

Abbey Barn South

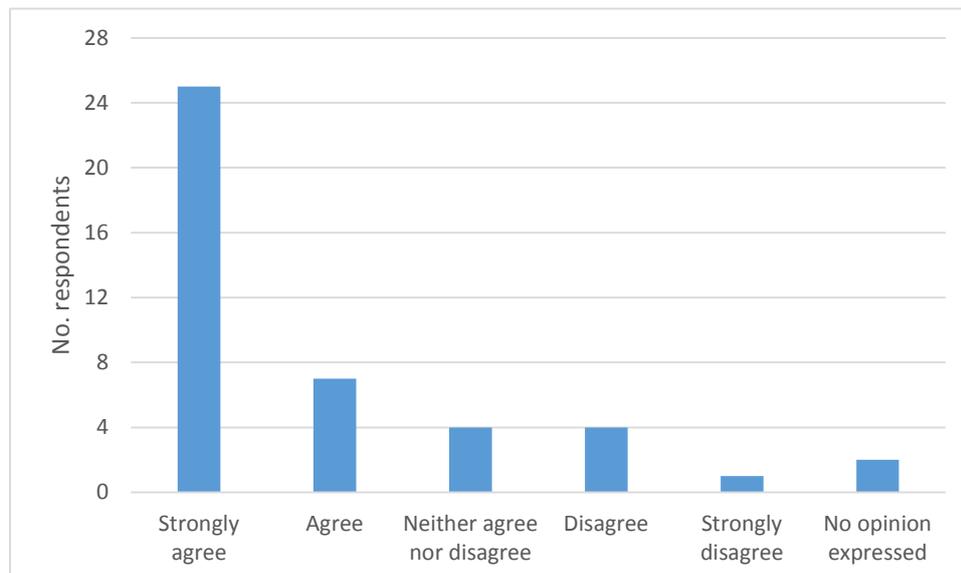
Summary of Exhibition Feedback

1. The exhibition was an opportunity to hear local opinion on the draft plans for the development of land at Abbey Barn South.
2. The exhibition was held between the 20th-22nd July 2015 at the Wycombe District Council offices on
 - Monday 20th July – 2pm to 8pm
 - Tuesday 21st July – 9am to 3pm
 - Wednesday 22nd July – 2pm to 8pm
3. The exhibition was advertised on the Wycombe District Council website and via the Bucks Free Press (see appendix 1). This was an open invitation to all members of the public.
4. 72 people attended (mostly local to the area and retired). 44 people provided feedback via a form that was provided by the council on the day (see appendix 2) and 3 further comments have been received via email (appendix 3). These additional comments generally reflect the overall feedback, with support for the framework plan tempered by concerns over issues such as traffic, sewage, and other infrastructure needs.

Analysis of Feedback

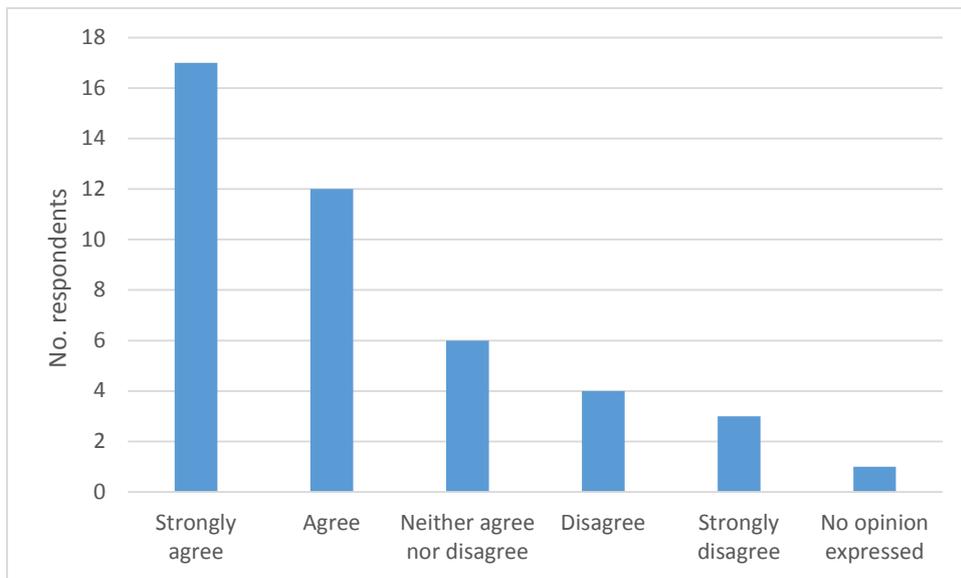
Qu 1. Do you agree with our priorities for development at Abbey Barn South?

