

**TERRIERS FARM**  
**HIGH WYCOMBE**  
**DEVELOPMENT BRIEF**

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A4	FLOODING
A15	HISTORICAL ASSETS
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# THE VISION

The Vision for the Terriers Farm site is to create a landscape structure that is well-connected, attractive and ecologically valuable, within which well-designed, attractive and sustainable residential development is delivered to integrate with and support the Terriers neighbourhood and respect the setting of the Chilterns AONB which it adjoins. Development will facilitate and contribute to a substantial green wedge between Hazlemere and Terriers in the form of informal open space, and formal sport provision in association with Hazlemere Recreation Ground; this will help to maintain the separate identities of these two areas. The movement network within the site will be attractive, efficient and direct, and will link conveniently with the surrounding movement network to which it contributes.



## SECTION I INTRODUCTION

I.1. The site comprising the Terriers Farm landholding lies on the northern edge of High Wycombe and extends to approximately 23 hectares. The site straddles the boundary between the Terriers area and the Parish of Hazlemere, and lies between the A404/Amersham Road to the south and the wider countryside to the north. The site is bisected by a public right of way.

I.2. The Terriers Farm site is one of five reserve site housing allocations <sup>1</sup>. To facilitate public engagement for the reserve sites the Council established Liaison Groups to influence the way in which development proposals for the sites are advanced.

I.3. An important part of this process includes the preparation of a Development Brief to inform the preparation of detailed proposals for the site and its surroundings. The Brief, along with other local and national planning policies, will be used to guide decisions on subsequent planning application(s).

I.4. Wycombe District Council has approved the Wycombe Reserve Sites Infrastructure Delivery Plan (June 2016) which sets out their cumulative infrastructure requirements. That work informs this development brief and should be read in conjunction with it.

<sup>1</sup> Abbey Barn North, Abbey Barn South, Gomm Valley and Terriers Farm (all High Wycombe) and Slate Meadow (Bourne End)

FIG. I.1. - SITE LOCATION REFERENCE MAP

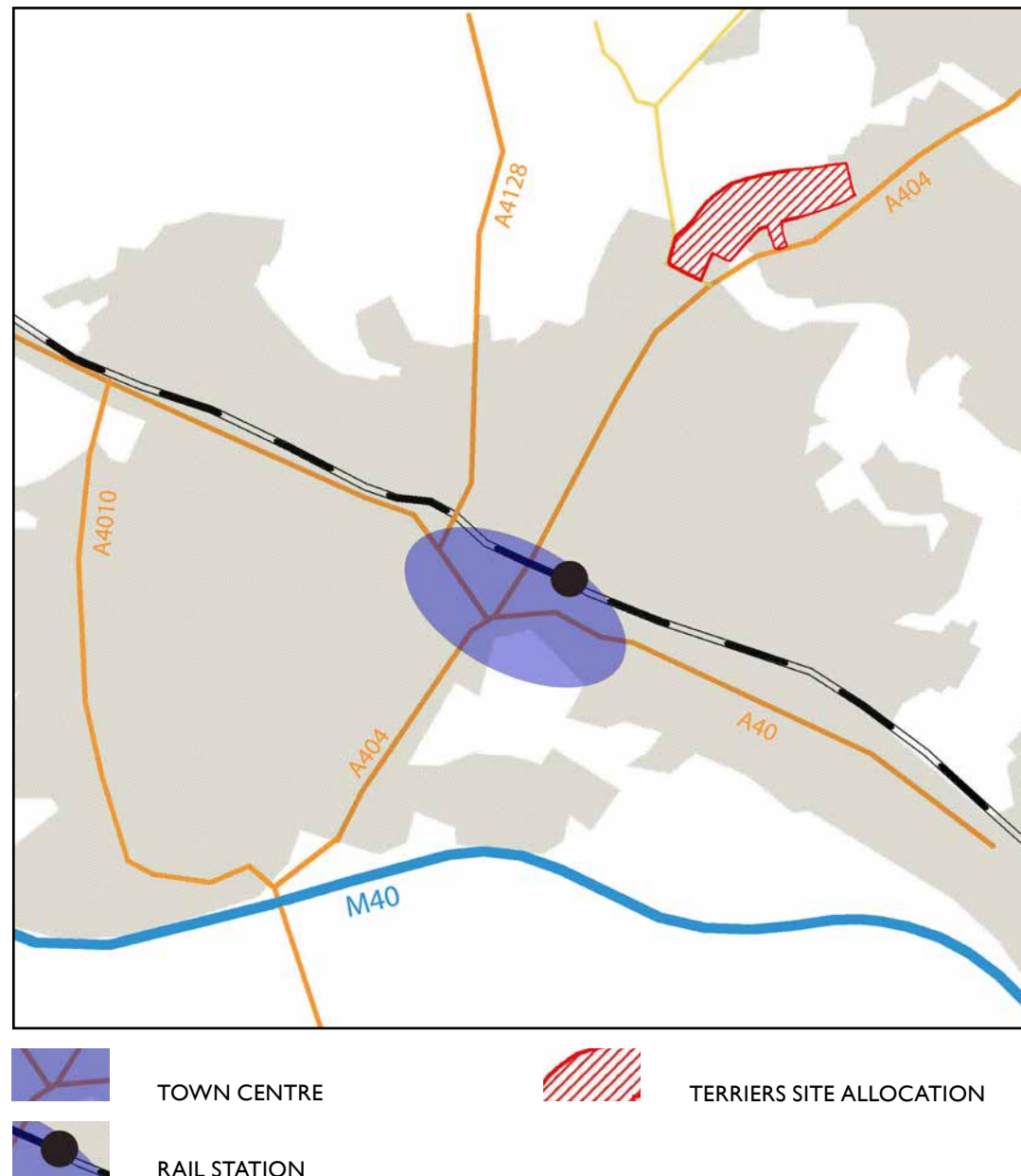


FIG. I.2. - LOOKING EAST ACROSS THE SITE



- DEVELOPMENT BRIEF LAND (SITE ALLOCATION)
- - - - - ADDITIONAL LAND REQUIRED TO DELIVER THE SITE



## PURPOSE OF BRIEF

I.5. This Development Brief provides guidance for the Terriers Farm site that will be used to evaluate planning applications. The aim is to:

- a. Set out the vision for, and key objectives of, the development.
- b. Identify key constraints and opportunities that will influence development and the approach to resolving conflicts where they arise.
- c. Establish a robust and comprehensive design approach that integrates the site into its surroundings.
- d. Set out both the design principles to inform development and the requirements which should be met to ensure an adequate and consistent approach to quality and delivery.

## COMMUNITY ENGAGEMENT

I.6. The principles in the brief have been informed by key stakeholders and the wider community through workshops that took place in February 2015

I.7. The workshops identified the following design principles:

- a. Create a mixed development (not only for housing);
- b. Keep existing neighbourhoods separate;
- c. Integrate existing hedgerows into the future green and movement infrastructure; and
- d. Connect green assets in the valley.

I.8. Development should:

- a. Happen in the South (where the main accesses are) as well as where community facilities could concentrate;
- b. Try to maintain the eastern part [of the site] greener (low density);

FIGURES I.3-I.5 TERRIERS PUBLIC WORKSHOP



- c. Leave some green open spaces even in the developed area; and
- d. Take into account the need for new schools and community facilities

I.9. The Terriers Farm Liaison Group, made up of representatives from the local area including local ward councillors has provided a forum for discussion of issues relating to development at Terriers Farm and has played a proactive role in the production of this development brief. Notes of the meetings of the Liaison Group and its terms of reference can be found on the Council's website.

I.10. The draft brief was subject to formal consultation in Autumn 2016. Comments received were considered prior to the finalisation and adoption of the Development Brief by the Council.

I.11. A summary of the comments received during the consultation and the changes made to the brief to respond to these comments are available to download from our website at <https://www.wycombe.gov.uk/pages/Planning-and-building-control/Major-projects-and-reserve-sites/Terriers-Farm-reserve-site.aspx>. This page contains further details regarding Terriers Farm including the public engagement and workshop reports.

## STRUCTURE

I.12. This development brief comprises 7 sections:

Section 1: provides an introduction to the Development Brief document;

Section 2: summarises the policy context at national and local level;

Section 3: sets out the existing baseline conditions;

Section 4: summarises the key issues influencing the development of the site;

Section 5: identifies the vision and overarching objectives that guide the concept for the development

Section 6: sets out design principles

Section 7: deals with phasing and implementation.

## SECTION 2 PLANNING POLICY

2.1. This Brief provides site specific supplementary guidance to the Development Plan and the National Planning Policy Framework.

2.2. The Development Plan for Wycombe district is made up of the following documents:

- a. Buckinghamshire Minerals and Waste Local Plans to 2016 (part retained) and Buckinghamshire Minerals and Waste Core Strategy;
- b. Wycombe District Local Plan to 2011 as saved, extended and partially retained;
- c. Wycombe District Adopted Core Strategy 2008; and
- d. Wycombe District Adopted Delivery and Site Allocations Plan 2012.

2.3. The Draft New Local Plan contains a site specific policy dealing with the development of Terriers Farm; this policy will gain weight as the Plan proceeds to adoption.

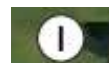
2.4. The site is a site reserved for future development in Core Strategy Policy CS8. It is also an allocated site for residential development under Policy H2 of the adopted Local Plan. The original Development Principles for the site are set out in Appendix 2 of that document and form the basis for this Brief which will be a material consideration in the determination of any planning applications for this site.

2.5. The key Local Plan policy aim is to secure a form of development that integrates well with the adjoining urban area whilst maintaining separation between Terriers and Hazlemere through the retention of a substantial green wedge through the middle of the site linking the Terriers Green/ Kingswood open space to the south east with the open countryside of Grange Farm to the north west. Development will need to safeguard important landscape, historic, and nature conservation features of the site, not adversely affect

the adjoining Area of Outstanding Natural Beauty, and protect the setting of the adjoining Conservation Areas and Listed Buildings.

2.6. The original Local Plan Policy H2 allocation is shown edged in red on Figure 2.1. The surrounding land (delineated with a dashed red line) performs a role in terms of the setting of the released reserve site allocation, and to meet infrastructure requirements generated by the development of the site. It will be important for all future planning application(s) both within the defined development brief area and within its setting (to include the land defined by the dashed red line) to have regard to this brief when bringing forward development in order to ensure integrated development that conforms to good design principles.

FIG. 2.1 - RESERVE SITE BOUNDARY PLAN



GREEN SPACE/FORMER CRICKET PITCH



WOODLAND



HAZLEMERE RECREATION GROUND





## SECTION 3 THE SITE & SURROUNDING AREA

### CONTEXT

3.1. The Terriers Farm reserve site is located to the north of the main A404 High Wycombe to Amersham road; approximately 2km from High Wycombe town centre and Chiltern Railways mainline rail station and 3km from Junction 4 of the M40. (See Figure 1.1). The site straddles the boundary between the Terriers area of High Wycombe to the west and the Parish of Hazlemere to the east.

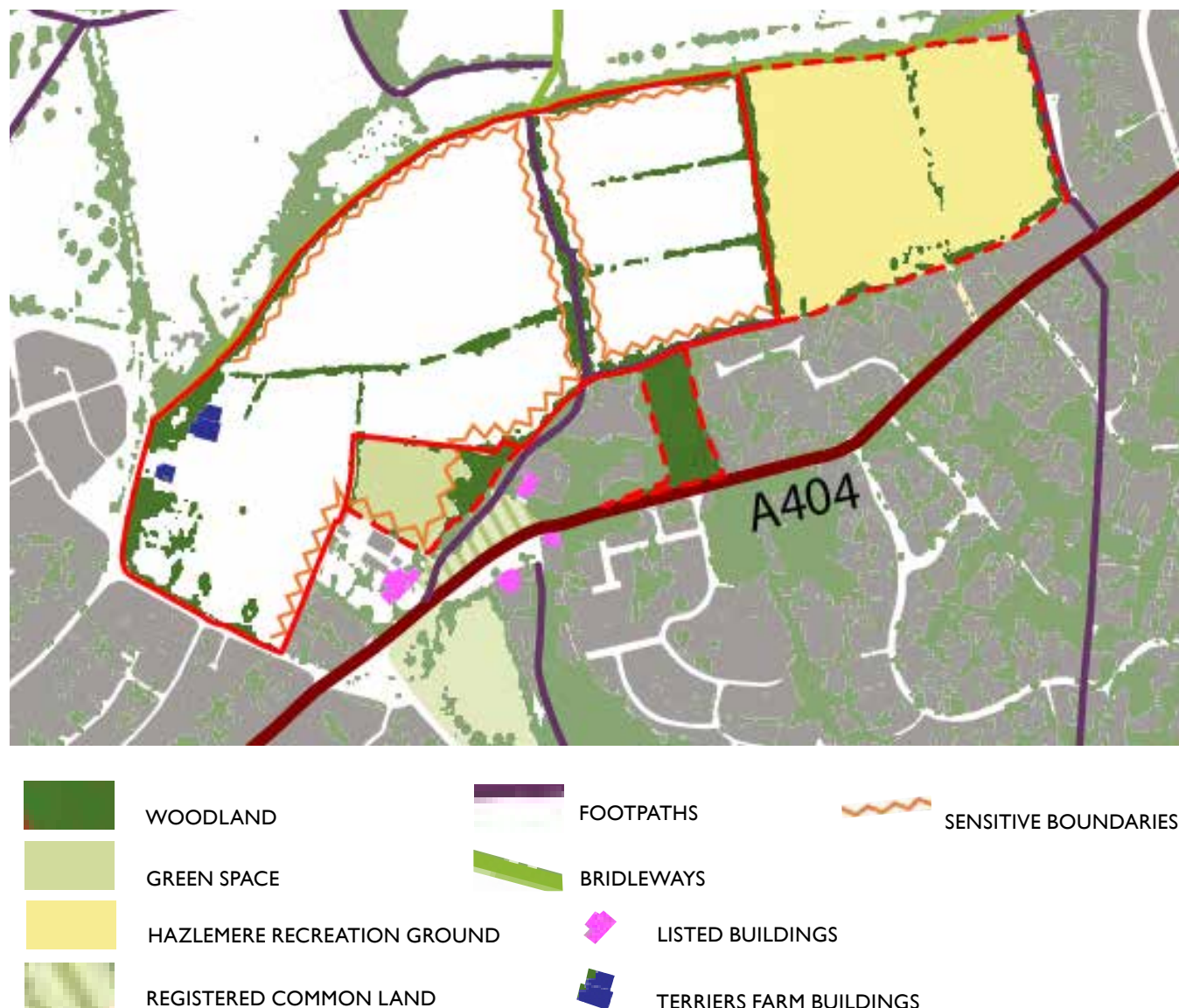
3.2. The Reserve Site within the development brief area is approximately 23 hectares, however when the green space, recreation ground and woodland is included the site is approximately 34 hectares.

3.3. The site comprises Terriers Farm and, with the exception of the farm house and associated farmyard buildings, the land consists of a number of gently sloping fields currently laid to grass.

3.4. To the south is Terriers House and adjacent disused cricket field. Terriers House is a Grade II Listed building, which dates from the late 17<sup>th</sup> Century. The adjacent property, Terriers Lodge, is a separately listed Grade II building. Between the site and Amersham Road/A404 is an area of common land and beech woodland, which together with Totteridge Common are situated within the Terriers Conservation Area

3.5. To the east is Hazlemere Recreational Ground, which is laid out as seasonal sports fields.

FIG. 3.1- RESERVE SITE LOCAL CONTEXT PLAN



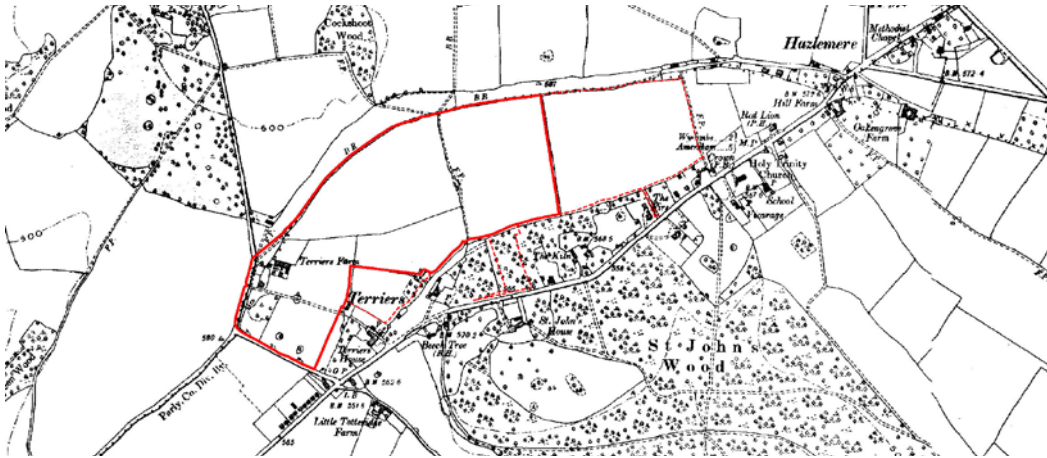


FIGURE 3.2 OS 1900

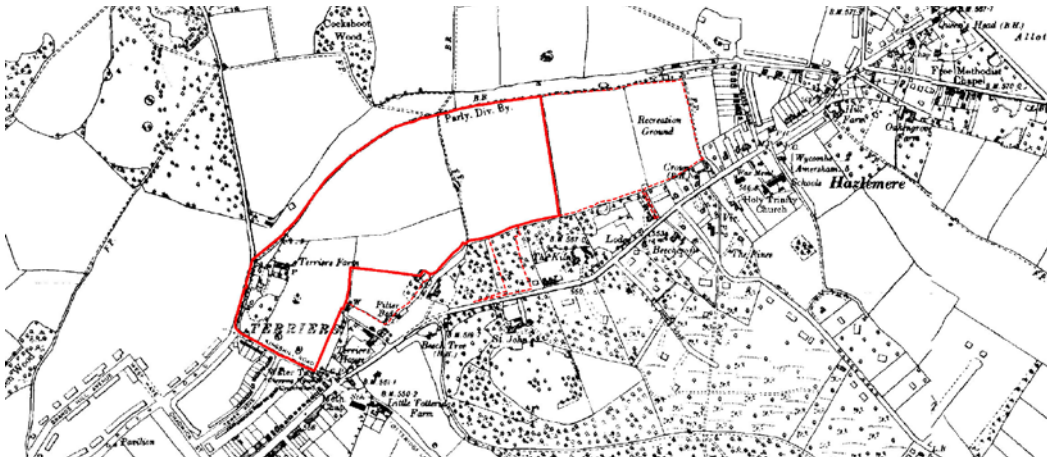


FIGURE 3.3 OS 1938

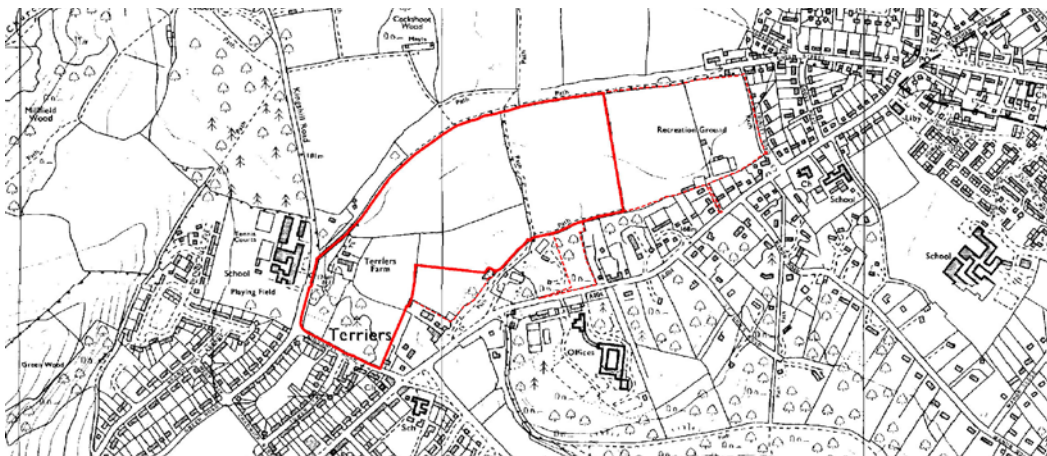


FIGURE 3.4 OS 1977-80

## HISTORICAL CONTEXT

### HISTORIC MAPS

3.6. The first documentary reference to Terriers dates to 1714. The provenance of this name is uncertain, but it may be a personal name or derive from people 'tarrying' after coming out of High Wycombe up Amersham Hill.

