

Horns Lane, High Wycombe

Design and Access Statement

December 2020



Buckinghamshire
Council

Keep
Architecture

Foreword

This design report accompanies the outline application submission for the site off Horns Lane, High Wycombe.

The document explains the strategy behind the design. It is informed by site analysis that has been undertaken.

The design proposals are illustrative and provide a guide of how the site could be developed within the parameters of the outline application.

The proposal is for 50 dwellings with associated green infrastructure and access, including a network of pedestrian routes.

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1. Introduction

1.1 High Wycombe

1.2 Site Allocation

1.3 The Site

1.4 Development Principles

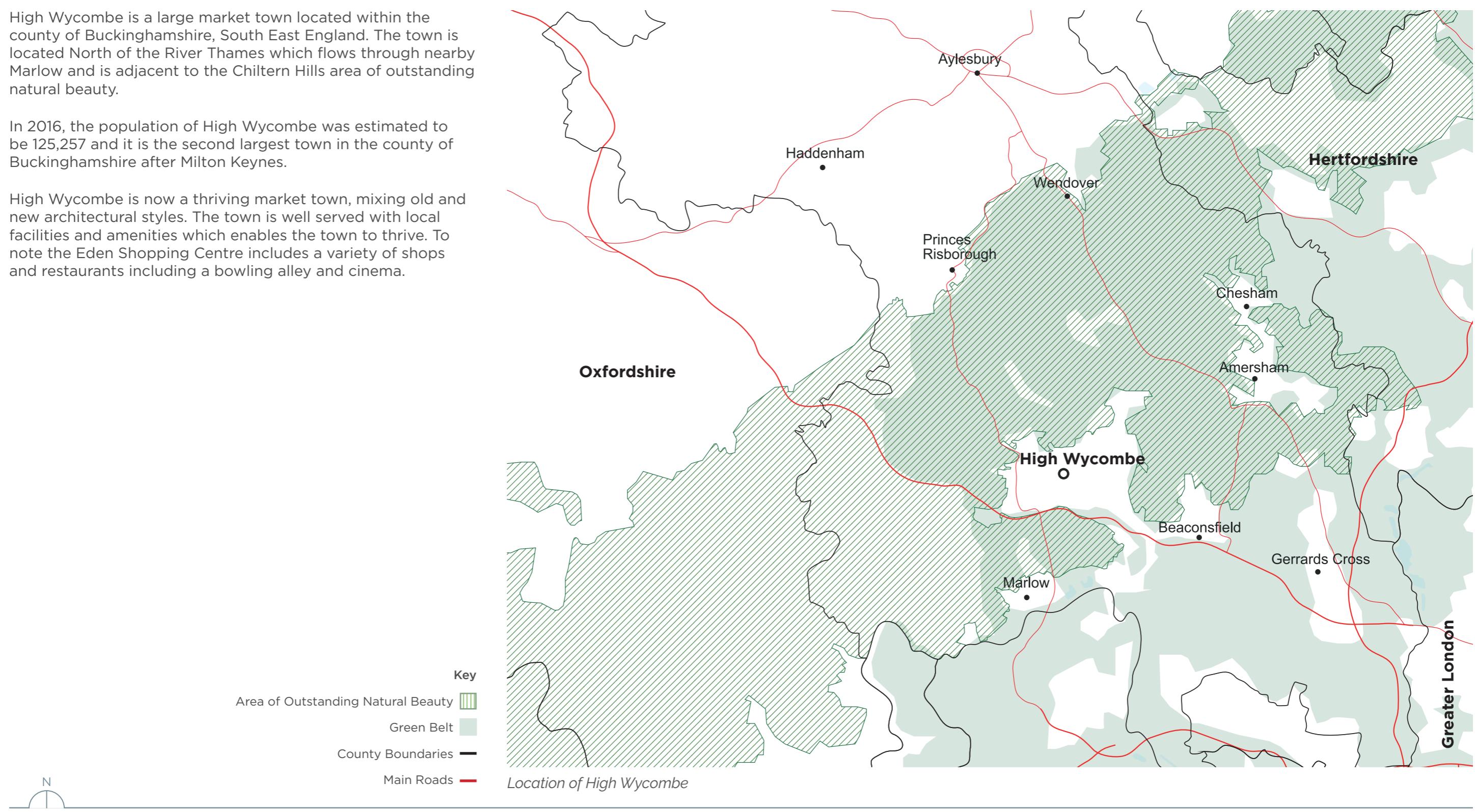
1.5 Residential Design Guidance - Wycombe District Council

1.1 High Wycombe

High Wycombe is a large market town located within the county of Buckinghamshire, South East England. The town is located North of the River Thames which flows through nearby Marlow and is adjacent to the Chiltern Hills area of outstanding natural beauty.

In 2016, the population of High Wycombe was estimated to be 125,257 and it is the second largest town in the county of Buckinghamshire after Milton Keynes.

High Wycombe is now a thriving market town, mixing old and new architectural styles. The town is well served with local facilities and amenities which enables the town to thrive. To note the Eden Shopping Centre includes a variety of shops and restaurants including a bowling alley and cinema.



1.2 Site Allocation

The site is allocated for housing in the Wycombe District Local Plan – Adopted August 2019, under policy HW10:

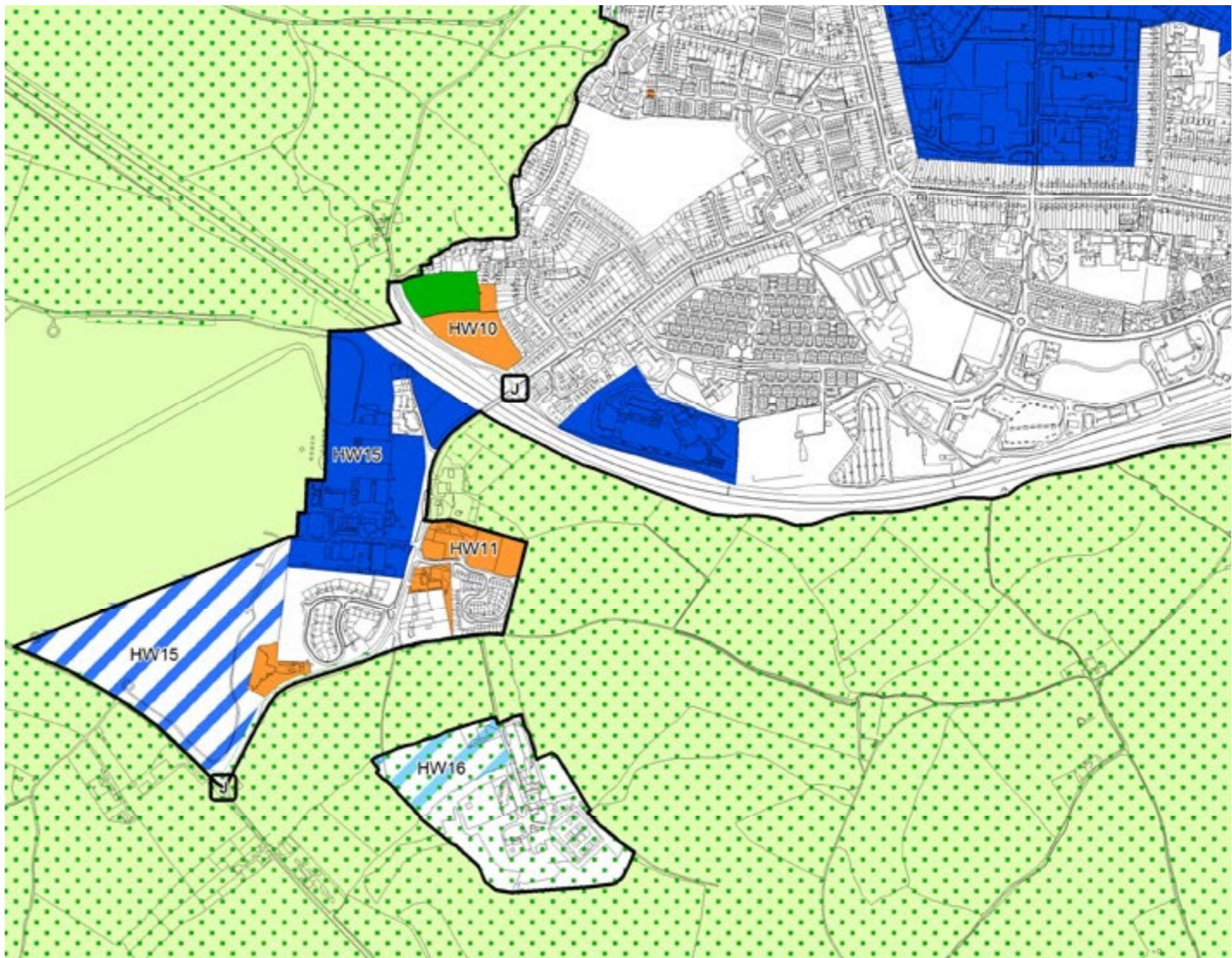
POLICY HW10 – HORNS LANE, BOOKER, HIGH WYCOMBE

The site as shown on the Policies Map is allocated for residential uses and Green Space.

Development of the site is required to:

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

Key	
Housing Allocation (DM21)	Orange
Strategic Employment (DM21)	Blue
New Strategic Employment Area (DM28)	Blue and white diagonal stripes
New Local Employment Area (DM28)	Blue and white horizontal stripes
Settlement Boundary (CP3)	White
Proposed Junction Improvements (DM3)	Black square with letter J
Green Space (DM12)	Green
Green Belt (CP8)	Light green
Area of Outstanding Natural Beauty (DM30)	Light blue with dotted pattern



Wycombe District Council Local Plan Policy Map 5 for Cressex and Booker

1.3 The Site Location

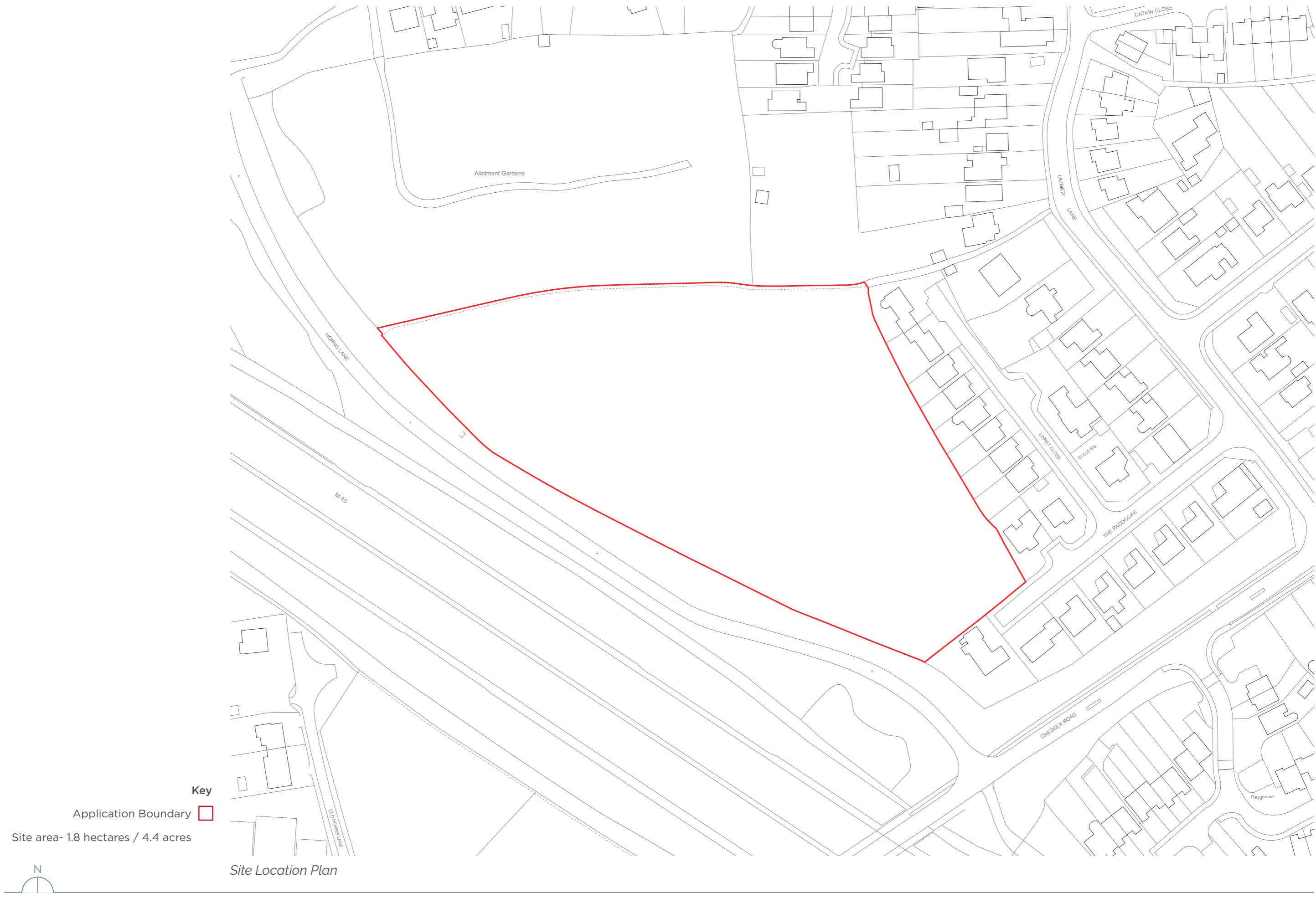
The site is located on the urban fringe of Booker, High Wycombe with the M40 located south of the site, residential development to the east and allotments to the north of the site.

