the proposed development on the main Abbey Barn South site will join Abbey Barn Lane north of the motorway bridge where adequate visibility and junction separation can be achieved. This access needs to provide a safe and convenient junction for cars, buses, emergency and service vehicles, pedestrians and cyclists. In addition the junction should reflect the function, quality and character of Abbey Barn Lane as part of a placemaking design approach.
- 6.0.3 Proposed employment uses in the south west corner of the main Abbey Barn South site must gain access from the RAF Daws Hill (Pine Trees) employment access road.
- 6.0.4 A separate access will be provided off Abbey Barn Lane to serve the Wycombe Summit redevelopment. Proposals for these sites (and Abbey Barn North) will be required to have regard to each other.



ILLUSTRATIVE MOVEMENT PLAN



Key

- Indicative green cycle and/or pedestrian route
- Lit, adopted cycle/pedestrian route
- Main vehicle route/ bus route
- Wycombe Summit site access
- Pedestrian route only
- Public Rights of Way
- Bus stop
- Indicative parking location
- Indicative parking to be delivered as part of the redevelopment of the Daws Hill Site
- Wycombe Summit



## ILLUSTRATIVE STREET HIERARCHY PLAN



### 6.1 STREET HIERARCHY

- 6.1.1 The street hierarchy should enhance legibility of the site and the public realm should be designed to multi-function as social spaces which are attractive in their own right for example through complementary space, street trees, etc. The internal road layout and hierarchy will comply with Manual for Streets standards, provide good permeability and promote sustainable transport through and outside the site by connecting with existing routes. The streets create a connected network of routes, linking the local spaces within the site and its surroundings and create a choice of routes for all users and all modes of transport.
- 6.1.2 This requires a flexible approach to road design, again, consistent with Manual for Streets standards. These roads should:
- have natural traffic calming through a number of techniques, such as varying horizontal alignment, widths, pavement finishes and arrangement of street furniture and parking, to achieve a 20mph design speed;
  - provide access for walkers, cyclists, drivers, refuse collection, delivery and emergency vehicles;
  - provide some unallocated flexible parking for visitors. (this should be integrated into the design of the public realm and its impact mitigated by landscaping); and
  - address the need for access not only to the main site, but also to the former Wycombe Summit site and the existing Abbey Barn Farm business centre.
  - have a clear and logical order of streets that use a range of street types. These can be identified by their differing features including their width, enclosure, frontage, parking arrangements, how connected they are to each other, a range of uses, landscaping and materials.
  - be designed to follow natural desire lines, to link to existing streets, open spaces, local facilities or destinations. Single points of access, long cul-de-sac and tortuous routes that do not provide a choice of direct and convenient routes should be avoided.