Priority 1: Creating a new public space in the Ride



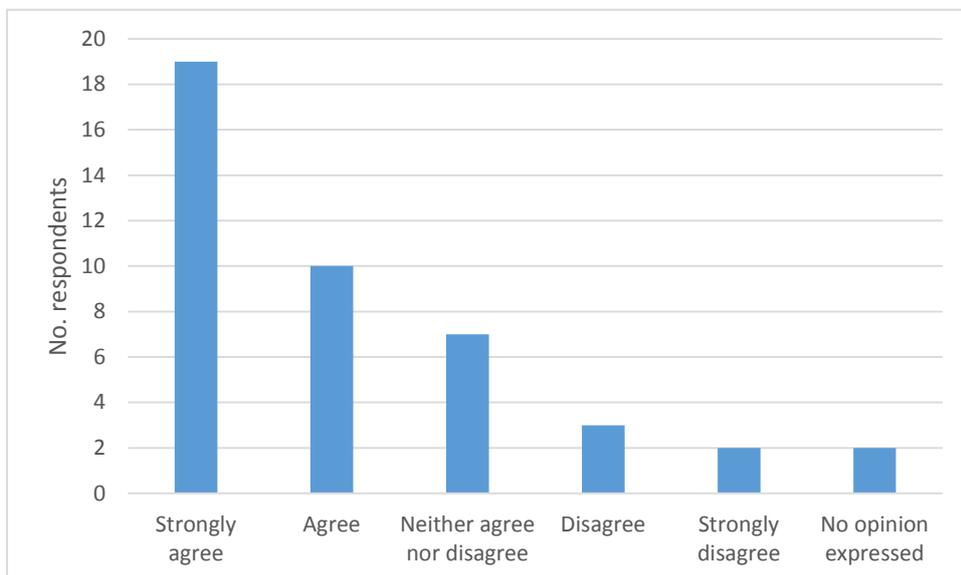
- Need to provide lots of visitor parking (2 comments)
- Need to balance parking for local facilities with those for visitors
- Needs to be sensitively managed to retain existing appeal
- Needs to be accessible to those with mobility problems and those with prams

Priority 2: Connecting the site to the Daws Hill development and to local bus, pedestrian and cycle routes



- Please avoid Daws Hill Lane residents being denied existing bus service via re-routing
- This is likely to increase demand for J3A which is very unwelcome
- Concern will become a rat run – need traffic calming measures (4 comments)
- Bus route needs to be carefully considered – currently works well for the locals

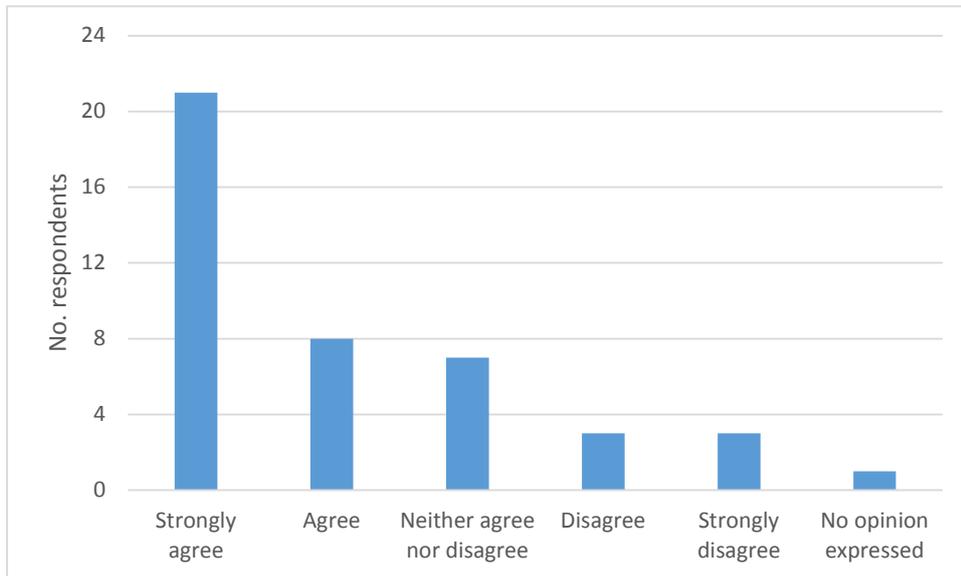
Priority 3: Providing a range of housing types and tenures to meet the needs of the community



- Perhaps build more flats – build up rather than out
- Need for more social housing (3 comments)
- Build houses/flats for younger generation needed rather than 4 bed executive detached abodes
- Do not want more people in Wycombe – alongside new employment and social facilities, feels development will turn Wycombe into a ‘metropolis’ – concerns over whether is existing or new community (3 comments)

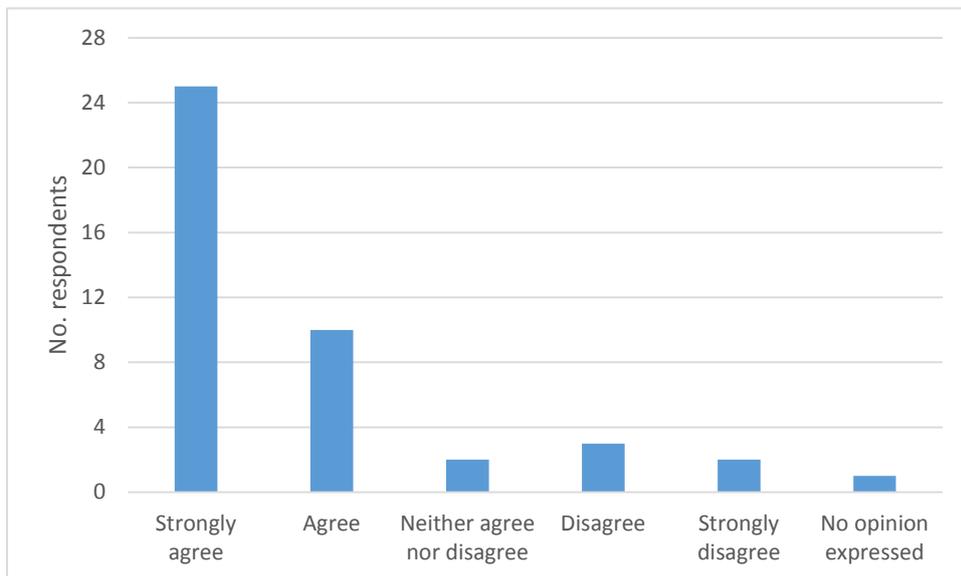
- Questions over whether is a need for more housing within the community
- Quality over quantity (design)