3.7. Figures 3.2 - 3.4 show how Terriers has been gradually surrounded by the suburbs of High Wycombe but has remained separate from the Parish of Hazlemere to the East.



## SECTION 4 KEY ISSUES AND SITE APPRAISAL

4.1. This section sets out an analysis of existing physical conditions relevant to the area to help build up a picture of the site and surrounding area. These issues listed below are shown on figures 4.1 - 4.10 and all have varying degrees of influence on the design proposals for the site. They provide information on the following:

- a. Historic environment;
- b. Landscape policy designations;
- c. Topography and landscape character;
- d. Ecology;
- e. Green infrastructure;
- f. Trees & canopy cover;
- g. Surface water drainage and flooding;
- h. Local movement;
- i. Local shops and services;
- j. Public transport accessibility; and
- k. Services and utilities.



FIGURE 4.1 HISTORIC ENVIRONMENT

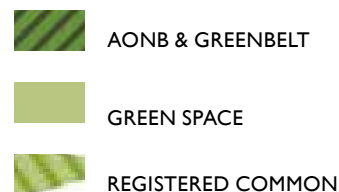


FIGURE 4.2 LANDSCAPE POLICY DESIGNATIONS

FIGURE 4.3 TOPOGRAPHY



FIGURE 4.4. ECOLOGY



FIGURE 4.5. TREES AND CANOPY COVER

TREES AND  
LARGE HEDGEROWS



AREAS OF  
POTENTIAL SURFACE  
WATER DRAINAGE

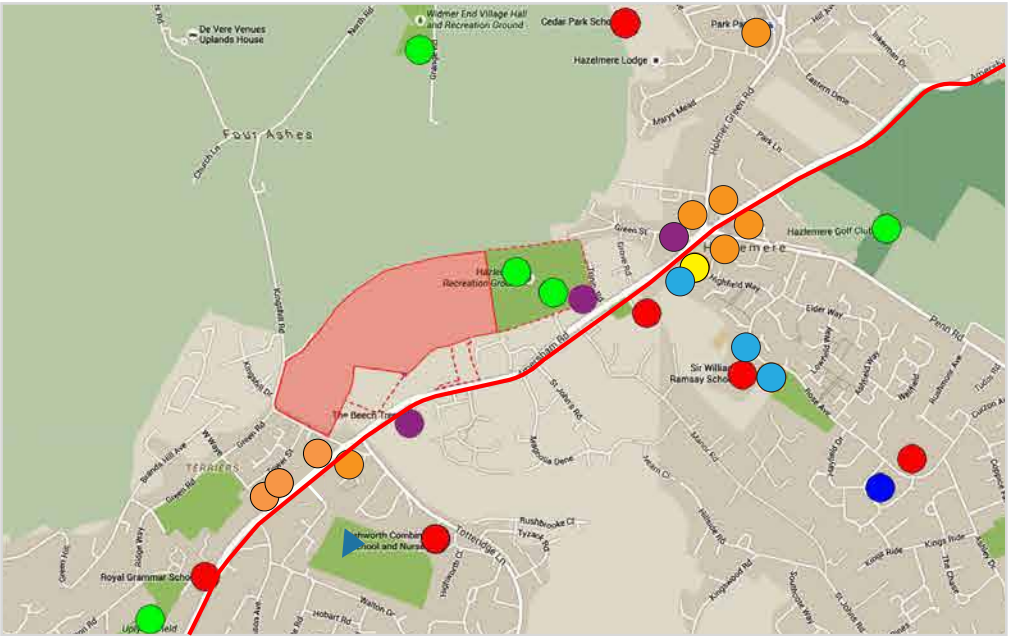


FIGURE 4.6 DRAINAGE & SURFACE WATER FLOODING

FIGURE 4.7 LOCAL MOVEMENT



- FOOTPATHS (PROW)
- BRIDLEWAY (PROW)
- BUS STOP
- EXISTING VEHICULAR ACCESS
- EXISTING PEDESTRIAN ACCESS



- SITE ALLOCATION
- SCHOOLS
- SPORTS & RECREATION
- HEALTHCARE
- LOCAL PUBS
- POST OFFICE
- COMMUNITY FACILITIES
- SHOPS
- MAIN TRANSPORT LINK

FIGURE 4.8 LOCAL CATCHMENTS







-  AREA OF SITE WITHIN 400 METRES OF PUBLIC TRANSPORT
-  BUS STOPS
-  AREA OF SITE WITHIN 400M OF PUBLIC TRANSPORT IF NEW ROUTE CREATED THROUGH WOODLAND TO A404

FIGURE 4.9. DISTANCE TO PUBLIC TRANSPORT



-  40MM WATER MAIN
-  11KW ELECTRIC CABLE
-  18" GAS MAIN  
PRECISE LOCATION UNCERTAIN. IT WILL NOT BE POSSIBLE TO BUILD OVER THIS MAIN, SO THE STREET AND OPEN SPACE NETWORK WILL NEED TO BE DESIGNED TO ACCOMMODATE THE MAIN WITHIN THE PUBLIC REALM

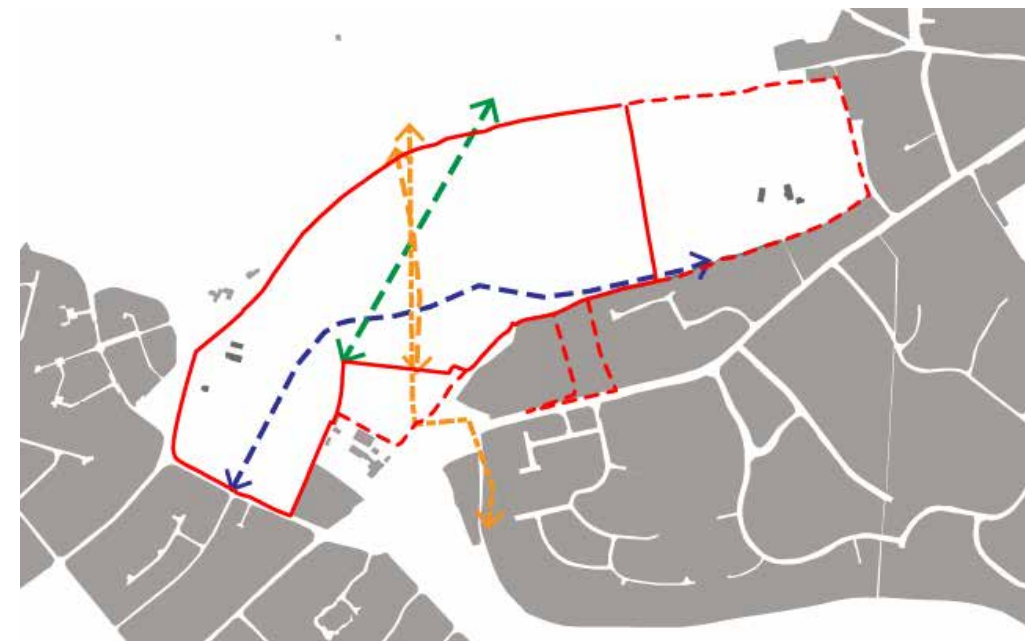


FIGURE 4.10 SERVICES AND UTILITIES





## SUMMARY OF CONSTRAINTS PLAN

4.2. A table of issues and responses has been produced and is available on the web page. The principal findings of the above analysis is summarised on the following constraints and opportunities plans (Figures 4.11 - 4.12) The constraints plan highlights issues that potentially limit the form and/or extent of the proposed development. These include:

### LAND/TOWNSCAPE

- a. The impact upon the landscape and scenic beauty of the Chilterns AONB;
- b. The need to retain a strong Green Infrastructure network through the site;
- c. Impact upon existing trees and hedgerows;
- d. Impact upon ecology; and
- e. Surface water flooding.

### CONNECTIVITY

- f. Access to facilities and public transport;
- g. Wildlife linkages through the site; and
- h. Constrained scope for access.

### LAND USE

- i. Housing Provision;
- j. Public Open Space provision; and
- k. Location and amount of formal open space.

### COMMUNITY

- l. Retain separate identity between Hazlemere and Terriers;
- m. Inadequate Community facilities and oversubscribed schools;
- n. Provision of services (utilities etc.); and
- o. Housing appropriate to all age groups.

### BOUNDARIES

- p. Sensitive boundaries to the AONB, conservation area and existing properties.

FIGURE 4.11 SUMMARY OF CONSTRAINTS

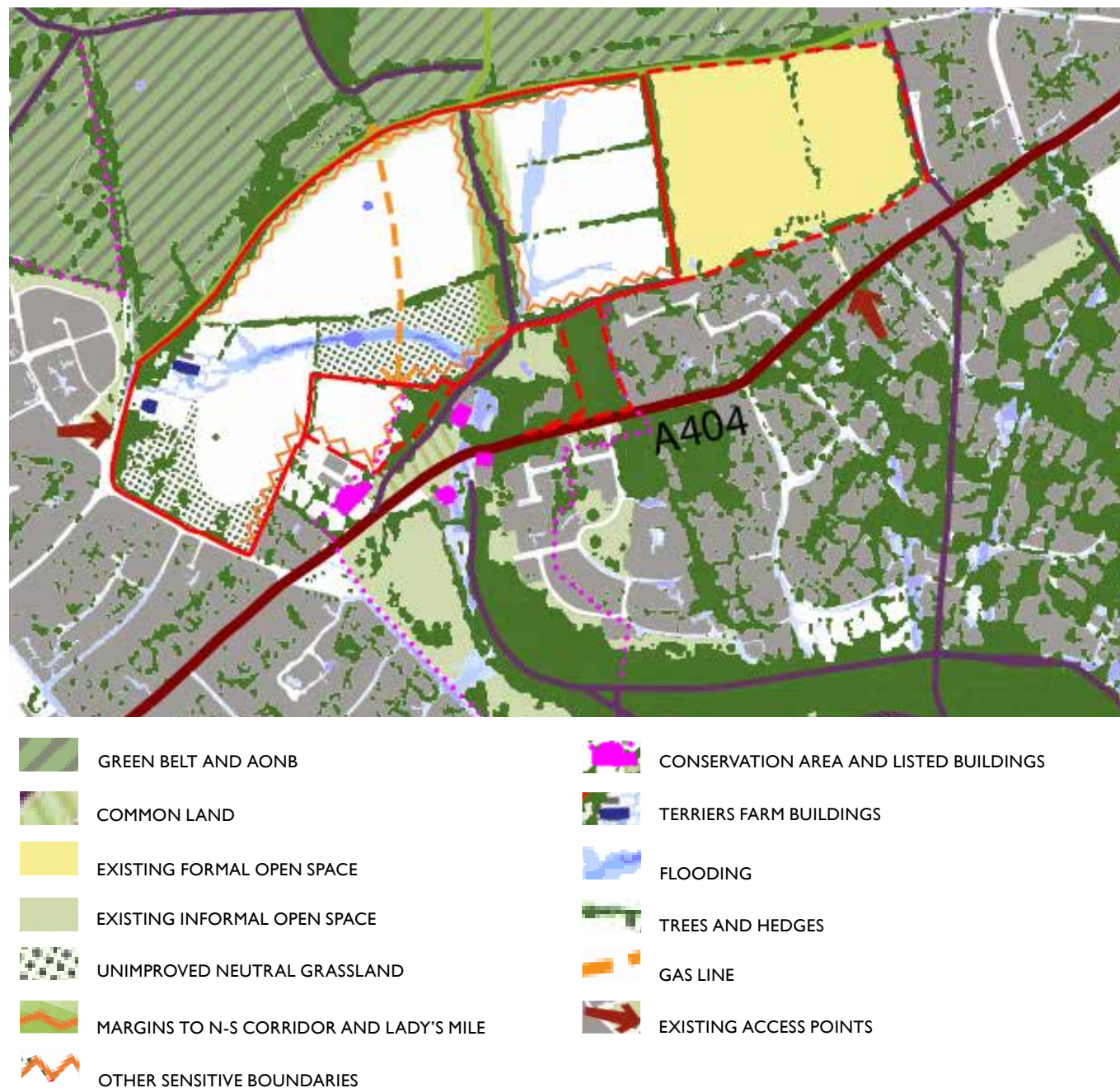
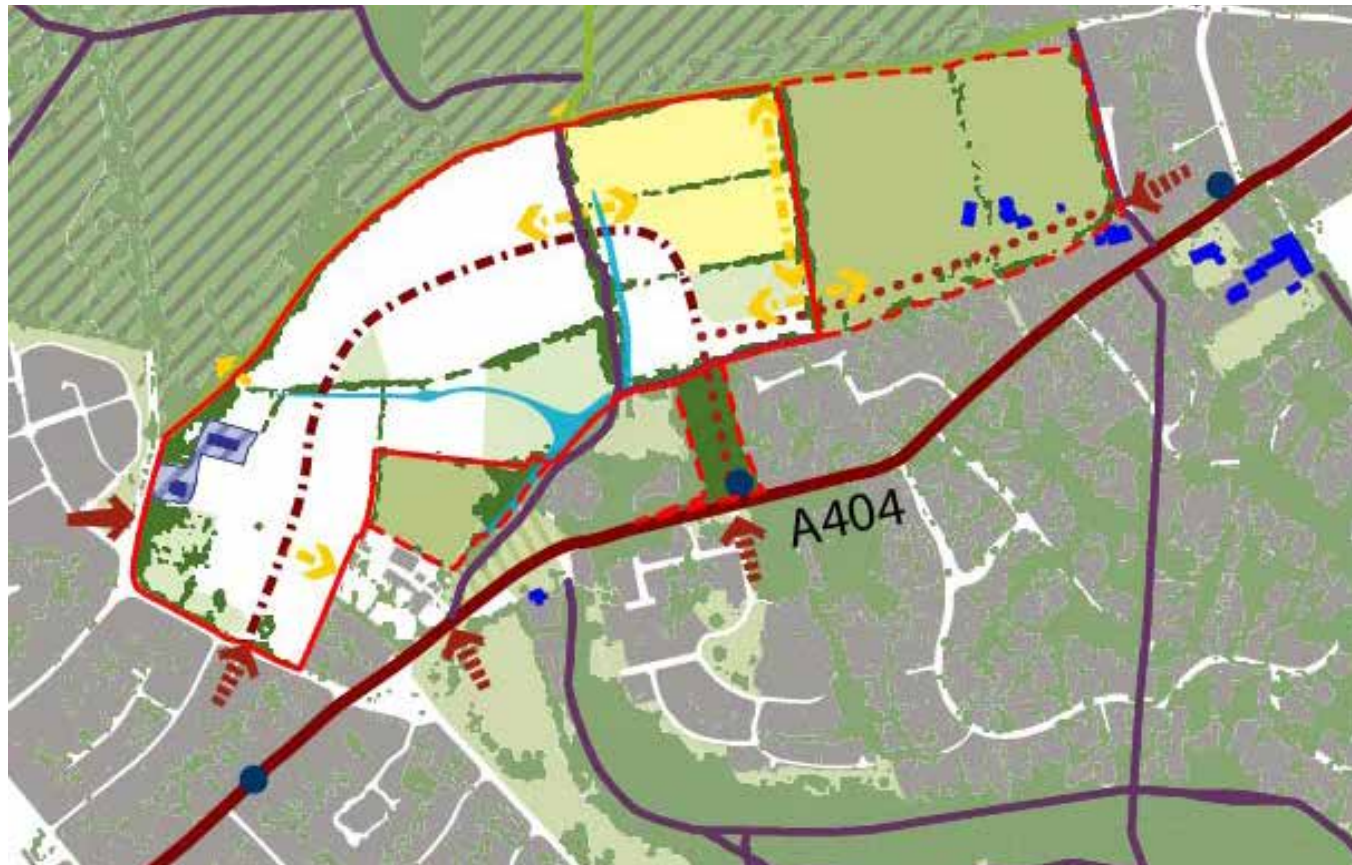














FIGURE 4.12 SUMMARY OF OPPORTUNITIES



	GREEN BELT AND AONB		TERRIERS FARM BUILDINGS
	COMMON LAND		BUS STOPS
	EXISTING ACCESS POINTS		TREES AND HEDGES
	MAIN ACCESS THROUGH THE SITE		FORMAL & INFORMAL OPEN SPACE PROVISION
	POTENTIAL NEW VEHICULAR ACCESS POINTS		SUDS
	POTENTIAL NEW PEDESTRIAN ACCESS POINTS		POTENTIAL NEW PEDESTRIAN ROUTES

## SUMMARY OF OPPORTUNITIES PLAN

4.3. Fig 4.12 illustrates some of the many opportunities that future development could take to positively integrate with its context. These include:

### LANDSCAPE

- Create a connected network of open spaces within site area that links into the wider landscape and GI framework;
- Retain trees and hedgerows to create the structure for the development;
- Incorporate sustainable drainage within the public realm to enhance the sense of place; and
- Provide strategic open space adjacent to existing recreation ground to expand the sports hub, reinforce the green infrastructure network and maintain separation between neighbourhoods.

### ACCESS

- Take advantage of opportunities to link to and integrate with the surrounding movement networks for travel on foot, cycle and by car.

### HERITAGE

- Re-use of the Terriers Farmhouse farm buildings, which are non-designated heritage assets, to enhance an area of community focus and reinforce local distinctiveness.

### SITE AREA

- Areas adjacent to the Terriers Farm Reserve Site are required for the delivery of important infrastructure to serve the site, or for off-setting purposes, and are therefore to be included within the area considered by the brief.



## CHARACTER OF THE BUILT ENVIRONMENT

4.4. Local distinctiveness is what often makes a place special and valued. It relies on physical aspects such as:

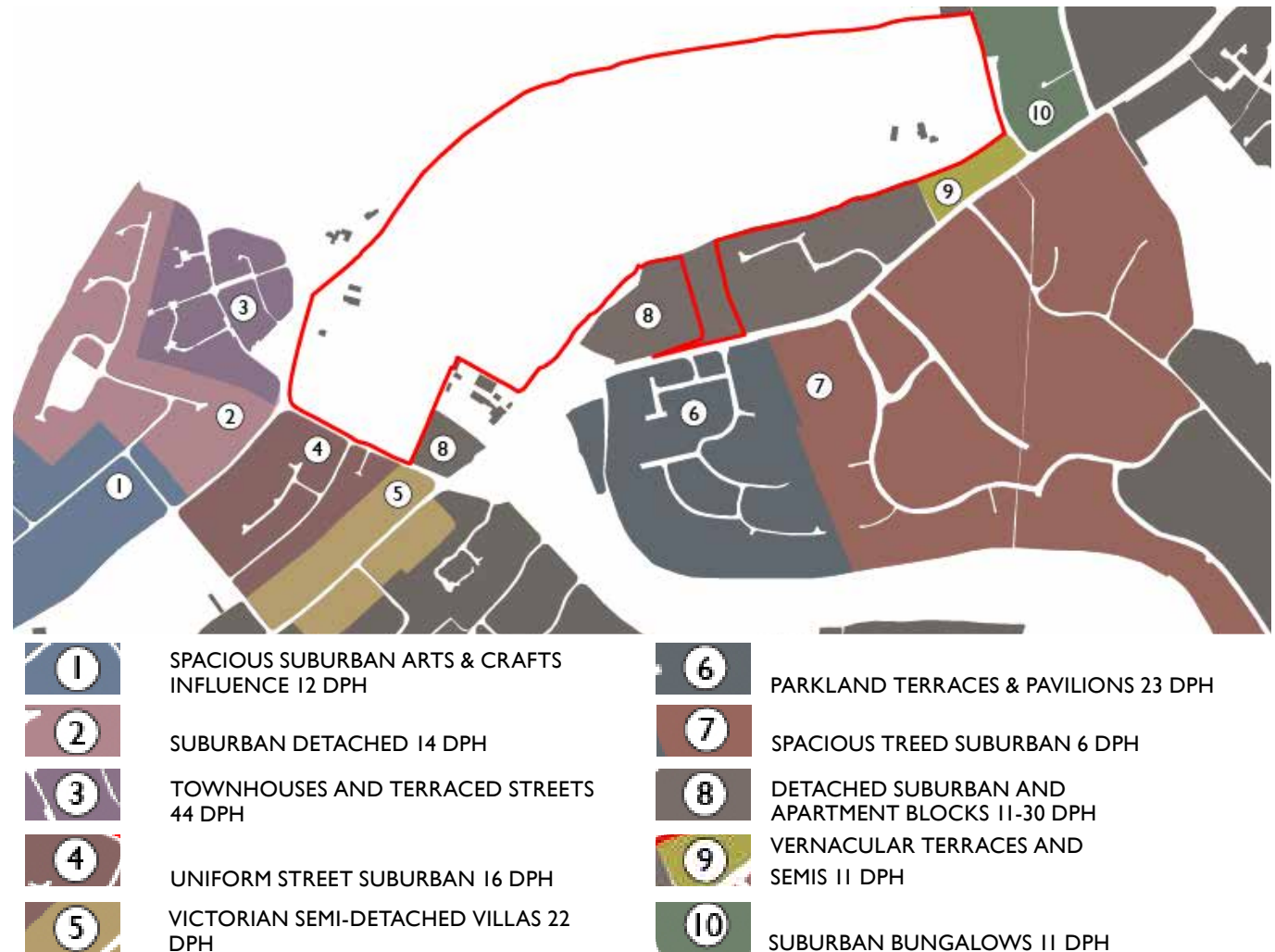
- a. The local pattern of street blocks and plots;
- b. Building forms;
- c. Details and materials;
- d. Style and vernacular;
- e. Landform and gardens, parks, trees and plants; and
- f. Wildlife habitats and micro-climates.

