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### Introduction

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

### Part 1: Analysis

1. **Vision**  
2. **Overview**  
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4. **Design Concept, Principles & Framework Plan**  
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6. **Movement and Access**  
7. **Green Infrastructure**  
8. **Character Areas**  
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10. **Implementation & Delivering the Vision**

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

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

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

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

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

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

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

**PURPOSE OF THE DEVELOPMENT BRIEF**

The main purpose of this Development Brief is to:

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

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

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

DEVELOPMENT BRIEF FORMATION PROCESS

DEVELOPMENT BRIEF CONSULTATION
Stage 1

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Stage 2

OUTLINE PLANNING APPLICATION
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INTRODUCTION

STRUCTURE OF THE DEVELOPMENT BRIEF

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

PART ONE (ANALYSIS)

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

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

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

PART TWO (RESPONSE)

The second section of the Brief, chapters 4-10, sets out the design intent for the Abbey Barn South site. This draws on the key character elements identified in Part 1. A series of steps are set out for each element in order to ensure future proposals respond positively to each key element. The Design Response and Design Concept, both of which reflect the vision for the site, are described and supported by a series of Design Principles which in turn inform the Framework Plan.

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

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

The Development Brief is concluded with a summary overview which sets out how the site vision will be delivered, managed and maintained, in collaboration with Wycombe District Council, along with an explanation of the sustainability approaches for the Abbey Barn South site.
PART I: ANALYSIS
1.0.1 Abbey Barn South represents a unique combination of opportunities and constraints. The close proximity of the site to the town and the strategic road network creates potential for maximising sustainable transport options (such as public transport and walking). Despite this, the site is relatively self-contained within a high quality landscape setting, limiting its immediate and direct impacts on existing communities. The site brings with it the opportunity to deliver new public spaces in The Ride, public access into Deangarden Wood as part of the Wycombe Summit site development, and new outdoor sports facilities. There is scope to reinforce the green infrastructure network in the area and scope to improve the quality of the road and path network, giving greater priority to sustainable active transport whilst managing the impact of additional traffic.

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

1.0.3 Development at Abbey Barn South should meet the following objectives:

1. **Green Infrastructure:** Reinforce the existing Green Infrastructure network, with particular emphasis on transforming The Ride into a key public open space and using the dry valley to form new connections between The Ride and Deangarden Wood. Deangarden Wood should be brought into active management as part of the development of the Wycombe Summit site.

2. **Inclusive Community:** Deliver a mixed use development including a range and mix of house types and tenures which meet the needs of the community of High Wycombe, making the optimum use of the site to deliver housing.

3. **Positive Interface:** Respond positively to The Ride, the dry valley and the Deangarden Woodland boundary in the layout of streets and spaces and the design of buildings.

4. **Enhanced Landscape:** Deliver an integrated biodiversity, green infrastructure and drainage strategy.

5. **Integration:** Positively connect with the former RAF Daws Hill (Pine Trees) development and the surrounding area.

6. **Legibility:** Create a place that is easy to understand and permeable for pedestrians and cyclists and that puts sustainable transport choices to the fore.

7. **Sense of Place:** Provide a sustainable development with a distinct and high quality character and identity.
OVERVIEW

2.1 PLANNING POLICY

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

2.2 COMMUNITY ENGAGEMENT

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

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

2.2.3 The key issues arising from the workshop can be distilled into five broad themes:

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

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

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

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

2.2.8 Housing and Character
- The need for more affordable housing
2.3 COMMUNITY ENGAGEMENT (CONT.)

2.3.1 To help inform this Development Brief, the Council set up a Local Liaison Group with representatives from the local area, including local ward councillors, with the aim of providing a forum for the discussion of issues relating to development at Abbey Barn South. The group has met 8 times from February 2015 to the time of writing. The group has played a central role in scrutinising and challenging the authors and in helping to develop many aspects of the Brief. That group has enabled, and will continue to enable, local stakeholders to play a proactive role in the production of this Development Brief.