Priority 4: Creating a place that makes the most of its surroundings



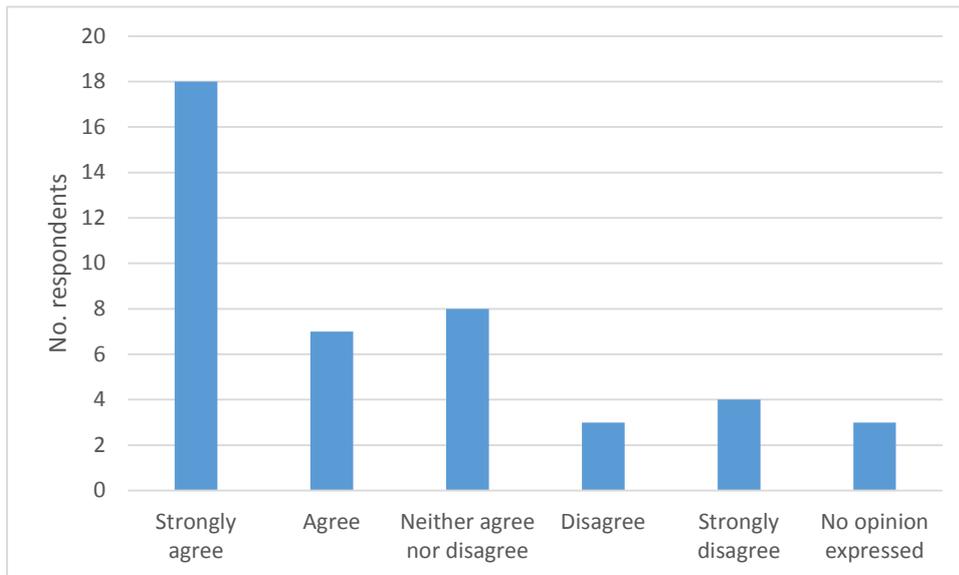
- General feeling that this was important but should go without saying
- Do not include street lights unnecessarily

Priority 5: Integrating landscape, nature and drainage



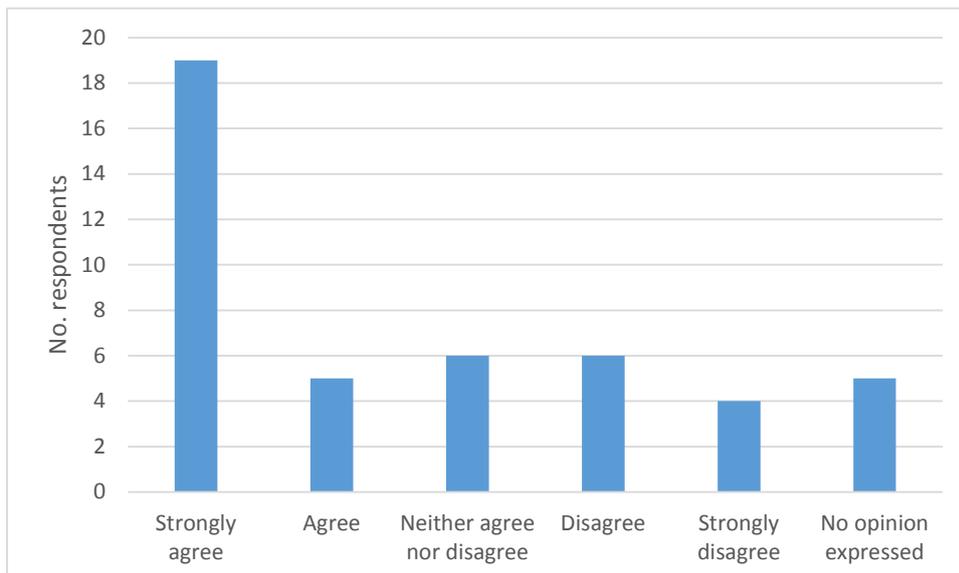
- General feeling that this was important but should go without saying

Priority 6: Providing employment and appropriate social facilities



- Employment should be segregated from residential and one respondent felt there was no credible case that had been made for not doing this – ‘just local politics’
- Need medical facilities
- Need to support local village and small businesses
- Employment more important than social provision – but should only create employment if it makes sense in a wider strategic concept for the town and district
- Should be providing homes rather than these uses