4.5. It is important that the character of any new development responds to the existing context and creates development that is strongly rooted to its local setting. Being responsive to the character of the local built form should not result in pastiche replicas; instead the emphasis should be placed on contemporary interpretation of traditional building forms to suit today's needs. Contemporary design is encouraged where it respects the character and appearance of the local context and uses high quality materials and detailing. Contemporary design must still be informed by a contextual analysis. Character analysis should focus upon the neighbourhoods of Terriers and Hazlemere and nearby surrounding settlements.

4.6. Terriers Farm lies on the northern edge of High Wycombe. Lady's Mile helps separate the site from the wider countryside, while existing residential development borders the southern and western boundaries. Accordingly the southern part of the site is more closely linked to and influenced by the existing urban area to the south than the northern and eastern fields.

4.7. The neighbourhoods of Hazlemere and Terriers are located immediately to the east and west of the site. The core of the former was historically around the main Hazlemere Crossroads at the Amersham Road/Holmer Green Road/Green Street and Penn Road junction.

FIG. 4.13 RESERVE SITE CHARACTER AREAS



4.8. The village experienced significant growth from the mid-twentieth century but retains its own distinct identity west of Totteridge Common. Historically, the settlement of Terriers comprised dispersed buildings, scattered along the Amersham Road, scattered farmsteads and larger houses.

4.9. The Amersham Road is the principal route between Terriers and Hazlemere, linking High Wycombe with Amersham. Its character varies: closer to High Wycombe and to the Hazlemere crossroads, Amersham Road is lined by large individually designed detached villas in substantial grounds, accompanied by very robust vegetation and structural tree planting.

4.10. Closer to the crossroads of Kingshill Road and Totteridge Lane, the buildings along Amersham Road are both more modest and dense; houses are on smaller plots but exhibit greater similarity in terms of scale, massing and design, with more consistent eaves heights and roof forms, and little surrounding vegetation.

4.11. The green spaces and heavy tree cover stretching either side of Amersham Road east of Totteridge Lane punctuates the boundary between Totteridge and Hazlemere, giving the impression that one is moving from the suburbs of High Wycombe to a more rural area.

4.12. The area surrounding Terriers Farm has developed over time with a largely well-connected but deformed grid-like street pattern. Residential streets gradually filled-in between the more strategic routes which climbed up the valleys or ridges from High Wycombe to surrounding towns. Cul-de-sacs can be found where joined-up streets were not possible due to topography or where areas such as commons, woodlands or schools with associated playing fields which dot the area prevent connected streets.

4.13. Terriers, and Hazlemere along the A404 largely developed prior to the growth in car ownership. Cars have been more easily and unobtrusively accommodated on larger plots. However, in the case of smaller plots and terraces, front garden boundaries have disappeared and small front gardens have been almost entirely dominated by parking. Alternatively parking has been squeezed onto streets and footpaths not particularly designed to accommodate them.

4.14. The more modest homes around Terriers Farm exhibit some consistent themes including:

- a. Buildings are generally of a simple, rectilinear form with simple gabled roofs for semi-detached properties, or more often hipped for semi-detached and terraced properties, and some contemporary flat-roofed town houses;



FIGURE 4.14 LARGE DETACHED HOUSE AMERSHAM ROAD



FIGURE 4.15 LARGE SEMI-DETACHED HOUSE AMERSHAM ROAD



FIGURE 4.16 HIGHER-DENSITY DEVELOPMENT ON AMERSHAM ROAD - PARKING AND BIN STORAGE ARE PARTICULAR PROBLEMS



FIGURE 4.17 GREEN SPACE SEPARATING TERRIERS AND HAZLEMERE



FIGURE 4.18 PARKING-DOMINATED FRONTAGE



FIGURE 4.19 PAVEMENT PARKING



- b. Heights range from 1 1/2 to 2 1/2 storeys, and roofs are of clay tile or slate, punctuated by chimneys;
- c. Projecting one and two-storey window bays are common on the frontages, many over two-storeys, topped by gabled roofs with timber detail; and
- d. Materials include a predominant use of the local red-orange Bucks Multi, some of which has been painted. Render is also found but with varying degrees of success: where it is accompanied by other details such as robust cills and headers, chimneys, projecting window bays and a more generous ratio of window to solid wall it has been more successful. More contemporary dwellings have successfully utilised a combination of timber and render.

4.15. The larger detached homes and villas exhibit some different characteristics including :

- a. Generally 2 or 2 1/2 storeys in height with floorspace gained through gabled wings and rear extensions rather than through overly deep spans with complicated or crown roofs;
- b. Asymmetrical elevations with picturesque composition, often with projecting gables and bay windows;
- c. Chimney stacks are prominent features;
- d. Brick is the dominant material, complemented by render, timber details and clay tiled roofs; and
- e. Buildings are set well back from the road with large front gardens and space for both off-street parking and robust trees and boundary vegetation.



FIGURE 4.20 SPACIOUS DETACHED HOUSES ON GREEN ROAD



FIGURE 4.21 SIMPLE SEMIS ON GREEN ROAD



FIGURE 4.22 CONTEMPORARY TOWN HOUSES ON TOTTRIDGE LANE



FIGURE 4.23 CHIMNEYS, BAYS, AND GENEROUS WINDOW PROPORTIONS



FIGURE 4.24 DETAILING ON RENDER BUILDINGS



FIGURE 4.25 BAY RHYTHM AND GENEROUS WINDOW PROPORTIONS ON CONTEMPORARY BUILDINGS

## SECTION 5 VISION AND DEVELOPMENT OBJECTIVES

5.1. Based on the issues, constraints and opportunities identified in the first four sections of the Brief we can now set broad parameters for the development of this area to achieve the following Vision for the site.

### VISION

5.2. The Vision for the Terriers Farm site is to create a landscape structure that is well-connected, attractive and ecologically valuable, within which well-designed, attractive and sustainable residential development is delivered to integrate with and support the Terriers neighbourhood and respect the setting of the Chilterns AONB which it adjoins. Development will facilitate and contribute to a substantial green wedge between Hazlemere and Terriers in the form of informal open space, and formal sport provision in association with Hazlemere Recreation Ground; this will help to maintain the separate identities of these two areas whilst retaining a substantive green link through the site linking key areas of green infrastructure to the countryside beyond. The movement network within the site will be attractive, efficient and direct, and will link conveniently with the surrounding movement network to which it contributes

5.3. In common with all successful places, this development should respond to design principles as set out in figure 5.1

5.4. These principles are well-established and can be found within national and local guidance documents including:

- National Planning Policy Framework;
- National Planning Practice Guidance; and
- Development Plan for the area including the Residential Design Guide 2017.

Other best practice guidance and advice documents include:

- Manual for Streets;
- Urban Design Compendium;
- Car Parking: What works where; and
- Active Design: Planning for health and wellbeing through sport and physical activity.

FIGURE 5.1. VISION AND DEVELOPMENT OBJECTIVES ADAPTED FROM THE NATIONAL PLANNING POLICY FRAMEWORK AND PLANNING PRACTICE GUIDANCE; DESIGN. (2014, REFERENCE ID: 26-015-20140306)

Function	Development that is fit for purpose and context. Accessible and inclusive for all to use, including the elderly and disabled
Support mixed uses and tenures	Cohesive & vibrant neighbourhoods with easy access to those services and facilities necessary to support a community
Include successful public spaces	Create a network of outdoor spaces, including safe, efficient and connected streets, for a healthy community
Be adaptable and resilient	Anticipate the need for change, with well- designed buildings and spaces that are responsive to changing needs and circumstances
Have a distinctive character	Enhance sense of place by creating an environment that has its own identity whilst retaining positive characteristics of the locality
Be attractive	Safe, welcoming environment with sensory richness
Encourage ease of movement	Ensure the development is legible and well connected with good accessibility to public transport, footpath and cycle links
Be sustainable	Efficient use of natural resources, now and through the life of the development
Incorporate landscape enhancements	Safeguard and enhance the existing landscape and mitigate the impact upon existing wildlife.



## OBJECTIVES



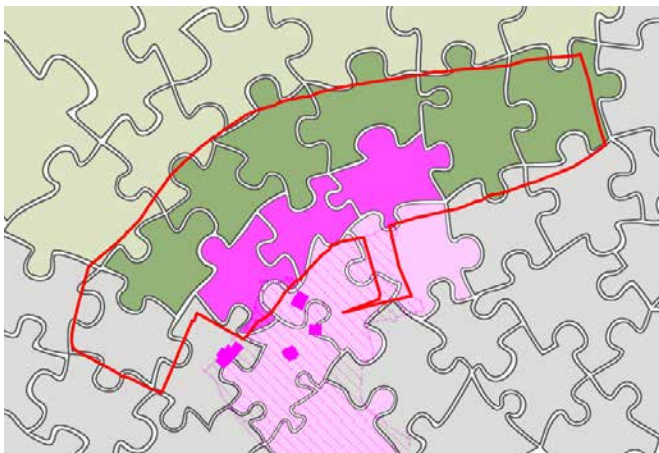
### 1 Consolidate green wedge

- Maintain separation between neighbourhoods
- Locate strategic Open Space adjacent to existing recreation grounds
- Strengthen green links along PRoW and incorporate appropriate buffers to trees/hedgerows



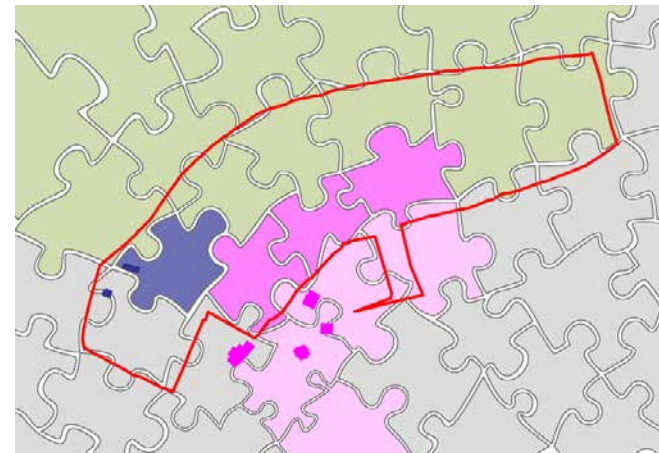
### 3 Create robust Green Infrastructure Network

- Link landscape features, water bodies and boundary planting to create multifunctional GI network within the site
- Link GI network to adjacent green areas to enhance environmental value
- Extend tree canopy cover from surrounding residential areas
- Link to existing to create new footpath/cycle routes



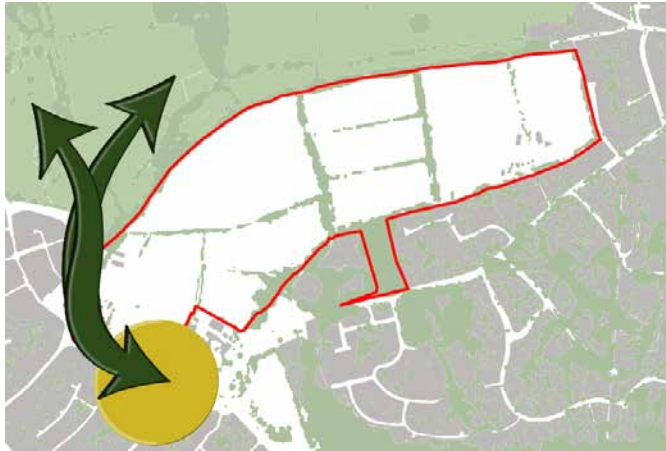
### 2 Create appropriate interface with sensitive edges

- New links and built form to positively address AONB and Green Belt to north, and PRoW to east
- Development to respect settings of listed buildings and conservation area to the south
- Respect amenity of adjoining properties



### 4 Incorporate heritage assets to reinforce local distinctiveness

- Utilise historic Terriers Farm barns as a focal point
- Respect settings of adjacent listed buildings and conservation area



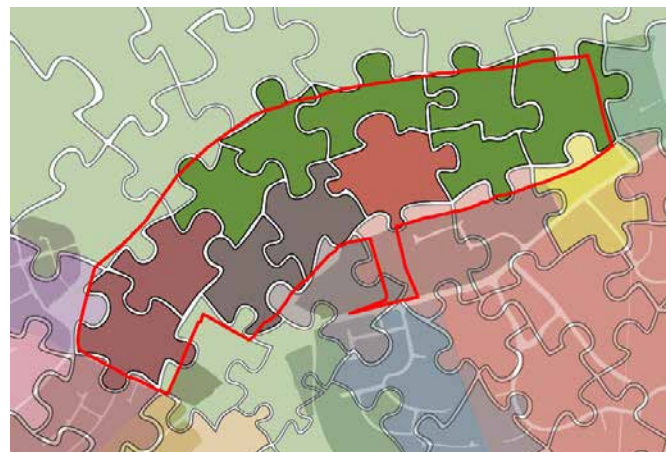
### 5 Establish appropriate gateways to High Wycombe

- Development to recognise the transition from urban to rural



### 7 Link to existing movement network

- Existing footpaths and bridleways should be extended into the site
- Vehicular access should be provided off Kingshill Road
- Limited opportunities for connection to A404



### 6 Integrate with adjacent neighbourhoods

- Character areas to respond to positive aspects of character and appearance of neighbouring areas



### 8 Create logical movement network

- Link Kingshill Road to A404 and the recreation hub
- Align streets and spaces with GI network to create memorable routes and strong sense of place

## CONFLICT RESOLUTION

5.5. The objectives reflect the aspirations for the site, as identified in the Terriers Farm Engagement Report, dated 7 February 2015, and in continuing dialogue with the Terriers Farm Liaison Group. The accumulation of these objectives point to a site that needs to relate to its surroundings and be largely outward looking rather than internally focused. It is recognised that the objectives will lead to potential conflict between competing aims for the site; these can broadly be categorised as follows:

### 5.6. POTENTIAL CONFLICT

- a. The need for new housing development; and
- b. The development of a greenfield site.

#### RESOLUTION

- c. There is a need to provide more homes in the District and make best use of land in a sustainable way. The site is situated at the point where town turns into countryside and this can be reflected by changing the formality, scale and density of built form across the site. To accentuate this transition, development to the west and fronting the main vehicular route should be more dense and larger in scale relative to the rest of the site, and more formally arranged. To the north development should be less dense and smaller in scale relative to the rest of the site and less formally arranged to preserve and enhance the AONB and the Lady's Mile bridleway.

### 5.7. POTENTIAL CONFLICT

- a. Whether the development should reflect the character of its surroundings; or
- b. Establish a new character of its own.

#### RESOLUTION

- c. The varying nature of the site and its surrounds suggests there should be areas of different character across the site that complement their surroundings. Existing heritage and landscape features should integrate positively into the development. Establish a new residential-led neighbourhood that has a character and identity informed by its context and physical character.

### 5.8. POTENTIAL CONFLICT

- a. The need to ensure that a strong green corridor is maintained from South to North through the site, plus informal open space provision associated with ecology, landscape features and surface SuDs features plus an extension of the sporting and leisure facilities to the east of the site; and
- b. The current location of the designated green space of the former cricket pitch at Terriers House.

#### RESOLUTION

- c. Part of the existing green space should be retained and integrated into the green link from Totteridge Common to the AONB the remainder should be developed for housing as part of the masterplan, green space lost to residential development should be compensated for within the remainder of the site through publicly accessible open space.

### 5.9. POTENTIAL CONFLICT

- a. The desire to have sports and recreational facilities adjacent to and accessed from Hazlemere recreation ground; and
- b. The impact on the existing vehicular access to Hazlemere recreation ground and the distance from existing changing facilities and car parking.

#### RESOLUTION

- c. It is anticipated that part of the three fields to the east of the existing public right of way will be developed for sports facilities. This will require appropriate easily accessible changing and parking facilities.

### 5.10. POTENTIAL CONFLICT

- a. The requirement for a vehicular route through the site that would link the A404 to the Kingshill Road; and
- b. The impact on the north-south public right of way/green infrastructure link, and either
- c. The impact upon the woodland and conservation area, or
- d. The impact upon the existing recreation grounds.

#### RESOLUTION

- e. There shall be only one vehicle crossing point through the PRow and hedgerow running north-south through the site, and its location will be informed by tree and ecology surveys. Vehicular, pedestrian and cycle access to the A404 will be through the beech woodland to ensure the impact upon the local area including the recreation ground is kept to a minimum.

### 5.11. POTENTIAL CONFLICT

- a. The location of an access off Kingshill Road and the desire for this frontage to relate to the urban character of the southern end of Kingshill Road/Tower Street; and
- b. The loss of the frontage hedge that would be required to achieve this.

#### RESOLUTION

- c. The need for safe access to be provided into the site, and the need for the new residential area to integrate properly will require the loss of some of the existing hedgerow. The remaining hedgerow will either be retained and managed as appropriate to a residential development, or re-laid to deliver equivalent ecological and amenity benefits whilst ensuring it does not present an impenetrable barrier between existing and new residential areas.



## 6.0 BRIEF FOR DEVELOPMENT

6.1. This section contains development principles and guidance. Any planning application for development of land contained within the Brief will need to respond to these issues:

- Indicative land use proposals setting out the location of various land uses for the site, housing requirements and guidance regarding mix and type.
- A landscape and green infrastructure framework setting out the types and location of green space and landscaping measures considered appropriate for the site together with the integration of sustainable urban drainage (SuDS) and heritage assets.
- A traffic and movement framework addressing how people and vehicles will access and move through the site.
- A layout and design framework setting out key principles and introducing the concept of housing character areas.
- Other issues of consideration that need to be taken into account (e.g. Utilities and infrastructure).


## THE DEVELOPMENT FRAMEWORK

6.2. The Development Framework Plan (figure 6.1) embodies the development principles to deliver an indicative spatial land use layout.




6.3. It should be noted that the proposals plans and illustrations are indicative only, and drawn to convey the ideas set out in this document rather than to be used as a scaled diagram. The detail of the final site layout will be determined at the planning application stage.