Due to the close proximity to the M40, the area has great links with London and Oxford.

The site is closely located next to both AONB and green belt and lies within the High Wycombe settlement boundary.

The site area is 1.8ha, and the proposal is for 50 dwellings with associated green infrastructure and access, including pedestrian routes.





1.4 Development Principles

The development proposals will reflect current government guidance on creating high quality development and improving the design quality of the urban environment and in particular draw upon guidance within the following documents:

- National Planning Policy Framework (2019)
- National Planning Practice Guidelines
- By Design (2000) CABE
- Manual for Streets (2007)
- Manual for Streets 2 (2010)
- Car Parking - What Works Where - English Partnerships (2006)
- Building for Life 12 (2015)
- Guidance for Outdoor Sports and Play - Fields in Trust (2020)
- Urban Design Compendium 1 and 2 - Homes and Communities Agency (2013)
- Secured by Design Homes 2019
- Residential Design Guidance - Wycombe District Council (2017)

The above documents set out objectives to create sustainable and well-designed efficient development, planned to respond positively to its context and promote environmentally friendly activity patterns. To this end an opportunity exists to produce a unique proposal. The scheme must respect its setting and strive for quality in design of the built environment. Design of the public realm will be paramount, creating a sense of place that reinforces civic pride and promotes a community spirit.

The principal points to be achieved in meeting these objectives are:

- 1. Identity:** Creating an environment that has its own sense of identity whilst retaining positive characteristics of its local environment.
- 2. Legibility:** Making a place that people can understand and negotiate with ease.
- 3. Permeability:** Creating sustainable connections within the development and to the wider area.
- 4. Sustainable Transport:** Encouraging walking and cycling and providing access to public transport links to reduce social exclusion.
- 5. Energy Conservation:** Scheme to be designed to reduce resource consumption and promote the use of environmentally friendly materials.
- 6. Landscape Enhancement:** Safeguarding and enhancing the existing landscape framework and mitigating the impact upon existing wildlife.
- 7. Sustainable Drainage:** Provision of SUDS features designed to blend in with the existing landscape features.
- 8. Green Infrastructure:** Retention of landscape features and functions, retention and enhancement of ecological habitats, integration of access functions and SUDS.

How these principles have been addressed should be demonstrated in the Reserved Matters Design Proposals.



1.5 Residential Design Guidance - Wycombe District Council

Specifically to this development, the SPD produced by Wycombe Council, title 'Residential Design Guidance' is of particular importance, and has informed the design process and layout.

The guidance document sets out a number of principles that every new development should adhere to:

Character - creating a place with its own identity.

Continuity and Enclosure - creating a place where public and private spaces are clearly distinguished.

Quality of the Public Realm - creating a place with attractive and outdoor areas.

Ease of Movement - creating a place that is easy to get to and move through

Legibility - creating a place that is easy to understand.

Adaptability - creating a place that can change easily.

Diversity - creating a place with variety and choice.

The document is split into six sections:

1. Character

2. Connections and movement

3. Green Infrastructure

4. Parking Design

5. Building Relationships

6. Flat Design

Section 1 - Character

- Designing to improve and reinforce character 1.1
- Identifying character 1.2
- Responding to Wycombe's unique character 1.3

Response

The Design and Access Statement analyses the existing surrounding character in section 3, and this analysis is used to inform the design process.

The illustrative masterplan in this document proposed an appropriate density and grain, and portrays how the development could sit positively within the context of the surrounding streets.

Roof types are shown illustratively on the plan with gable ends being used to add interest to the scheme, as seen in some of the surrounding streets and portrayed in section 3. House footprints are kept to an appropriate proportion so as to avoid bulky roofs.

Materials will be proposed in the next stage of planning under a Reserved Matters Application, and should be informed by the materials found in the area, which is predominantly brick in a variety of colours (red, buff and brown).

Section 2 - Connections and Movement

- Understanding connections & movement 2.1
- Integrating with existing areas 2.2
- Creating walkable and legible neighbourhoods 2.3
- Perimeter blocks and servicing 2.4
- People friendly streets 2.5
- People friendly streets- good details 2.6

Response

The layout has been designed to link into the existing road network. Existing footways within the site are kept, and the scheme also proposes new pedestrian links into the existing network.

A clear street hierarchy is proposed and shown on the illustrative masterplan, with a main residential road servicing the site and providing a loop within the site for easy access. A number of areas along this road could have a different material treatment, creating a shared surface feel. These nodal areas are shown on the plan. Secondary streets are proposed that serve a smaller number of units. These could be shared surface streets. The proportion of the different street types can be seen on the plan, with the main road being wider, and the secondary streets having the houses set closer to the street.

All streets are overlooked by the proposed housing, with main frontages always facing streets and pedestrian routes. In areas where there are sides of properties to streets, these should have some windows, and the boundary treatment should positively enhance the street scene.

All the proposed roads have footways that facilitate easy pedestrian movement. Street trees are incorporated where possible to enhance the street scene.

Section 3 - Green Infrastructure

- Integrated open spaces 3.1
- Enhancing biodiversity 3.2
- Sustainable drainage 3.3
- Integrating existing trees and other vegetation 3.4
- Planting new trees 3.5
- Landscape treatment 3.6

Response

The scheme retains existing mature vegetation and trees and proposes a landscape strategy to take into account the biodiversity and wildlife of the site. The existing trees provide an important aspect to the scheme. New trees are proposed along streets, in front of dwellings in back gardens and within parking courts.

A series of open spaces are proposed to house the SUDS basin and a play area. These are linked to the rest of the development through a series of footways. All public open space is provided with frontage from the proposed dwellings, and should be well overlooked.

A sustainable drainage system is proposed, with a basin located at the lowest part of the site, which also provides a positive green space that the development can focus on.

Landscape treatment will be proposed at RMA stage, however, it should provide a positive addition to the development and be integrated positively with the dwellings.

Section 4 - Parking Design

- Parking to support street activity 4.1
- Preferred parking arrangements 4.2
- Rear shared parking 4.3
- Parking that serves residents and visitors 4.4
- Reducing the visual impact of parking 4.5
- Garages; under-croft and underground parking 4.6

Response

A mix of parking strategies is proposed within the layout. Front and side driveways, small parking courts and on street parking is used within the scheme. The details of parking provision will be dealt with at RMA stage but the illustrative masterplan shows how parking could work.

Where parking courts are proposed, these should only serve a small number of houses, and should be overlooked. Street trees should be used where possible to minimise impact of parking.

Sufficient visitor parking space is provided, and the parking provision is in line with the Buckinghamshire Countywide Parking Guidance - Buckinghamshire County Council Transport, Economy and Environment (2015).

Section 5 - Building Relationships

- Active fronts and private backs 5.1
- Achieving active frontages 5.2
- Achieving privacy 5.3
- Achieving good private amenity 5.4
- Achieving a good outlook 5.5
- Achieving attractive boundaries 5.6

Response

The details covered in this section will be addressed at RMA stage, however, at this stage, an illustrative masterplan has been produced to show what the development could look like.

All building have been shown on the illustrative masterplan to have their main frontage facing a street or public area. Main frontage is proposed on at least one side of the street. Parking courts are provided where they can be overlooked by the houses, thus having natural surveillance. Active frontages should be proposed with windows facing the main streets (including any side elevations).

Generally backs of gardens face onto backs or sides of adjacent plots, and any access to back gardens is not open to public use.

It is important to provide attractive boundary treatments onto streets, so where side gardens face streets, these should be positive additions to the street scene, with walls (or a mixture of wall with timber fence or railing on top) and hedges being used over high timber fences.

Section 6 - Flat Design

- Single aspect flats 6.1
- Ground floor flats 6.2
- Private amenity space for flats 6.3
- Communal space for flats 6.4
- Car parking and storage for flats 6.5
- Flat entrances and corridors 6.6

Response

The scheme proposes one small block of flats, housing six flats (three 1 bed flats, and three 2 bed flats). These are located to the north of the site and provide a corner building to the proposed street. The flats are integrated into the terraced housing and should be architecturally treated as the rest of the housing.

Although the detail of the scheme and exact housing mix will be proposed at RMA stage, the block has been designed so that it can accommodate the six flats as well as a stair and lift within one core. This will enable interaction between residents. All the flats are designed to be double aspect flats, with all living accommodation proposed to face into the garden space (away from the road) so as to not be impacted by the motorway noise. The flats are shown to have a communal garden which can be used for cycle and bin storage.

Car parking for the flats is shown as bays along the road, although this would be designed in more detail at RMA stage.



2. Site Assessment

- 2.1 Facilities and Amenities**
- 2.2 Surrounding Land Use**
- 2.3 Access**
- 2.4 Site Photographs**
- 2.5 Site Constraints**

2.1 Facilities and Amenities

The key facilities and amenities are located east of the site with various schools, sports activities, restaurants and shops all within easy reach of the site. The amount of facilities concentrate the closer one gets to the centre of High Wycombe.



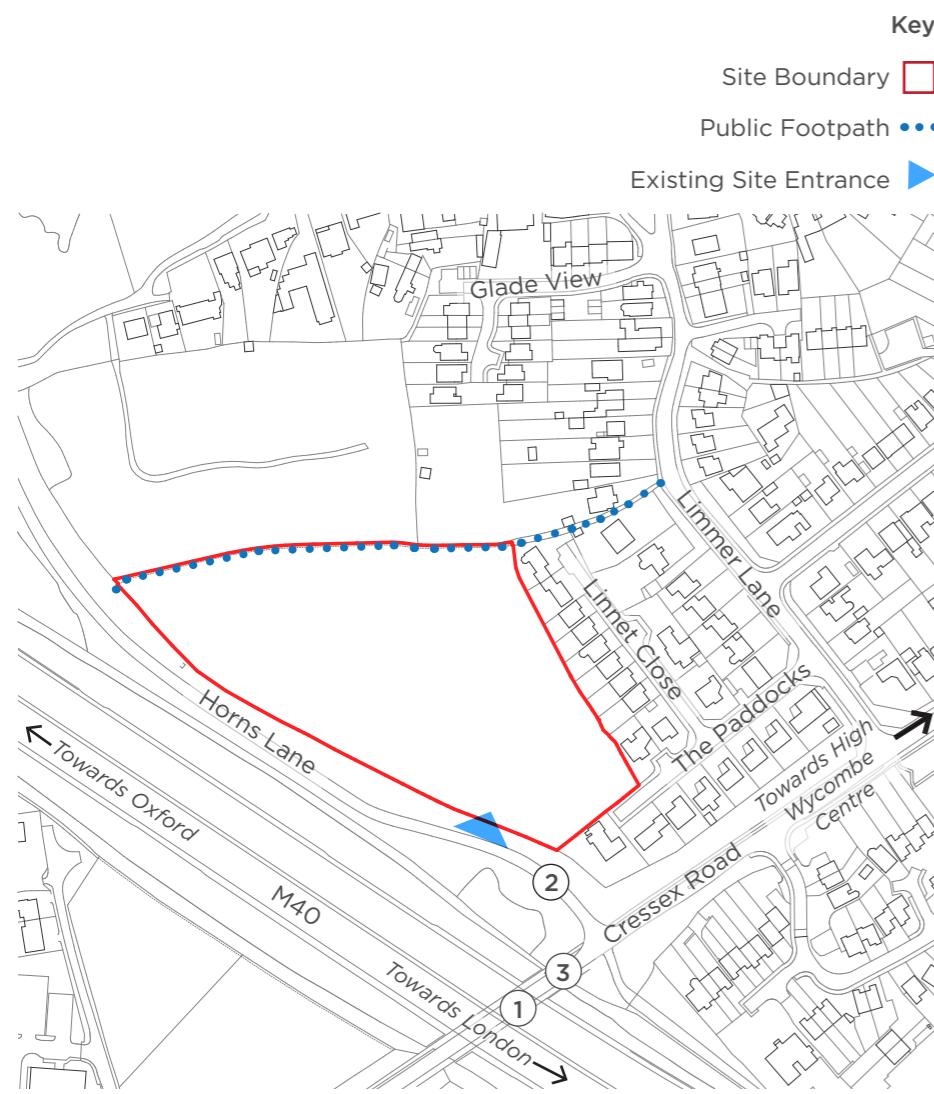
2.2 Surrounding Land Use

To the north and east of the site lies mainly residential areas including various green spaces, community and business buildings. To the south of the site, Wycombe Air Park dominates the area with a mix of residential and business buildings adjacent to Wycombe Air Park.