2.3.2 In July 2015, Wycombe District Council and Berkeley held a public exhibition to consult on this draft Development Brief and to engage the local resident and business communities in discussions around the ‘issues’ and ‘opportunities’ relevant to Abbey Barn South. Further consultation on the revised draft Development Brief will take place in 2016, prior to the finalisation and adoption of the Development Brief by the Council.
CONTEXT, CONSTRAINTS & OPPORTUNITIES
3.0.1 This section describes the site at Abbey Barn South, setting it in its historical and geographical context before illustrating its qualities and characteristics. This leads to a summary of both opportunities and constraints which inform the site’s development potential.

3.0.2 Development at Abbey Barn South will be strongly influenced by the distinct characteristics it displays. Some of these relate to its history and its position within the growing settlement of High Wycombe, notably the Woodland Ride (also referred to as The Ride).

3.0.3 This section also considers aspects of topography, ecology, archaeology, heritage, noise, public rights of way, and surface water drainage, all of which will have varying degrees of influence on the design proposals for the site.
3.1 SITE CHARACTERISTICS AND BOUNDARY

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

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

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

3.1.4 The former Wycombe Summit ski slope and Deangarden Wood lie to the north of the main site. The area proposed for development on the Wycombe Summit site comprises approximately 1.47 ha which previously accommodated the ski slope buildings and car parks. The remaining area (29 ha) is mainly Ancient Woodland which is little managed and with a number of informal paths but no public rights of way. Within the designated Ancient Woodland, there is an area of spoiled land (approx 2.27 ha) which accommodates the remains of the former ski slope (and this area is proposed for restoration to chalk grassland).

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

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

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

3.2.1 The site does not contain any designated heritage assets. However there is connectivity between the site and the adjoining ancient Deangarden Wood and Keep Hill Wood. This connectivity will be conserved and enhanced as part of the vision for Abbey Barn South.

3.2.2 Wycombe Abbey School is located to the west of the site and includes a Grade II listed Registered Park. The park dates from the 18th Century and was associated with Loakes Manor House, later redesigned and extended in the 19th Century as Wycombe Abbey, then to become Wycombe Abbey School. It is unlikely that any development on site will have an adverse impact on the park or its setting.

3.2.3 The park was extended in the late 18th Century and early 19th Century around Daws Hill House. Historic Ordnance Survey maps illustrate that the park was formerly extended to the south east of Daws Hill House with a double avenue of large tree roundels extending to Abbey Barn Lane planted in the late 1800s. These were later supplemented with a double avenue of lime trees planted in the early 1900s.

3.2.4 This avenue falls within the Abbey Barn South site and forms part of the wider historic landscape of Wycombe Abbey, albeit now physically and visually divorced from Daws Hill House; a consequence of the post-war development of the RAF Daws Hill (Pine Trees) site. Although The Ride is not included in the Wycombe Abbey Registered Park and Garden it is referred to in the historic list entry and it is regarded as a non-designated heritage asset, comprising a historic feature of local significance and it is considered to be an attractive landscape feature.

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

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

3.3 ARCHAEOLOGY

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

3.4 DEVELOPMENT OF THE TREE AVENUE (WOODLAND RIDE)

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

3.4.2 The following images illustrate how the Woodland Ride has evolved to its present form.

3.4.3 The tree avenue was planted around the same period as the Carrington family moved from Wycombe Abbey to Daws Hill House at the turn of the 20th century. The Ride is not shown on the 1876 map on the previous page.

3.4.4 The 1898 OS Plan illustrates that roundels had been planted in a broad field widening to the south-east and south-west. Furthermore, it is noted at this stage a central ride had not been established, which suggests that this was the initial growing phase.

3.4.5 Lime trees had been added to the avenue with a central ride leading towards Daws Hill House. The Ride took on further characteristics as an avenue with the introduction of a central path running between the roundels and lime trees.
1938

3.4.6 The 1938 OS plan demonstrates the beginnings of development to the north of the site.

3.4.7 Set within Deangarden Wood, off Keep Hill Road, development occurred in an area known today as Keep Hill Drive and Lowdon Close.

1973

3.4.8 The avenue was partially truncated by the M40 and the access road in the south named Abbey Barn Lane. At least two of the roundels had been removed in the south-east and north-west of the avenue respectively. The central path is no longer apparent on the plan.

3.4.9 The area forming the RAF Daws Hill base had grown with piecemeal blocks constructed within the base, cutting off The Ride from Daws Hill House.

Present

3.4.10 The avenue has remained unchanged since the 1970s, however local residents have become to regard this area as having high communal value with a distinct identity.