## KEY

### OPEN SPACE

-  INFORMAL OPEN SPACE INCORPORATING SUDS FEATURES AND EXISTING WOODLAND COPSE AND PROWL TO STRENGTHEN NORTH-SOUTH LINK
-  SEMI-NATURAL OPEN SPACE INCORPORATING ORCHARD
-  LANDSCAPED GATEWAY
-  MULTI-FUNCTIONAL GREEN CORRIDOR INCORPORATING FOOTPATHS, SUDS AND WILDLIFE ENHANCEMENTS
-  LADY'S MILE BOUNDARY VERGE
-  STRATEGIC FORMAL OPEN SPACE
-  INFORMAL OPEN SPACE
-  HERITAGE ASSETS

### CHARACTER AREAS

-  KINGSHILL ROAD GATEWAY
-  NORTHERN HOUSING AREA - RURAL EDGE
-  SOUTHERN HOUSING AREA









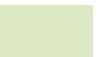

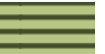
-  VEHICLE ACCESS POINTS
-  NEW PEDESTRIAN/CYCLE LINKS
-  NEW PEDESTRIAN LINKS
-  MAIN VEHICULAR ROUTE
-  SECONDARY VEHICULAR ROUTES
-  TERTIARY VEHICULAR ROUTES
-  FOOTPATHS & BRIDLEWAYS OUTSIDE OF SITE
-  FORMAL OPEN SPACE
-  INFORMAL OPEN SPACE
-  SUDS
-  AREAS OF ECOLOGICAL INTEREST

FIGURE 6.1 INDICATIVE DEVELOPMENT FRAMEWORK PLAN



IT SHOULD BE NOTED THAT THE PROPOSAL PLANS AND ILLUSTRATIONS ARE INDICATIVE ONLY. THE DETAIL OF THE FINAL SITE LAYOUT WILL BE DETERMINED AT THE PLANNING APPLICATION STAGE  
NOT TO SCALE

## LAND USE

### RESIDENTIAL

6.4. The development of Terriers Farm presents an opportunity to deliver much needed new housing for the district. The site will be developed for residential use in accordance with policy CS8 of the Adopted Core Strategy or any subsequent policy in the New Local Plan, together with associated public open space, landscaping, SuDS and highways infrastructure.

#### TFPI TERRIERS FARM RESERVE SITE HOUSING PRINCIPLES:

- a. Proposals should include a variety of housing types, sizes and tenures to meet the needs of the community.
- b. Affordable housing should be distributed through the site, generally in clusters of no more than 20 units.
- c. Affordable housing should be indistinguishable in their design from open market houses.

### AMOUNT AND DISTRIBUTION

6.5. The indicative Framework Plan (Fig 6.1) presents an option of how the site could be developed to achieve the vision for the site. It illustrates an appropriate balance between developable and non-developable areas and sets out the potential broad locations of housing, open space and main movement routes. Pages 44-47 provide more detailed guidance on the dwelling provision that will be appropriate within the different character areas of the Site.

### MIX OF DWELLING SIZE, TYPE AND TENURE

6.6. Core Strategy Policy CS13(I) requires a mix of dwelling size, type and tenure that meet the housing needs of the community. This is important both in terms of meeting housing need but also with regard to creating an interesting and vibrant place and a mixed community.

6.7. Proposals for the site should incorporate a wide range and mix of dwelling types. The most appropriate mix will be determined at planning application stage.

6.8. In order to meet the needs of older and disabled residents the site will be expected to comply with the requirements of policy DM41 in the Regulation 19 publication version of the Local Plan

### AFFORDABLE HOUSING PROVISION

6.9. Unless national policy or an adopted policy in the new Local Plan dictates otherwise affordable housing provision will be required on site to comply with Core Strategy policy CS13 which requires at least 40% of total bed spaces within affordable dwellings. The developer in conjunction with the Council shall devise a mix of affordable housing that will represent local housing needs and will be the subject of a legal agreement to which the District Council is a party.

6.10. Should starter homes be required the Council will discuss their integration into the development of the site at the application stage with individual developers.

### OTHER LAND USES

6.11. The development is expected to provide both public open space and primary education in accordance

with policies DM16 and CS21. The Reserve Site Infrastructure Delivery Plan sets out that in addition to grass pitches a 3G STP (Synthetic Turf Pitch) will be provided to help meet the identified needs of the district and that the Local Education Authorities preferred location for a new school is Gomm Valley. Landscape and topographical constraints on the Gomm Valley/ Ashwells reserve site mean that its sports facilities are provided off site, so an STP will be required at Terriers in lieu of land for a primary school, which will in turn be located at Gomm Valley. Please refer to sections 6.16, 6.17, 6.89 & 6.90 for further information.

### LANDSCAPE, GREEN INFRASTRUCTURE AND OPEN SPACE FRAMEWORK

6.12. The development is expected to adopt a landscaped design approach and demonstrate how the landscape structure has been considered from the outset, to ensure that the proposal is appropriate in scale, form and appearance to the site and its context. Incorporating existing features of the site and surrounds can help embed the development in its location and provide instant maturity. Green Infrastructure (GI) is the term given to a network of multi-functional spaces that can enhance existing and create new wildlife habitats, provide recreational and health and wellbeing benefits for people and mitigate against or help the development adapt to climate change. It can be made up of a range of assets such as parks and gardens, play areas, footpaths, ponds and watercourses, woodlands, hedgerows, trees and green roofs/walls

In response to Objectives 1, 2, 3, 7 & 8 the proposals will need to have regard to a variety of inter-related issues set out in following paragraphs.

#### AI I ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- a. Housing Mix;
- b. Confirmation that 40% of total bed spaces are achieved within affordable dwellings; and
- c. Applications will need to demonstrate how the housing types cater for the demographic mix of the High Wycombe area.



## ECOLOGY AND BIODIVERSITY

6.13. The development of Terriers Farm provides opportunities for habitat and species enhancements. Whilst the majority of the site is improved pasture it contains some valuable pockets of habitat around its perimeter and contains a very important link in an ecological corridor stretching from Gomm Valley and the rail line to the south, to the AONB to the north. This link will be constrained when the Terriers Farm site is developed and therefore development should seek to minimise and mitigate for this constraint. Development should make provision for measures to enhance the biodiversity value of the site through maintaining and improving connections between these habitats and the wider area.

## TREESCAPE

6.14. Existing trees, hedges and other vegetation are a valuable part of any site and their retention can significantly enhance the attractiveness and character of any area. Some hedges on the site may be protected by Inclosure Acts. Existing tree cover will be enhanced with new tree planting across the site as part of a comprehensive planting strategy. Utility runs must be designed to take existing and proposed trees into account.



FIGURE 6.2 EXISTING OPEN SPACE ON THE SITE

### GP 1 GENERAL PRINCIPLES: LANDSCAPE, GREEN INFRASTRUCTURE AND OPEN SPACE FRAMEWORK

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"><li>a. Adopt a landscape led design approach recognising the intrinsic character and beauty of the site and its surrounds, including the AONB, while accommodating opportunities for development. The use of topography, orientation, landform, geology, drainage patterns, field patterns, boundaries and vegetation cover should influence the form and layout of the new development, contribute to a more sustainable development and enhance local character.</li><li>b. Retain natural landscape features such as mature trees and ponds. These features should be protected and enhanced by the provision of appropriate undeveloped margins.</li><li>c. Existing trees and hedgerows within the site will provide a strong landscape structure of continual green links and corridors through and around development linking with areas of green infrastructure on the periphery of the development and beyond. Where the loss of features, and in particular hedgerows cannot be avoided, the loss should be mitigated through replacement features within new open spaces. Aside from the Lady's Mile and the north-south hedgerow which must be retained and enhanced, existing hedgerows should either be</li></ul> | <ul style="list-style-type: none"><li>retained and managed as appropriate to a residential development, or re-laid to deliver equivalent ecological and amenity benefits whilst ensuring they do not present an impenetrable barrier between residential areas and streets and open spaces</li><li>d. Existing features, particularly hedgerows and trees should be incorporated into the public realm wherever possible rather than within private gardens, to ensure their continued protection and maintenance.</li><li>e. Implement a range of open spaces that allow for a range of activities.</li><li>f. Provide a positive interface to mature boundary planting and maintain the wooded character to the site's principle boundaries.</li><li>g. In most cases the GI network will include movement corridors for pedestrians and cyclists, providing permeability throughout the site and links to the surrounding area.</li><li>h. Establish a 'rural edge' to the AONB.</li></ul> | <ul style="list-style-type: none"><li>i. Integrate robust tree planting with all development parcels to soften the visual impact of the development in views from within and outside the site boundaries.</li><li>j. Design the landscape creatively to protect, enhance and create wildlife habitats.</li><li>k. Connect smaller areas of open space with informal recreation/wildlife habitat throughout the development to contribute to the wider Green Infrastructure network.</li><li>l. Integrate external lighting, to ensure a balance between safety, light pollution, impacts on wildlife and amenity. Avoid external lighting adjacent the AONB</li><li>m. Design green infrastructure to be less maintenance intensive and more environmentally sustainable, through considering options such as wildflower meadow planting and specification of native species.</li><li>n. Coordinate the utilities with landscaping to avoid conflicts, and ensure adequate space for both to function correctly.</li><li>o. Work with existing topography in order to avoid abrupt, incongruous changes in level.</li></ul> |
|---|---|---|

## TFP 2 THE TERRIERS FARM RESERVE SITE LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK PRINCIPLES:

- a. The following landscape features should be retained and enhanced to form the underlying structure of the development and to mitigate its visual, environmental and ecological impact:
  - i. The north-south boundary trees and hedgerows adjacent to the existing PRoV. This ecological corridor will be pierced by the main access route through the site, however the road at this point should be a single carriageway in width to limit impact on the ecological value of this corridor;
  - ii. The historic orchard in the western corner, and associated boundary vegetation;
  - iii. The 'three field' boundary hedges in the eastern fields;
  - iv. Site boundary trees and hedgerows including the Lady's Mile and the woodland on the southern boundaries to filter views and mitigate visual impact; and
  - v. The species-rich grassland in the low-lying area on the southern boundary.
- b. Other landscape features such as the hedgerows on the Kingshill Road boundary and the field boundary hedgerows which runs through the site east to west should be retained and managed as appropriate to a residential development, or re-laid to deliver equivalent ecological and amenity benefits whilst ensuring they do not present an impenetrable barrier between existing and new residential areas or between residential areas, routes and open spaces.
- c. Development should be designed to respond to the sensitive edges of the site, including the setting of the AONB and wider countryside, listed buildings and conservation areas by integrating robust tree planting within the developed areas.
- d. The distribution of open space should maintain separation between Hazlemere and Terriers.
- e. Development should be designed to link to and incorporate public rights of way and bridlepath.

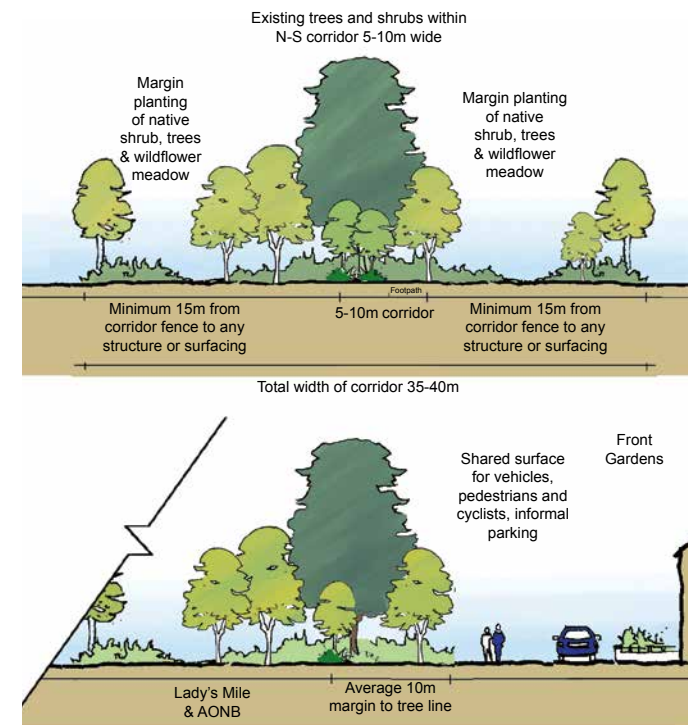
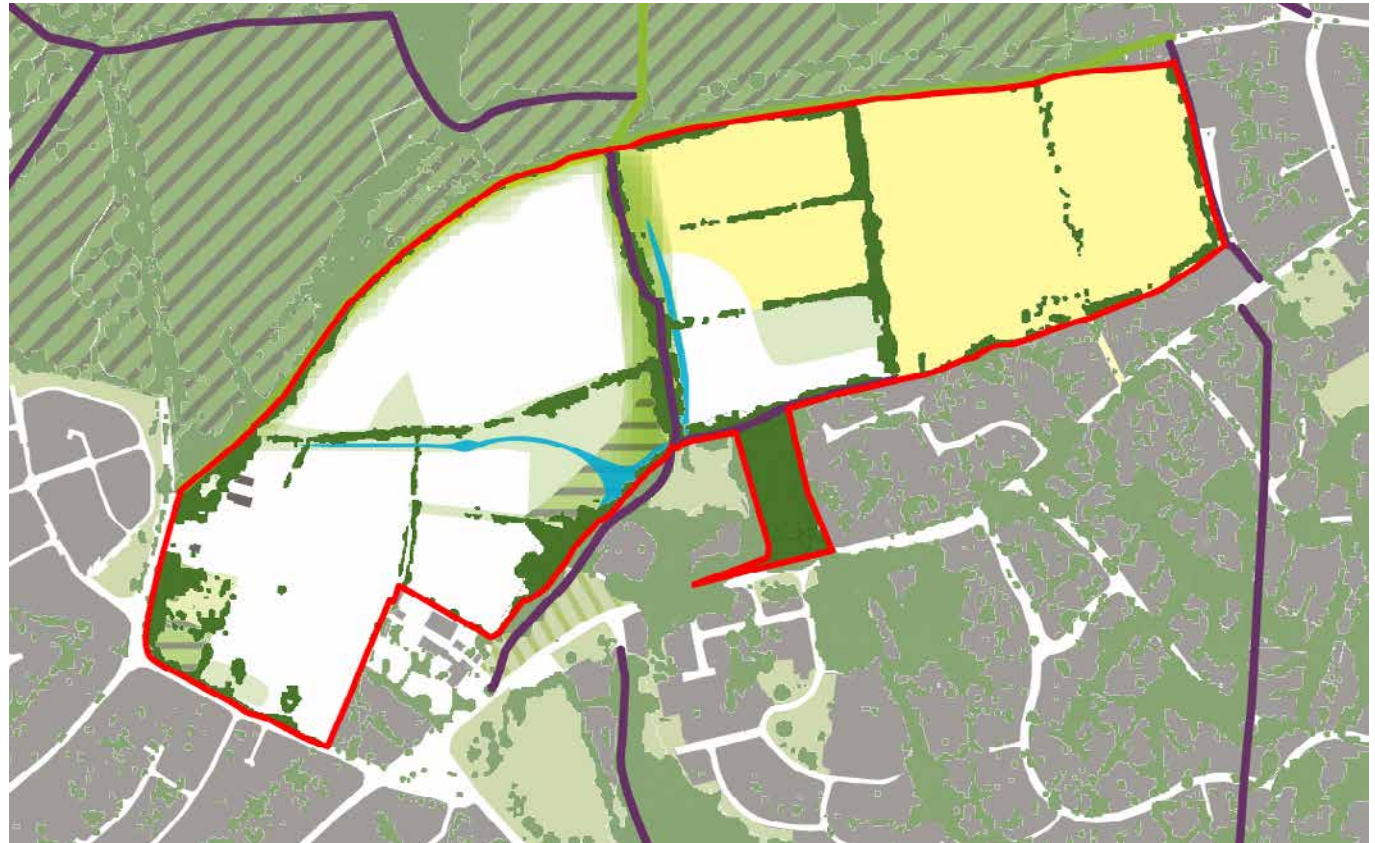


FIGURE 6.3 EXAMPLE SECTIONS FOR N-S CORRIDOR AND ADJACENT LADY'S MILE

## TFP 3 THE TERRIERS FARM RESERVE SITE PRINCIPLES FOR BIODIVERSITY AND ECOLOGY:

- a. Maximise opportunities for habitat creation and connectivity avoiding the severance in networks of ecological significance. Where a degree of impact is unavoidable, measures should be taken to minimise harm, and it should be mitigated and compensated.
- b. In particular protect and enhance the north-south corridor through the site between the AONB/wider countryside to the north and Kingshill Wood and Totteridge Common to the south. This corridor should range between 35-40m in total width, with a margin of 15m minimum on either side of the existing hedgerow and footpath. Where there is ecologically valuable open space on one side, the width of the margin on the other side of the hedgerow could be correspondingly narrower. The margins should include a range of native shrub and tree planting and wildflower meadow, as well as SuDS features where appropriate.
- c. The wooded character of Lady's Mile should also be protected and enhanced through the provision of a margin of 10 m average from the tree line at the northern edge of the site to buildings or hard surfaces, with variation in response to root protection areas. This margin should include a range of native shrub planting, additional trees and wildflower meadow but should allow filtered views through.
- d. Provide species rich amenity grasslands for informal use and public recreation including the orchard and a southern area of informal space focused around species rich grassland, woodland copses and SuDS area.
- e. Design the layout to incorporate green margins to retained hedgerows to reinforce North-South & East-West links.
- f. Retain and enhance the seasonal pond, and link to surface drainage features.
- g. Linked GI features, open space, pedestrian corridors and SuDS should be provided to connect existing and new habitats.
- h. Secure public access to open areas whilst considering the needs of wildlife, including street lighting. Carefully managed pedestrian access could be encouraged to habitat areas through the use of boardwalks or similar: providing access and educational benefit, whilst protecting ecological interests.

FIGURE 6.4 INDICATIVE GREEN INFRASTRUCTURE PLAN



#### TFP 4 TERRIERS FARM RESERVE SITE PRINCIPLES FOR TREES:

- Existing trees worthy of retention, that are capable of being retained and with good prospect of being able to mature for a reasonable period should be incorporated into the development proposals.
- Robust structural tree planting should be integrated into the development including along streets and within public open spaces to soften the visual and environmental impact of the development.

- Buildings, roads, car parking, services and utilities will be laid out and designed to allow larger tree species space to grow to maturity to have a meaningful visual impact without adversely affecting future residents' amenity. Tree pits should be provided in early stages of construction to ensure other features such as utilities do not compromise delivery of trees.
- New planting to incorporate native species, in particular to offset the loss of trees elsewhere on the site, such as those being removed to accommodate the access to the A404.

#### AI 2 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- Ecological surveys including a phase I and where necessary phase II habitat surveys to identify existing areas of green infrastructure to be retained and protected for the long term ecological and environmental benefits. Detailed Tree survey;
- Coordination of root protection areas for retained/proposed trees with utility and service routes; and
- Combined Landscape and Utility masterplan



## PUBLIC OPEN SPACES

6.15. A range of open space types will be provided across the site to satisfy a variety of amenity uses including sports and play. Facilities should cater for all sectors of the community through a mix of formal and informal spaces and to contribute to a sense of place and to enable residents and visitors to navigate around the area by using distinctive features or views as way finders.

6.16. The Reserve Site Infrastructure Delivery Plan (IDP) sets out the on-site requirements for the development and the proposed arrangements for maintenance. The development will be expected to provide a NEAP (Neighbourhood Equipped Area of Play) as well as LAP (Local Areas of Play) in line with policy. The NEAP should be integrated sensitively into the south eastern corner of the site to provide for the wider Terriers area.

## SPORTS PITCHES

6.17. Based on the councils standards for open space and the needs identified in the Wycombe Reserve Sites Infrastructure Plan, the development is expected to provide a high quality sports and recreational hub linked to the adjacent playing fields and facilities at Hazlemere Recreation Ground. It will include provision for a two grass youth pitches one for under 16's and one for under 18's plus a 3G all weather sports pitch of a size suitable to stage adult football matches.