# 6

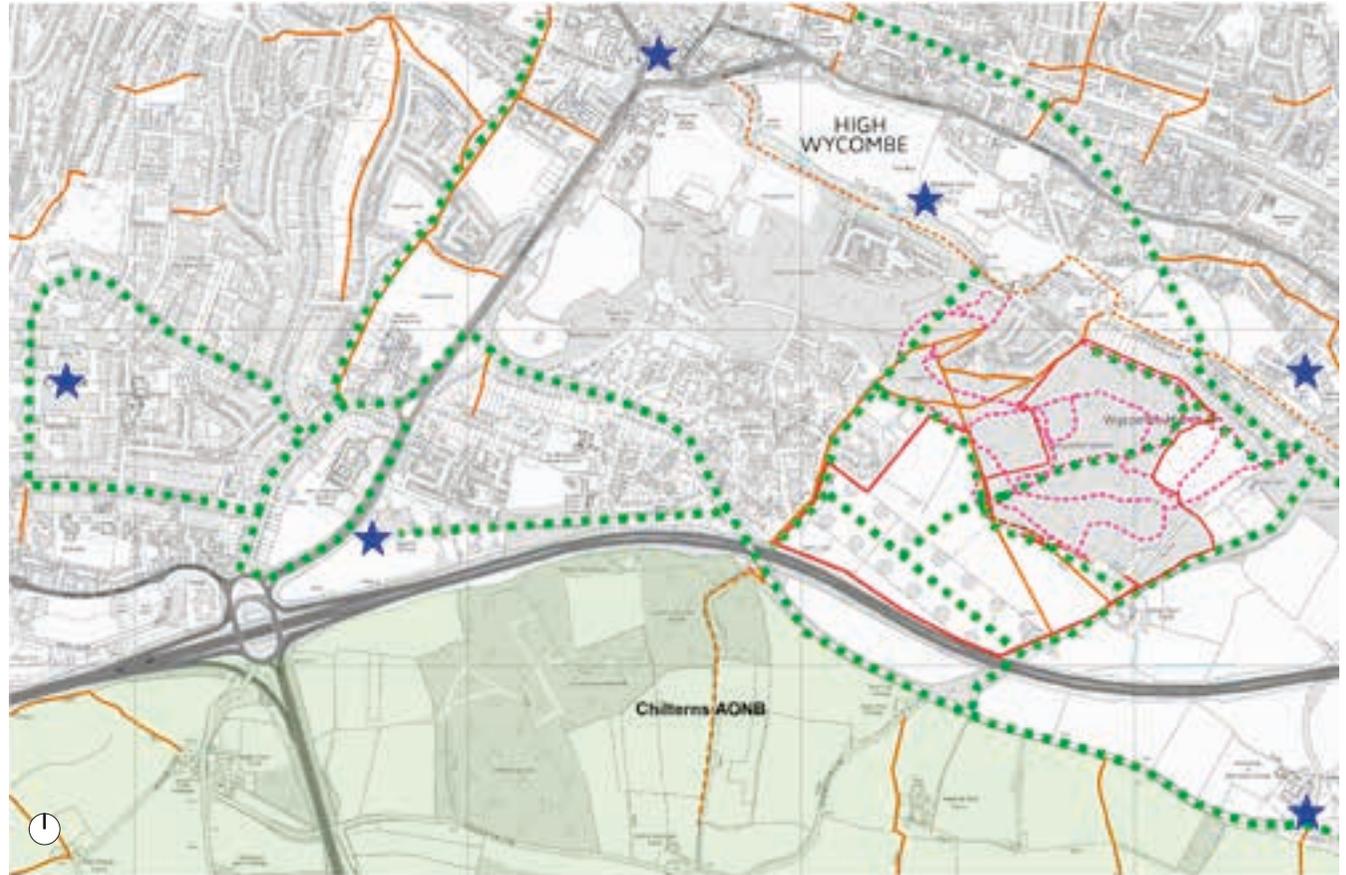
## MOVEMENT & ACCESS



### 6.2 ACTIVE TRANSPORT

6.2.1 As part of supporting sustainable transport choices proposals should maximise the potential for active transport (mainly walking, but also cycling). As part of this, development should respond positively to the wider rights of way network, and any footpath diversions should be considered on their merits within this strategic context.

6.2.2 This plan shows existing routes complemented by a range of potential new and/or improved routes designed to support this objective. The routes shown are broadly indicative and the improvements might include for example resurfacing, signposting, lighting, and/or crossing points. The development of Abbey Barn South will contribute, where justified, to the improvement of existing Public Rights of Way.



#### Key

- Rights of way
- Existing tranquil route
- Existing informal paths
- Possible improvements or new routes
- Key Destinations



### 6.3 PUBLIC TRANSPORT

- 6.3.1 The main street through the main Abbey Barn South site will be designed to facilitate a fast, high quality bus service. Bus stops will be located along the main street to ensure all development is within 400m of a bus stop. Bus stops should include a facility for real time information provided a central information system is available to support this.
- 6.3.2 A high quality, frequent bus service through the site linking to the Town Centre should be provided. This should include links to both the railway station and the bus station. The minimum quality of service required is specified in paragraph 6.12 of the Delivery and Site Allocations Plan (DSA).



### 6.4 WALKING AND CYCLING

6.4.1 Walking and cycling connections will be provided to:

- existing public rights of way through Keep Hill Wood leading north towards the Rye and routes to the town centre, train and bus stations;
- the new main street, footway / cycleway being built on the adjacent RAF Daws Hill (Pine Trees) site which leads to the new school, drop off site and footways on Daws Hill Lane;
- the new industrial access road provided in the south east corner of the RAF Daws Hill (Pine Trees) site, which borders the south west corner of the Abbey Barn South site;
- Abbey Barn Lane;
- The Ride; and
- footpaths through Deangarden Wood which will be delivered by the development at Wycombe Summit.

6.4.2 Within the site, walking and cycling will be promoted by the provision of a variety of good quality leisure and practical routes between housing, employment uses and key destinations including the school, recreation areas and off site connections. These will include:



- circular multi-purpose routes through the length of the woodland ride, with links to the adjacent housing to the north, the planned open space at Pine Trees, and the employment uses and planned allotments to the south;
- street lit footway and cycle links throughout the development, consisting of an off road route adjacent to the main street, with on road cycling on other roads; and
- a non lit leisure footway and cycleway route through the length of the buffer open space, adjacent to Deangarden Wood, with links to the existing routes through Keep Hill Wood to the north and the adjacent residential areas to the north. This route should connect to the new road and footway on the adjacent RAF Daws Hill (Pine Trees) site at the north western boundary and to footway and cycleway infrastructure proposed for the main street.

6.4.3 It is expected that some routes will be multi-functional walking and cycling routes, whilst others are more likely to only be suitable for walking. Similarly some routes will require an all weather surface and lighting, others will not. The most appropriate form and function of each route will be examined at the detailed design stage.

6.4.4 Outside of the site, the development will contribute to the following footway and cycleway improvements to link the development to possible nearby destinations:

- Improvements to existing public rights of way through Keep Hill Wood to improve pedestrian and cycle access to the town centre.
- Pedestrian and cycle routes from the development along Abbey Barn Lane to Heath End Road and along Heath End Road, connecting to Flackwell Heath.



### 6.5 OFF-SITE HIGHWAY IMPROVEMENTS

6.5.1 The County Council's framework consultants Jacobs, were commissioned jointly by Buckinghamshire County Council and Wycombe District Council in February 2015 to undertake a transportation study to establish the potential mitigation package for Abbey Barn South and other reserve sites around the town.

6.5.2 The results of this study informed the package of off-site highway improvements that will be required to support the development of Abbey Barn South. The negotiation of contributions for off-site highways works will be informed by the background study and by consideration of cumulative impacts from this development and other developments in the area. Contributions will be negotiated following government guidance on proportionality.

6.5.3 Findings of the transport study suggest the below approaches:

- As well as addressing the direct transport impacts of the proposed development, the mitigation package must respond to the place making challenge presented by this urban extension. Junction design in particular will be required to operate effectively with future traffic demands, respond to local context and assist with the place making approach.
- The vehicular impact on all local connections will need to be considered in a Transport Assessment. This document shall assess the baseline traffic conditions and the impact of the proposed development. Consideration should be given to both the network

performance, road safety, and the character and role of different route options. It is currently considered likely that development at Abbey Barn South will need to contribute to the widening or other improvement of the existing road bridge crossing the former rail line on Abbey Barn Lane and the reconfiguration of the Abbey Barn Lane / Kingsmead Road / Abbey Barn Road junctions as well as other measures on the A40 London Road.

- Provision shall be made for walking and cycling connections to key local destinations.
- Provisions shall be made to ensure the site is served by a high frequency bus service. Suitable bus priority should be

provided within the site and at nearby junctions to minimise possible journey time delays.