2.3 Access

The site is located on Horns Lane connecting the site to Cressex Road which leads into High Wycombe. Horns Lane is a country lane bound by mature vegetation. The road does not currently provide a pedestrian pavement. An existing footpath runs through the site, connecting Limmer Lane and Horns Lane. Photographs portray this footpath on the next page.



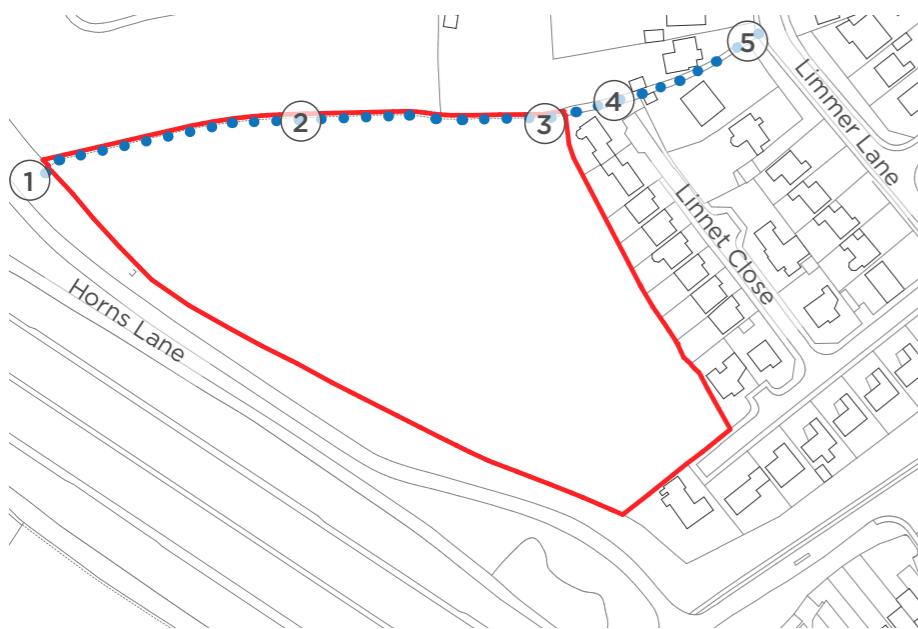
1. M40 Motorway



2. Horns Lane



3. Cressex Road



1. View of Horns Lane from end of public right of way.



2. Along the public right of way within the site.



3. View of the site from the east corner where the public right of way enters the site.



4. The public right of way runs along the side gardens of the properties at the end of Linnet Close and Limmer Lane.



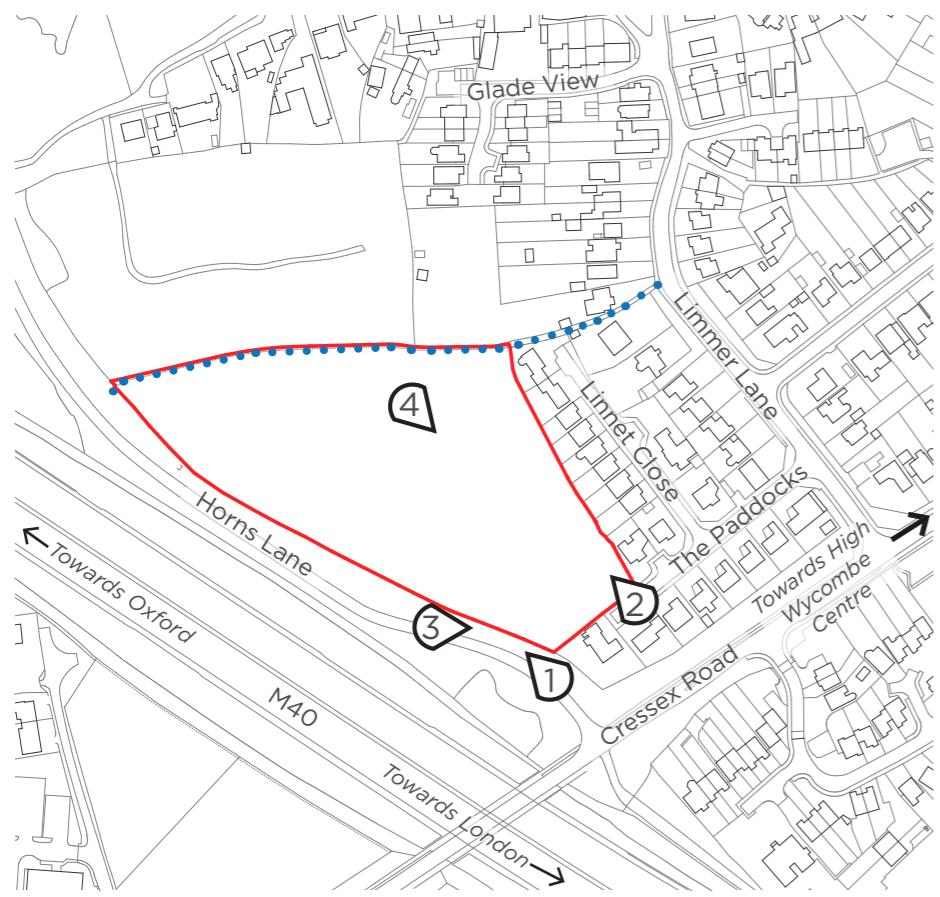
5. The public right of way ends at Limmer Lane.

2.4 Site Photographs

Consideration must be given to the visual impact of the development proposals.

The photos shown illustrate the setting of the site.

The orange shading on the following photographs shows the site.



1. View Facing North on Horns Lane Looking at the Existing Site Access



4. Within the Site Looking South



3. View of Site from Horns Lane



2. View of Site from The Paddocks

2.5 Site Constraints

The plan on the following page portrays the site constraints as outlined below:

Topography

The site is generally flat and gently slopes down towards the south.

Access

Access into the site is from Horns Lane. There is an existing access point near the southern corner of the site. The Paddocks, which is located to the south of the site, does not join into the site.

PRoW

An existing footway crosses the site along the northern boundary. This footway links Limmer Lane to Horns Lane.

Existing Surrounding Properties

A number of streets lie close to the site, Cressex Road, Limmer Lane, Linnet Close, The Paddocks, and Glade View. Some of the properties along The Paddocks and Linnet Close sit directly adjacent to the site. The layout needs to respond positively to these existing dwellings.

Hydrology

The Environmental Agency (EA) 'Flood Map for Planning' identifies that the site lies almost entirely within Flood Zone 1 (lowest risk). Similarly, the site is not shown as being at risk of surface water flooding or flood risk from a reservoir.

Acoustics

The M40 motorway is located to the west of Horns Lane, running parallel to it. Our proposed layout takes the acoustic impact into account.

Vegetation

The site is predominantly bound by mature vegetation and trees to the north and west boundary, this separates the site

from allotments to the north and Horns lane that runs along the western boundary. Vegetation separates the site from the houses on Linnet Close to the east boundary, with broken vegetation separating the site from houses on The Paddocks.

Ecology

An Extended Phase I survey has been completed which confirms that the site does not fall within the proximity of, or include any statutory sites for biodiversity. Moreover, it finds the site is unlikely to have an effect on any of the nearby non-statutory sites such as Booker Common.

Additional surveys have been completed in respect of badgers and reptiles. No reptiles were identified on site during the surveys. Mammal activity was noted on and outside of the site boundary, though no conclusive evidence of badgers was found. Recommendations made are to monitor identified mammal holes in the month preceding any construction works and to undertake any construction activities in line with measures to reduce the risk of inadvertent harm to wildlife.





3. Existing Character Analysis

- 3.1 Existing Grain**
- 3.2 Surrounding Character Analysis - The Paddocks**
- 3.3 Surrounding Character Analysis - Linnet Close**
- 3.4 Surrounding Character Analysis - Glade View**
- 3.5 Surrounding Character Photographs**

3.1 Existing Grain

This section of the Design and Access Statement analyses the existing character of some of the surrounding streets to the site.

As seen in chapter 2.2, the surrounding land use is predominantly residential of a suburban character, which creates a certain urban grain.

To the west and south of High Wycombe is the AoNB and Greenbelt, therefore there is very little, if any, built form here.

The Wycombe Air Park, and various stores and business parks can be seen on the figure ground plan on the next page and provide a very different grain to the residential streets.

The M40 creates the boundary to High Wycombe to the south.

1. The Site

2. Allotments

3. Park

4. Wycombe Air Park

5. Business Park

6. Retail

7. ASDA Superstore

8. The Cressex Community School

9. Business Park



Existing Figure Ground

3.2 Surrounding Character Analysis - The Paddocks

The Paddocks is a linear, cul-de-sac street with 11 properties facing onto it. No 15 (located at the west end) provides an end building to the street.

The houses along The Paddocks are detached two-storey buildings, generally with garages to the front of the properties, with a few having side garages. All the properties are set back approximately the same distance from the road so as to provide further parking spaces in the form of a front driveway. Generally every house has some green and vegetation to the front of the property.

Most of the plots are 13-14m wide, with some up to 20m, and they are generally all approx. 25m deep.

The materials used are predominantly red and buff brick, with some properties having feature white panelling to parts of the facade. Windows are white uPVC with brick lintels. Dark roof tiles are used.