6.18. The developers will be responsible for providing the grass pitches, preparing and setting out the site for the 3G pitch and for ensuring that both power and water are provided to it. The 3G pitch will be provided through s106 contributions. The exact amount of strategic open space required will depend upon the proposed population of the whole development based on 3.3 ha per 1000 population. It will not include open space required for ecological reasons, root protection areas or for sustainable drainage. The precise location of the 3G pitch will be a matter for the planning stage. Additional car



FIGURE 6.5 TYPICAL 3G PITCH



FIGURE 6.6 ADULT SPORT

parking and upgrades to the existing changing rooms will be required. Vehicular access to the sports fields from the development will be required as part of any proposal.

## GREEN SPACES

6.19. The development should not prejudice the integration of the former cricket pitch associated with Terriers House into the wider development either as a part of the open space or other use as appropriate. The Council will consider the relocation of this Greenspace where it offers advantages for the provision of public open space e.g. enhanced function, ecological improvements, or to secure a high quality of layout.



FIGURE 6.7 CHILDREN'S SPORT

### AI 3 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION

- A Green Infrastructure strategy to create an integrated on-site network of multi-functional spaces that links to the wider GI network.
- A masterplan for the new sports hub to include the existing Hazlemere Recreation Ground sports facilities together with the new formal sports provision and to show the associated facilities including parking, changing facilities, pavilions and lighting
- A management and maintenance strategy for all public space at the application stage.

## TFP 5 PRINCIPLES FOR UNDEVELOPED SPACES ON TERRIERS FARM RESERVE SITE SHOULD INCLUDE:

- ① Strategic open space and formal open space sports pitch provision supplementing the Hazlemere Recreation Ground adjacent the main north-south public footpath to create a sports hub and maintain the physical separation between Terriers and Hazlemere.
- ② An average 10m landscape margin along Lady's Mile presents the opportunity to avoid root protection areas and provide additional planting and ecological habitat. Limited pedestrian access should be provided through this margin to Lady's Mile. This will define the proposed development parcels and allow intermittent filtered views through the margin out of the site and into it from the AONB. Artificial lighting should be kept minimal in this area.
- ③ An ecological corridor through the site encompassing the main North-South hedgerow, which may be protected by Inclosure Acts and adjacent public footpath. The corridor itself will vary between 5-10 metres in width, and an additional margin of 15m should be provided on either side of the corridor, for a total of 35-40m. Where there is open space on one side, the margin on the other side could be narrowed. This should form part of the green link between King's Wood in the south and the AONB to the north, to retain the site's function as a wildlife corridor. This hedgerow will be pierced by the main street through the site, which should be narrowed to a single carriageway in width at this point to minimise impact.
- ④ Retention of the east-west mature hedgerow and trees within an average margin of 5m on either side where possible, potentially combined with SuDS features and a pedestrian footpath to create a new route through the site, and link to other areas of landscape and/or biodiversity interest.
- ⑤ An area of informal public open space between the southern boundary, the north-south green infrastructure corridor and the east-west hedgerow, to comprise the seasonal pond and SuDS features. This area should strengthen and reinforce the main

FIGURE 6.8 INDICATIVE PUBLIC OPEN SPACE PLAN



green corridors by consolidating a green wedge through the site and contribute to the green infrastructure network. It should be designed to be multi-functional, including public amenity and ecological areas in addition to SuDS, for example through the use of raised boardwalks.

- ⑥ An informal open space in the west of the site focused on the historic orchard and retained boundary hedges, incorporating the NEAP.
- ⑦ An access into the development off Kingshill Road to incorporate existing mature trees. The treatment of the existing boundary hedgerow should have regard to the requirement for visibility splays, place making,

integration of the new neighbourhood into the existing street scene and the creation of an attractive gateway into both High Wycombe and the new development. These hedges may be protected by Inclosure Acts.

- h. Elsewhere, locate retained landscape features as the focus for establishing new public open spaces within the development, providing immediate maturity and impact.
- i. The design of the strategic open spaces and in particular the 3G pitch must ensure they do not have an unacceptable impact upon the amenity of local residents or the adjacent AONB.



## DRAINAGE/BLUE INFRASTRUCTURE NETWORK

6.20. Surface water features including SuDS can make a significant contribution to the landscape character, biodiversity and sustainable performance of development and reinforce its identity.

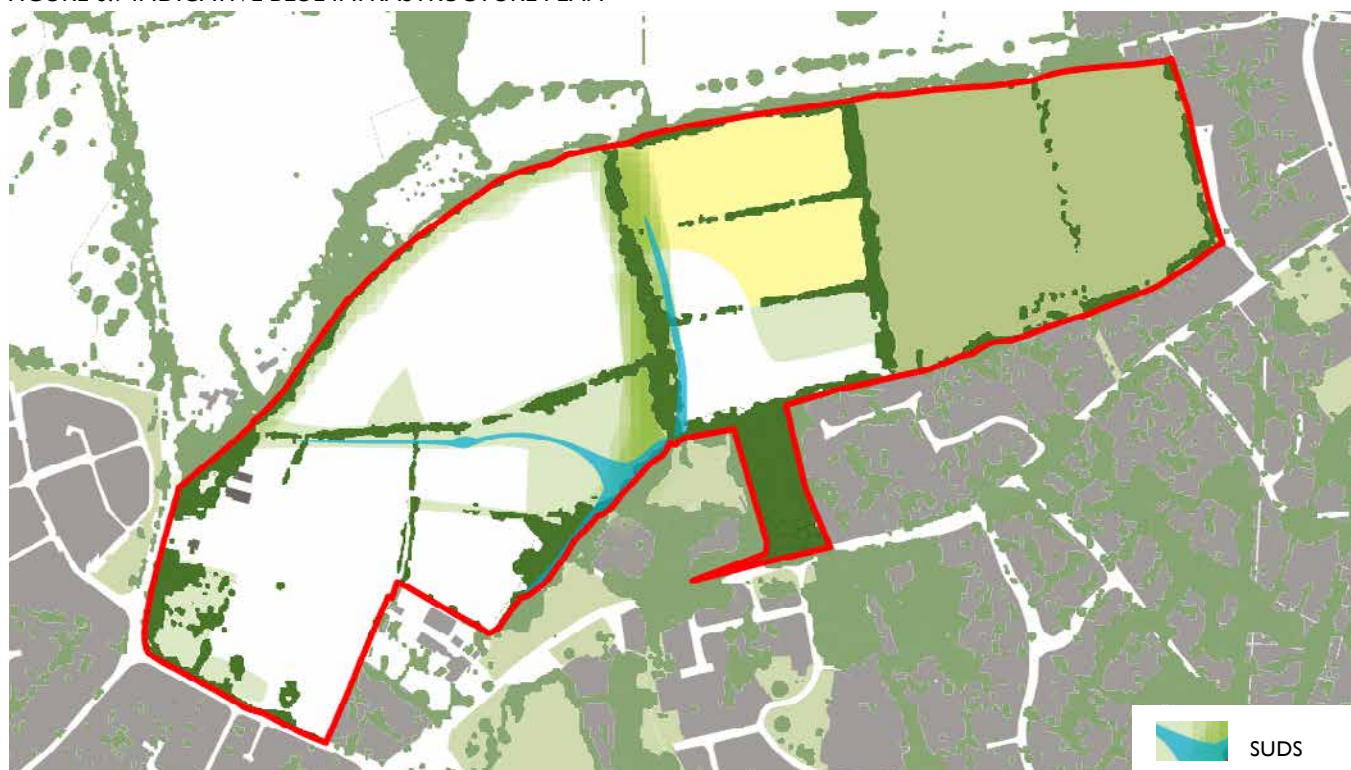
6.21. Potential sources of flooding include the risk posed by rising groundwater, overwhelmed sewer networks, overtopped artificial water bodies, and uncontrolled surface water runoff. Based on the available information, the main risks posed on this site are due to the existing overland flow route and groundwater flood risk. The site is located wholly within fluvial Flood Zone 1 (the lowest flood risk zone).

6.22. Early consultation with the County Council as Lead Local Flood Authority to address flooding and drainage issues will be essential. The LLFA recommends the preparation of a Flood Risk Assessment and Drainage Strategy/Statement at pre-application stage.

### TFP 6 THE BLUE INFRASTRUCTURE PRINCIPLES FOR THE TERRIERS FARM RESERVE SITE SHOULD:

- Incorporate SuDS as an integral element of the landscape structure.
- Above ground SuDS design solutions which mimic and reflect the natural drainage processes and are in-keeping with the soft landscape of the development should be used in preference to underground, engineered drainage solutions.
- Integrate sustainable drainage techniques for disposal of roof water and surface water and to enhance placemaking, environmental and ecological benefits. Appropriate features may include : Swales within green corridors, open spaces and along movement corridors, attenuation basins and balancing ponds, rain gardens, with priority given to green roofs/walls, and permeable paving.
- Consider management and maintenance of the SuDs features within the design approach.
- Ensure that the development does not increase flood risk elsewhere and that no part of the development is at risk from flooding.
- Co-locate SuDS with pedestrian/cycle routes and the green network to reinforce legibility and identity of place.
- The seasonal pond and its environs should be retained and enhanced for drainage, ecological and amenity purposes through measures which limit ecology disturbance and improve biodiversity whilst providing amenity and educational opportunities

FIGURE 6.9 INDICATIVE BLUE INFRASTRUCTURE PLAN



### AI 4 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- Flood Risk Assessment (FRA);
- Infiltration rate test in accordance with BRE365;
- A sustainable surface and foul water drainage strategy; and
- Surface water management and maintenance plan.

## HISTORIC ENVIRONMENT

6.23. Design solutions incorporating heritage assets and historic buildings can make a positive contribution to the built environment for the enjoyment of existing and future residents; existing heritage assets should be respected and celebrated.

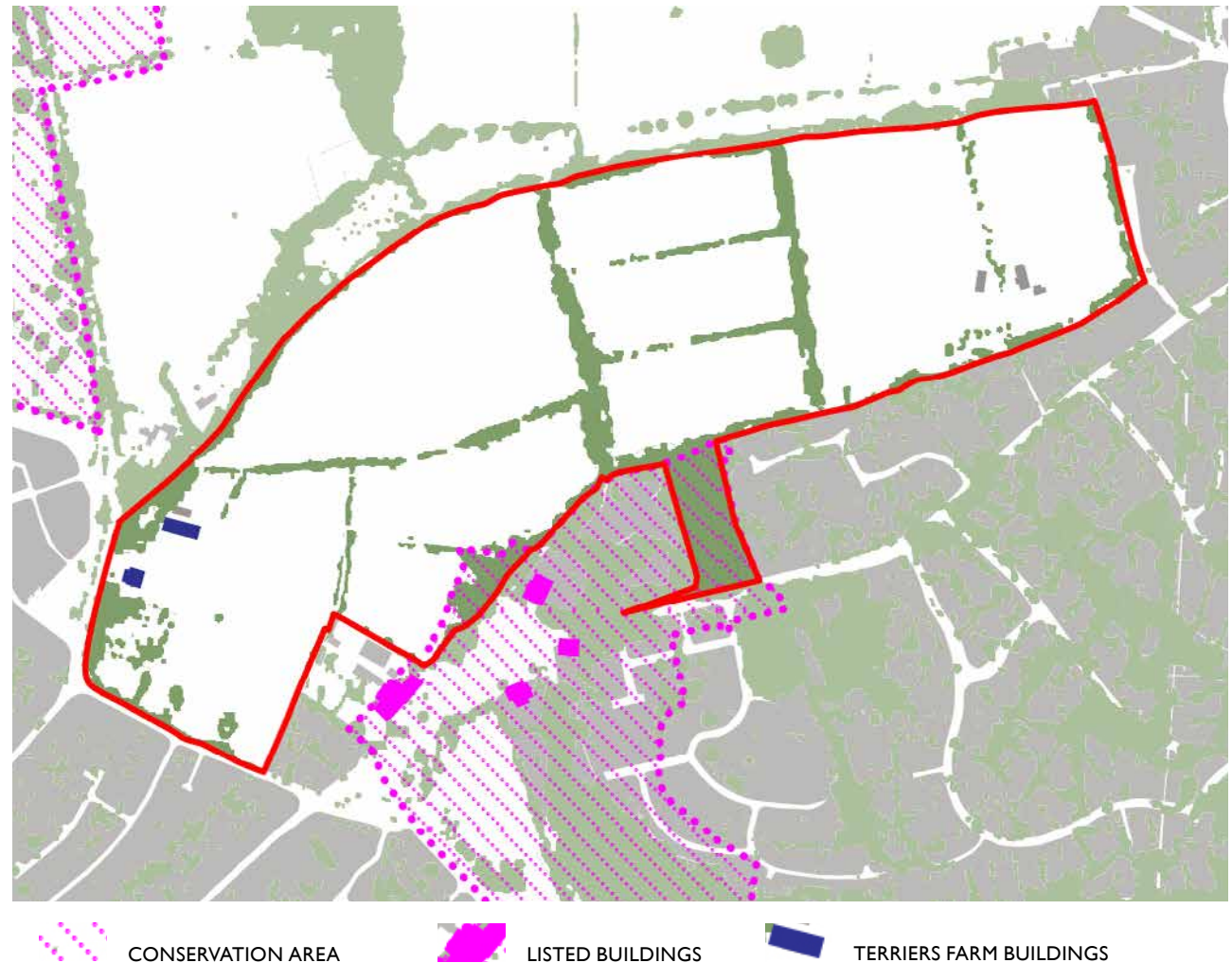
6.24. There are few buildings of historic value on the site; however Terriers farmhouse is an important link to the past and as it is a non-designated heritage asset, every effort should be made to retain it to help integrate the development into the area. Similarly the historic Terriers farm barn should be retained and reused unless it can be demonstrated that this is not possible.

6.25. Although grade II listed Terriers House and Terriers Lodge are directly outside the site boundary, development within the Terriers Farm site has the potential to affect the setting of these buildings. To minimise potential negative impact buildings should be small in scale and set within a strong landscape setting

### TFP 7 THE APPROACH TO THE HISTORIC ENVIRONMENT WITHIN AND AROUND THE TERRIERS FARM RESERVE SITE SHOULD:

- a. Retain and reuse Terriers Farmhouse as part of the development.
- b. Explore opportunities for the refurbishment and conversion of the historic Terriers Farm barn for a community or employment use in a way which is sympathetic to its character and historical significance.
- c. Integrate these buildings as a focal point within the development structure.
- d. Ensure development does not adversely impact upon the settings of listed buildings and conservation areas.
- e. Retain and protect historic landscape features and/or any archaeological finds as appropriate.

FIGURE 6.10 HISTORIC ENVIRONMENT



### AI 5 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- a. Structural/condition surveys of the Terriers Farm Barns

- b. Appropriate archeological trial trenching, (4%) shall be agreed with the County Archaeological Service and resulting information submitted with any planning application on the site, together with an assessment of the current information held by the Historic Environmental Record



## ACCESS AND CONNECTIVITY

6.26. Most people experience a place by moving through it either by car, cycle or on foot. That means that to ensure that this development feels part of the wider community its streets and footpaths must be connected and integrated with the existing street network. Multiple accesses and routes also lead to a more even spread of motor traffic throughout the area. Where routes adjoin or pass through the site the development should allow for connection into these routes.

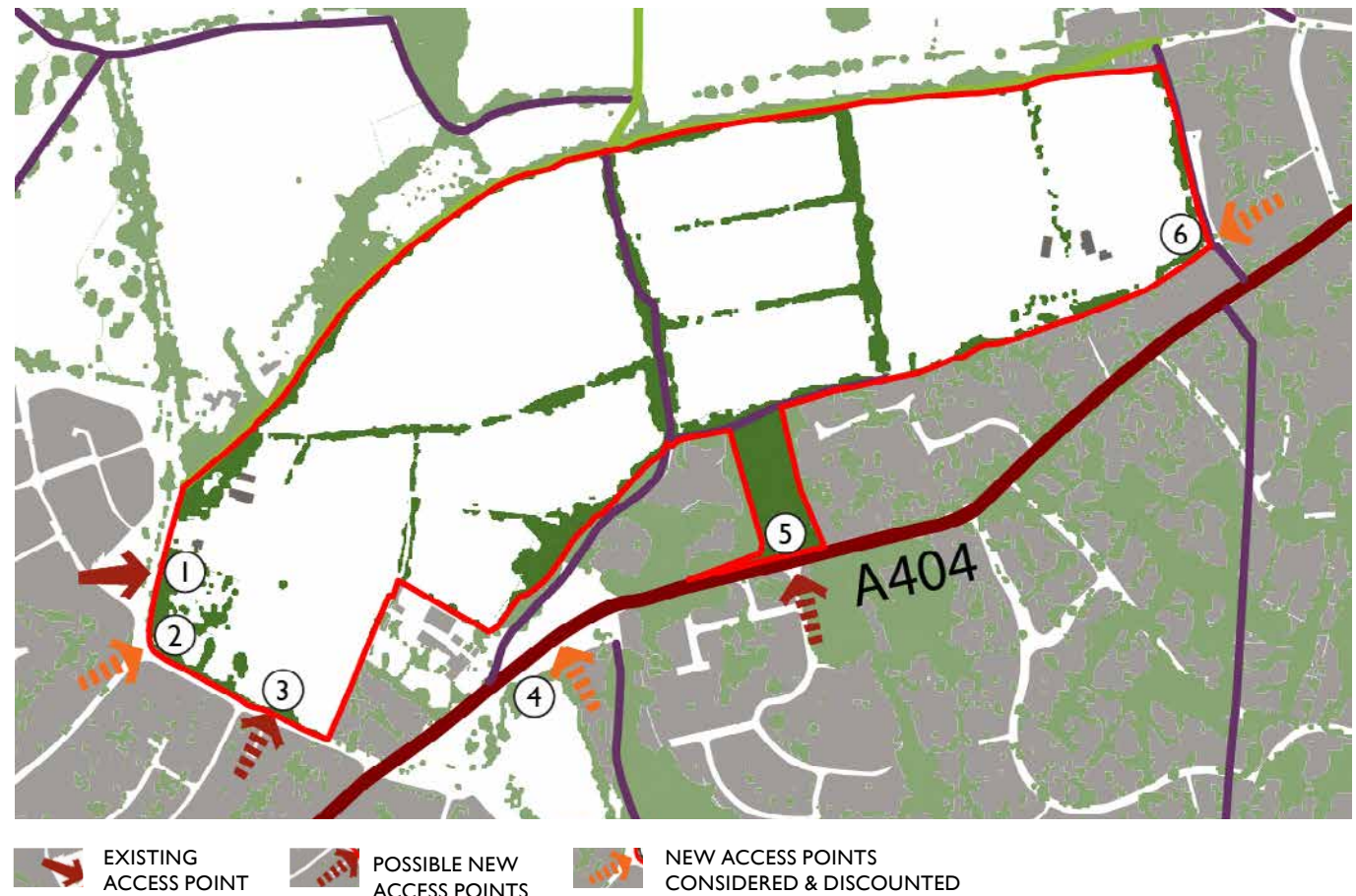
### POTENTIAL VEHICULAR ACCESS

6.27. The primary vehicular access to the site will be via the Kingshill Road in the vicinity of Green Street, subject to the outcome of the Transport Assessment. The Council considers that a vehicular access point off the A404 is important for future legibility and connectivity and any development must provide for it. The detailed design of any proposed access(es) should be agreed with BCC Highways Authority and determined through the planning application.

TFP 8 APPROPRIATE LOCATIONS FOR ACCESS TO SERVE THE TERRIERS FARM RESERVE SITE SHOULD HAVE REGARD TO THE FOLLOWING:

- The need to connect to and be well integrated with the surrounding network of streets to form part of the wider community;
- The ability to deliver a well-functioning access having regard to technical considerations and constraints / opportunities;
- The operation of the surrounding highway network;
- Landscape and ecology;
- The character and appearance of the Terriers and Four Ashes Conservation Areas;
- The setting of Listed Buildings, including Terriers House and Lodge;
- The impact on the significance of Terriers Farm buildings which are non-designated heritage assets; and
- The needs of all road users including cyclists and pedestrians.

FIGURE 6.11 POTENTIAL ACCESS POINTS



### GP 2 GENERAL PRINCIPLES: ACCESS

- Development proposals for the site will be designed to ensure that connections to the existing street network are optimised, providing a link to both Kingshill Road, and through the woodland to the A404.
- The road network through the site shall be laid out so all dwellings have access to both the A404 and the Kingshill Road from within the site.