- Reducing the speed limits on Abbey Barn Lane and Heath End Road to 40mph or lower. This scheme would ensure that appropriate road and junction designs can be implemented safely, using the place making approach to facilitate the more urban nature of these roads in the future.
- Consider opportunities for road safety mitigation at identified collision cluster sites to ensure nil detriment as a result of the development.





## 6.6 TRIP REDUCTION

- 6.6.1 The development will provide a Residential Travel Plan and Framework Employment Travel Plan, if necessary, for use and development by individual companies, with targets to reduce single occupancy car trips. The travel plans will include a range of measures including car sharing, transport information, publicity of the environmental and health benefits and promotional gifts to incentivise bus, cycle and walking travel.
- 6.6.2 The proposals set out in earlier sections for public transport, walking and cycling will support the Travel Plan objectives by providing improved alternative transport modes to the car.

## 6.7 PARKING

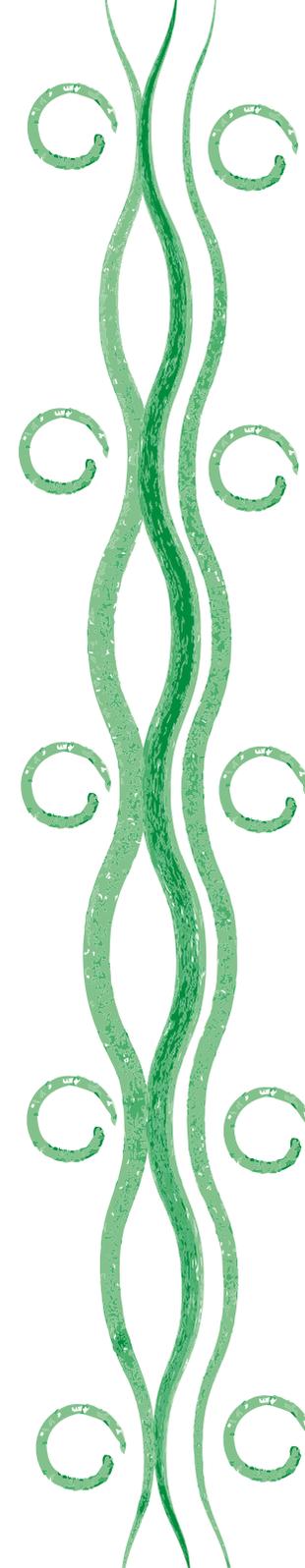
- 6.7.1 Buckinghamshire County Council (BCC) has adopted new countywide parking standards from 6 October 2015 which identifies the factors to consider in planning provision. These include; accessibility, type and mix of development, availability of public transport, local car ownership levels and an overall need to reduce the use of high emission vehicles. In this location, full compliance with the optimum standard for parking in the guidance will be required.
- 6.7.2 Parking provision will also be designed to promote use of low emission vehicles such as electric vehicles. For the residential uses private on-plot parking allows convenient charging of vehicles. For the employment uses at least 5% of parking spaces should be equipped with the facility for electric charging.

- 6.7.3 Residential parking will predominantly be provided on plot, to reduce street congestion, although a degree of parking flexibility will also be provided for with carefully designed on-street parking to cater for visitors. These on-street spaces will be well distributed around the development so that inappropriate on street parking can be avoided.





# GREEN INFRASTRUCTURE







## 7.0 ECOLOGY

7.0.1 The masterplan incorporates a network of retained and newly created habitats. These will facilitate the movement of wildlife across the site and the wider area as well as providing habitat in their own right. This includes the retention, where possible, of the grassland, woodland and scattered trees associated with The Ride which will be managed to maintain and enhance their nature conservation interest. Other linear habitats such as hedgerows and boundary vegetation will be retained where possible and enhanced with supplementary native planting. Green corridors extend between The Ride and Deangarden Wood incorporating existing hedgerows in addition to newly created habitats such as species-rich grassland, shrub planting and wetland habitats in conjunction with the SUDS.

7.0.2 In accordance with Natural England guidance a 15m buffer would be maintained between hard development and the off-site ancient woodland of Deangarden Wood and Keep Hill Wood. The buffer will be planted to create an eco-tone edge to the woodland providing a gradation of woodland to scrub to meadow grassland where it is currently met by species-poor grassland and arable fields.

7.0.3 The landscape strategy will be further informed by the outcome of the specialist surveys for bats, badgers, dormice, breeding birds, reptiles and invertebrates. In addition to identifying measures for the avoidance and mitigation of potential effects of development these will identify target species and objectives for the site's long-term management and enhancement.

# 7

## GREEN INFRASTRUCTURE



### 7.1 SURFACE WATER DRAINAGE

- 7.1.1 Sustainable urban Drainage System (SuDS) features will be integrated into the development to provide surface water drainage which will both filter and clean surface water runoff and maintain 'Green Field' run off rates for water leaving the site.
- 7.1.2 SuDS features will be incorporated within open spaces and streets. They will include swales, wet and dry attenuation ponds or features, porous paving to car parking areas or patios and filter drains.
- 7.1.3 The SuDS strategy for the site will be determined as part of the detailed design process but is likely to include SuD features to predominantly control run-off at source with local infiltration systems. Swales and traditional drainage would also feed into attenuation basins located on lower lying ground within the site in the dry valley and on the northern perimeter of the site.
- 7.1.4 A swale along the north-eastern edge of the site will also feed into the basins protecting the hydrology of the ancient woodland from runoff from the development.