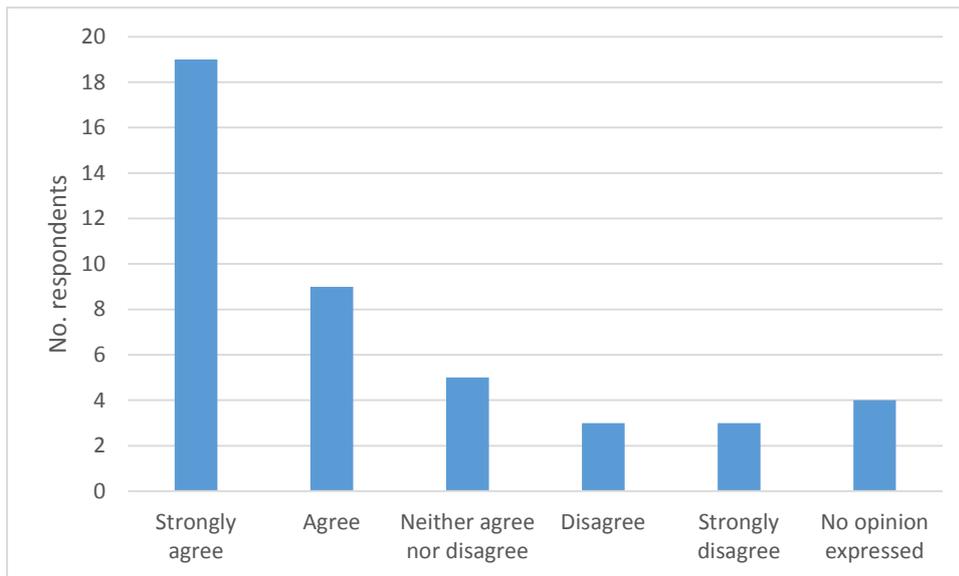
Priority 7: Necessary improvements to local roads and junctions



- Large concern over traffic levels in general – do not want any worsening in traffic levels as sense that congestion levels already unacceptable – imperative that the plan actually improves the current situation – no support for a development that would worsen traffic
- General negative feedback and disbelief that improvements would be achieved without a major overhaul of road set up

- Question over Abbey Barn and Heath End road safety
- Concerns at peak times for traffic and parking (schools etc.)
- Parking in the town due to increased population – parking provision, particularly for visitors
- Need to improve Wycombe Marsh and London Road
- Need improvements across all local roads

Priority 8: Attractive and high quality architecture



- General feeling that this was important but should go without saying
- Should be varied and site appropriate/suitable to the local area
- One respondent requested ecologically-friendly and energy efficient designs
- Complimentary to Pine Tree development

Issues of key importance (recurring issues)

- Traffic, transport and parking, particularly at Abbey Barn Lane and Daws Hill Lane
- Need for social housing
- Importance of design as being at the forefront of developers minds

Qu 2. Are there any priorities other that we need to consider?

Ecological

- Keep as many existing trees as possible
- There is quite a lot of ecological concern – conserve nature and keep it ‘wild’
- ‘Please make all developments with aim to protect nature and the woodlands (do not put lights in the woods!)’
- Biodiversity/GI Network opportunity

Community

- Encourage local businesses to allow residents to shop locally using cycle/pedestrian routes
- Noise issues – for allotments and concerns that some houses will be used as an ‘acoustic buffer’
- Desire for more medical facilities from some respondents
- Questions over whether using land for employment is key or if this is better used for sports/parking
- Support for social facilities (eg. schools, health centres)
- Free parking for public
- Cycle routes requested
- ‘Schools. Colleges. Housing in which people can breathe.’ – particularly secondary schools
- Development should not spread to Flackwell Heath
- Health facility for Pinetrees
- Retention and enhancement of Horseshoe Pond – important meeting place for the elderly
- A few mention that sports pitches should be provided but if not built here need to be invested in elsewhere

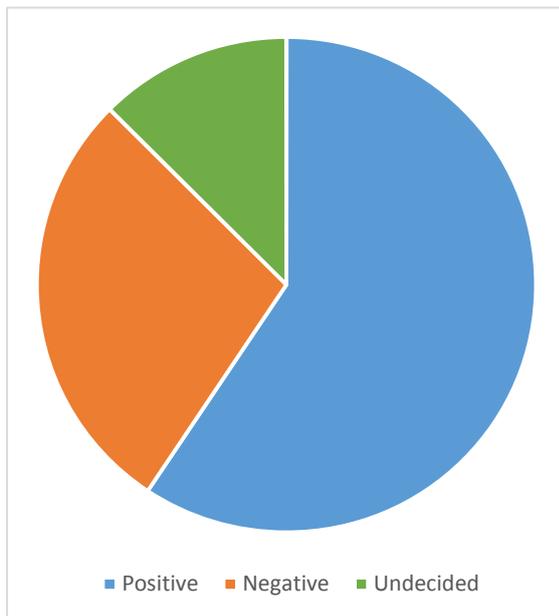
Design and infrastructure

- Sufficiency of infrastructure (also alongside existing plans for RAF Daws Hill)
- Urban design of roads
- Concerns over overcrowding of homes and housing density
- Consider with J3A link – potential impact?
- Some feel streetlights unnecessary
Do not automatically include streetlights in the plan (many comments mentioned this) as it will degrade the environment – suggestion to use Tylers Green as the model
- Improve road surface of Daws Hill Lane
- ‘Additional housing will exacerbate [traffic] issue unless REAL solutions offered, not just “junction enhancements”’.