## LOCATIONS EXAMINED FOR VEHICULAR ROAD ACCESS

- ① Kingshill Road in the vicinity of the existing access to Terriers Farm. The technical assessment of this potential access point suggests it may be pursued however as it would be on the same stretch of road as the main access point (see 3, below) there would be limited benefit to the movement network overall. Such an access would therefore only be useful function as a pedestrian and cycle access and an auxiliary vehicular access to the south west portion of the site, possibly as an emergency vehicle access.
- ② Kingshill Road, as a fourth arm to the Kingshill Road/Kingshill Drive roundabout. The anticipated land take required for this approach would have and adverse visual and ecological impact. It would also be located to the north of Green Street which could encourage the use of Green Street as the major route to and from High Wycombe for vehicles using this access. Accordingly, it is considered unlikely to offer a sustainable solution.
- ③ Kingshill Road, between the A404 and Green Road, This is the preferred main access as set out in the High Wycombe Reserve Sites Transport Framework (Jan 2016). The technical appraisal has identified no significant highway constraints in this broad location however the hedgerow at the site boundary may be protected by Inclosure Acts and this issue will need to be resolved to achieve appropriate access.
- ④ A404 Amersham Road, between Totteridge Lane and De Havilland Drive, opposite the Beech Tree Public House. Visually an access in this location would cut through the 'gap' between Terriers and Hazlemere. In addition, the need to cross areas of common land, designated green space, potential wildlife corridors and the public footpath, together with the impact upon the Conservation Area are all constraints that suggest this would not be the most appropriate place for a vehicular access.

- ⑤ A404 Amersham Road, opposite De Havilland Drive. An access at this point would require the felling of a number of trees subject to a Tree Preservation Order with potential associated impact upon ecology and the Terriers Conservation Area. Any access at this point would need to mitigate for this impact. Providing a vehicular, cycle and pedestrian link at this point would create permeable links to existing services and facilities, bus and cycle routes. In addition, it also enables access to the site for existing residents and assists in creating a direct link to open spaces within the site and to the AONB.
- ⑥ WDC/Hazlemere Recreation Ground via Trinity Road. Access onto the A404 from Trinity Road extending across WDC/Hazlemere Recreation Grounds to the site, requiring relocation of existing sports facilities. Results of the public consultation indicated a strong preference for a second access through the woodland opposite De Havilland Drive and objection to a potential access via Trinity Road, which is therefore not to be taken forward.

## EMERGENCY ACCESS

6.28. Provision of a second access will need to relate to the phased delivery of housing across the site, details of which will be set out in the section 106 agreement accompanying any planning permission on the site. Depending on the details of this phasing it may be necessary in the short term to also provide an emergency vehicle access into the site. Such an access will need to provide a suitably strong surface and sufficient width passage for emergency vehicles. This access route could be fitted with a bollard if deemed necessary to restrict non-emergency vehicle access.

### AI 6 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- a. Traffic modelling for all access points as part of the Transport Assessment



FIGURE 6.12 KINGSHILL ROAD



FIGURE 6.13 AMERSHAM ROAD OPPOSITE TERRIERS HOUSE



FIGURE 6.14 AMERSHAM ROAD NEAR LOCATION OF NEW ACCESS

## MOVEMENT FRAMEWORK

### STREETS

6.29. The way streets are laid out and how they relate to the surrounding buildings and spaces has a great impact on the aesthetic and functional success of a neighbourhood. Creating linkages between new housing, local facilities, community infrastructure, the public transport network and established walking and cycling routes are fundamental to achieving more sustainable patterns of movement and to reducing people's reliance on the car. A key consideration for achieving sustainable development is how the design can influence travel choices. Walkable neighbourhoods typically have a range of facilities within 10 minutes (up to about 800 m) walking distance of residential areas, which residents may access comfortably on foot. The routes through this development should be logical, direct and easily understood. In working up detailed plans for the site diagrams showing routes, views and landmarks should be used to demonstrate that the proposed layout follows this principle, with consideration to wildlife connections, transport and urban design.

### PUBLIC TRANSPORT

6.30. Public transport service improvements will form part of the overall package of transport measures required to support the reserved sites. The site should be designed to accommodate a bus route through the site and to safeguard the ability to provide a bus service in the future. Provision should be made for the relocation and improvement of existing off-site bus stops, and the new walking/cycling network that results from the development of the site. All opportunities to provide bus stops in lay-bys off the A404 carriageway should be pursued. Parts of the site are currently beyond recommended walking distances to public transport. The provision of new and upgraded road and/or pedestrian links to bus stops are required to encourage the provision of a sustainable modes of transport.

## GP 3 GENERAL PRINCIPLES: MOVEMENT FRAMEWORK

- a. Balanced approach to meet the needs of all users, prioritising the safety of pedestrians and cyclists and to encourage low carbon, sustainable modes of transport.
- b. Encourage people to walk or cycle rather than use the car. Aim to provide routes to local facilities within recommended walking distances, ensuring they are well-connected, attractive and permeable, with a logical and robust hierarchy of streets.
- c. Movement routes to be safe, accessible, convenient and attractive environments with high levels of natural surveillance.
- d. Integrate green corridors and active travel routes into the movement network, separated from roads where appropriate.
- e. Residential streets designed to limit traffic speeds to 20mph through integrated traffic calming measures.
- f. Appropriate lighting of routes, balancing safety needs with light pollution and ecology.
- g. Respond to national and local highways guidance and standards e.g. Manual for Streets, Buckinghamshire County Council Adopted Parking Guidance, and the Residential Design Guide.

## TFP 9 THE TERRIERS FARM RESERVE SITE VEHICULAR MOVEMENT NETWORK SHOULD:

- a. Establish a permeable and legible street hierarchy which optimises links with the surrounding network. The network should respond to local character and provide safe and attractive routes for pedestrians and cyclists.
- b. Street trees, on street parking and planting should reinforce the hierarchy and legibility enhanced by co-locating streets with the green infrastructure network and linking areas of open space to make the route more memorable.
- c. Create a legible and direct main residential street through the centre of the site from Kingshill Road to the A404 opposite De Havilland Drive. It should be designed in a way to reduce traffic speeds through integrated traffic calming measures. The hedgerow running north to south along the public right of way through the site will be pierced by this street, which should narrow to a single carriageway in width through the hedgerow to limit impact;
- d. Link the main street to a series of connected lower order streets, including shared surfaces where appropriate. The layout of streets should be conducive to safe, convenient, efficient and attractive routes between homes, local facilities and public transport. Cul-de-sacs should be avoided.
- e. Streets should be defined by buildings and landscaping to provide appropriate continuity and enclosure, to avoid highway-dominated design. Streets should be designed to accommodate unallocated on-street parking.
- f. Avoid street lights adjacent to the boundary with the AONB and assess the impacts against best practice guidance, e.g. the Institute of Lighting Engineers.

## TFP 10 THE TERRIERS FARM RESERVE SITE PUBLIC TRANSPORT PROVISION SHOULD:

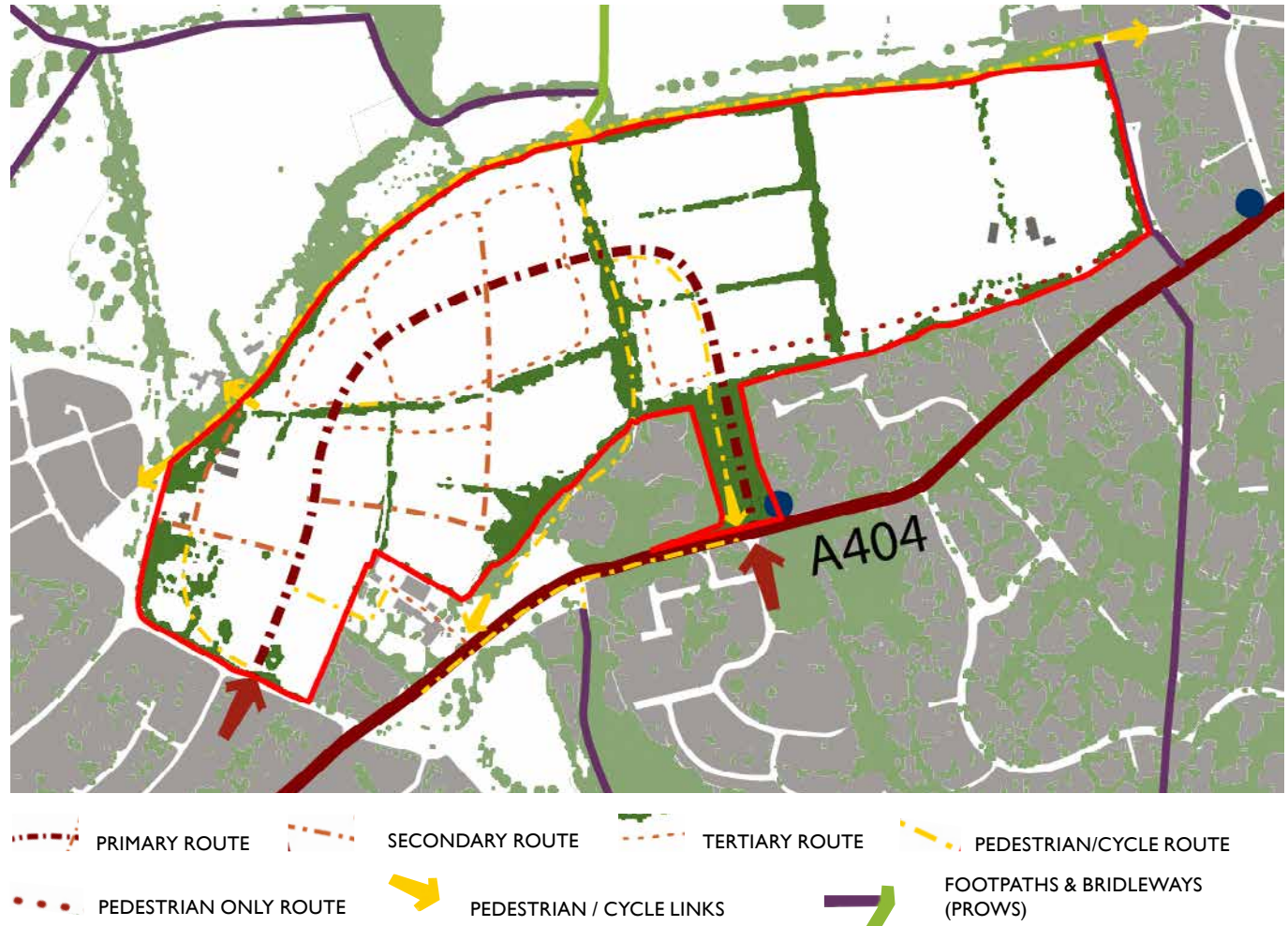
- a. Encourage the use of public transport by:
- b. Rationalise the position of key bus stops on A404 Amersham Road, and provide them in off-carriageway lay-bys wherever possible; and
- c. Provide an improved pedestrian crossing of the A404 Amersham Road in the vicinity of new or relocated bus stops.



## TFP II THE TERRIERS FARM DEVELOPMENT CYCLE ROUTES/FOOTPATH NETWORK SHOULD:

- Provide links to on-site public rights of way and to PROW in the vicinity of the site to improve connections between the site, local services and facilities and the town centre, and to enhance access to and through the site to the AONB and wider area by:
- Provide a direct shared cycle and pedestrian route through the woodland copse on the western side of the second access, and a toucan crossing on the A404 west of the new junction to improve access to bus stops on the A404 and the cycling network;
- A cycle route should also be provided along the A404 from the toucan crossing, possibly as a shared footway/cycleway linking to the off-road cycle route through Kingswood, and onward to the junction with Totteridge Lane.
- Improving the existing public right of way between the site and the A404 Amersham Road to make it safe and convenient for increased use;
- Provide a financial contribution to allow for the upgrade of adjacent Lady's Mile bridleway from Terriers Farm to Green Street to make it suitable for shared pedestrian and cyclist use between Hazlemere and High Wycombe town centre. An associated crossing point (e.g. central island to facilitate informal crossing) will be necessary on Kingshill Road from the southern end of Lady's Mile;
- Creating links to the adjacent Terriers House development, to the extended Hazlemere Recreational Ground/Sports Hub, between Terriers Farm and the site access on Kingshill Road, and to development and open spaces in the old cricket pitch; and
- Providing a new footway along Kingshill Road between the site entrance and the A404, and associated pedestrian crossings.

FIGURE 6.15 MOVEMENT NETWORK



### PEDESTRIAN AND CYCLE ROUTES

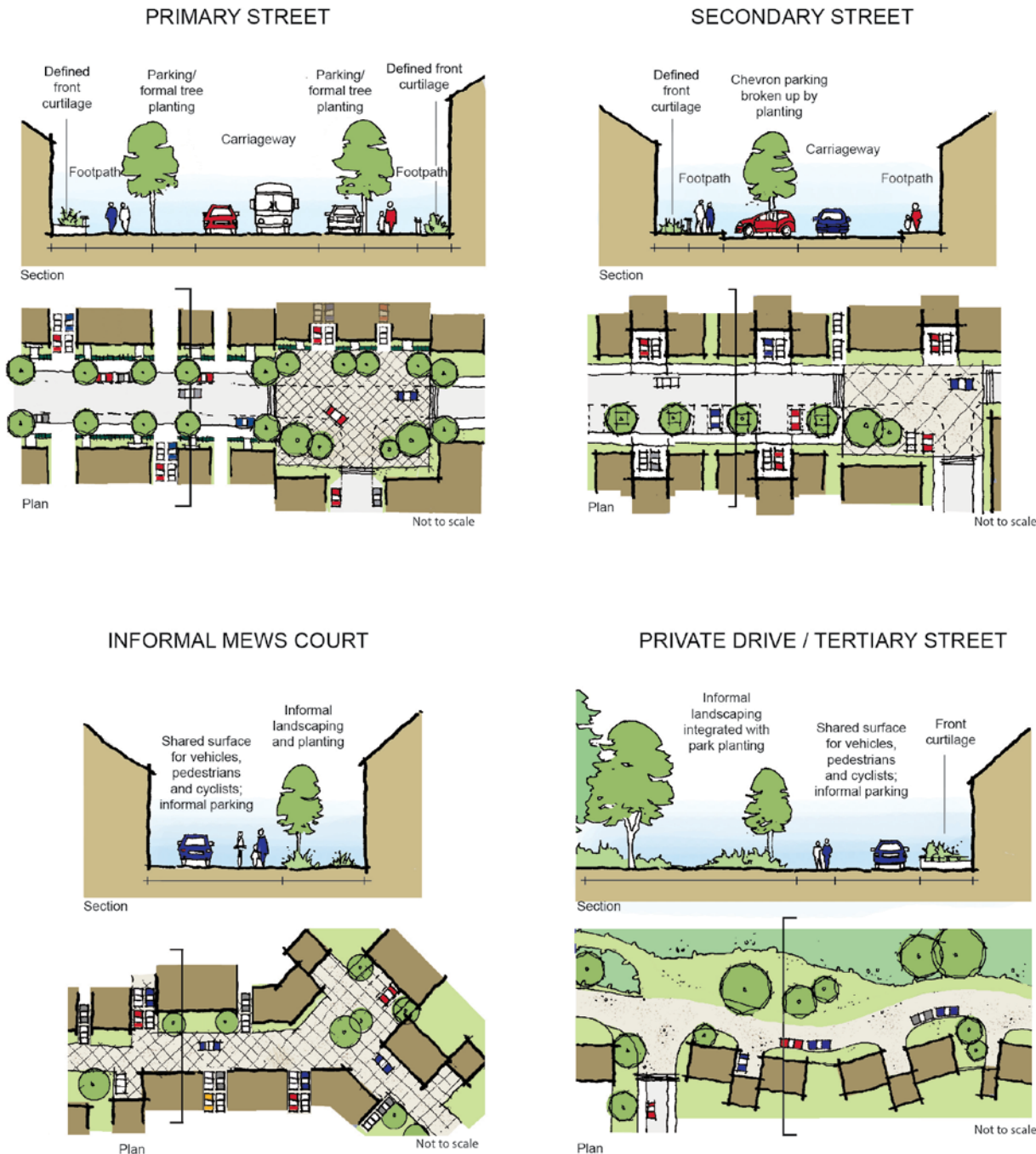
6.31. Development proposals should provide an attractive and safe walking and cycling network that encourages active travel within the site and integrates with surrounding areas. The site contains popular rights of ways and the development of the site should provide green routes to enhance recreational walks in the locality.

6.32. In order to successfully integrate the existing

north-south public footpath through the site, linkages within the site to it are required and also to the footpath on the southern boundary in the vicinity of the Amersham Road. This right of way and associated landscape margins comprise a key Green Infrastructure asset and is proposed as a multifunctional green corridor.

6.33. The developer will provide and/or contribute to improvements to footways and footpaths, including crossing facilities.

FIGURE 6.16 EXAMPLE STREET HIERARCHY



## AI 7 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- A Transport Assessment at planning application stage to examine the impact of all modes of transport of the new development, both during construction and operation, and with propose mitigation measures where appropriate. Any modelling will be based on the latest version of the High Wycombe Highway Assignment Model (HWHAM)
- A site-wide strategy for a legible and robust street hierarchy and public realm to ensure cohesive framework for development. This strategy should illustrate routes, views, key spaces, focal buildings and other landmarks which have been used to enhance character and legibility and demonstrate in particular how the design of the main street changes in response to these features.
- All new streets and pedestrian routes shall be provided to meet the boundary of adjoining development areas prior to the completion of 75% of the units approved under any planning permission.
- Detailed illustrations in plan and section for each of the three street types within the site and for key spaces will be required. These plans should illustrate relationships between buildings and the street, front garden and boundary treatments, parking both on plot and in the street, footpaths, landscape areas, street trees, SuDS, and utility zones.

## PARKING

### VEHICLE PARKING

6.34. When determining an appropriate level of parking provision for the development the adopted County Parking Guidance will be applied, as will the Council's Residential Design Guide SPD, adopted 2017. For further information see GP4

### CYCLE PARKING

6.35. Cycle parking should be provided in line with the County standards. For residential flats it should be integrated into the building or provided in secure cycle storage areas, each for no more than 10 bikes. Houses should be designed so the occupiers can make their own provision for cycle storage either within garden sheds or garages.



## GP 4 GENERAL PRINCIPLES: CAR PARKING

- To ensure that parking efficiently meets the needs of residents and visitors whilst minimising its impact on the delivery of housing and the layout of the site, residential parking will be delivered through a balanced mixture of on-plot and unallocated on-street provision;
- Unallocated parking should not dominate the street scene but should be designed attractively with hard and soft landscape. It should be distributed throughout the development to discourage antisocial parking;
- Rear parking courts should be used sparingly and only as a last resort. Further detail on the design of parking can be found in the Council's Residential Design Guide SPD, adopted 2017.
- Minimum internal dimensions of garages should be 6 x 3 metres and allow for storage. A garage or surface parking space that has more than one additional car parking space in front of it will not be considered as a parking space.
- The use of low emission vehicles such as electric vehicles should be promoted. For residential use, private on-plot parking should be designed to allow for convenient charging of vehicles.
- Developers should consider the promotion of car clubs and bicycle hire schemes as a means of reducing the need for people to have their own vehicles. Consideration will need to be given to the parking requirements of hire or pool vehicles in accessible locations, including the storage of cycles and the charging needs of electric cars and cycles.

## OFF-SITE ROAD IMPROVEMENTS

6.36. The developer will explore with Buckinghamshire County Council and Wycombe District Council a package of transport measures. The developer will seek to agree to contribute towards the package of transport measures as appropriate. These will be based on the findings of the High Wycombe Reserve Sites – Transport Framework and the Reserve Site Infrastructure Delivery Plan.