INDICATIVE SURFACE WATER DRAINAGE STRATEGY



Key

Abbey Barn South Site & Wycombe Summit site

Boundary between Abbey Barn South & Wycombe Summit site



## INDICATIVE PUBLIC OPEN SPACE FRAMEWORK



Abbey Barn South Site & Wycombe Summit site	Possible location where a community/leisure building may be accommodated	The Dell. Urban parkland character.	Allotments
Boundary between Abbey Barn South & Wycombe Summit site	The Central Ride. Semi-natural with maintained paths. To be kept open and free from fencing and other structures	Possible locations for play and other open air uses	Recreational routes

## 7.2 PUBLIC OPEN SPACE PROVISION

### 7.2.1 The detailed design of the public open space areas will:

- include toddler play facilities distributed throughout the development. The location of neighbourhood equipped play and adult trim-trails should be considered comprehensively with the adjoining Pine Trees development;
- utilise the natural valley landform towards the centre of the site to provide a feature open space and provide a green link joining The Ride to Deangarden Wood;
- provide an appropriate and welcoming entrance to the site, from Abbey Barn Lane, which is likely to be semi-natural in character incorporating wildflower rich meadow grassland and the existing mature Oak and Ash trees;
- provide new allotments at the southern edge of the site;
- provide a 15m corridor to the south of Deangarden Wood as buffer to the ancient woodland to the north and a semi-natural recreational resource for the development;
- integrate smaller, natural play areas into the green corridors and incidental open space to provide more informal opportunities for play.
- retain within the site or reprovide elsewhere the existing baseball facilities if necessary.

# 7

## GREEN INFRASTRUCTURE



### 7.3 GREEN INFRASTRUCTURE STRATEGY

7.3.1 The green infrastructure strategy builds on the opportunities and constraints analysis and aims to create an integrated network of open spaces incorporating and enhancing historic features, such as The Ride, along with new landmarks, open spaces and green corridors, as an integral part of the development.

7.3.2 The green infrastructure proposals are not just seen as a strategy for the site itself, but are intended to enhance the wider green infrastructure beyond the site by improving links between Deangarden Wood, The Ride, open space to be provided at RAF Daws Hill (Pine Trees), and the surrounding countryside. Proposals should:

- provide a network of open space incorporating green hubs, such as where the dry valley and The Ride meet, which links to the wider green infrastructure network surrounding the site;
- enhance The Ride and its associated landscape, by encouraging recreational use of the spaces around the ride with equipped and informal areas of play space, trim trails and seating areas;
- provide new focal points for The Ride with landscape features and/or landmark feature to add to the 'sense of place' associated with the mature tree avenue and the grass ride;
- create 'feature' open spaces, utilising the natural landform of the site, for example dry valley as part of a network of open space; and
- create a semi-rural gateway at the main entrance to the site from Abbey Barn Lane - in combination with retention of existing trees and proposed planting (to help break up built form in distant views from the Gomm Valley).

DRAFT GREEN INFRASTRUCTURE FRAMEWORK



Key					
	Abbey Barn South Site & Wycombe Summit site		Retained trees/hedges		Equipped play areas
	Boundary between Abbey Barn South & Wycombe Summit site		Woodland buffer		Trim trail stations/informal play areas
	Proposed structural planting/boundary enhancement		Allotments		Sculpture/focal point feature
	Primary corridor with tree avenue planting				



### 7.3 GREEN INFRASTRUCTURE STRATEGY CONT'D

- incorporate the SuDs strategy into the green infrastructure network, including attenuation ponds within the Dell;
- provide connectivity between the residential development and the open spaces across the site by providing, avenues of tree planting, linking open space with attractive vistas;
- enhance existing boundary hedgerows and tree belts with new native planting to help reduce further the limited number of views into the site from nearby locations, and consider the integration of noise attenuation into the perimeter green infrastructure;
- protect the ancient woodland to the north and provide a 15m woodland buffer zone. (The buffer is likely to include swales to protect the hydrology of the woodland, but also provides the opportunity to enhance the woodland edge with a more natural and gradual transition from low scrub to mature trees); and
- retain the existing hedgerow and mature Oak trees within the site, carefully taking into account Root Protection Areas, to both enhance the character of the scheme and to retain historic landscape features and wildlife corridors.
- design landscape in the southeastern section of the site to create a semi-rural gateway and a layering of trees and development in long distance views from the north side of the Wye valley ensuring that the appearance of this part of the site is especially well treed and that the treed character of the skyline is protected.

### 7.4 WOODLAND AND TREES

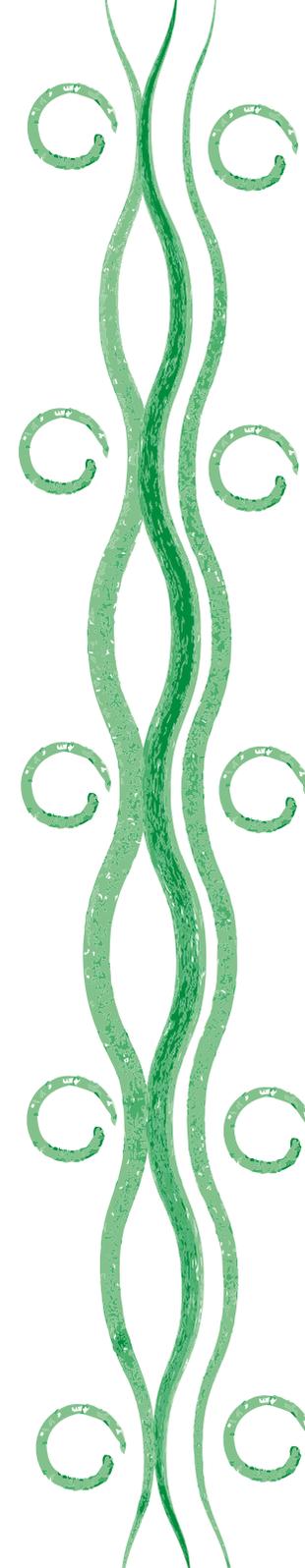
- 7.4.1 The management of the roundels will seek to restore the original objectives of these planted woodlands whilst taking account of specific beneficial environmental features that have developed within them. The percentage of "nursery" tree species will be reduced as these should ultimately be thinned out as the slower growing species become more established. Lower canopy (understorey) species will be restored and where necessary replanted.
- 7.4.2 Basal suckers and dense growth will be removed from the double row avenue of lime trees, forming The Ride, and a detailed Health and Safety inspection will be carried out on each tree to assess its condition. The Ride will be restored by replacement planting and tree surgery where necessary.
- 7.4.3 Replacing the current arable fields that abut the edge of Deangarden Wood with an area of open space will allow the advance of a natural and gradual succession from grassland and scrub habitat through to mature woodland.
- 7.4.4 Where other existing trees are to be retained, such as the mature oaks within the eastern part of the site, they will be managed in such a way so as to protect and enhance their amenity and environmental value whilst taking account of the need to maintain public safety.
- 7.4.5 Tree cover across the site will be enhanced with new tree planting across the site as part of a comprehensive planting strategy.