3.4.11 The redevelopment of RAF Daws Hill (Pine Trees) and the subsequent proposed development of Abbey Barn South provides the opportunity to introduce amenity uses such as allotments, playspace, or other creative uses within The Ride to enhance its amenity value.
SITE HISTORY

1890
3.4.12 High Wycombe has become well established as a town, with a train station built in 1854. Extensive woodland and recreational open space were located south of the town centre, including The Ride at Daws Hill House estate where large tree roundels extending to Abbey Barn Lane were planted. Small pockets of development were located along key routes to and from the settlement.

1920
3.4.14 The Ride became a prominent landscape feature as part of the Daws Hill House estate with the planting of a double avenue of lime trees along the large tree roundels which were planted in the late 1800’s.

1960 - 1970
3.4.13 From 1940 - 1968 the RAF Bomber Command was based at High Wycombe, within the Daws Hill House estate grounds. The High Wycombe By-Pass / M40 motorway opened by 1969. This impacted on the surrounding woodland, as well as clipping the edge of the Ride, but provided key connections to London and Oxford. In 1970, the branch line to Maidenhead was closed and the track was removed.

2015
3.4.15 High Wycombe has developed further south towards the M40 motorway.

- Daws Hill House
- Main Abbey Barn South & Wycombe Summit site
SURROUNDING LAND USES AND COMMUNITIES

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

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

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

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

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

1. To create a heart for the Daws Hill area.
2. To reconnect the site with its surroundings and historic past. To be a gateway to the Chilterns AONB.
3. To reinforce and protect existing wooded character of Daws Hill Lane.
4. To provide the catalyst to address congestion and the school drop off issue along Daws Hill Lane.
5. To create a high quality scheme that is sustainable and a great place to live.
6. To plan and fully integrate with future development.
3.6.4 The Framework Plan for the RAF Daws Hill (Pine Trees) site has since evolved to a more detailed layout, as part of a planning application granted in 2013. The plan opposite is the consented masterplan of the site and illustrates the location and layout of houses, circulation and open space across the site.

3.6.5 It is important that the Abbey Barn South Development Brief recognises and responds to the consented scheme at RAF Daws Hill (Pine Trees) site. The inter-relationship between the two will bear influence on the sites themselves but also local surrounding area. A joined up design approach will be required to ensure continuity in circulation and an appropriate location and layout of uses ensuring the creation of a strong sense of character in an integrated place. It is equally important that the overall vision of Wycombe District Council is applied.

3.6.6 Therefore, to ensure synergy between the two sites the following elements will need to be considered by future proposals for the Abbey Barn South site so as to ensure a joined up approach.

- Circulation and patterns of movement;
- Land uses;
- Height and scale in built form;
- Landscape treatment; and
- Character of spaces.

3.6.7 Between the two sites continuity in circulation, by way of interconnecting access and movement opportunities, should be achieved. An integrated landscape approach between the two sites will ensure effective use of land whilst enabling a connected landscape for habitats and new residents alike. Building heights at the Abbey Barn South site should be reflective of its surrounding context. This in turn will influence the overall form and character within the Abbey Barn South site itself and its overall local surrounding context.

3.6.8 For more information regarding the consented RAF Daws Hill (Pine Trees) scheme please refer to application reference 13/05799/FULEA on Wycombe District Council’s Public Access for Planning Portal.
3.7 LANDSCAPE AND TOPOGRAPHY OF THE MAIN ABBEY BARN SOUTH SITE

Landscape Character

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

Local Landscape

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

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

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

3.8 MAIN ABBEY BARN SOUTH SITE

3.8.1 The main Abbey Barn South comprises of two main areas. The northern part consists of two rectilinear arable fields, divided by a hedgerow with trees. Although overgrown with gaps at its southern end, this linear length of hedgerow is an important landscape feature forming the historic boundary line between the two fields. The larger field to the east contains a line of five irregularly spaced Oak trees. These are large mature Oaks, which form a distinctive part of the view into the site from Abbey Barn Lane. The irregular shaped areas of grassland and trees to the south of the arable fields, adds interest to the site.