Aesthetics

- Use of local materials (eg. flint) – not ‘mock’ materials
- Desire for an individual character to the development

Qu 3. What are your first impressions of the Framework Plan?



Positive

- 'looks like a sound plan'
- The vision is considered well thought out and 'good' by the public
- Good opening up of communal and green space
- 'I like the way it incorporates footpaths, bike tracks and integrates existing features of the landscape.'
- Clear that the liaison group were listened to
- Pleased that The Ride is being maintained – respect for the Ride – generally impressed with plans for this

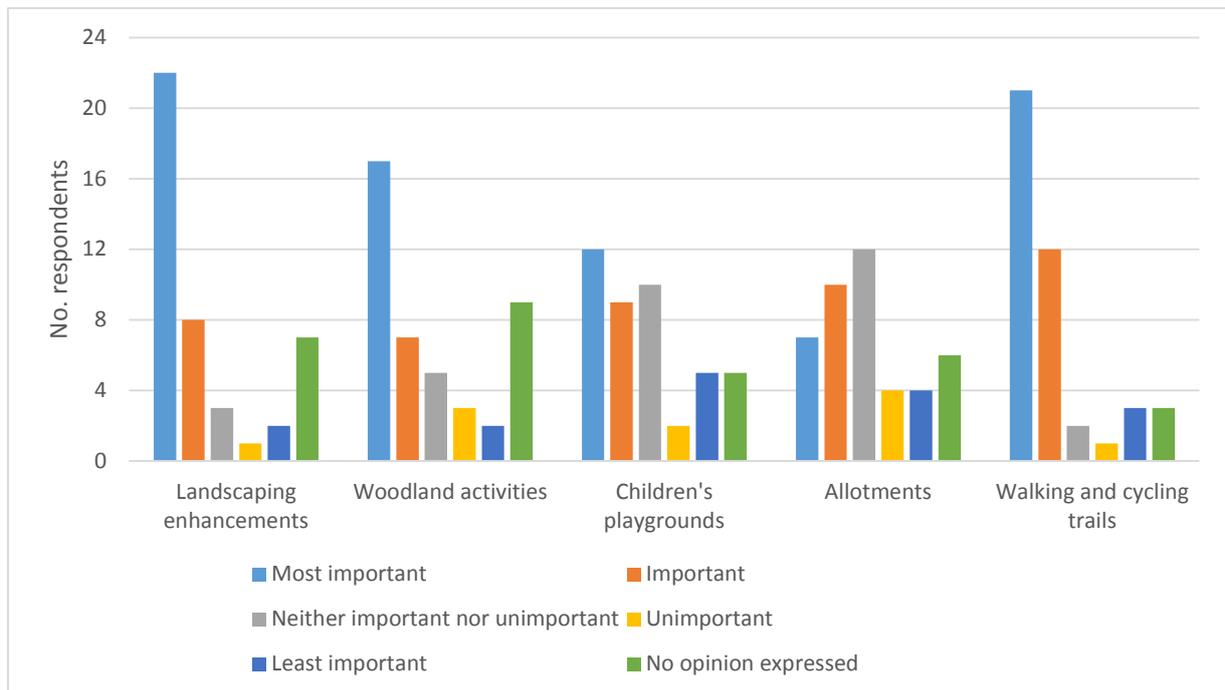
Negative

- Criticism that have not fulfilled 'village character' aim
- 'profit before people'

Other comments

- Public want more information in general, particularly on traffic, transport and the impact of these as well as on planned changes to the bottom of Abbey Barn Lane, as well as the design and density of housing.
- Recognition that needs to be done but the amount of housing seems a little scary

Qu 4. The Ride offers an existing opportunity to create a new public space. What aspects are important for these proposals?



Comments on given categories

Landscaping enhancements

- Landscaping and woodland activities are good but should not occur if they would destroy habitats
- Wild areas should be left natural and wild rather than becoming a park. The appeal of the Ride is in its natural nature so why enhance a natural asset (3 comments)
- Landscaping enhancements not required as the Ride should be maintained as naturally as possible
- Do not need sculptures (2 comments)

Allotments

- Do not place allotments on the Ride itself

Other – comments

- Development must remain sympathetic and not change the historical character
- Belief that the Ride will attract visitors if it is designed successfully – but this will require traffic mitigation, local parking (not street parking) and refreshments (barbeque, picnic, retail)
- Suggestion for a landmark building/architectural statement – the Ride must be creatively used and part of the wider new development (1 comment)
- Do not use the Ride as an employment area – continue with its use as a sports area
- If over used it will encourage parking on the road at Abbey Barn and remove the green buffer to Flackwell Heath

Appendices

Appendix 1

Public workshops

Public exhibition of draft development brief, 20-22 July 2015

There will be a public exhibition of the work-in-progress draft development brief at the Wycombe District Council offices on 20-22 July 2015. The exhibition will be held in the entrance foyer of the 1930's building of the Council Offices in Queen Victoria Road, High Wycombe (directly opposite the Police Station and Town Hall).