### 7.5 DEANGARDEN WOOD EDGE

- 7.5.1 The site is adjacent to an extensive area of woodland which extends along the valley side to the north, much of which is Ancient Woodland. The existing edge is in the most part mature and the canopies of trees frequently overhang the surrounding land by significant distances, however the edge is not entirely uniform and shows some variation in character and quality. Development should generally be at least 15 metres from the woodland edge. Variations to this may be considered appropriate by the Council where for example the scale of root protection areas requires a larger offset or where there is existing encroachment. The key objective should be to consider the woodland and its edge holistically as an important green infrastructure asset.
- 7.5.2 An appropriate design precedent for the overall approach is Naphill Common. At Naphill Common, cottages are orientated to front onto and overlook the woodland edge and public rights of way. Variety in building types and styles still delivers a degree of consistency through use of vernacular materials/architectural detailing. Irregular building lines and a loose grain allows space for planting which contributes to character. Generous front gardens are defined by hedging, rustic wooden fencing or low brick walls. Perimeter access in front of dwellings is set back from the tree line with verges alongside. Low key, shared surfaces omit street kerbing, pavements and road markings. Where roads come to the woodland edge, wider, incidental spaces with buildings set back form a gateway into the woods.
- 7.5.3 Future development at Wycombe Summit should be restricted to outside the boundary of the Ancient Woodland but development within the normal buffer could be justified on the basis of past encroachment and proposed restoration of the woodland.



# CHARACTER AREAS







## 8.0 LOCAL CHARACTER AND IDENTITY

8.0.1 In order to inform future design proposals, a detailed appraisal of the local context in terms of character, distinctiveness, street structure, scale, massing, density and public realm should be undertaken. Place-making opportunities for the main Abbey Barn South site should draw from the positive qualities and character of these areas for the benefit of both the new and existing communities.

8.0.2 Development at the main Abbey Barn South site should:

- draw reference to and consider the local context, its character and distinctiveness;
- sit comfortably within the local urban grain, scale and mass of the surrounding communities;
- create its own unique identity and distinctive character; and
- create a legible, easy to navigate layout based on a structure of perimeter blocks and connected streets.

# 8

## CHARACTER AREAS



- 8.1.1 The proposed development framework establishes a basis for differing characters of environment across the extent of the site. These characters will be defined by existing landscape assets, the type and arrangement of built form, and the various qualities of new landscape / open space integrated into the scheme. The adjacent diagram illustrates the location and extent of these proposed character areas.
- 8.1.2 While building heights will be predominantly 2-2.5 storeys, the approach to density and building heights will vary across the site and respond to location, the relative sensitivity of the surrounding areas or other constraints, and to the development framework in order to create interest and enhance place making.
- 8.1.3 The layout or structure of new development should be easy to navigate and understand and can be reinforced through the use of landmarks and vistas. Key building groupings should be more distinctive in their architectural language, scale and mass and particularly their relationship to the public realm and the landscape setting. The sensitive design of entrance locations, location of parking, building alignment and the impact on key views and vistas is important to provide a sense of place with a strong identity.

CHARACTER AREAS



- Key**
- A** New site entrance from Abbey Barn Lane
  - B** Deangarden Verge
  - C** Abbey Barn Verge
  - D** The Dell
  - E + F** East and West Neighbourhood
  - G** Wycombe Summit Site



8.2 **A** New site entrance from Abbey Barn Lane

8.2.1 This area includes the frontage to Abbey Barn Lane and the main access to the site. Proposals for this part of the site need to consider not only the local views and the semi-rural character of the lane but also the objective to create a layered landscape to mitigate the impact of development in longer views from the north of the Wye valley. Accordingly, building plot densities should generally be lower and looser grain, with detached and semi-detached houses, informally arranged to provide a soft edge of development. Building heights will be up to a maximum of 2 storeys in this location.

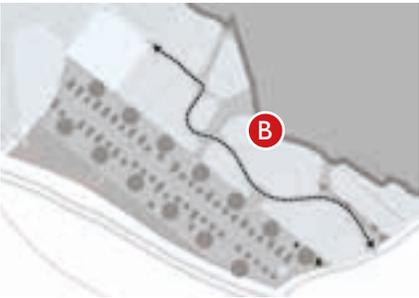
8.2.2 The detailed design and layout needs to comprehensively address the need for access not only to the main site, but also to the former Wycombe Summit site and the existing Abbey Barn Farm business centre. If the land opposite is used for public open space, safe crossing will be required. This layout must function for traffic but it should give priority to people and landscape, making the most of existing and planned green infrastructure, including routes along Abbey Barn Lane and beyond.