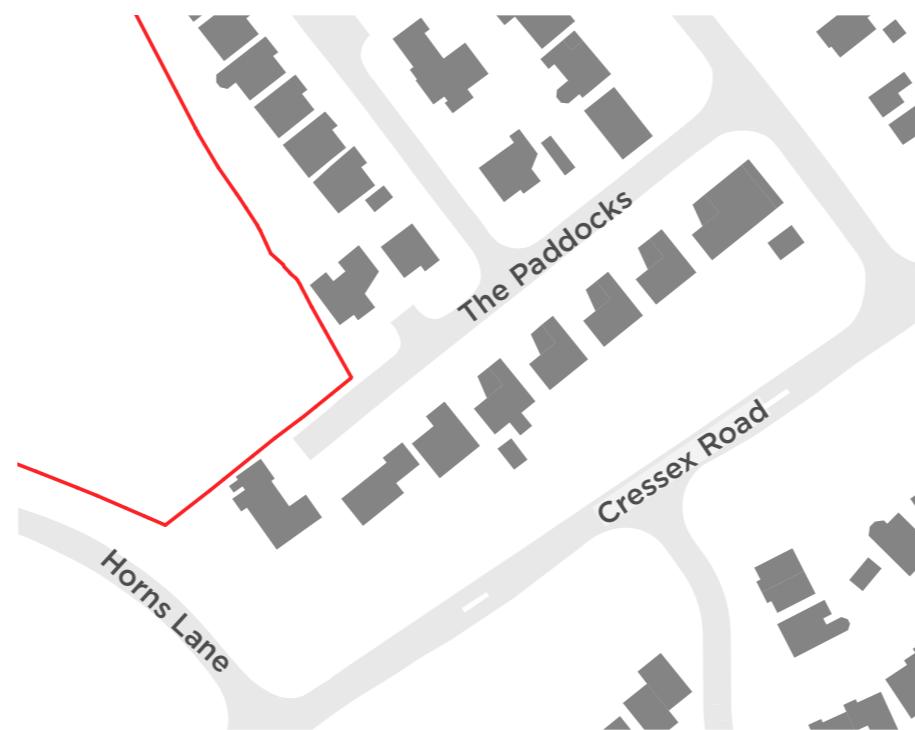


Figure Ground Showing the Grain and Roads



Google Earth View Showing the Green Areas and Vegetation



Analysis of Neighbourhood Character

Key

Main frontage of dwellings

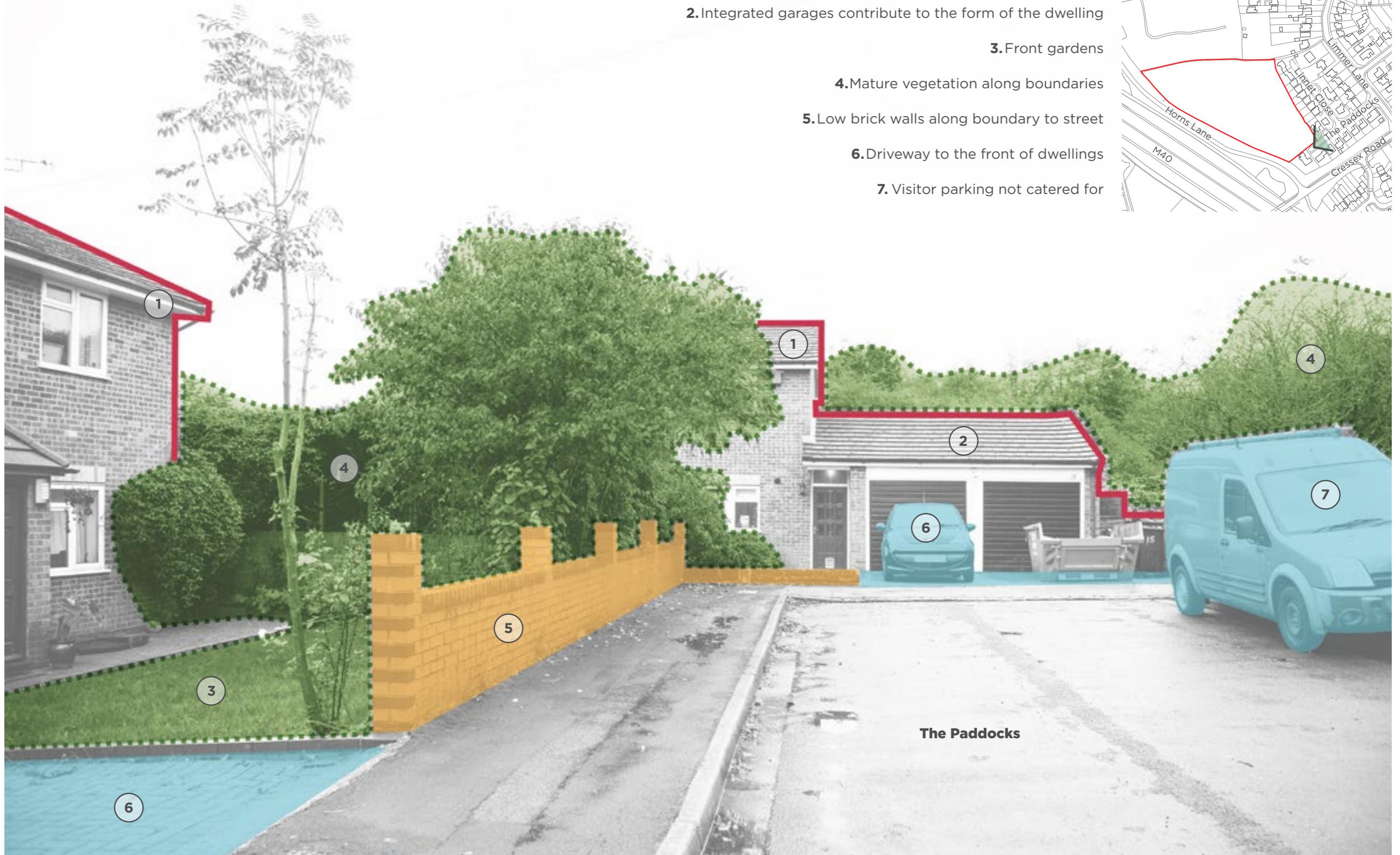
Buildings relating to each other

Main roads

Disconnect between the road and the houses. In this case, the houses along The Paddocks have their back gardens to Cressex Road, so there is no active frontage along Cressex Road, instead a long line of different styles of timber fencing.

3. EXISTING CHARACTER ANALYSIS

1. Eaves facing street
2. Integrated garages contribute to the form of the dwelling
3. Front gardens
4. Mature vegetation along boundaries
5. Low brick walls along boundary to street
6. Driveway to the front of dwellings
7. Visitor parking not catered for



Housing at the End of The Paddocks

3.3 Surrounding Character Analysis - Linnet Close

Linnet Close is a linear, cul-de-sac street with 9 properties facing onto it. Eight houses sit on the west side of the road, and one bungalow sits to the east side.

The houses along Linnet Close are all detached, two-storey buildings, except for the bungalow (No 2 Linnet Close). All the properties have garages, except one property whose garage has been converted to living accommodation.

All the properties are set back from the road so as to provide further parking spaces in the form of a front driveway. All the houses have a front garden. The back gardens of the 8 properties on the western side back onto the application site.

The form of houses 1-11 (located on the west side of Linnet Close) are all the same, with a gable end facing the road and a single storey element to the north of each unit which houses the garage. The plots are 9m wide and depths vary from 29m - 22m. The northern two properties are larger dwellings and plots (15m wide and 20m deep), and have their eaves towards the road.

The materials used are predominantly brown, red and buff brick, with some properties having feature white panelling and dark clay tiles to parts of the facade. Windows are white uPVC with brick lintels. Dark roof tiles are used.



Figure Ground Showing the Grain and Roads



Analysis of Neighbourhood Character



Google Earth View Showing the Green Areas and Vegetation

Key

Main frontage of dwellings

Strong building form

Main roads

Footpath

Gardens back onto application site

Back gardens face onto Linnet Close, thus there is only frontage on one side of the street

3. EXISTING CHARACTER ANALYSIS



Housing along Linnet Close

3.4 Surrounding Character Analysis - Glade View

Glade View is a meandering, cul-de-sac street with 16 properties facing onto it.

The houses along Glade View are a mix of 10 terraced and 6 detached, two-storey buildings. The six properties which lie at the end of Glade View are detached properties with private garages.

Parking for the houses is a mix of front driveways, garages attached to the houses, and garages within parking courts. The parking courts are small and overlooked by the surrounding houses.

All the properties are somewhat set back from the road; however, as there are no boundary walls, the main frontage is prominent on the street.

The 10 terraced properties have their main roof form with eaves to the road, with secondary dormers providing gables to the street. The plot widths of these properties vary from 5-11m, the plot depths being 22m-30m.

The six detached properties have integrated single garages, and a variety of architectural elements protruding beyond the main frontage. The plots are 9m wide and 26-30m deep.

The materials used are predominantly brown and red brick, with some properties having feature cladding including light coloured render, panelling and dark clay tiles. Doors and windows frames of the terraced properties are brown, and of the six detached properties are white. Dark roof tiles are used.

Glade View has a suitable suburban character, and a sense of privacy and identity provided by the cul-de-sac, as well as a suitable grouping of properties.

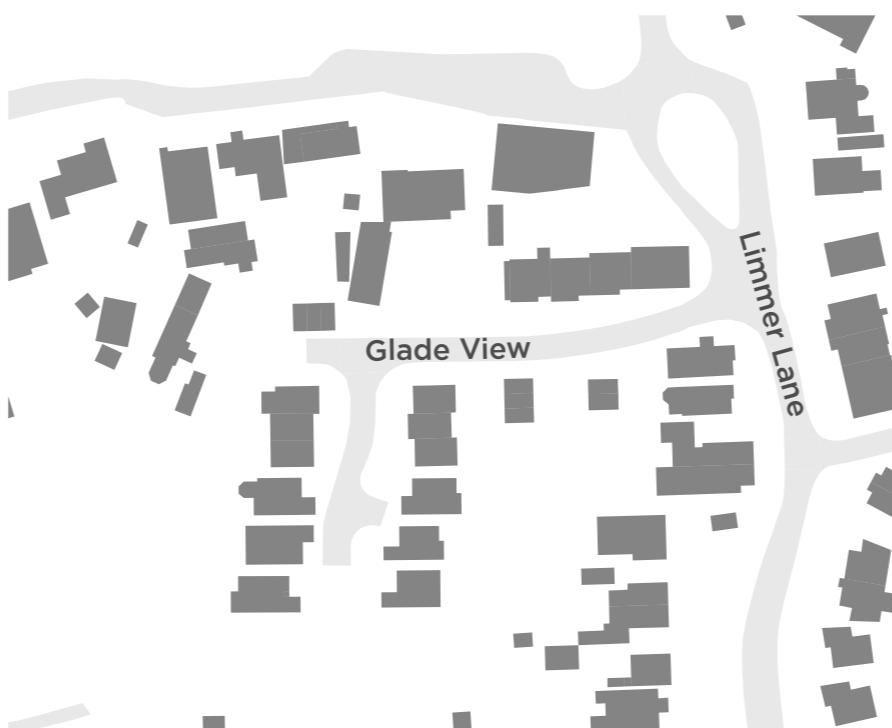


Figure Ground Showing the Grain and Roads



Analysis of Neighbourhood Character



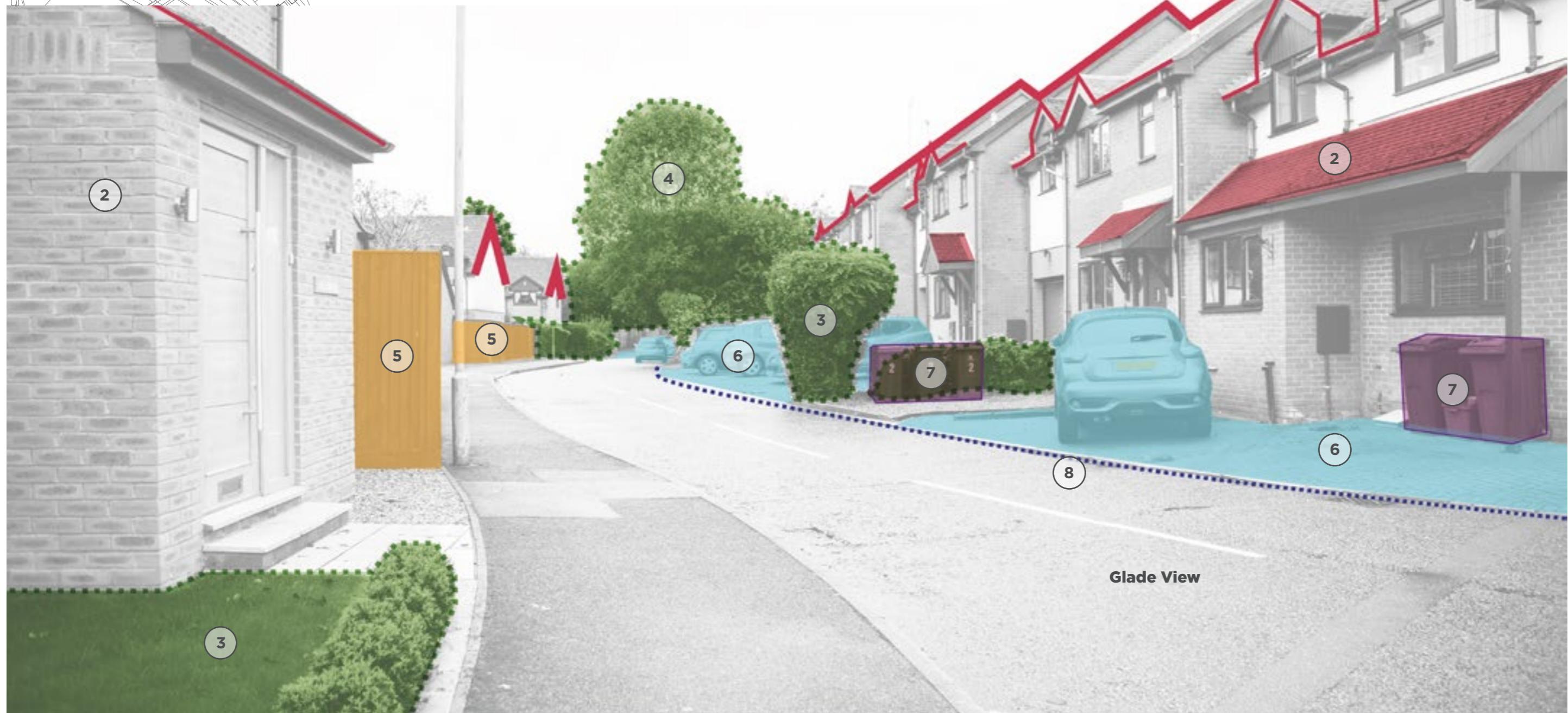
Google Earth View Showing the Green Areas and Vegetation

Key

- Main frontage of dwellings
- Dwellings relating to each other
- Main roads
- Footpath
- Allotments
- Parking court with garages
- Back gardens onto Glade View



1. Main roof form with eaves to street with secondary roof forms with gables to street
2. Additional single storey elements to front of houses
3. Front gardens and vegetation in front of houses
4. Mature vegetation at the end of street
5. Timber fencing to side of gardens provides an unwelcome feel
6. Driveway to the front of dwellings
7. Bins stored in front of houses
8. No pavement, boundary of houses along edge of road



Housing on Glade View Road

3.5 Surrounding Character Photographs

The following photographs of the neighbouring streets portray the character of the area and illustrate some of the items written about in the previous pages.