3.8.2 The southern part of the site contains the distinctive ‘Ride’ feature. Planted in the early 20th Century, The Ride is a remnant historic landscape feature of the parkland formerly associated with the Daws Hill House estate, which lies to the west of the site, within the registered historic park of Wycombe Abbey. Approximately 55m wide and 700m in length, The Ride comprises a wide double avenue of large mature Lime trees which create a vista along a north-west to south-east axis. On either side of the avenue there are evenly spaced roundels containing a mixture of deciduous tree species. Running parallel to the avenue, the parkland is contained by overgrown hedges and trees at the outer edge of the roundels.

3.8.3 The site’s landscape features are an important part of the wider network of green infrastructure, forming a link between Deangarden Wood to the north and the countryside to the south.

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

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

3.9.1 The trees which form The Ride are subject to a Tree Preservation Order (TPO 02/2000). The Ride is made up of thirteen roundels (copses) and a double row avenue of Lime Trees. Deangarden Wood comprises 29.3ha of Ancient Woodland.

3.9.2 The roundels were planted in the late 1800s and are made up of mixed deciduous trees. Tree numbers within the roundels range from around 50 to 100 trees and they are losing their original shape as a result of the natural regeneration of the more invasive species planted within them such as Sycamore and Norway maple.

3.9.3 The double row avenue of Lime trees was planted in the 1920s and although it is still clearly visible several trees have been lost and a few are merging into the roundels.

3.9.4 Both of these landscape features of The Ride are worthy of retention but the condition of the trees will need to be assessed and their long term retention will require proactive management that is likely to involve a combination of tree removal, surgery and replacement planting.

3.9.5 The careful management of these trees will ensure that their historic, visual and environmental value will be protected and enhanced.

3.9.6 In addition to the roundels and lime avenue trees, there are a number of trees located along the old field boundaries with the site. These consist predominantly of isolated mature oak and ash although there are some remnants of blackthorn and hawthorn hedgerows. These trees and hedgerows help maintain links with the woodland to the north-east. A number of the mature trees have features that are of potential value for wildlife and their future management should seek to retain these features within public areas whilst ensuring that they do not become safety hazards.
LANDSCAPE AND VISUAL CONSTRAINTS AND OPPORTUNITIES (MAIN ABBEY BARN SOUTH SITE)

- Retention of landscape features on the site, to form the basis of the future landscape structure of the development. Features include The Ride with its roundels and double row avenue of lime trees, boundary and internal hedgerows, and mature trees including in particular, large oaks within the eastern part of the site.

- The historic and distinctive nature of the remaining parkland landscape and the particular character of the The Ride, requires a sensitive approach to any related proposals.

- Protection of the ancient woodland at Deangarden Wood and Keep Hill Wood to the north.

- Sloping topography, in particular; the dry valley feature, which could form a focus for landscape proposals.

- Retention of an open character along the public rights of way through the site.

- Consideration of the distant views of the eastern end of the site from the Gomm Valley on the edge of the AONB, and occasional closer range open views from locations to the east and west.

- Retention of views out to the wider landscape from within the site.
3 CONTEXT, CONSTRAINTS & OPPORTUNITIES

3.11 LANDSCAPE AND TOPOGRAPHY OF THE WYCOMBE SUMMIT SITE

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

LOCAL LANDSCAPE

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

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

3.11.4 Topography

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

3.11.5 Visual Appraisal

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

3.12 Known issues in respect of the landscape and visual context of the site and landscape opportunities and constraints for development are:

- Ancient Woodland - Protection and enhancement of the Deangarden Wood Ancient Woodland, including the restoration of the former ski slope area to chalk grassland;

- Topography – the sloping topography of the site, in particular within the north-east of the development area, the design and siting of new buildings should respond to these local variations in topography;

- Visibility – Views from the site to the wider landscape, particularly the more eastern end of the development site, should be retained. Careful consideration would be given to the appearance of the scheme within views from the surrounding area to establish a development which is best integrated into the landscape to minimise potential effects upon views towards the site.