## TFP 12 LOCAL TRANSPORT IMPROVEMENTS REQUIRED TO CONNECT TERRIERS FARM TO THE SURROUNDING TRANSPORT NETWORK INCLUDE:

- Improvements to the A404 mini-roundabouts with Kingshill Road and Totteridge Lane. This junction is likely to be significantly affected by the development proposal and therefore will require mitigation. Retaining mini roundabouts will be preferable due to the physical limitations of the highway, although part or fully signalised options could be further explored. A further scheme objective would be to achieve improved bus priority, and pedestrian movement as possible and appropriate.
- Providing operational improvements around the A404 Amersham Road / Kingshill Road / Totteridge Lane junction as part of an overall improvement scheme for the junction. This will include widening the carriageway of Kingshill Road to the east of any site access onto Kingshill Road to enable the provision of two east-bound lanes, with associated pedestrian crossing facilities.
- Improvements to the public right of way between the site and the A404 Amersham Road, necessary in order to comply with DSA Plan Policy DM2 by providing a shared pedestrian and cycle path of hoggins or similar surface to those paths linking Lady's Mile to the A404, both through the Woodland adjacent the second access, and following the existing PRoV alongside the Common. This is required to achieve a 400 metres walking distance to the nearest bus stop.
- Investment to upgrade the Lady's Mile bridleway and public right of way connecting Green Street (near Terriers Farm) to Benjamin's Footpath leading to High Wycombe town centre, including possible safe and partly off road infrastructure improvements to provide connections between Hazlemere and the town centre. This upgrade would respect the character of the existing route, including a low-key but robust surface such as hoggins or similar.
- Providing new footways on Kingshill Road and crossing points to provide for key desire lines.
- Rationalising the position of and improving key bus stops on A404 Amersham Road.
- Providing improved pedestrian crossing of the A404 Amersham Road in the vicinity of new or relocated bus stops.
- Accounting for the nearest A404 zebra crossing in the method of control for the Kingshill Road / A404 Amersham Road junction and using bus detection technology.
- Investing in local school travel.
- Implementing traffic calming measures on North Road and Brimmers Hill through Widmer End to limit the potential for through traffic to use it as a route.

## AI 8 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- Site-wide vehicular and cycle parking and management strategy.

	NUMBER OF DWELLINGS	OPTIMUM SPACES ON-PLOT	TOTAL NUMBER OF SPACES PROVIDED	SPACES PROVIDED ON-STREET
1 bedroom	10	10	12	2
2 bedrooms	10	15	18	3
3 bedrooms	10	20	24	4
4 bedrooms	10	20	24	4
5 bedrooms	10	25	30	5
<b>totals</b>		<b>90</b>	<b>108</b>	<b>18</b>

FIGURE 6.17 PARKING

## DESIGN AND LAYOUT

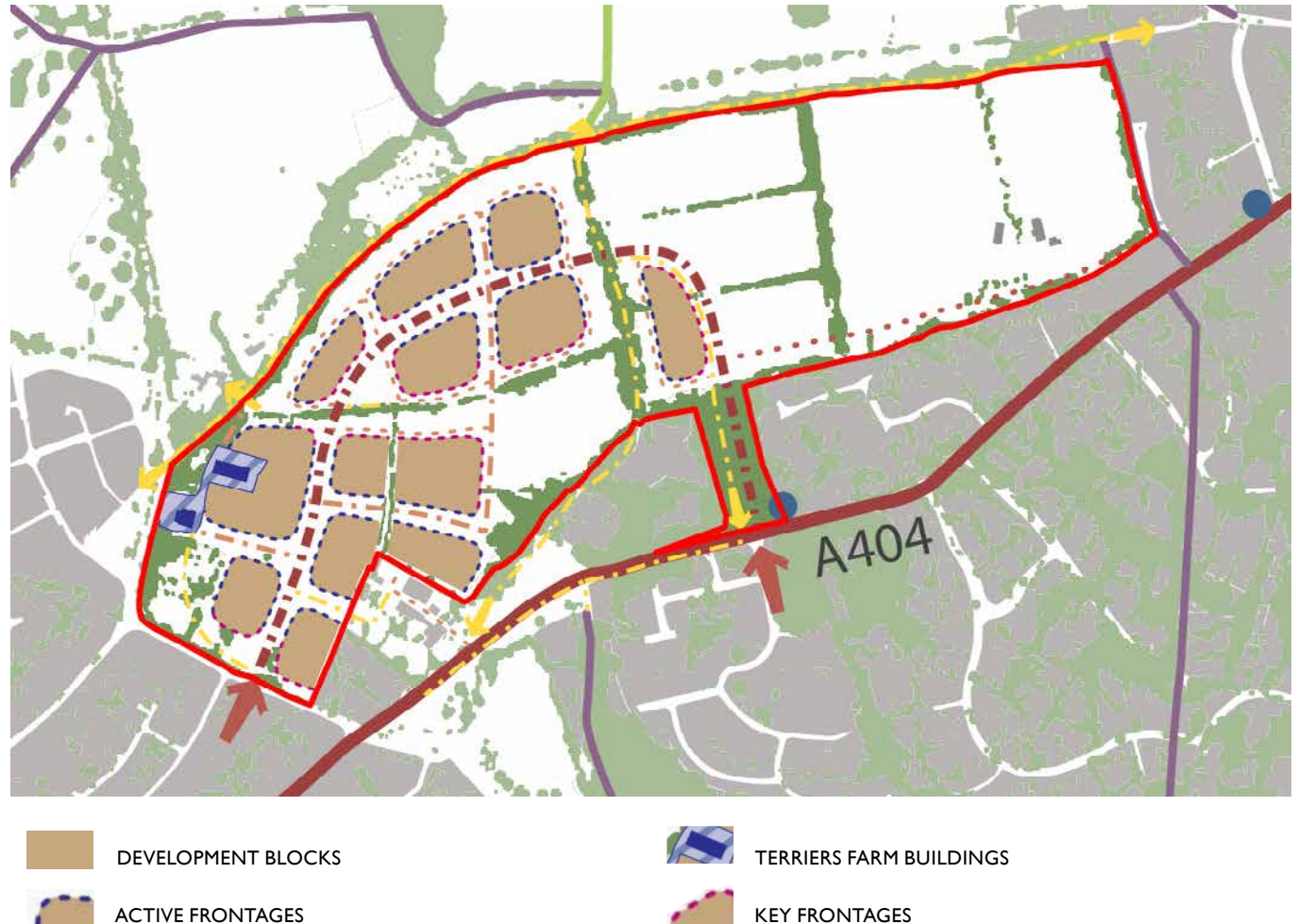
### THE BUILT ENVIRONMENT

6.37. The key design principle for the Terriers Farm is the creation of an attractive, function and sustainable residential development that responds positively to its urban fringe location. The council will expect a high quality development that is appropriately designed for the site and its context.

#### GP 5 GENERAL PRINCIPLES FOR THE BUILT ENVIRONMENT:

- a. Seek to promote local character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development. An appraisal of local character should consider existing building forms, building materials and traditions, street, block and plot patterns, roofscapes and character of the public realm and open spaces.
- b. Contemporary design is encouraged where it respects the character and appearance of the existing context and uses high quality materials and detailing to create recognisable character and a sense of place within the scheme. Avoid an 'anywhere, any town' bland development by reinterpreting standardised house types to respond to the character of the surrounding area.
- c. Vary the scale of the built form and appearance or style to help create areas with distinctive character. Focus increased scale around key movement intersections, along strategic routes and overlooking public spaces.
- d. Consider treatment of site boundaries to create positive new settlement edges, to ensure a high quality and sensitive transition between built up areas and the countryside.
- e. Integrate environmentally sustainable design measures, e.g. taking opportunities for passive solar gain through orientation of properties.

FIGURE 6.18 INDICATIVE LAYOUT



- f. Predicate development structure on the use of perimeter blocks. The size and shape of the blocks should reflect local patterns and be large enough to accommodate parking at the front and private amenity areas to the rear, but small enough to promote a walkable neighbourhood.
- g. Clearly define boundaries between public and private space.
- h. Integrate 'Secured by Design' principles to ensure well designed and safe neighbourhoods.
- i. Include buildings that address streets with active frontages, turn corners avoiding blank walls and provide appropriate continuity, enclosure and variety to streets.



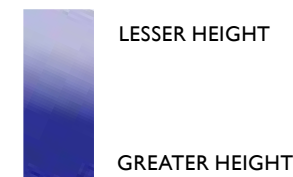
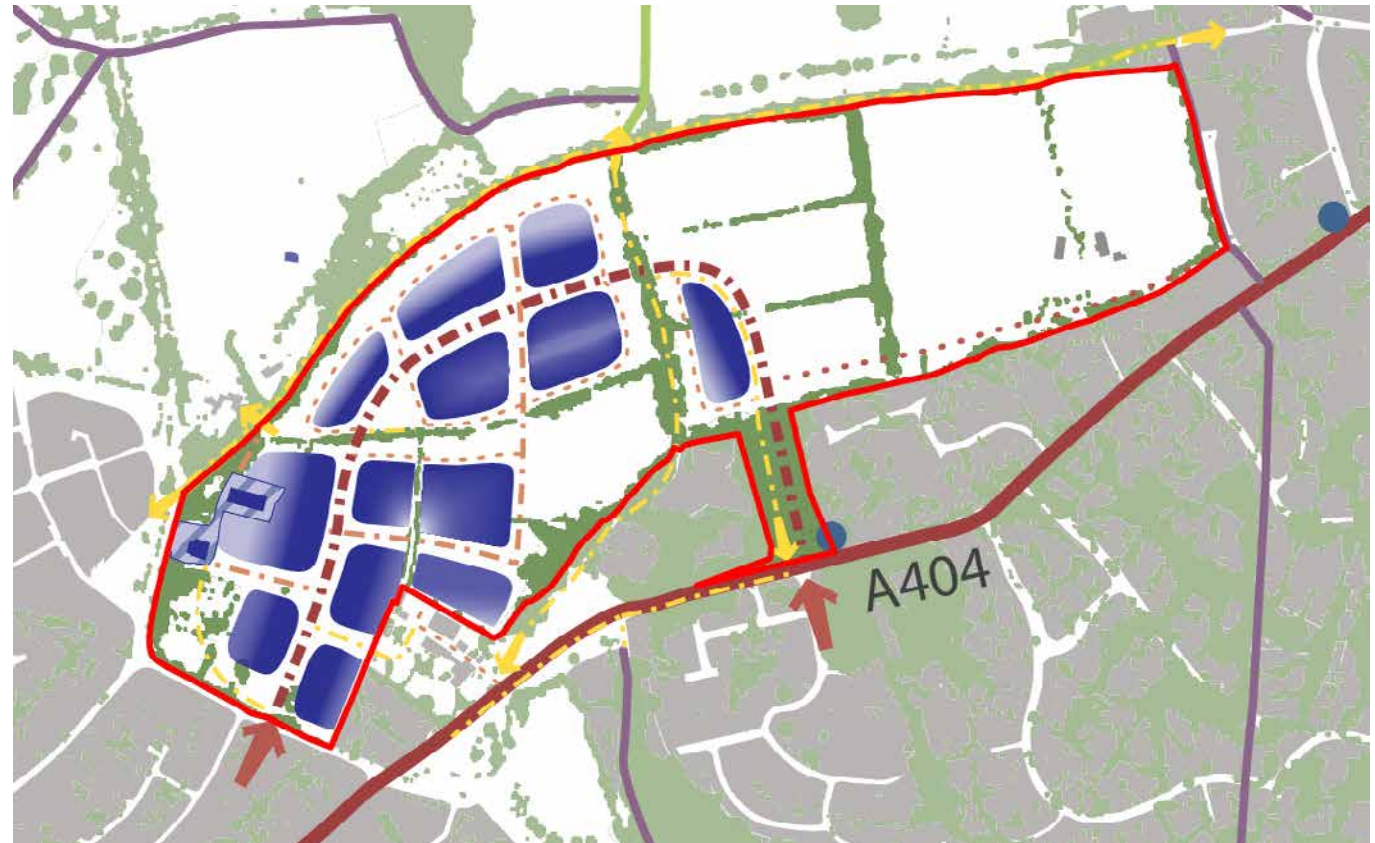
## HEIGHT AND MASSING

6.38. The Council is committed to the efficient use of land and to new development which takes an integrated contextual design-led approach. It is important that the scale and form of the new development responds to routes and spaces within the site, and to surrounding neighbourhoods, conservation areas and the Chilterns AONB.

6.39. Within the development larger buildings and more formal relationships between buildings and streets will be appropriate along the main route, and overlooking open spaces. The scale of buildings should reduce and become less formal at the edges bordering the AONB to the north. This approach will help minimise the impact of the development.

6.40. The height of the development should be predominantly 2 storeys with variation across the site to reinforce distinct character areas, street hierarchy and legibility. Buildings over three storeys high will require individual justification. As a general rule to ensure that roofs are proportionate and attractive, roofspans should be no greater than 9m with a 45 degree roof pitch. Wider spans may be acceptable at a lower pitch. Complicated or crown roofs should be avoided. Buildings with larger internal area can be achieved through 'T' or 'L' shaped building footprints.

FIGURE 6.19 INDICATIVE HEIGHT AND MASSING



j. Careful appreciation of amenity issues for surrounding uses in the layout, massing, orientation, scale and form of the development.

k. Properly integrate convenient waste, recycling and bicycle storage facilities to avoid harmful visual impacts on the street scene.

l. Use soft landscape areas to 'soften' the built form and hardstanding to provide an attractive environment.

m. Provide robust boundaries to rear and side of gardens; generally, avoid such boundaries abutting the public realm but where it is unavoidable, materials should be durable and inspired by local character and distinctiveness.

### AI 9 ADDITIONAL INFORMATION REQUIRED:

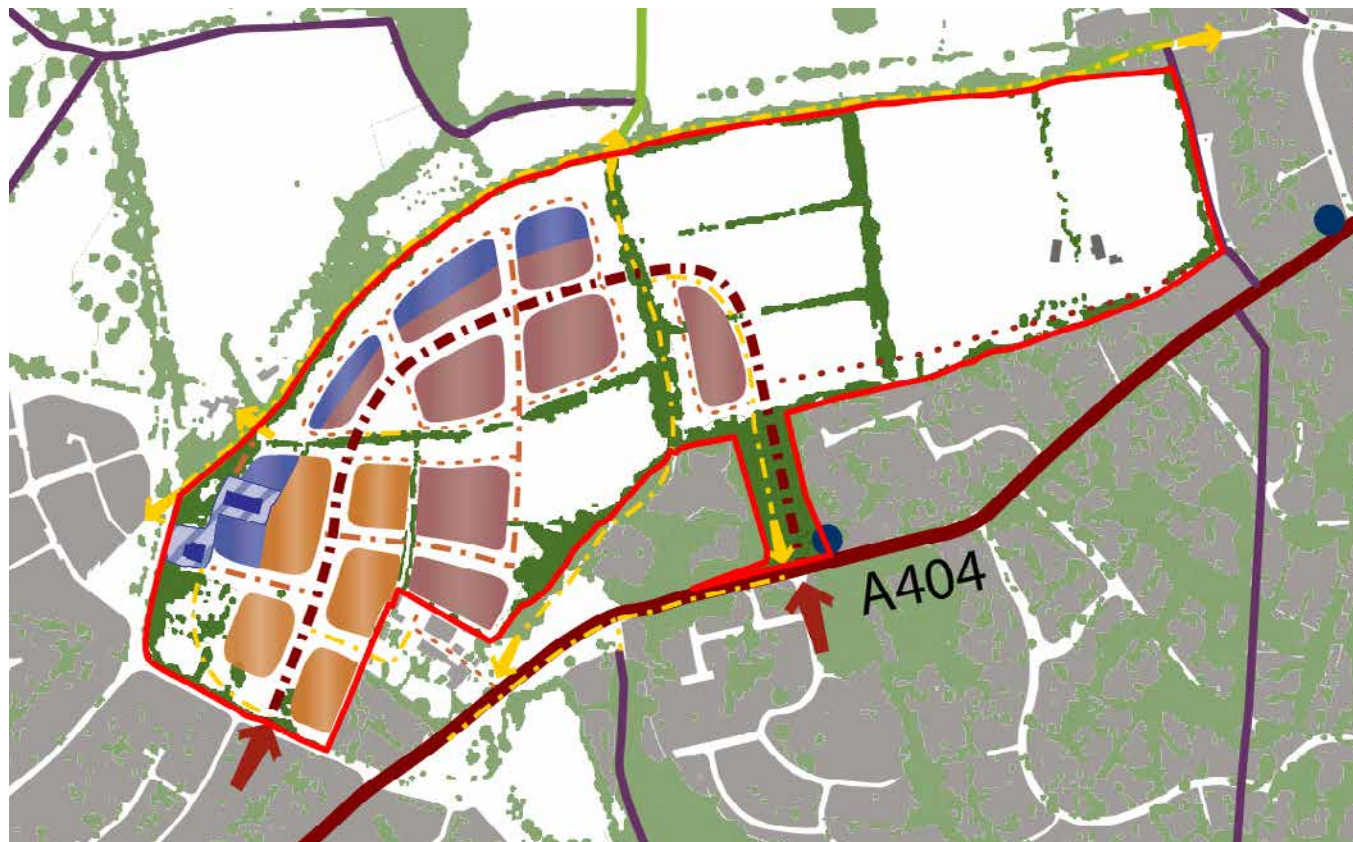
a. Character appraisal of the site's context to ensure proposed built form is compatible in terms of scale, bulk and massing, and employs appropriate architectural approach and materials




## CHARACTER AREAS

6.41. While the vision for the development aims to establish a new housing area, the varying nature of the site and its context provides the basis to foster different character areas across the site. Legibility and sense of place can be enhanced through the scheme by providing distinctive forms of development appropriate to these different areas:

- A Kingshill Road Gateway: interface with the main route through the site
- B Northern Housing Area: Around the retained Terriers Farm buildings, the Bridleway and Countryside Fringe
- C Southern Housing Area: Interface with the main route through the site and areas of public open space

FIGURE 6.20 INDICATIVE CHARACTER AREAS



-  A KINGSHILL ROAD GATEWAY CHARACTER AREA
-  B NORTHERN HOUSING AREA
-  C SOUTHERN CHARACTER AREA



## CHARACTER AREA A – KINGSHILL ROAD GATEWAY



FIGURE 6.21 KINGSHILL ROAD AREA



### CHARACTER:

6.42. Deliver a high quality and distinctive gateway to the development by retaining existing structural landscape features and responding to them with well designed open spaces and high quality built form.

### PUBLIC REALM AND LANDSCAPING:

6.43. The site boundary treatment should have regard to the need to ensure the new development integrates with the existing urban area to the south and west. The boundary hedgerow is likely to be removed in part to prevent it becoming a divisive barrier between the new and existing neighbourhoods and to ensure appropriate visibility for the site vehicular access can be achieved. Whether retained or replaced, this hedgerow should be managed in a way which is compatible with a residential environment and supports interaction between the development and Kingshill Road

6.44. An area of green/area of open space should be located at the main entrance off Kingshill Road, in association with retained trees and hedgerow. This space should be linked to the area of ecological importance centred on the orchard and include a NEAP into this area.

6.45. The main route through the site should be designed to include a formal tree avenue.

6.46. Building curtilages should be enclosed at the front with railings/low brick walls supplemented with hedges, and should not be so large they can be converted into parking.

### ACCESS AND CONNECTIVITY

6.47. Detailed street and junction design should consider placemaking in conjunction with access arrangements and prioritise pedestrians and cyclist movement in compliance with Manual for Streets standards.

6.48. The main route should be wide enough to accommodate a formal tree avenue and maximise on-street parking. On-plot parking should be tucked between buildings to maximise scope for on-street parking, and enable the provision of planted front gardens and a more direct relationship between the buildings and the street.

6.49. Provide off-road footpath and cycle links from the A404 (via Terriers House) through the site to the Lady's Mile bridleway.

### DESIGN AND APPEARANCE:

6.50. Building design quality to reflect prominent gateway location, establish an attractive entrance to development.

6.51. There are opportunities for bespoke designs and larger buildings overlooking open spaces in this area.

### ORIENTATION AND SCALE:

6.52. Properties to address Kingshill Road and the main route through the site with active frontages as a priority. Corner properties will also need to positively address side streets with well-designed secondary elevations.