1. View along Cressex Road looking towards the junction to Limmer Lane. To the left of the photo, a timber fence provides the boundary between the road and the houses along The Paddocks. There is no frontage along this part of Cressex Road due to both sides of the road having back gardens facing onto it.



3. Houses at the end of Glade View. There is a mix of terraced and detached properties. The cul-de-sac is bound by mature vegetation.



2. Booker Place is located off of Cressex Road and provides access into a number of residential cul-de-sacs.



4. Booker Memorial Hall, located at the end of Limmer Lane and overlooking open green space (which is in the Greenbelt and AoNB).



5. View of houses along Limmer Lane which back onto Linnet Close. The front gardens are long, with driveways. In some places vegetation is used as the boundary.



6. View down The Puddocks towards the west. The houses are set back from the road, with driveways and vegetation sitting alongside the road.



7. Looking towards Linnet Close from The Puddocks. The houses on the corners have frontages on both sides, providing good natural surveillance to the street.



8. Looking towards Limmer Lane from The Puddocks.



9. Houses at the end of Linnet Close showing the difference in massing and scale to the other houses on the street.



10. Looking towards The Puddocks from the end of Linnet Close showing the language of gable ends facing Linnet Close.



4. Design Evolution

- 4.1 Pre-Application**
- 4.2 Community Involvement**
- 4.3 Design Evolution**

4.1 Pre-Application

This chapter outlines the pre-app submission, the feedback received from the Local Authority, and the way that this planning application responded to the feedback. The text in italics quotes the pre-app feedback received.

Pre-App Description: Erection of up to 62 dwellings, alterations to vehicular access from Horns Lane, new footpath linking to Cressex Road, new pedestrian and cycle routes, creation of parking spaces and associated landscaping

1. Principle - Development plan allocations for the site

Your land forms part of the HW10 site allocation for residential use and green space. The allocation also includes a second area of land (noted not to be in your ownership) to the north. Supporting text states that the whole site should be developed comprehensively.

Whilst your proposal would not result in comprehensive redevelopment of the site, provided it does not impede on the redevelopment of the remaining land (which can be separately accessed), nor disadvantage the community, we would be prepared to support the partial redevelopment of the allocated land. Therefore we would expect your proposal to allow for the possibility of a pedestrian/cycle link with the remaining land, when this comes forward. Also your site should provide the local open space for the entire allocation; its size should not be based solely on what housing can be delivered on your land. (This is to prevent the fragmentation of the open space).

On this basis, we would be prepared to support the principle of redevelopment of the site for residential use and green space.

The Application Response

Provision for a pedestrian link has been allowed to join to the northern parcel which is within the allocation. Sufficient open space has been provided for the whole allocation.



2. Mapped Constraints - Motorway

The proximity of the motorway could have a detrimental impact on the amenities of future residents, mainly due to noise. It is understood noise assessments have been undertaken and careful layout and orientation of housing to the south-west boundary can provide sufficient mitigation. These assessments have not been submitted however. Should this form of mitigation be considered to be insufficient, you may need to look at noise barriers along this boundary line, or alongside the motorway (which would be more appropriate). I understand you are already looking into whether barriers could go alongside the motorway in any case, to protect the amenities of future residents.

The Application Response

The scheme takes into account the noise generated by the M40. Keep Architecture worked closely with the acoustic engineer to arrive at a solution for the site that balances the constraint of the noise and viability of the site, whilst proposing an attractive layout. This Design and Access Statement explains the strategy for acoustic mitigation.

3. Land Use - Housing

The scheme proposes 62 residential units. Supporting text to HW10 gave an indicative figure of 64 units across the entire site. As we are only dealing with a portion of the entire allocated site, I consider it reasonable to expect to achieve around 55 units on your portion of land, once other constraints/ competing factors have been taken into account such as parking, biodiversity, SuDS, tree canopy cover, open space etc.

The Application Response

The scheme now proposes 50 units.

4. Placemaking - Raising the quality of place making and design including crime reduction

This application has not been looked at by an Urban Designer (this can be undertaken at cost, at a later pre-application stage if required) and I note that an Outline application would be submitted (with all matters except access reserved). However, I am concerned by the lack of active frontage along the initial access road and driveways, the lack of frontage to soften the development and lack of on-site parking; the scheme currently looks dominated by hard surface car parking. Please refer to the Residential Design Guide SPD for further general urban design advice.

The Application Response

The illustrative masterplan shows active frontages facing onto the proposed streets, public green areas and pedestrian routes, so as to provide natural surveillance wherever possible. In terms of parking, a range of parking strategies has been shown on the illustrative masterplan.

5. Placemaking - Housing: Internal space and technical standards for dwellings

All units are expected to meet the national housing space standards.

However I must also draw your attention to the requirement for 30% of any affordable homes, and 20% of any market homes, to be built in accordance with the dwelling standards in Building Regulations Approved Document M4(3). This often results in the need for larger rooms / manoeuvring space, resulting in larger properties.

The Application Response

The application is at outline stage, all details of house sizes will be submitted at RMA stage; however, all the relevant policies and requirements will be met.

6. Placemaking - Transport matters and parking

Please consider the Buckinghamshire Countywide Guidance Note for number and sizes of parking spaces, manoeuvring space etc. I would like to see on-plot spaces as far as possible; these can often reduce the potential for neighbour conflict and due to ownership being clear, more pride and care is often taken in the area, compared to when parking is in shared spaces.

The Application Response

The parking proposed on the illustrative masterplan is in line with the Buckinghamshire Countywide Guidance.

7. Weighing and balancing of issues – overall assessment

The principle of redeveloping the site for residential/ green space can be supported. However, you need to ensure that the site provides sufficient green space to serve the entire HW10 allocation. Furthermore, I am concerned that the scheme currently proposes too many residential units. Once the scheme is made policy compliant, responding to the site constraints and outstanding issues, we would likely need to see a reduction in the number of units that can be provided.

The scheme however does have the potential to provide an innovative, high quality and attractive redevelopment of a greenfield site, adjacent a motorway and provides an ideal opportunity to demonstrate best practice for place making in the County.

The Application Response

The housing numbers have been reduced and sufficient green space has been proposed for the whole allocation.

4.2 Community Involvement

This chapter should be read in conjunction with the 'Statement of Community Involvement' prepared by Cadence PR

The consultation process has had to respond to social distancing and the lockdown, but the team have still been able to engage with the local community and community representatives. Activity has been on and offline to ensure all have access. It has included ongoing stakeholder engagement, letters to the wider community (at the start, middle and towards submission), a website, webinar, two presentations (at Booker Hall) organised by Councillor Brian Pearce (which the team did not attend), one on one meetings with neighbours and responding to emails.

A consultation website (www.hornslane.co.uk) was produced for the public consultation and provided a way for people to find out more about the proposals and included plans, FAQs, a feedback form and ways to get in touch.

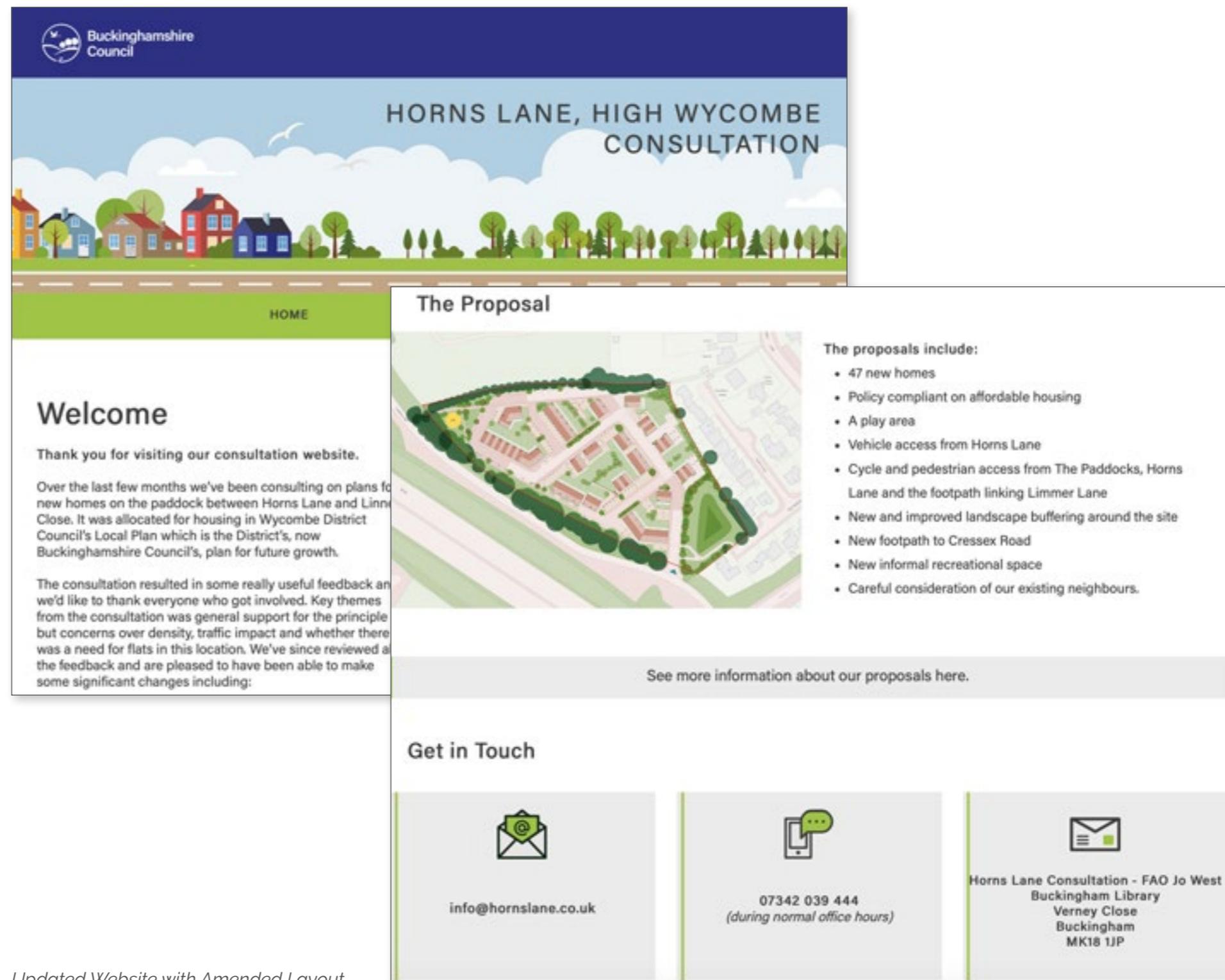
The newsletter and website both promoted ways of getting in touch if people had feedback or questions. In total 60 letters, calls and emails were received.

The local community have provided a great deal of constructive feedback and we are pleased that we have been able to make some significant changes as a result.