- Character – The development site is currently in a relatively poor landscape condition and there is opportunity through new planting and management to create a landscape scheme that provides an attractive living environment, whilst respecting the existing wooded context of the site and the ‘rural edge’ setting.
3 CONTEXT, CONSTRAINTS & OPPORTUNITIES

3.13 ECOLOGY

3.13.1 The Development Brief has been informed by an ecological desk study and extended Phase 1 Habitat survey to identify the ecological character of the main Abbey Barn South site, the extent of nature conservation designations and any existing records of protected species within the site and its surrounds. This information is provided in the Ecological Appraisal (HDA, 2013) and includes an assessment of habitats at the site in accordance with the Guidelines for Ecological Impact Assessment in the UK (CIEEM, 2006) which is summarised below. This information is further complemented by the emerging findings of specialist ecological surveys currently underway for bats, dormice, badgers, breeding birds and reptiles, which will be used to further inform avoidance and mitigation measures together with target species for management and enhancement.

3.13.2 Within the site, the habitats of highest nature conservation value are the hedgerows, species-rich semi-improved grassland, The Ride and scattered mature trees which have been assessed as being of nature conservation value at the local level. The distribution of these habitats across the site is shown on the Phase 1 Habitat Survey plan to the right. In combination these features provide potential habitat for a range of species and appreciably enhance the nature conservation interest of the site. In addition they combine to provide a network of semi-natural habitat types facilitating the movement of wildlife across the site and its surrounds.

3.13.3 In the wider area, the locally designated Deangarden Wood Local Wildlife Site is located on the northern site boundary. This non-statutory designated site, considered to be of county nature conservation value (CIEEM, 2006), is noted for its ancient woodland interest and therefore adverse effects on this habitat should be avoided through maintenance of a buffer together with sensitive lighting and hydrological strategies. The extent of the woodland habitat to the north of the site, and that considered to be ancient, is shown on the Phase 1 Habitat Survey plan to the right.

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

The majority of the main Abbey Barn South site is categorised as ‘best and most versatile’ agricultural land in Grades 2 and 3a, with a small area of subgrade 3b also present on site.

The Grade 2 land is characterised by slightly stony, medium clay loam top soils overlaying similar or slightly heavier textured upper sub soils with variably stony clay occurring at depth.

The subgrade 3a and 3b areas comprise stony and sandy top soils overlaying sandy clay and chalk, and impenetrable stony clay.

The principal underlying geology is that of the Seaford and Newhaven Chalk Formations.

Any future planning application will be accompanied by up-to-date agricultural land quality assessment in accordance with the methodology prescribed by the MAFF and the Department for Environment, Food and Rural Affairs (DEFRA).

Key Ecology Objectives:

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

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

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

3.15.1 A bridleway follows the site’s western boundary between Abbey Barn South and the development at the former RAF Daws Hill (Pine Trees) site. Public footpaths run along the northern edge of the site adjacent to Deangarden Wood and the Wycombe Summit site (HWU/60/1 and HWU/58/1). Public right of way HWU/59/1 forks south eastwards, crossing diagonally through the site to Abbey Barn Lane. These existing public rights of way through the site should be retained where suitable contributing, together with the provision of additional footpaths and green corridor links, towards the wider connectivity of the site. However, if required, their re-alignment should be considered, in order to satisfy the wider urban design vision and aspirations for a more cohesive masterplan.

3.15.2 The development will incorporate and enhance these existing public rights of way and, together with the provision of additional footpaths and green corridor links, will improve connections with the countryside and existing neighbourhoods.

3.15.3 There are a number of public rights of way close by but save for those listed above, none connect directly with the public rights of way that cross the Abbey Barn South site.
TRANSPORT

3.16 TRANSPORT

3.16.1 The site is located adjacent to the RAF Daws Hill (Pine Trees) site to the west, which is currently being re-developed for housing. The development of the RAF Daws Hill (Pine Trees) site will provide a road through the development between Daws Hill Lane and the Abbey Barn South site, providing a point of access to Abbey Barn South. Abbey Barn Lane to the east, provides access opportunities for vehicles, cyclists and pedestrians.

3.16.2 Existing unpaved pedestrian routes are present through the site connecting with Keep Hill Wood to the north of the site, leading towards Warren Wood Drive and Bassetsbury Lane. From here there are footpaths through The Rye, leading to the town centre and train station. The difficulty for pedestrians using these routes from the site to the town centre is the steep gradient, lack of lighting and unpaved surface. Additional connectivity will be provided by the development of Wycombe Summit which will bring forward access through Deangarden Wood to Lime Avenue, Bassetbury Lane and Abbey Barn North.