8.3 **B** Deangarden Verge

8.3.1 Deangarden Verge is the proposed name for the important interface between the new neighbourhood and the south-western edge of Deangarden Wood and Keep Hill Wood. It will be formed by a landscaped green corridor that encourages use as an enhanced public leisure and recreation route whilst offering a suitable set-back of new built form from the mature trees. The housing will overlook the route to ensure natural surveillance, whilst benefiting from views of the woodland edge, and its layout will inform an informal character that reflects the irregular form of the wood and is in contrast to the formality of The Ride. Lower density development is envisaged for these reasons.



Deangarden Verge - an informal rural edge with staggered frontages



Abbey Barn Verge - a formal one sided street with consistent frontages

8.4 **C** Abbey Barn Verge

8.4.1 Abbey Barn Verge is the proposed name for the key interface between new development and the north-eastern boundary of The Ride. The proposed development framework envisages that new housing reflects the linearity, scale and grandeur of the landscape feature, and faces on to it. Generally this area presents a positive opportunity to use larger scale formal massing of buildings of up to 4 storeys to complement the Ride. This will only be acceptable where there are not significant adverse visual impacts upon long distance views towards the wooded hilltop. Careful design will be required at the interface with the Ride to encourage visual and physical permeability between the parkland and residential environments. There will be opportunities to utilise the side spaces along the Ride as a borrowed landscape setting for adjoining buildings.





## 8.5 **D** The Dell

8.5.1 A defining element of the proposed scheme, The Dell will be a linear park for the neighbourhood and an important green link between the Ride and Deangarden wood. It will be defined at its perimeter by built form, offering a contrasting landscape space for the community that complements the grandeur of The Ride. The striking topography of this valley is a natural asset of the site that will be celebrated by the proposed form of development. The scale of this open space may allow up to 3 storeys. More importantly is that development positively addresses the Dell to maximise natural surveillance and definition of this space.

8.5.2 Whilst the form of The Dell will ensure it becomes a focal point within the new neighbourhood, it will also serve as an important hub for pedestrian and cycle routes: these routes will connect Deangarden Verge (see p.84) and the woodland edge through to The Ride, ensuring a strong visual interrelationship between these two contrasting landscape features.

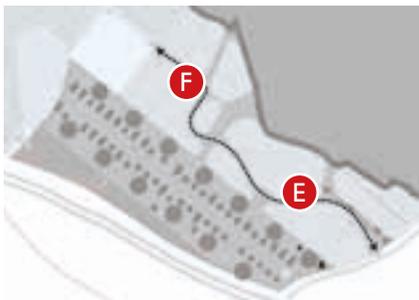




### 8.6 **E + F** East and West Neighbourhood

8.6.1 The East and West Neighbourhoods comprise the main areas of proposed residential development. They are served by the primary route from Abbey Barn Lane through to RAF Daws Hill (Pine Trees) and are located north-west and south-east of The Dell. Dwellings lining the primary street are anticipated to be of higher density, comprising a mixture of semi-detached and detached homes interspersed with apartment buildings. The nature of the winding main street allows these higher density areas to connect into informal green spaces allowing recreational use.

8.6.2 Whilst they will share some characteristics – they will both feature stretches of Abbey Barn Verge and Deangarden Verge for example – it is envisaged that they will display different character through their layout and/or material characteristics.



ALONG THE DELL



ALONG ABBEY BARN VERGE



ALONG DEANGARDEN VERGE



### **E + F** East and West Neighbourhood (cont.)

- 8.6.3 The East Neighbourhood will extend to the rural character of the Abbey Barn Lane entrance area, and will include a number of retained mature trees. Development will be generally medium density reducing towards the southern and eastern boundaries.
- 8.6.4 The West Neighbourhood will have a more direct relationship with the Pine Trees development and the new primary school, its boundaries, likely to inform a more formal arrangement of streets and spaces. Given the contained nature of this area of the site, medium to high density is envisaged, again reducing towards the southern boundary.
- 8.6.5 The two neighbourhoods will be integrated through a network of routes and spaces that ensures they read coherently as parts of a comprehensively resolved new development, and both will benefit from the direct relationship with new and existing landscape features that will be the overall defining characteristic of Abbey Barn South.



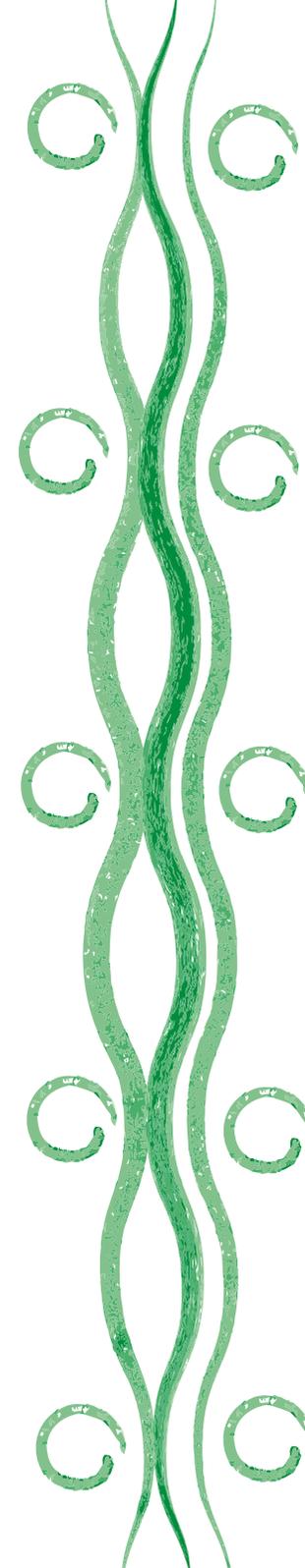
## 8.7 **G** Wycombe Summit

8.7.1 This is a smaller area of mostly previously developed land which is set apart from the main site by a combination of topography, landscape and layout. There are interrelated issues with the main site in terms of access, connectivity, block structure, and green infrastructure, but there is scope to create a distinct character with regards to the built form proposed. The form of development in this area will be mainly determined by the site's position in the landscape –the wooded valley side which falls away to the North below the site and views from the opposite slope of the Wye valley - and relationships with the existing Abbey Barn Farm complex.