Feedback and Influence on Scheme

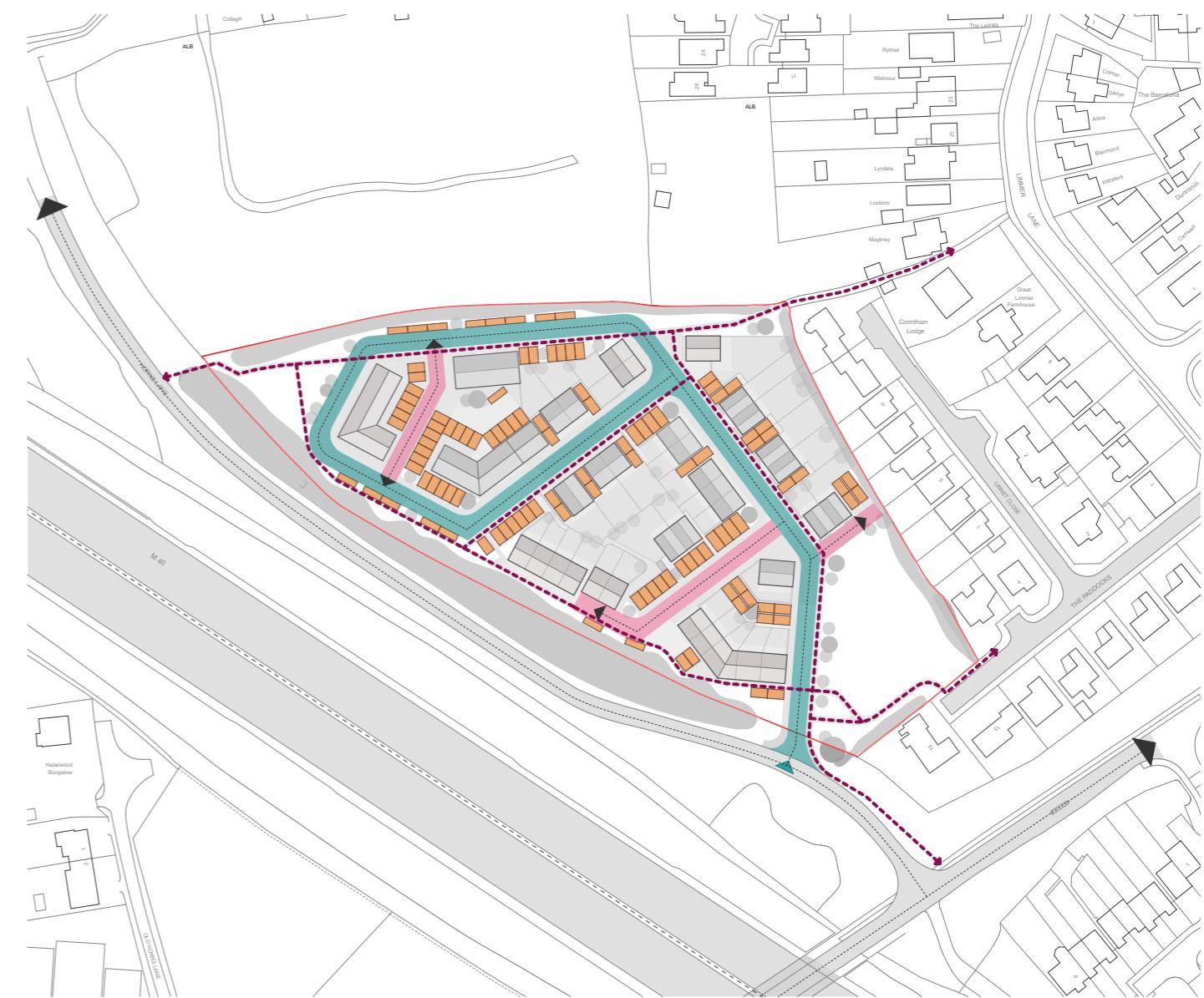
The scheme has changed significantly as a result of the consultation and local feedback. The key changes include:

- Reducing the number of new homes from 62 to 50.
- Removing most of the flats and replacing them with houses.
- Changing the orientation of the houses backing onto Linnet Close so as to minimise overlooking to neighbouring houses.
- Adding a play area to the north of the site and a footpath along the western boundary, through the open space.
- Increasing the level of parking, there will now be 106 spaces in total including 12 visitor spaces.



The screenshot shows the homepage of the Horns Lane, High Wycombe Consultation website. The header features the Buckinghamshire Council logo and the title "HORNS LANE, HIGH WYCOMBE CONSULTATION". Below the header is a colorful illustration of a town with houses and trees. A navigation bar includes a "HOME" link. The main content area has a "Welcome" section with a thank you message and a paragraph about the consultation process. It also includes a "The Proposal" section with a map of the site showing proposed developments, a "Get in Touch" section with contact information, and a sidebar listing the proposals. The footer contains a "See more information about our proposals here." link and a "Horns Lane Consultation - FAO Jo West Buckingham Library Verney Close Buckingham MK18 1JP" address.

Updated Website with Amended Layout



The Drawings Presented on the Consultation Website - Left: Illustrative Masterplan, Right: Access Diagram

4.3 Design Evolution

The following two pages illustrate the evolution of the design, which was worked up with the whole design team and took into account the constraints that were uncovered at every stage.

The community process discussed in chapter 4.2 also provided valuable feedback that informed the scheme design, and can be seen in the following diagrams.



January 2020

Early layout taking into account the site constraints known to the team at the time. 70 units were initially proposed, with taller buildings housing flats to the north-west corner.

Housing was proposed to have side gardens to the western boundary.



June 2020

Plan submitted as part of pre-app and public consultation, with 62 units.

The layout took into account acoustic constraints from the M40, which meant that houses facing onto the motorway formed a shield to the rest of the development. These houses were proposed to have habitable rooms with openable windows facing away from the motorway.

A drainage basin was also added to the south- eastern corner of the site, which provides a green open space for the development.



September 2020

Layout amended further to consultation and pre-app response. The number of units was reduced from 62 to 47, with no flats.

The height of the units facing the motorway was proposed as two storeys, which was later found was too low and did not provide a sufficient shield to the rest of the site.



October 2020

Layout amended further to feedback from acoustic consultant. There was a need for continuous building along the side facing the motorway, therefore, 6 flats were introduced to take into account the corner building to the north of the site.

The houses along the south-west boundary facing the motorway are proposed as 2.5 and 3 storey buildings in order to ensure that the acoustic properties for the rest of the site are improved.



November 2020

The layout was further amended to develop the landscape plan. A link to the northern allocated parcel was added.

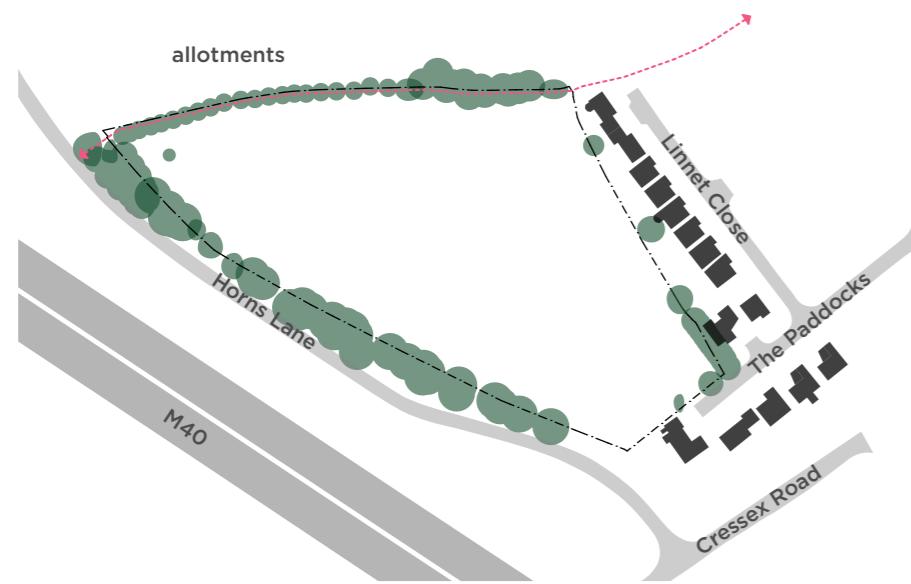


5. Design Proposal

- 5.1 Site Strategy**
- 5.2 Illustrative Masterplan**
- 5.3 Land Use**
- 5.4 Building Heights**
- 5.5 Nodes and Frontages**
- 5.6 Access, Parking, Cycle Storage and Refuse**
- 5.7 Landscape and Drainage**
- 5.8 Energy and Sustainability**
- 5.9 Security**

5.1 Site Strategy

1 Existing Constraints



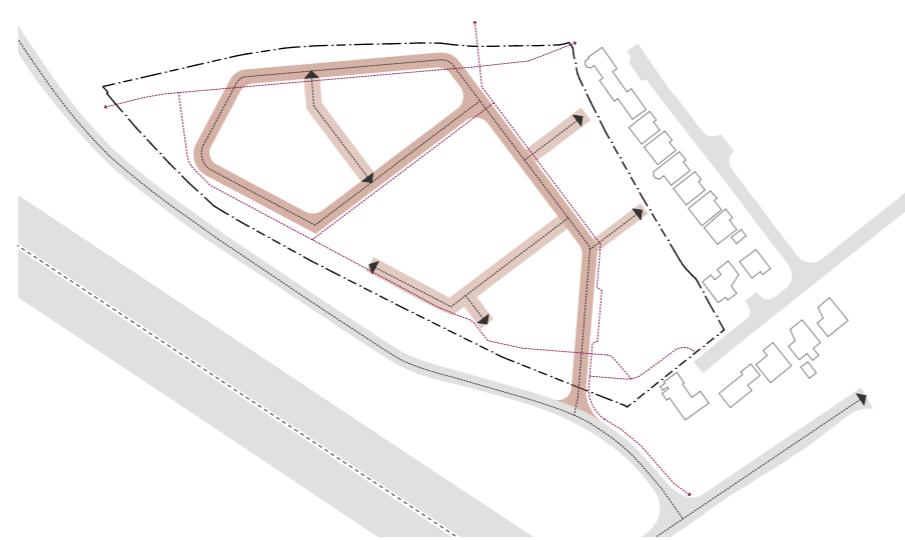
Existing constraints on the site include:

- trees and hedgerows along the north and west boundaries,
- an existing access point off Horns Lane,
- existing residences to the east and south of the site,
- M40 to the south-west, and
- allotments to the north

Key

- Application boundary
- Existing roads and lanes
- Existing trees and hedgerows
- Existing residence

2 Access



Proposed access within the site includes:

- an access off of Horns Lane,
- an internal loop road to service the houses,
- secondary roads and shared surface areas, and
- pedestrian and cycle routes through the site, linking to surrounding paths,
- retaining footway to north that links Horns Lane to Limmer Lane.

Key

- Application boundary
- Horns Lane
- Primary loop road
- Secondary roads
- Shared surface areas
- Pedestrian routes

3 Landscape Buffers



To the western, northern and southern boundaries, the existing vegetation can be enhanced and will create a buffer to the surrounding allotments to the north, Horns Lane and the M40 to the west, and existing properties to the south.

To the eastern boundary, private gardens are proposed to buffer the existing properties. A reinforced hedge and tree planting along this boundary will create a buffer for neighbouring properties. To the south, a drainage basin provides a public green area.

Key

- Application boundary
- Roads
- Existing trees and hedgerows
- Proposed gardens and landscape strip to act as buffer

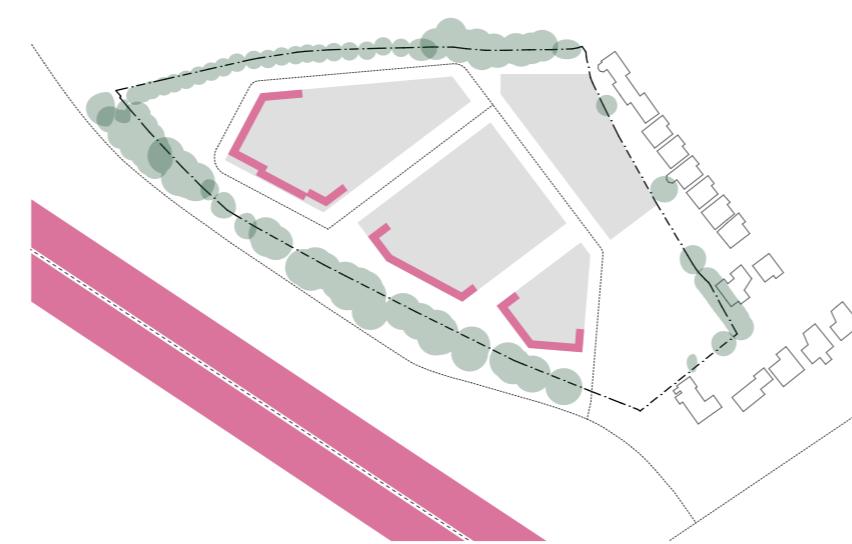
4 Landscape Strategy

Enhancement of existing vegetation and proposed planting will create a wildlife corridor along the site's western boundary and link up with the surrounding green infrastructure. Internal tree and ornamental planting will link green spaces and help create a sense of place.

The drainage basin to the south will include a diverse mix of habitat opportunity, including wildflower meadow. A play area is proposed to the north of the site.