3.16.3 Buckinghamshire County Council has plans to improve cycling connectivity to the railway station with improvement to the east/west cycle route, pedestrian crossings within the town centre and cycling facilities at the railway station. The RAF Daws Hill (Pine Trees) development has also provided funding for improvements to the existing pedestrian route through Keep Hill Wood to Warren Wood Drive, to make it more attractive for use by pedestrians and cyclists.

3.16.4 The Brief has been informed by earlier work contained in the Southern Quadrant Transport Strategy 2012 and the Wycombe Reserve Sites Infrastructure Draft Delivery Plan and Transport Framework (2016).
TRANSPORT (CONT.)

3.16.5 The site offers transport opportunities to:

• connect new on-site site pedestrian, cycle and road infrastructure with the RAF Daws Hill (Pine Trees) site which provides onward connections to Daws Hill Lane footpaths, local schools, neighbourhood centre and Handy Cross Hub;

• link on-site pedestrian and cycle infrastructure to existing Public Rights of Way through Keep Hill Wood to the north which links to the east/west route cycle/pedestrian route through High Wycombe. This route also provides access to the town centre, train station and bus station;

• improve existing Public Rights of Way through Keep Hill Wood, for pedestrians and cyclists in a manner sympathetic to the surrounding natural woodland environment;

• provide additional opportunities for linkage by public routes through Deangarden Wood, which will be delivered as part of the Wycombe Summit development;

• provide suitable facilities for a frequent high quality bus service through the site, linking to Handy Cross Hub, the town centre, bus and train station;

• provide a new junction with Abbey Barn Lane suitable for cars, pedestrian, cycle and bus access;

• provide a range of practical and attractive pedestrian and cycle routes through the development linking residential development to: The Ride, children’s play and other recreation areas, the proposed school on the RAF Daws Hill (Pine Trees) Site, proposed commercial development on the south western boundary as well as the existing routes outside of the site;

• provide a Residential Travel Plan aimed at reducing single occupancy car trips by providing a range of incentives and information to promote sustainable travel choices. New residents to be provided with a welcome pack including sustainable travel information and incentives; and

• provide resources to improve local junctions, roads and sustainable transport infrastructure, as part of a considered and coordinated modelling lead proposal for High Wycombe, based on the impact of all of the reserve development sites.
NOISE

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

AIR QUALITY

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

3.18.2 The south eastern part of the Abbey Barn South site is located within the M40 AQMA and as such, residential development should be focused outside of this area, away from the motorway.

3.18.3 An Air Quality Assessment, based on guidance of the Institute of Air Quality Management, should be submitted as part of any future planning application for the site and used to establish a suitable buffer zone ensuring that new residents are not exposed to exceedances of the air quality objectives. Any potential air quality effects of additional traffic generation and subsequent mitigation are also to be considered in the Air Quality Assessment.
3.19 UTILITIES

3.19.1 The local utility providers are; Thames Water for water supplies and waste water drainage, Scottish and Southern Electricity for electricity and National Grid for gas distribution. Other companies can also provide some utility services. The utility companies have stated that the development can be connected to existing infrastructure in the vicinity of the site.

3.19.2 However, initial inquiries indicate that off-site infrastructure reinforcement will be required for gas and may be required, subject to modelling work, for water supply.

3.19.3 Utility infrastructure requirements can change over time and therefore new enquiries must be made with utility companies at the time of development to ascertain both on and off site infrastructure requirements.

3.19.4 There are opportunities to reduce utility loadings and associated works by the incorporation of sustainability principles. These could include the use of sustainable energy sources, high thermal efficiency buildings and low water use devices.

3.19.5 There is no utility infrastructure within the site that will constrain the proposed development.

3.19.6 Fibre broadband is available in the local area.
3.20 SURFACE WATER DRAINAGE & FLOOD RISK

3.20.1 The site is classified by the Environment Agency’s river and sea flood mapping as ‘Zone 1 – Low Risk’ and therefore is suitable for residential development.

3.20.2 Geological maps indicate superficial geology to be clay with flints and bedrock to be chalk. The site is currently in agricultural use but, due to the presence of clay, it is expected to have relatively high rates of surface water run-off.