# SUSTAINABILITY







## 9.0 SUSTAINABILITY

- 9.0.1 Sustainability underpins this Development Brief as each aspect has been planned to ensure that specific requirements and sustainability aspirations are met and that the vitality of the development can be maintained for future generations.
- 9.0.2 The National Planning Policy Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 states that there are three dimensions to sustainable development; economic, social and environmental and paragraph 8 states that these role are mutually dependant and should not be undertaken in isolation. All three dimensions have been taken into account in this Development Brief.

## 9.1 ECONOMIC

- 9.1.1 Abbey Barn South will contribute to building a strong and competitive economy by providing sufficient land to support the level of growth required across the five reserve sites as set out in the adopted Core Strategy. Development on site will provide a range of employment opportunities during the construction phase and further employment opportunities associated with the primary school expansion. In addition the site is well located to existing employment generating development in and around High Wycombe and on the adjacent former RAF Daws Hill (Pine Trees) Site. The provision of land for employment uses will contribute to the existing economic growth of the area.

## 9.2 SOCIAL

- 9.2.1 The development will establish a new community with a village character and its own sense of place. It will deliver attractive, high quality, sustainable and energy efficient new homes. The layout and range of accommodation and housing typologies will encourage social interaction and cohesion and local services can be accessed easily from the site. Berkeley will continue to engage with the local community to ensure that the needs and desires of the local people are addressed accordingly.

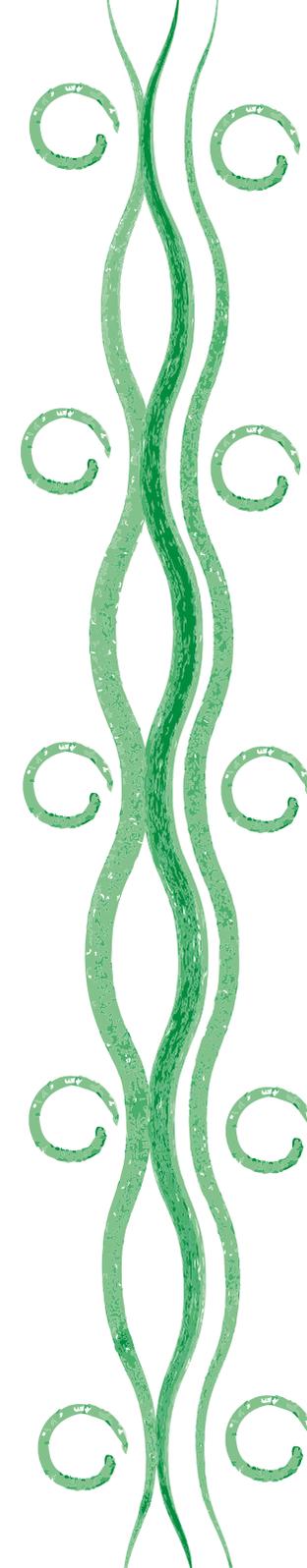
## 9.3 ENVIRONMENTAL

- 9.3.1 Retention of The Ride, The Dell, and Public Rights of Way provide green infrastructure opportunities for public open space and movement connections whilst the creation of new, interconnected habitats will encourage both flora and fauna within the built development.
- 9.3.2 Movement through the site will be facilitated by a network of footpaths and cycleways with the different land uses strategically located to provide opportunities to reduce short trips by car. The use of sustainable modes of transport will be promoted by actively encouraging the use of public transport, further contributing to the environmental sustainability of the development.
- 9.3.3 The residential layout will be designed to optimise sustainability through the building form and positioning of dwellings, in order to explore passive and active solar gain.





# IMPLEMENTATION & DELIVERING THE VISION





10.0.1 This Development Brief facilitates collaborative working between Wycombe District Council, Berkeley and the local community; and will provide a framework for the delivery of much needed new housing, including affordable housing.

#### 10.1 PLANNING APPLICATIONS

10.1.2 In bringing forward any planning application any prospective developer of part of the area of the brief will need to demonstrate both how their proposal can be implemented in isolation, and consistency with the overall masterplan.

#### 10.2 ABBEY BARN SOUTH SITE (BERKELEY)

10.2.1 In accordance with the Planning Performance Agreement between the Council and Berkeley, the intention is to report this Development Brief to Cabinet for adoption in Summer 2016, so as not to delay the preparation and submission of a subsequent planning application. A pre-application submission is anticipated later in 2016 to be followed by the preparation of an outline planning application and submission. On the assumption that the outline planning application is approved the first reserved matters application is likely to be submitted in 2017. This will allow development to commence later in 2017, subject to market conditions.

10.2.2 The planning application will be supported by various studies including:

- Transport Assessment;
- Archaeological Evaluation;
- Ecology and Habitat Surveys;
- Arboricultural Assessment;
- Landscape and Visual Impact Assessment;

- Noise Survey;
- Heritage Impact Assessment; and
- Surface Water Drainage Assessment.