Exhibition times are as follows:

- ⋮ Monday 20 July - 2pm to 8pm
- ⋮ Tuesday 21 July - 9am to 3pm
- ⋮ Wednesday 22 July - 2pm to 8pm

Please see below for the display material used in this week's exhibition together with a feedback sheet that you can e-mail back to planning@wycombe.gov.uk

- ⋮ [Abbey Barn South Exhibition Panels Final](#) [pdf]
- ⋮ [Abbey Barn South Transport Exhibition Board](#) [pdf]
- ⋮ [Exhibition Feedback Sheet](#) [docx]

Consultation on the draft brief will close on Monday 3 August.

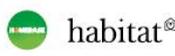
Public workshop, 28 February 2015

Our consultants, AR Urbanism, ran an all-day workshop event on Saturday 28 February. Please see their dedicated website [Wycombe Reserve Sites.org](http://WycombeReserveSites.org) to see further feedback from this event and for further information about the current engagement process for Abbey Barn North and Abbey Barn South.

<http://www.wycombe.gov.uk/council-services/planning-and-buildings/reserve-sites/abbey-barn-north-and-south.aspx>

Bucks Free Press

High Wycombe 17.3°C

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Chance to quiz Wycombe District Council planners over 'reserve site' development at Abbey Barn South



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http://www.bucksfreepress.co.uk/news/13440067.Chance_to_quiz_planners_over_reserve_site_development/



Abbey Barn South

Exhibition Feedback Form

20 – 22 July 2015

Have your say

We are keen to hear local opinion about the draft plans for the development of land at Abbey Barn South. Please use this feedback form to let us know what you think. The exhibition material can also be viewed on our website at: www.wycombe.gov.uk (search for 'reserve sites')

If possible, please leave your comments with us today.

Question 1:						Comment
Do you agree with our priorities for development at Abbey Barn South? (1 = strongly agree and 5 = strongly disagree)						
Creating a new public space in the Ride	1	2	3	4	5	
Connecting the site to the Daws Hill development and to local bus, pedestrian and cycle routes	1	2	3	4	5	
Providing a range of housing types and tenures to meet the needs of the community	1	2	3	4	5	
Creating a place that makes the most of its surroundings	1	2	3	4	5	
Integrating landscaping, nature and drainage	1	2	3	4	5	
Providing employment and appropriate social facilities						

	1	2	3	4	5	
Necessary improvements to local roads and junctions	1	2	3	4	5	
Attractive and high quality architecture	1	2	3	4	5	

Question 2:

Are there other priorities that we need to consider?

Question 3:

What are your first impressions of the Framework Plan?

Question 4:

The Ride offers an exciting opportunity to create a new public space. What aspects are important for these proposals?

(1 = most important and 5 = not important)

Comment

Landscaping enhancements	1	2	3	4	5	
Woodland activities	1	2	3	4	5	
Children's playgrounds	1	2	3	4	5	
Allotments	1	2	3	4	5	
Walking and cycling trails	1	2	3	4	5	
Other – please state						

Monitoring information.

Gender:	
Age:	
Home postcode:	
Economic status:	

Appendix 3. Additional written comments received following the exhibition.

A resident of Warren Wood Drive:

PROPOSED ABBEY BARN SOUTH DEVELOPMENT PLANS: INITIAL REACTIONS.

1. It all seems rather **vague**, nothing specific about numbers of houses and etc. It is not un-natural for us all to fear the worst i.e. the usual over-enthusiastic development aimed at meeting council housing targets as rapidly and cheaply as possible (and, in so doing, maximising the profits of the developers) rather than considering the very real needs and concerns of residents. We shall see!
2. Also “as usual” there seems to have been no real attention paid to the **infrastructure** around the proposed development. Does anyone on the Council ever stop to think that you **cannot** just keep shoe-horning more and more people into a restricted geographical area and expecting the already creaking support systems to simply absorb the extra pressure?
3. Re local roads and increased traffic burdens: there seems to be nothing in the plans that would appreciably mitigate the impact of **yet more cars** (and trucks, and cyclists and etc.) that a development such as this will bring to our streets. The A40, Abbey Barn Lane, Daws Hill Lane and Marlow Hill, Heath Lane (to Flackwell Heath), Kingsmead Road and the various junctions on to the M40 will all experience increased traffic. Council members will be very well aware that these are roads already experiencing very high traffic levels, especially at peak times, and are often near gridlock. Jiggering about with a few junctions onto main roads here and there – which seems to be all that is envisaged – **will not compensate** for the likely increases in traffic.
4. Re sewage/waste systems: This was a concern during the consultations over the Daws Hill development and I gather that it is now proposed to simply commit the waste from the new development to the same pipe i.e. running it into the Daws Hill system, whence it will come down the hill through the Keep Hill/Warren Wood route before eventually being pumped to the treatment works at Marlow. Gravity is a wonderful thing and I can see the temptation to use it but I cannot believe that it is efficient in environmental or energy or any other terms to pump masses of waste half way round Wycombe and then pump it all the way back to Marlow. Why not put in a new pipe to Marlow and take the waste there directly by a much shorter route? This would also lessen the strain on the Keep Hill/Warren Wood system and lower the probability of some disgusting and smelly disaster in our neighbourhood.
5. Concerning both the points above – I’m sure the Council and probably the developers also (although, heaven knows, they will make a big enough profit out of this) will whine about cost constraints. However, experience suggests that doing something **badly** because you cannot afford to do it **properly** is a recipe for disaster. Your short term “cost savings” **always** come back and bite you in the arse in the end – leading to you having to spend even more money in the longer term. Sadly, the problem is often that the arsens that get bitten are those of the local residents, rather than those of the planners and developers and council members who put these schemes through.
6. On the subject of infrastructure, one might also ask Council planners to think about some **other significant needs**. Continually increasing the population of an area like Wycombe (to meet “Government housing targets” or whatever) is simply not sustainable without significant (I probably mean “enormous”) investments in support services. This whole “housing situation” is obviously not just about houses. Where are the **schools** with places for all the new children? Where are the **GPs and dentists** with capacity in their practices to absorb all these people? What about access to **hospital care** – and so on?
7. I shall await further information on this and other developments in the Wycombe area with interest – although possibly not with a great deal of hope.