3.20.3 The site topography is such that the majority of the land north of The Ride drains towards the historic woodland on the site’s northern boundary and to a low point on this boundary where the dry valley runs through the site. The woodland slopes downward in a northerly direction, with a valley line leading from the low point within the site, indicating the line of a natural surface drainage route down the hillside although this is not a permanent watercourse.

3.20.4 Site investigations have determined good infiltration potential across the site with clay overlaying chalk at depths varying from 0.3m and 1.7m.

3.20.5 The site has the following drainage opportunities:

- Infiltration drainage systems designed to suit the depth of the chalk strata at each location across the site.
- Use of open spaces to incorporate open drainage attenuation and conveyance structures.
- Use of SUDS techniques to improve the quality of surface water run-off from trafficked areas.
3.21 CONSTRAINTS PLAN

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

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

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

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

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

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

**GI APPRAISAL**
The framework plan shows the retention of almost all existing vegetation, with the development area restricted to the arable fields. Most of the site’s existing GI Assets will therefore be preserved. The framework plan has also been formulated with the aim of extending those GI Assets and Services throughout the site. The redevelopment of the former ski slope site brings with it the opportunity to improve the management of Deangarden Wood including the formalisation of public access through the wood.
3.23.5 **AIR QUALITY & MICROCLIMATE**
This includes the control of airborne pollutants, noise and air temperatures.

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

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

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

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

**Development Principles:** Existing and new landscape assets 3.23.10 will help to slow rates of rainfall run-off by intercepting rainfall and evapo-transpiration. Natural sustainable drainage systems within new development will also slow rainfall run-off by containment in swales (including roadside verges) and detention basins, allowing percolation into the ground and evaporation.

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

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

3.23.13 **Development Principles:** Measures which reduce energy demands and reduce the need to travel will assist with climate change mitigation. Employing other GI services will reduce energy demand by reduced maintenance requirements (e.g. semi-natural grassland is cut only once or twice a year), reducing heating/cooling requirements (shading/cooling/shelter from trees and woodland; building insulation by green roofs) and facilitating alternative transport choices (walking, cycling, public transport). Local employment should encourage walking and reduce car-orientated transport.
3.23.14 COMMUNITY & CULTURE
GI plays a major part in place-making and local identity. Natural capital reflects the local environment and is usually shaped by man’s social and economic influences; new GI assets should do the same. Public open space and green space can provide a transition/link between spatially distinct communities and provides opportunities for social interaction and inclusion. E.g. play and sports areas are a natural focus for community interaction, as are major pedestrian routes.

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

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

3.23.17 Development Principles: Public access to the existing Ride will provide a major open space within the site for use by local and wider communities, with recreational uses and social interaction positively encouraged. Secondary public open spaces and linking elements to Deangarden Wood will extend these opportunities further aided by the accommodation of existing footpaths and their extension/linkage to new routes throughout the site. Topography and existing trees/woodland will influence and shape the location and orientation of open space, roads and housing, contributing to a unique sense of place. Being part of a unique place will foster a sense of ownership and self-worth amongst residents.

3.23.18 DRAINAGE & FLOOD RELIEF
These services arise from both the provision of new development and adaptation to climate change as described above.

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

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

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

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

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

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

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

3.23.26 Development Principles: The site will create educational opportunities through the woodlands, grasslands and allotments on site and nearby. Educational opportunities will also arise indirectly from using both formal and informal green spaces as outdoor classrooms, particularly for sporting, leisure and health activities. These features may become a particular asset for the new school.
3.23.27 **HABITATS & BIODIVERSITY**
This service maintains and enhances natural and semi-natural habitats for the benefit of biodiversity and ecological resilience.

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

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

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

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

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

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

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

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

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

3.23.37 **TRAVEL & TRANSPORT**
This service provides opportunities for non-motorised movement (walking and cycling) within the GI network.

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

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

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

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

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

**GI Assets (Natural)**

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**GI Assets (Man-Made)**

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* Opportunities Only (no existing service) where there is no access to the existing site
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### PROPOSED GREEN INFRASTRUCTURE SERVICES

#### GI Assets (Natural)

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<th>Climate Change Adaptation</th>
<th>Climate Change Mitigation</th>
<th>Community &amp; Culture</th>
<th>Drainage &amp; Flood Relief</th>
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<th>Health and Wellbeing</th>
<th>Recreation &amp; Leisure</th>
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