Key

- Application boundary
- Roads
- Existing trees and hedgerows
- Proposed trees and public landscape areas
- Private gardens with trees
- Pedestrian routes
- Play area

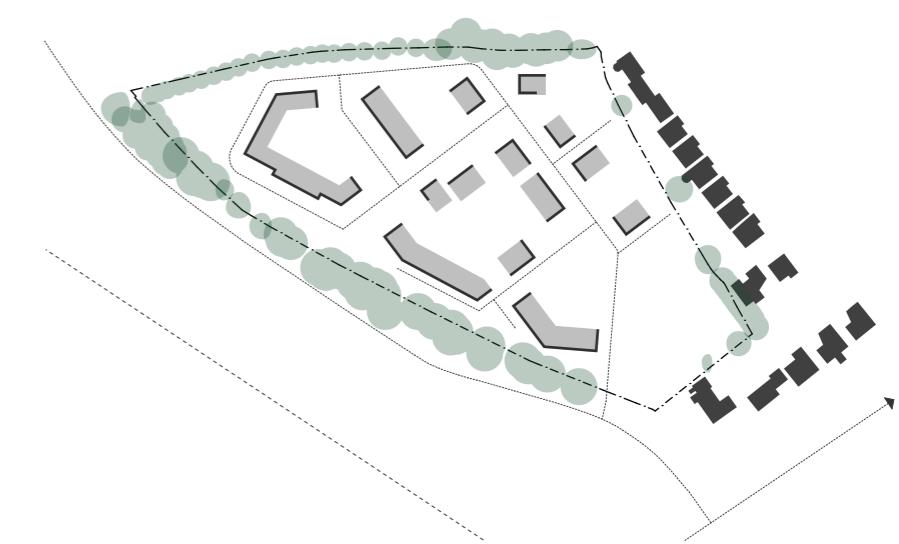
5 Motorway

The M40 to the south-west of the site provides a noise constraint.

Housing along the western boundary is designed so as to create a noise buffer to the rest of the development.

Key

- Application boundary
- Roads
- Frontages to block motorway noise

6 Arrangement of Houses

The houses are arranged so as to provide active frontage along the proposed roads, and any public green areas, as well as to the landscape strips along the western and northern boundaries.

Housing along the eastern boundary is set back-to-back to the neighbouring properties.

Key

- Application boundary
- Roads
- Houses
- Frontages

5.2 Illustrative Masterplan

The proposal is for 50 dwellings with associated access and green infrastructure.

As described in the strategy diagrams on the previous spread, the layout has been carefully designed to take into account the various constraints such as existing landscape features, the existing surrounding properties, and the M40 to the south-west.

A drainage basin is proposed to the south of the site which creates a public green area which can include a diverse mix of habitat. A play area is proposed to the north of the site.

A network of pedestrian routes are proposed within the site that will link to the existing path to the north of the site. The pedestrian routes will also link to The Paddocks and to Cressex Road.

A range of housing is proposed, ranging from 1 bed flats to 5 bed houses with numbers as follows. Although the detailed mix will be determined at RMA stage, the illustrative masterplan shows how the masterplan could work.

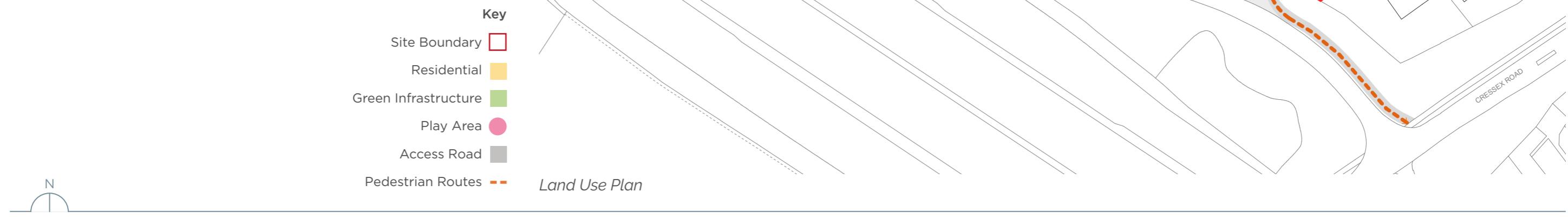


5.3 Land Use

The proposed land use for the site is residential, with associated green infrastructure (including a play area), access from Horns Lane, and a network of pedestrian routes.

The site area is 1.8ha / 4.4acres.

	Area (ha)	Area (acres)
Residential	1.3	3.2
GI (including play area)	0.49	1.2
Access road	0.01	0.03

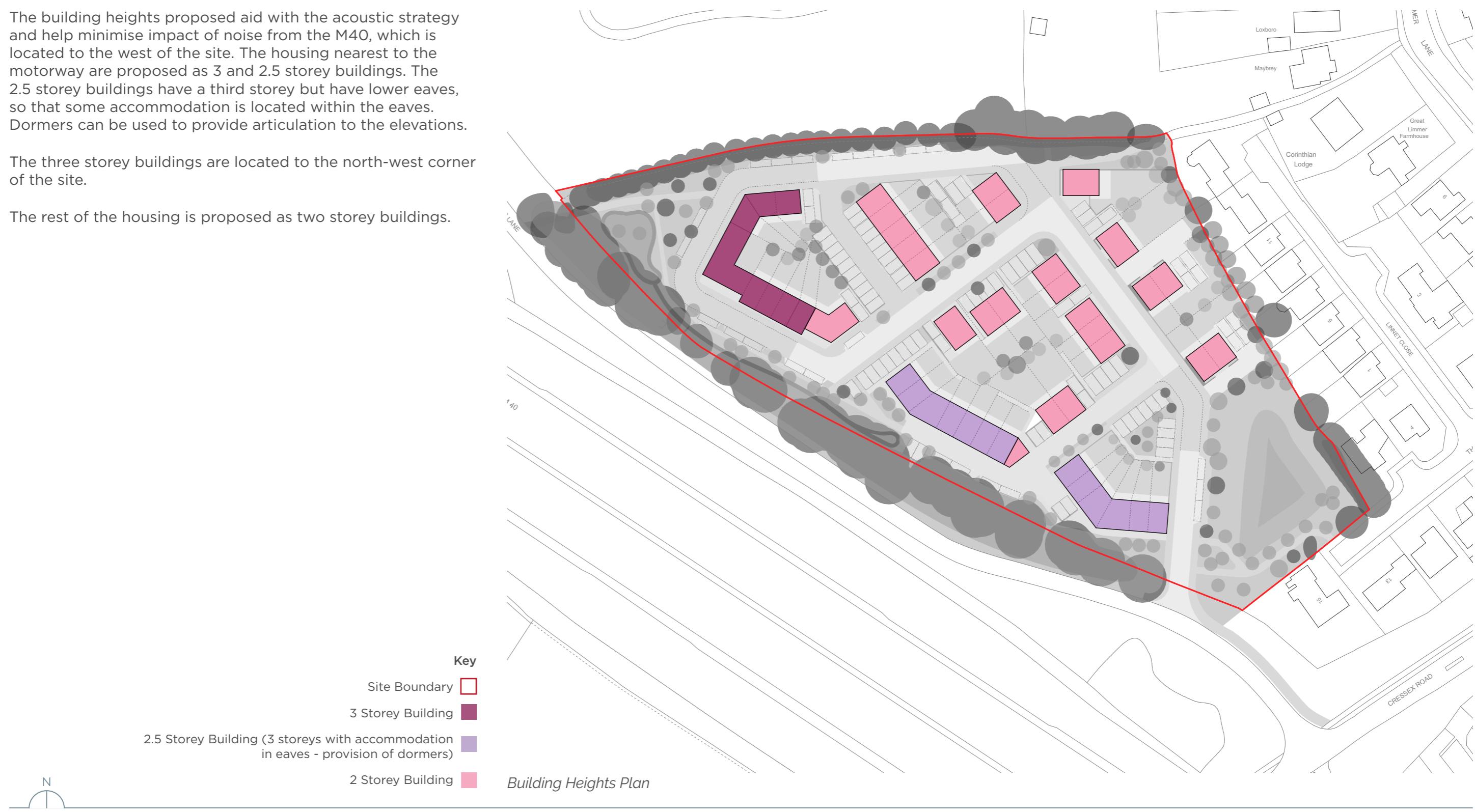


5.4 Building Heights

The building heights proposed aid with the acoustic strategy and help minimise impact of noise from the M40, which is located to the west of the site. The housing nearest to the motorway are proposed as 3 and 2.5 storey buildings. The 2.5 storey buildings have a third storey but have lower eaves, so that some accommodation is located within the eaves. Dormers can be used to provide articulation to the elevations.

The three storey buildings are located to the north-west corner of the site.

The rest of the housing is proposed as two storey buildings.

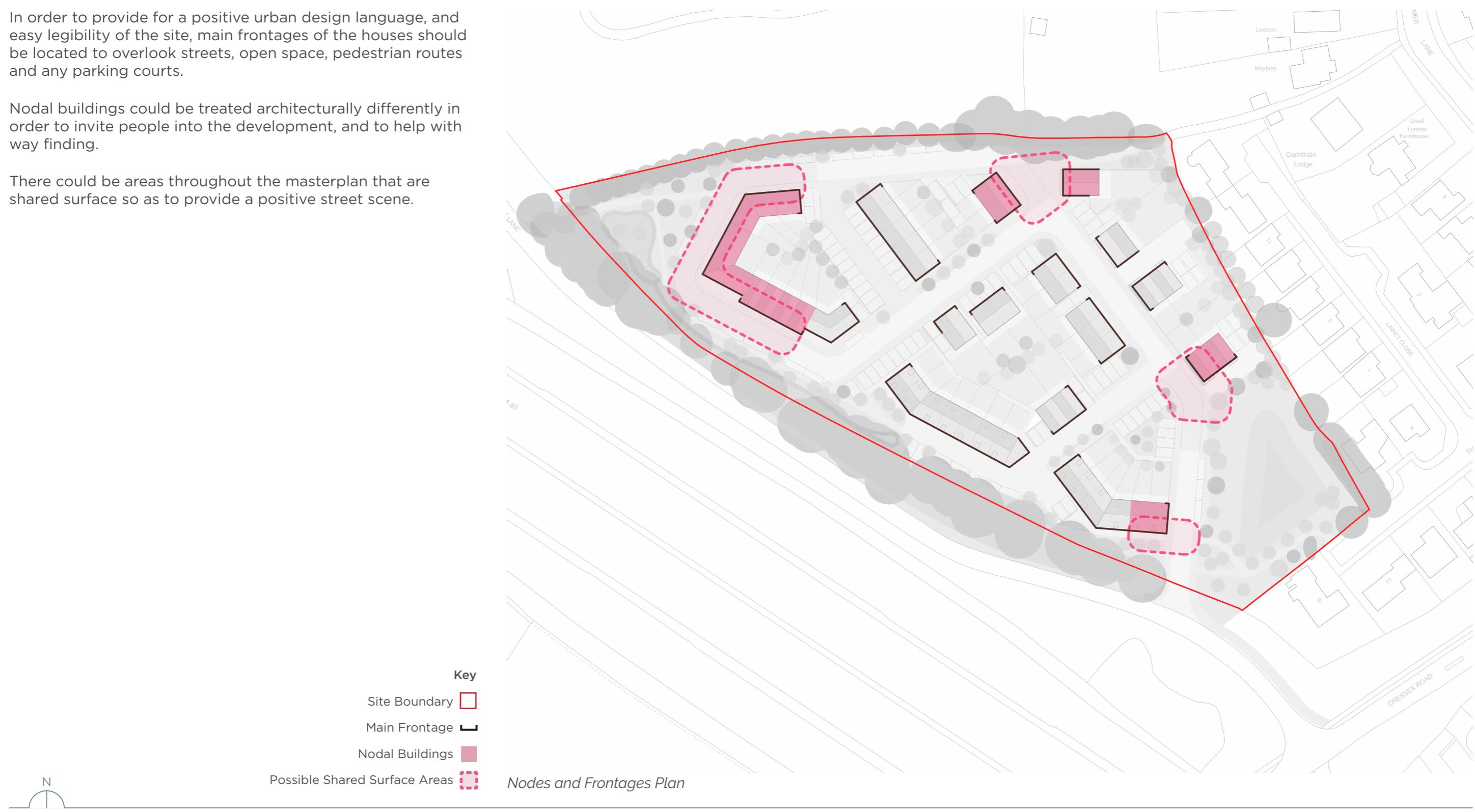


5.5 Nodes and Frontages

In order to provide for a positive urban design language, and easy legibility of the site, main frontages of the houses should be located to overlook streets, open space, pedestrian routes and any parking courts.

Nodal buildings could be treated architecturally differently in order to invite people into the development, and to help with way finding.

There could be areas throughout the masterplan that are shared surface so as to provide a positive street scene.



5.6 Access, Parking, Cycle Storage and Refuse

Access

An access into the site is proposed off Horns Lane. This proposed access creates a loop road within the site. A number of secondary streets and driveways come off the loop road.

A network of pedestrian routes is proposed, linking to the surrounding streets. The existing footway to the north of site, which links Limmer Lane and Horns Lane is retained, but slightly realigned to provide a more positive route through the development. A pedestrian route is proposed along the whole length of the western boundary along the landscape strip. A pedestrian route is proposed to extend into the neighbouring allocated parcel to the north.