Please accept the following comments from the Chiltern Society on the recently-exhibited Abbey Barn South proposals. It has not proved practical to use the feedback form, but we cross-refer to its questions where relevant.

(Q3 and Q1) Our impressions of the Framework Plan are generally good, except for significant concerns over the detailed proposals for The Ride. Subject to this proviso about the "how" of the first principle, and also reserving judgement for now on road and junction improvements, we agree with all the Priorities listed in Q1.

(Q2 - other priorities) Another priority should be to limit the incursion of urban character into the adjacent countryside. The proposed 'semi-rural gateway at the main entrance to the site' on Abbey Barn Lane, and the proposed enhancement to boundary vegetation, must therefore be sufficiently broad and continuous so as to provide an effective green buffer along the whole length of the boundary with Abbey Barn Lane. See also our related later comments about the location of formal sports provision.

(Q4 and Q1) It is absolutely right that Principle 1 of the Brief recognises the requirement of "Protecting the primary corridor of The Ride". However it is not just the physical layout of The Ride that must be protected, but also its character, landscape, and biodiversity features. These are clearly set out in the Landscape Assessments Report prepared as part of the Local Plan Options Consultation in 2014: in landscape terms, this includes "grand views along the length of the ride"; in biodiversity terms "the pastures and spinneys are an important habitat for fauna and flora", as well as the mature trees themselves.

The detailed proposals for The Ride in the Brief fail to respect these attributes, and thus fail to comply with Principle 1, because they would introduce too much formalisation and paraphernalia, with multiple "formal areas of children's play space" and trim trail stations, and a cycle route down the centre of the avenue along its full length. Even the "informal" play area to the south of the Ride would be mown as a kickabout area.

Instead, we believe the majority of The Ride should be retained as semi-natural parkland, with the grassland managed with biodiversity in mind (for example wildflower meadows, and areas of longer grass) with formal features and mown grass kept to a minimum. Some specific dedicated wildlife areas should also be included, and the cycle track and any trim trail or other formal features kept to the margins.

As well as by retaining and enhancing the biodiversity value of The Ride in this way, the Green Infrastructure objective of linking Deangarden Wood to The Ride and open countryside, would also be aided by a hedgerow connection across the central part of the site. This is in addition to strengthening the hedgerows on the boundaries of the site, and is again as advocated in the 2014 Landscape Assessments Report.

To cater for non-resident and disabled visitors to the parkland Ride, some parking provision is likely to be needed. Allotments will also potentially serve the wider community and need some parking, so if the allotments are sited as proposed, parking provision for the allotments and Ride could usefully be combined, perhaps at the north-eastern corner of the employment area.

(Board 6: options for formal sports provision) We believe formal sports provision should be located on-site, and adjacent to the extended school, as per draft Brief 2 in the WDC Issues Consultation in 2014. It should definitely not be located on the land between the M40 and Heath End Road, or to the east of Abbey Barn Lane, since this would effectively amount to a covert extension of the site development area, and an incursion of urban character into the countryside.

Warren Wood Residents' Association, representing around 70 houses bordering the Daws Hill Development (and extension to Abbey Barn South) and the Keep Hill Woods.

This response raises some of our residents' concerns about the development of the Abbey Barn South Development; which effectively extends the Daws Hill Residential Development.

The display boards at the public exhibition consultation were quite 'high' level – with very little detailed information to cover the potential numbers and density of housing; and likely impact on the rest of High Wycombe. There is already a significant amount of residential and commercial development under way in High Wycombe with Daws Hill and the Handy Cross Developments; with very little improvements to the transport and general infrastructure to take consideration of the increased traffic and cars on the roads which will result from these developments – not even considering this new Abbey Barn South site and other reserved sites WDC are planning to bring forward immediately.