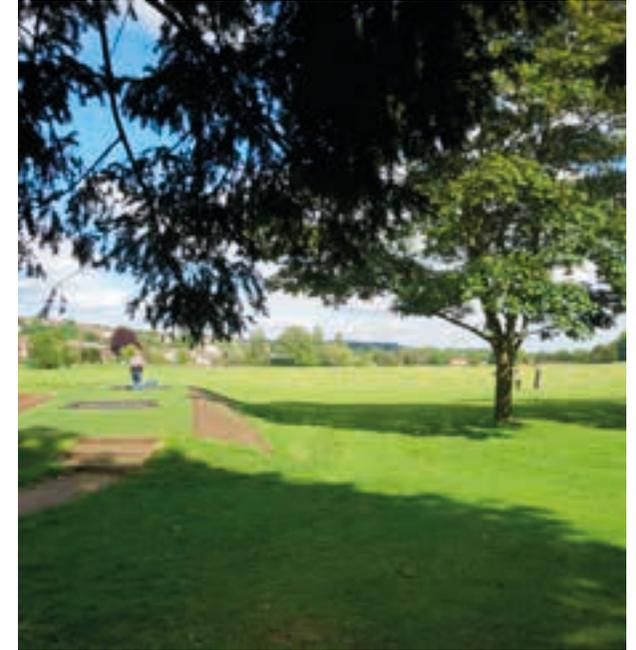
It is also likely that the development will be subject to an Environmental Impact Assessment (EIA).

10.2.3 The findings of the respective studies and reports will influence the type and location of the different land uses proposed and the capacity of the development and will identify any site designations, constraints and opportunities to ensure that the development of Abbey Barn South is appropriate and sustainable and will not be of detrimental harm to the site itself or the wider environment. Where necessary the reports will also identify any possible mitigation measures that may need to form part of the final application proposals.

#### 10.3 WYCOMBE SUMMIT SITE (HAMBLEDON LAND)

10.3.1 In accordance with the PPA between Hambledon Land and the Council a planning application for the former Wycombe Summit site was submitted in spring 2016. On the assumption that this proposal does come forward in advance of the main site proposals, Hambledon Land will need to secure the diversion of the existing public footpath on the boundary of the two sites and provide connection between the Wycombe Summit Site and Abbey Barn South, as agreed with the Council, up to the boundary of Abbey Barn South.

10.3.2 A number of potential footpath diversions are suggested in this Brief. The Council has proposed these to make the best of the opportunities available to improve the public rights of way network in the context of both the proposed developments and the proposed new public use of the Ride and Deangarden Wood. The Council will be discussing the potential diversion of the footpaths (under S257 TCPA) with the Ramblers Association and other stakeholders.





## 10.4 PUBLIC CONSULTATION

- 10.4.1 Following the adoption of this Development Brief engagement with the Local Liaison Group and wider community will continue. Berkeley will arrange regular meetings with the Local Liaison Group, in line with the timetable of the planning application submissions. Exhibitions are also to be arranged by Berkeley. The community engagement will inform both the outline and detailed stages of the application, helping to set the parameters for the way the site should be developed.
- 10.4.2 The key issues identified by local community stakeholders to date will be addressed by this Development Brief and will be resolved or mitigated against in the planning application. Any additional constraints and opportunities that may arise will also be considered in order to create a new community that is integrated with the surrounding area, that is well designed, positively planned and that will be vibrant and successful.

## 10.5 DELIVERY

- 10.5.1 To ensure that Abbey Barn South fully contributes to sustainable development, proposals for the site will be tested against the objectives in this Brief, the Development Plan Policies, and the National Planning Policy Framework. Therefore, proposals for the site will need to comprehensively deliver:
  - a) The full ranges of uses as described in section 5, and;
  - b) Transport infrastructure as described in section 6, and;
  - c) Green infrastructure as described in section 7, and;
  - d) The arrangement of buildings, streets and spaces, described in section 8;

- in accordance with the Framework Plan on page 54 and the design Principles on pages 50-51.
- 10.5.2 The nature and timing of delivery and phasing of development and infrastructure will be the subject of further discussion between the developers, Wycombe District Council, Buckinghamshire County Council, and other service providers during the preparation and determination of planning applications. Viability and market considerations will be considered in accordance with local and national planning policy.
- 10.5.3 In terms of highways infrastructure, prior to construction on site, approval for and assembly of a temporary construction access off Abbey Barn Lane would be advantageous to facilitate the building on site.



## 10.6 MANAGEMENT AND MAINTENANCE

10.6.1 Good management and maintenance are crucial to the longevity of green infrastructure and open spaces within new strategic developments. Management includes all of the activities that can keep the site in good condition such as having procedures or arrangements for environmental monitoring and control; safe and appropriate handling; and community involvement. Maintenance is the routine, everyday work needed to prevent decay and poor condition for example, maintaining on-site play facilities and keeping them in good working order and maintaining the environmental benefits of The Ride. Accordingly, the appropriate management and maintenance for the Abbey Barn South site will be fully established at the planning application stage. Some open spaces are likely to be transferred to the Council while others will be put into an agreed management company.





## 10.7 BERKELEY OUR VISION

10.7.1 Berkeley has identified a number of 'Our Vision' commitments relating to the assurance of sustainability in the construction and place making of its mixed-use development sites. These include:

### 10.7.2 Homes:

- Design our homes to consider future climate change to ensure continued thermal comfort
- Understand the evolution of smart technology and connectivity in homes and on developments
- Enable fibre broadband on all our new homes and provide community Wi-Fi
- Guarantee space standards for all new homes

### 10.7.3 Places:

- Implement community plans on our developments to facilitate thriving communities
- Develop and apply an approach to ensure that all new developments create a net biodiversity gain
- Measure and increase people's quality of life by applying a framework for social sustainability

### 10.7.4 Operations:

- Reduce our operational carbon emissions intensity by 10% and introduce a programme to become carbon positive
- Ensure at least 1,500 people across our direct and indirect workforce undertake an apprenticeship or vocational training