6.53. Elsewhere buildings should address pedestrian links and areas of public open space including the retained orchard and entrance landscape features, providing active frontages and good natural surveillance

6.54. There should be a higher continuity of frontage along the main street to reinforce street hierarchy. Larger-scaled buildings with heights up to 3 storeys are appropriate on the main route and overlooking open spaces.

6.55. Buildings facing secondary and tertiary routes should be 2.5 or 2 storey in height, and may have greater front and/or side set-backs.

## CHARACTER AREA B: NORTHERN HOUSING AREA - COUNTRYSIDE FRINGE



### CHARACTER:

6.56. Deliver a semi-rural character on the edge of the development where it borders the AONB, to respond to this sensitive landscape.

### PUBLIC REALM AND LANDSCAPING:

6.57. Provide a wide margin to Lady's Mile which is a semi-natural ecological resource for the development, with intermittent filtered views through the margin into the site. Soft landscape in this area should be designed informally with native tree and hedgerow planting. In this area structural planting within the public realm should be focused on streets and the margin to Lady's Mile

6.58. Building curtilages should be enclosed at the front with native species hedges which could be supplemented by wooden fences or estate railings.

### ACCESS AND CONNECTIVITY:

6.59. At road junctions adjacent the Lady's Mile larger incidental green spaces should be provided as green focal points. Through some of these informal pedestrian routes will provide access to Lady's Mile.

6.60. Streets alongside Lady's Mile and the north-south hedgerow should be low-key shared surfaces. Turning heads should be avoided through provision of permeable, connected road layouts. Other engineered street features such as kerbing, formal pavements and road markings should be avoided.

6.61. Allocated parking should be provided on plot tucked between buildings, with unallocated parking

provided on street in informally designed lay-bys. Low-key wooden bollards should be used to prevent inappropriate parking on green verges.

6.62. Only low level lighting should be used on the edge of the AONB to minimise light pollution.

### DESIGN AND APPEARANCE:

6.63. A new rural edge should be established by loose grain, informal arrangement of smaller-scaled houses (mainly 1.5 to 2 storey high buildings with few 2.5 storey and no 3 storey)

6.64. Design cues should be taken from local cottage vernacular in terms of design, materials, features, detailing, and fenestration proportions and dwellings should be arranged with an irregular building line adjacent Lady's Mile and the AONB

### ORIENTATION AND SCALE:

6.65. Properties should address the Lady's Mile frontage as a priority; rear and side boundaries facing along the length of this boundary will be unacceptable. Corner properties will also need to positively address side streets with well-designed secondary elevations

6.66. Development in this area should be smaller in scale and have a loose grain to allow space for planting within plots, reflecting the rural-fringe location and sensitivity of AONB setting





## CHARACTER AREA C: SOUTHERN HOUSING AREA



### CHARACTER

6.67. Development in this area should be of high quality, suburban character addressing the main route through the site and defining areas of open space.

### PUBLIC REALM AND LANDSCAPING:

6.68. Open spaces will function as hubs and focal points within new neighbourhood.

6.69. The east-west hedgerow should be retained within public spaces, and managed in a way that is compatible with the new residential environment being created. This will ensure the hedge continues to provide some ecological and amenity benefit whilst ensuring it does not present an impenetrable barrier between dwellings and open spaces.

### ACCESS AND CONNECTIVITY:

6.70. Secondary and tertiary routes will ensure ease of accessibility through low-speed design which gives greater priority to pedestrians and cyclists and will include integrated surface SuDS features, informal planting and unallocated parking.

6.71. Streets alongside the north-south hedgerow should be low-key shared surfaces. Turning heads should be avoided through provision of permeable, connected road layouts. Other engineered street features such as kerbing, formal pavements and road markings should be avoided.

6.72. Adjacent the north-south hedgerow allocated parking should be provided on plot tucked between buildings, with unallocated parking provided on street in informally designed lay-bys. Elsewhere allocated parking can be provided to the front and sides of dwellings, and unallocated parking can be provided on-street in a more formal arrangement such as small groups of perpendicular bays, interspersed with street trees and other soft landscape areas.

6.73. Where streets adjoin open spaces low-key wooden bollards should be used to prevent inappropriate parking on green verges.

6.74. In this area along secondary and tertiary streets front garden boundaries should be enclosed by native species hedges which may be supplemented with low brick walls or railings.

### DESIGN AND APPEARANCE:

6.75. Prominent facades overlooking open spaces should be of high architectural quality and can include a range individually designed detached or semi-detached properties. Semi-detached and short terraced building forms would be appropriate overlooking the main route.

6.76. Adjacent to the conservation area and listed buildings to the south a variety of plot widths can provide more appropriate informal character.

### ORIENTATION AND SCALE:

6.77. Properties should address the main route or open spaces as a priority. Corner properties will also need to positively address side streets with well-designed secondary elevations.

6.78. Elsewhere buildings should address secondary or tertiary streets in that order, providing active frontages and good natural surveillance

6.79. There should be a greater continuity of frontage along the main street to reinforce street hierarchy. Larger-scaled buildings with heights up to 3 storeys are appropriate on the main route with up to 2.5 stories overlooking open spaces

6.80. Adjacent to the remaining secondary or tertiary streets, buildings of up to 2.5 stories will be appropriate, however adjacent to listed buildings or the conservation area buildings should be no more than 2 storeys.



## SUSTAINABILITY

6.81. The NPPF 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 roles are mutually dependant. All three dimensions have been taken into account in this Development Brief.

6.82. The development at Terriers Farm has the potential to maximise energy efficiency and reduce the carbon footprint of homes by incorporating measures such as:

- a. Renewable or low carbon energy generation including solar (photovoltaic or thermal) panels, ground or air source heat pumps
- b. Ensuring high levels of energy efficiency and thermal insulation in the fabric of new buildings
- c. Careful selection of building materials with good environmental credentials and exploring opportunities for locally sourced materials
- d. Maximising passive solar gain and natural lighting through building form and orientation
- e. Incorporating water conservation measures and considering the potential for grey water recycling
- f. Consideration of green walls and roofs
- g. Through layout and road design to provide a safe and attractive environment for pedestrians and cyclists

6.83. Sustainable design measures should be integral with building design to avoid retro-fitted or 'bolt-on' solutions.

## TECHNICAL CONSIDERATIONS

6.84. Infrastructure requirements for the Reserved Sites including Terriers Farm are considered in detail within the Wycombe Reserve Sites Infrastructure Delivery Plan (June 2016) which is a background document and where relevant forms part of the requirements of this Brief.

### AI 10 ADDITIONAL INFORMATION REQUIRED WITH A PLANNING APPLICATION:

- a. Design information regarding the building fabric (walls, windows, ventilation etc.) such that internal sound levels within proposed dwellings meet the guidance contained within British Standard 8233:2014 'Guidance on sound insulation and noise reduction for buildings'.
- b. Air quality survey and report;
- c. Contamination report for the development of the farm buildings; and
- d. Energy statement for the development.

### NOISE

6.85. Consideration should be given to the layout and design of buildings near Kingshill Road as preliminary surveys indicate this as a noise source of concern, where mitigation including, acoustic glazing and mechanical ventilation may be required to meet the required criterion.

6.86. Adequate separation distances are required from private dwellings and gardens to play spaces and sports pitches to ensure no adverse effect upon amenity.

### AIR QUALITY

6.87. Proposals will need to demonstrate that they have considered potential sources of air pollution and meet the required air quality standards for development. A desk-based assessment of air quality impacts during the construction and operational phase of the proposed development will be undertaken. The assessment will consider impacts on human health and, if applicable, vegetation.

### CONTAMINATION

6.88. There is no known contamination on site, however the farmstead and associated buildings have been used for commercial purposes and therefore contaminants may be present in that part of the site.

## INFRASTRUCTURE REQUIREMENTS

### EDUCATION

6.89. There is currently a high level of in commuting to the Terriers area with a number of well performing schools proving popular across High Wycombe, including the primary schools of Cedar Park, Hazlemere Church of England, Highworth Combined, Widmer End Combined and Kings Wood; plus The Royal Grammar, Sir William Ramsey, and Godstowe Secondary Schools (all within 1.1 miles of the site).

6.90. The schooling requirements for the future occupiers of the site have been considered through the Reserve Site Infrastructure Delivery Plan. This makes it clear that secondary school provision will be provided through an ongoing programme of school expansion funded through payments under the Community Infrastructure levy

6.91. The Reserve Site Infrastructure Delivery Plan sets out the County Council's preferred option for the delivery of primary school places. This is currently through the provision of a one form entry school at the Gomm Valley site and the proposed expansion of Cedar Park and/or Hazlemere Church of England. This will be secured through Section 106 financial contributions based on the number of pupils generated by the Terriers Farm development.

6.92. One additional hectare of on-site strategic open space will be provided on this site, whilst one hectare of land for a school will be provided at Gomm Valley.

6.93. The new school at Gomm Valley will allow a review of the catchment areas of other local primary schools, freeing up places and displacing 'out of catchment' children back to their local schools. It is likely that Terriers farm will either remain in the catchment area for Highworth Combined School or it may move into the catchment for an extended Cedar Park and/or Hazlemere Church of England School.



## RETAIL

6.94. There are a number of existing shops at the junction of Kingshill Road and Amersham Road close to the site, with further shops along Amersham Road, including the Progress Bakery and the shops at Market Parade in Hazlemere.

6.95. Due to the range of existing shops that are available within walking distance to the site, no additional retail facilities are required to be provided either on or off site.

## COMMUNITY FACILITIES

6.96. The site straddles the Terriers & Amersham Hill Ward and the Hazlemere North Ward. In terms of community facility provision, the 2014 community facilities update puts Terriers & Amersham Hill ward as the ward having the lowest level of community facility provision in the district by size and the third lowest provision geographically and numerically.

6.97. Notwithstanding the above, there are a number of existing community facilities around the site, including community spaces at the Hazlemere Recreation Ground, Holy Trinity Church and St Francis of Assisi Church Hall. In addition, there are facilities in the local area such as the Hazlemere Library, a number of public houses and the schools listed above which provide community hubs. There is therefore no requirement for on-site community facilities (other than those provided for open space sports and recreation) however this will need to be reviewed as development of the site progresses and it may be that buildings at Terriers Farm could be converted to a future community use.

6.98. Any subsequent application(s) for development on the site will need to be accompanied by an appropriate financial contribution in accordance with the CIL regulations towards additional provision as necessary.

## HEALTH

6.99. Local Accident and Emergency services can be found at Wexham Park in Slough and Stoke Mandeville on the edge of Aylesbury, with the Wycombe Hospital



(without an A and E facility) in High Wycombe town centre. There are a number of surgeries within 1.5 miles of the site, all of which are accepting new patients. There are also a number of dentist surgeries within 1.5 miles of the site and a number of independent practitioners.

6.100. The additional population generated by this development would on average require  $\frac{3}{4}$  of a GP. The local commissioning group has indicated that this can be accommodated within the existing practices within the local area and there is therefore no requirement to provide a surgery within the site.

6.101. Based on this evidence there appear to be sufficient health and emergency services close to the site, although there may be a need for some facilities to be expanded and contributions can be made through the community infrastructure levy as appropriate. However if a practice wished to relocate onto the site the Council would seek to accommodate this within the development.

## EMERGENCY SERVICES

### POLICE

6.102. One of the sustainability objectives for development is to reduce crime, the fear of crime and anti-social activity through the creation of safer places to live and work.

6.103. In considering development proposals regard will be had to the Community Safety aspect of the development. Regard will also be had to the relevant requirements of Policy G26 in relation to distinguishing public and private areas, natural surveillance and planting, and the advice of the Police Crime Prevention Design Adviser.

### FIRE

6.104. High Wycombe fire station is due to be relocated as part of the wider town centre development. The location of a new fire station will be determined by wider directions of growth because the location of the fire station is governed by statutory response times. There is currently no additional requirement for development at Terriers Farm.

### AMBULANCE

6.105. SCAS has identified the need for further provision of Amenity Points across the district. Amenity Points are normally made up of a small office able to house a couple of staff to rest whilst waiting for a task, plus space to park an ambulance vehicle safely and the facilities to charge the vehicle, but no specific provision has been identified for this site.

6.106. Potential areas for Amenity Points within Wycombe District include West Wycombe area, a location between High Wycombe and Princes Risborough and the Cressex area. The delivery of these projects (location, timescales and cost) would be on a site-for-site basis.

## SERVICES & UTILITIES

### WASTE

6.107. A waste management plan will be prepared which will maximise recycling opportunities for the residents of the occupied development. It will also address waste management during the construction phase to ensure waste is reduced.

### WATER AND SEWERAGE

6.108. Thames Water, in its capacity as the water utility provider will establish whether there is sufficient capacity in the system and the most appropriate means of ensuring the new development is served appropriately. The developer will contribute towards system upgrades if necessary and in line with legislation.

### GAS/ELECTRICITY/COMMUNICATIONS

6.109. The gas and electricity utility providers have confirmed that the planned housing growth in Wycombe district to 2026 can be accommodated by the existing primary network. Some local reinforcements may potentially be required.

6.110. There is an existing high pressure gas main that bisects the site. The developers will need to satisfy the Council that the route of this main has been accurately shown and taken into consideration when developing the land. The main may be retained in-situ and space above used for streets and a green corridor between the bridleway and southern informal open space area: however, this green corridor should not rival the primacy of the main north-south green infrastructure link focused on the existing public right of way.

6.111. The developer will consult with the utility providers specifically in relation to the new development and will include consideration of high quality broadband connections to facilitate home working as part of any Travel Plan measures.





## 7.0 PHASING AND IMPLEMENTATION

7.1. The Development Framework Plan (figure 6.1) is an indicative plan showing how the site could be developed based on the constraints and opportunities described in this document. Any proposals to develop the site will be expected to take these into account.

### DELIVERY

7.2. This development brief facilitates collaborative working between Wycombe District Council, private developers and the local community. In addition, there will be close liaison with Buckinghamshire County Council, statutory authorities, housing providers and other relevant third parties.

7.3. Developers will be expected to work in partnership across the site covered by this brief to demonstrate coordinated development and infrastructure delivery and ensure that any subsequent or third party developers who assume responsibility for site specific delivery are also signed up to this partnership way of working.

### PHASING

7.4. The development framework allows for the implementation of the development over a period of time and by more than one developer. In order to ensure a high quality, cohesive development across the reserve site that will take advantage of and link to its surroundings, any planning application should be supported by a comprehensive and robust masterplan for the whole of the reserve site.

7.5. In bringing forward any planning application for an area covered by the Development Brief including areas covered by the dashed red line the prospective developer will need to demonstrate both how their proposal can be implemented in isolation and how they will achieve consistency with the overall Development Brief and Framework for the site.

7.6. In addition to national planning application validation requirements, planning applications should be supported by the additional information referred to in this brief.

### IMPLEMENTATION

7.7. The brief was adopted in early spring 2018. Outline and reserved matters applications for land within the area covered by the brief will need to demonstrate how the principles for the whole of the site will be supported by the proposal(s)

7.8. The Council will require planning applications for development to be accompanied by a detailed phasing and infrastructure delivery plan for the whole brief area. This, and any planning applications, will need to demonstrate that the full package of on and off site infrastructure set out in this brief can be delivered, and how issues of phasing can be overcome including (but not limited to):

- a. Delivery of necessary elements of the main road through the site;
- b. The provision of strategic open space, including the sports pitches;
- c. How individual developments within and related to the site physically integrate with adjacent developments, both permitted and emerging, within the site.

#### AI II THE PLANNING APPLICATION WILL BE SUPPORTED BY VARIOUS STUDIES, REPORTS AND PLANS INCLUDING, BUT NOT LIMITED TO:

- a. Masterplan for the entire site;
- b. Transport Assessment;
- c. Archaeological Evaluation;
- d. Ecology and Habitat Surveys;
- e. Arboricultural report and Impact Assessment;
- f. Landscape and Visual Impact Assessment;
- g. Heritage Impact Assessment;
- h. Surface Water Drainage Assessment;
- i. Detailed Drainage Strategy
- j. Detailed plans and sections for each street types within the site and for key spaces, illustrating relationships between buildings and the street, front garden and boundary treatments, parking both on plot and in the street, footpaths, landscape areas, street trees, SuDS, and utility zones; and
- k. Combined Landscape and Utility masterplan.

## A.1. Site Description

A.2. Terriers Farm is a greenfield site on the northern side of High Wycombe occupying a valued sensitive area between Terriers and Hazlemere. It consists of pasture land and adjoins both the Chilterns Area of Outstanding Beauty and the Terriers Conservation Area.

## A.3. Site Specific

A.4. Secure a form of development that integrates well with the adjoining urban area whilst retaining a substantial green wedge through the middle of the site linking the Terriers Green/ Kingswood open space to the south east with the open countryside of Grange Farm to the north west. Development will need to safeguard important landscape, historic, and nature conservation features of the site, not adversely affect the adjoining Area of Outstanding Natural Beauty, and protect the setting of the adjoining Conservation Areas and Listed Buildings.

## A.5. Housing Mix

A.6. Provide for a range of house types and sizes to include detached, semi-detached, terraces, and flats. Affordable housing (at least 30% of all new bedspaces) will be required.

## A.7. Wildlife, Landscape, Open Space and Play Provision

A.8. The development will need to address the following issues through the preparation of a landscape strategy/ landscape masterplan. This should be informed by a comprehensive study of the existing landscape features adjoining and within the site and take into account the wider landscape pattern.

A.9. A strong landscape structure will be needed to ensure that the settings of the AONB; adjoining Conservation Areas, the Ladies Mile and other Public Rights of Way are conserved and enhanced. This should incorporate a significant green wedge following the existing main north-south hedgerow, linking Terriers Green with the AONB. This green wedge should contain

opportunities for the continuance of informal recreation and act as the main area of open space for the development.

A.10. Important landscape features (e.g. woodlands, significant trees and hedgerows) of the site should be retained and enhanced, and contribute to generous boundaries to the site. This should include:

A.11. The provision of a substantial landscape belt along the north west boundary of the site adjoining the retained Ladies Mile hedgerow (which is a Biological Notification Site). This is needed to minimise the impact of the development on the Area of Outstanding Natural Beauty, and protect and enhance its biodiversity. The historic and recreational value of the Ladies Mile should also be enhanced;

A.12. The retention and enhancement of the ancient main north-south hedgerow through the site, which is also a Biological Notification Site, thereby enhancing its role as a wildlife corridor;

A.13. The enhancement of the copse adjoining the northern edge of the Conservation Area through planting within the site to preserve the separate identity and character of the adjoining Terriers Conservation Area; and

A.14. The integration of existing topography and drainage patterns within the new design.

A.15. Formal provision for open space (for children's play and outdoor recreation for youth and adult use) will be required in accordance with the NPFA standards, and should include the provision of an equipped children's play area. The development should also accommodate the current informal uses occurring within the site. The adjoining Hazlemere Recreation ground should be fully integrated into the development through design and footpath links.

## A.16. Education and Community

A.17. Contribution towards local school provision off

- site may be required in relation to the Local Education Authority's assessment of school provision in the area at the planning application stage.

A.18. Carry out a community needs assessment to identify appropriate community provision for the site. In this instance this assessment will also need to address retail, sport and other services as well as other community facilities.

## A.19. Transport

A.20. Safeguard a site for possible Park and Ride pending the outcome of the relevant policy review. Two points of vehicular access;

A.21. A road through the site which penetrates the main north south ancient hedgerow at a location that minimises the adverse impact on that hedgerow, and allows buses to penetrate the site with benefit of priority measures; Improvements to Totteridge Lane/Amersham Road junction, including bus priority measures;

A.22. Improvements to Kingshill Road/Amersham Road junction, including bus priority measures;

A.23. Pedestrian footways along Kingshill Road;

A.24. Pedestrian crossing facilities on Amersham Road and Kingshill Road, to link with existing footpaths and future desire lines;

A.25. Walk/cycle connections to Hazlemere and Widmer End and to link in with the planned cycle route to the town centre from Kingshill Road via Green Road;

A.26. Contribution to Wycombe Transportation Strategy;

A.27. Measures to maximise travel choice for residents; and

A.28. A transport assessment incorporating the above and addressing bus provision (including financial provision to pump prime services), managing the impact of traffic, and parking management.