Housing numbers and 'Joined up' plans for developments like Abbey Barn North and South

The council are very vague about housing numbers – their verbal estimates (though nothing in writing!) was similar to those planned for Daws Hill – ie. around 450 for Abbey Barn South. No mention of Abbey Barn North was made at this time...though the schemes are very much linked due to the proximity and roads and should be jointly planned – with Bucks Highways– with an understanding of the impact from both of High Wycombe's infrastructure. Greater thought and consideration should be given to the most effective LONG TERM infrastructure improvements. (To avoid any misunderstanding - that means investing in infrastructure improvements NOW for the long term! Not in 2020 for now!!)

Transport and Infrastructure Improvements

Housing targets and resulting increased council and business tax revenues seem to be the key drivers for Wycombe District Council's continued housing and commercial developments. More consideration should be given by Wycombe District Council, Bucks Highways and the developers to making improvements to the major routes (A40, M40 and A404) . Significant transport infrastructure improvements are required to ensure that High Wycombe's roads keep flowing; it is not simply a matter of improving road junctions on to these key routes (from new developments). Significant road improvements are necessary to the road systems to increase their capacity and flow, and to improve on and off access to the motorways through improved motorway access (ie Junction 3) removing unnecessary traffic along the A40. High Wycombe's A40 and parallel roads are already well over capacity at peak travel times. A 4-mile stretch of the A40 from Rye Park to Junction 3 M40 taking 20-30 mins, as opposed to 5-10 mins off peak; and similar times from Rye Park to Junction 4 of the M40. These are significant costs in residents' and commuters' time and money, with the knock on effect that such congestion has on economic development and on the stress and personal well-being of residents and commuters sitting in traffic.

The Abbey Barn South development stipulates that Motorway Junction improvements are completely out of scope for this housing development. Junction 3a or a full access Junction 3 by the Tesco's Supermarket. However with the significantly increased numbers of housing, resulting increase in cars and car mobility required for jobs: WDC and Bucks Highways need to address the road infrastructure improvements and undertake an open (public), honest and independent assessment of the costs and benefits to improve access on to, and off of, the M40 (either through an improved junction 3, a new junction 3a or alternative) and reduce congestion on the A40 freeing up capacity.

With few major transport/ infrastructure improvements by Wycombe District Council and Bucks Highways for any of the new developments other than improved access on to existing main roads – further congestion and delays are of significant concern for residents and commuters on the A40, Abbey Barn Lane, Daws Hill Lane and Marlow Hill, Heath Lane (to Flackwell Heath), Kingsmead Road and the junctions on to and off the M40. [Longer term I am sure WDC may well have a plan to charge us for parking on the A40 as we queue for M40 access!]

Rat runs on small local roads if these are opened up as a parallel routes to the A40 for vehicular access The link to Abbey Barn North at the base of the ski slope... little has been mentioned Abbey Barn North, links to Abbey Barn South and onward road links for these developments.

Residents are concerned about Deangarden and Bassetbury Lane being used as 'Rat Runs' in the longer term if the council and Buck Highways open up and connect these routes with Abbey Barn Lane or Kingsmead, to form a parallel road to the A40. On the Daws Hill site the council proposed compulsory purchasing two houses on Daws Lea Lane cul-de-sac to create a new bus route (unfortunate for a quiet, residential, dead end street.) There are 'real' concerns from our neighbourhood (and fellow

neighbourhoods) about road widening and bridge reinforcements along Deangarden and Bassetbury Lane in case the council and Bucks highways' ulterior motive is either bus and/or car traffic in the longer term on these quiet residential streets with increased air and noise pollution and reduction in quality of life for residents.

Balance between Green Space and Building on Abbey Barn South Development

The proposed balance between green space and building on the development is welcome (the 'Ride' being protected Parkland and other green field areas close to the motorway, not able to be used for residential development due to noise and motorway air pollution, has helped ensure a balance). And use of green corridors and green spaces for wildlife and wildlife migration to and from Deangarden, Keep Hill and the Chilterns is welcomed.

Restrictions on dwelling heights:

Given the treelines and beauty of the surrounding area restrictions should be mandated on the height of buildings to 2-3 stories to ensure they are below the mature tree lines, to ensure they are not visible from the Northern valley and northern hillside to maintain the beauty of the natural woodland surroundings/treeline.

Sewage and Drainage

According to the Abbey Barn South developers at the consultation, the proposed (sewage route) from the Abbey Barn South Development is to join up with Daws Hill sewage infrastructure. This is likely to result in the use of gravity to join up with Warrenwood/Keep Hill Road sewage systems. Concerns were raised by our residents on the infrastructure to accommodate Daws Hill population numbers for that development. Currently Thames Valley Water's proposal in the Thames Valley Waste Report for Daws Hill Development suggested that:

- 20% joined up with Outlet A (Warrenwood) and
- 60% joined Outlet B (KeepHillWood/Warrenwood) (the outlet looks to be in line with the public footpath bordering Keep Hill Wood).

However, it seems nonsense, 'wasteful' and costly to pump the waste around the High Wycombe valley before ultimately pumping it over to Marlow sewage and treatment site. Further analysis is required on potential increased volumes on this historic sewage infrastructure that was not installed with the capacity expected for the Daws Hill and Abbey Barns North developments and WWRA would like to be kept informed of any further investigation into this and outcomes.

There are also concerns about the Sewage Capacity at Marlow to cope with the increased population numbers in the local area, including this and future developments in the areas using Marlow.