Vehicular and Cycle Parking

Parking and cycle storage will need to be provided for all dwellings in accordance with the Buckinghamshire Countywide Parking Guidance (2015). A total of 106 vehicular parking spaces are provided as follows:

- 1 bed - 1 space
- 2 bed - 1.5 spaces*
- 3 bed - 2 spaces
- 4 bed - 2 spaces
- 5 bed - 2.5 spaces*
- Visitor parking - 20%

* the extra 0.5 space is provided as a visitor space.

The following cycle spaces will need to be provided at RMA stage:

- flats - 1 storage space per flat
- 3 bed - 2 storage spaces
- 4 bed - 3 storage spaces
- 5+ bed - 4 storage spaces

Refuse Strategy

The roads are designed so that a refuse vehicle can use the main loop road to service the houses. Where a cul-de-sac is proposed, the refuse vehicle either has enough space to turn, or bin collection points would be provided in appropriate locations. The refuse strategy proposed at RMA stage would have to be in line with the Waste Management Planning Guide - Joint Waste Team (2018).



5.7 Landscape and Drainage

Landscape

The existing landscape features along the boundaries of the site are to be retained, and where possible, enhanced. Development is proposed to keep away from the RPA's of the trees.

Public green areas are proposed to the north-west corner of the site where the play area will be located, and to the south-east corner where the drainage basin will be located. A pedestrian path is proposed to run along the western boundary which will link these two public green areas. The existing footway to the north of the site will be retained, but slightly relocated to run along the proposed road and along the line of the proposed houses so as to be overlooked.

Drainage

The drainage strategy for the site includes soakaways within some rear gardens and under areas of shared parking, along with a soakaway in the south-eastern corner of the site. The size of this has been determined through detailed modelling, however due to ground conditions, namely the presence of low density chalk in this location, a 10m offset is required from any proposed roads or foundations.

The work undertaken will demonstrate that the site can be suitably developed in accordance with relevant planning policies for flood risk and drainage. The strategy will ensure that the surface water runoff rates will match that of the site at present.

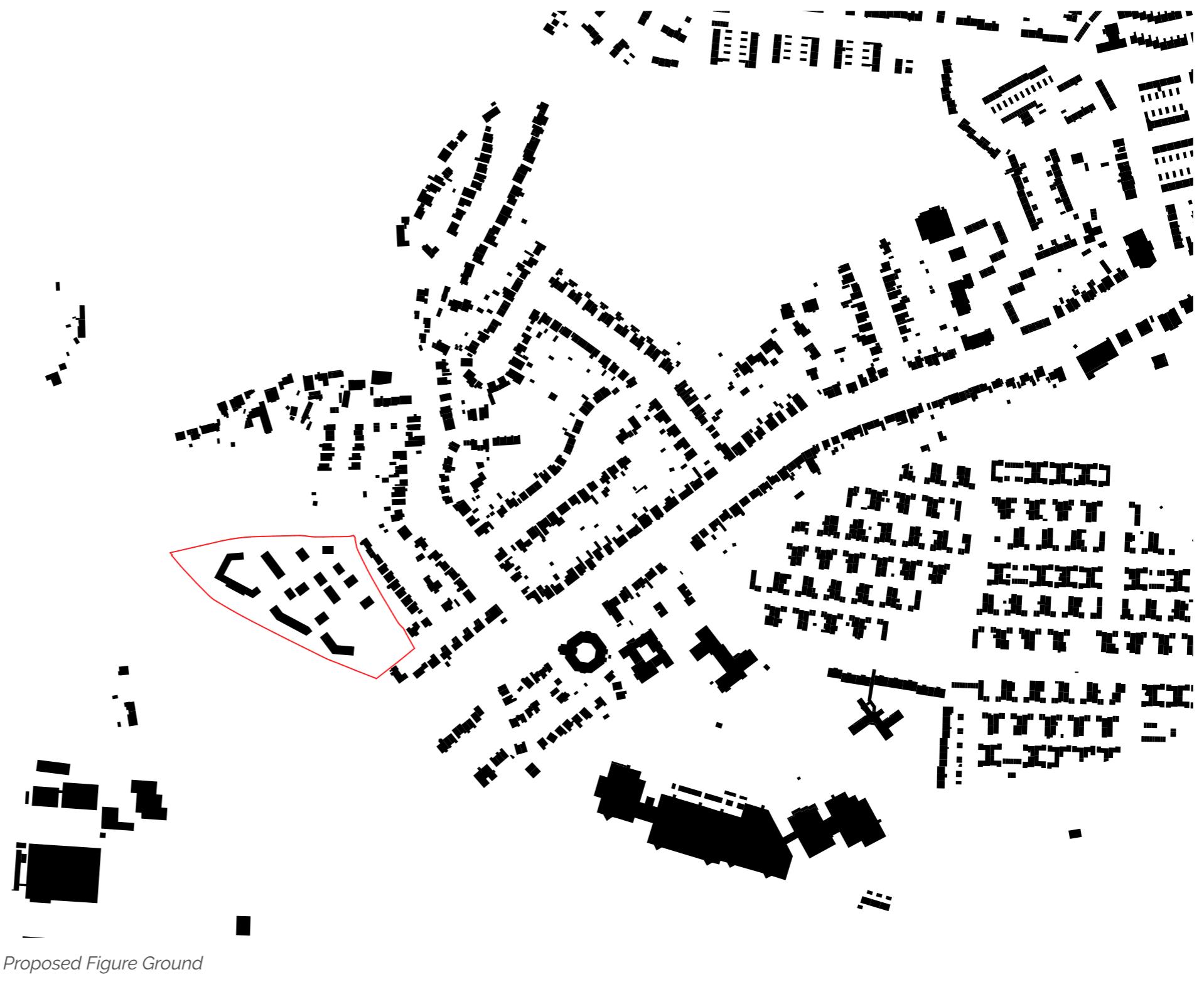


5.8 Proposal in the Wider Context

The following drawings show how the proposal sits within the wider context.

The figure ground drawing shows the proposed grain. The higher density housing to the west of the site provides a defined edge to the development. The housing to the eastern boundary is lower density to provide less impact on adjoining properties and gardens.

The drawing on the following page shows the proposal and its connectivity into the wider context.





Proposed Site Layout with Wider Context

5.9 Energy and Sustainability

This chapter should be read in conjunction with the ‘Sustainability Statement incorporating an indicative Energy Assessment’ produced by Envision.

Sustainable Development

The following is a list of guidelines for the proposed development. Details portraying how the scheme minimises energy use and deals with sustainability matters will be dealt with in the Reserved Matters Applications. The proposed development will aim to be sustainable in the following ways:

Economy: Local jobs will be created by fuelling the local economy through its construction.

Sustainable Transport: The scheme incorporates a range of transport measures to reduce impacts from private vehicles. This includes provision of electric vehicle charging, space for the secure storage of cycles and greater pedestrian and cycle permeability.

Environment: Green spaces will be provided and these will integrate with the existing wildlife habitats found around the site. Trees and hedgerows will be retained as illustrated in the landscape strategy with appropriate buffer zones, maximising the sustainable use of existing resources. Planting schemes should be in preference for native and/or wildlife attracting species.

Community: Shared surface spaces will help to encourage social interaction across the development.

Energy Production and Conservation

All residential dwellings will benefit from energy efficient techniques such as reduced U-values via an enhanced fabric specification, enhanced heating controls and an air tight build. The focus on enhanced fabric energy efficiency is an economically prudent strategy that maintains the maximum carbon dioxide savings over the lifetime of the development.

Selection of Materials

The selection of construction materials for all of the new

buildings will favour those with the lowest environmental impact over their life-cycle. Efforts should be made to source locally available building materials wherever possible.

Solar Access and Daylighting

Wherever practicable, windows will be sized to take maximum advantage of natural daylight. This will reduce the heating demand but will also limit the energy demand for electric lighting.

Water Conservation

Water consumption within all residential dwellings should be minimised by installing water efficient sanitary devices. This will potentially include dual flush WCs, spray/aerated taps, and reduced flow showers. Water meters will be installed in all homes/buildings to encourage future occupants to make maximum water savings. The scheme will also incorporate water efficiency measures to reduce consumption to 110 litres / bedspace / day.

Sustainable Drainage

The proposed development will incorporate Sustainable Drainage Systems, into the surface water management train, to control and treat surface water runoff at source. To provide both habitat enhancement and maintain groundwater flows, it is proposed to utilise a combination of both infiltration and above ground storage techniques.

The infiltration aspect of the drainage proposal, will be dependent on the permeability of the soils and existing ground water levels. Infiltration will be provided through private soakaways and permeable paving within the residential areas. Where feasible, parking courts or private drives will be constructed using permeable paving to treat surface water prior to infiltration.

Domestic Recycling

Residents of homes will be provided with bin stores, which should include sufficient space to accommodate the local authority refuse and recyclable waste collection service.

Waste and Resources

To manage the impacts of waste arisings in construction, a Resource Management Plan will be produced to consider options for sustainable material management. It is anticipated that this will form a part of a wider Construction Environmental Management Plan. In operation the scheme will incorporate sufficient waste storage to enable the collection by the local authority.

Environmental Protection

Noise and air quality have been considered and mitigation put forward to reduce the potential effects in construction. Furthermore, the scheme will be designed to limit light pollution.

Climate Mitigation

The scheme will exceed building regulations standards by adopting a hierarchical approach to energy and carbon. A hierarchy is set out in the Sustainability Statement (by Envision), which will be followed at reserved matters stage. An illustrative energy assessment has been completed which indicates how the scheme may exceed building regulations standards and incorporate renewable energy to save approximately 18% CO₂ emissions by comparison to the current Building Regulations.

5.10 Security

The design proposals for the scheme are based upon an understanding of best practice guidance and reference has been made to the relevant documents including "Secured by Design" and "Manual for Streets".

Many of these requirements were reviewed during the early design stages of the layout. The resultant layout provides natural security and safety.

The National Planning Policy Framework states that "Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

"are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas;" (para.91b)

When designing new developments, these factors should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.

The planning, design and management of public open space is essential in creating an environment that creates a sense of place and community safety. Well designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets and parking areas, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

The following key points have informed the design, and should be used as guidance for future reserved matters applications:

Roads

- The street has been designed centrally to connect all dwellings and in turn receive surveillance from the adjacent dwellings.
- A clear street hierarchy has been proposed with different street characters that identify the main road as well as semi-private driveways and turning areas through the use of material change and shared surface materials.
- Roads are designed to be direct and overlooked by the surrounding built form.

Parking

- Natural surveillance of parking areas is promoted wherever possible.
- Where the use of parking courts or private drives have been utilised, these areas serve only a few dwellings and are well overlooked by the surrounding built form.
- Where semi-private parking courtyards are proposed, they should be limited to a smaller number of dwellings, well overlooked, and designed so as to produce a sense of ownership with the residents.

Layout and Orientation of Dwellings

- Buildings should generally be orientated to overlook streets and public spaces.
- A block of houses should be designed as back to back to ensure rear gardens are not exposed.
- A neighbourhood should consist of a mix of dwellings to enable greater opportunity for homes to be occupied during different times of the day allowing for community interaction and natural surveillance.

Boundaries

- Boundaries between public and private space needs to be clearly identified.
- Front boundaries should be kept relatively low (1m in height) in order to allow for natural surveillance from the property. Railings, hedges or other permeable fencing should be used if a higher boundary is required.
- Generally, all properties should have some defensible space in front of the dwelling. If this is not possible the security of front doors and windows needs to be upgraded.
- If gates to back gardens are provided, these should be robust, lockable, and at the same height as the fence.
- Where a planted boundary is proposed, plant species

need to be carefully considered so as to not overgrow and impede the natural surveillance.

- Side boundaries should have a minimum height of 1.8m.

Public Open Space and Communal Areas

- All public open space, play areas and communal areas have been carefully designed and located to provide a positive contribution to the scheme.
- Public open spaces, and in particular the children's play area, should be well overlooked by the surrounding built form.
- Public spaces and play areas need to have safe routes to and from them.
- The ownerships and responsibilities for external spaces should be clearly identified and the proposals should facilitate easy maintenance and management.
- Play areas need to allow a suitable buffer if located near residential properties to minimise any noise disruption.

Footpaths

- Public footpaths are designed to be overlooked, and not allow access to backs of properties.

Lighting

- A suitable lighting design will be provided for all areas.
- Where footpaths pass through ecologically sensitive areas, lighting will be minimised.

Cycle and Bin Storage

- Private and secure cycle and bin storage should be provided where possible.
- Structures used for cycle and bin storage should be located in such a way as to not allow them to be used as a climbing aid.
- Where communal cycle and bin storage is provided, it should be well overlooked by surrounding built form, and well lit.

