

# Longwick-cum-Ilmer Parish Neighbourhood Plan 2015–2033

## Consultation Draft



Published by Longwick-cum-Ilmer Parish Council under the  
Neighbourhood Planning (General) Regulations 2012  
and in accordance with EU Directive 2001/42

June 2015 v5



# Longwick-cum-Ilmer Parish Neighbourhood Plan 2015–2033

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# 1 Foreword

## 1.1 The Parish of Longwick-cum-Ilmer

Longwick-cum-Ilmer Parish (LcIP) comprises the main village of Longwick together with the small hamlets of Ilmer, Owlswick, Little Meadle and Meadle as well as a small part (6 properties only) of Horsenden. In common with many areas in the south east of England which have seen both population growth and pressures on housing stocks, Longwick has grown considerably in the last 40 years and it is recognised that this trend is likely to continue up to 2033 (the Local Plan period) and beyond. The hamlets, with the exception of Little Meadle, each enjoy the safeguard of having a Conservation Area status and so are not subject to the same expansionary pressures.

## 1.2 A chance to have your say

The Government wishes people to have more say in how their communities might best be protected whilst still developing in the future. The Localism Act 2011 empowers parish councils to produce a neighbourhood development plan for their community dealing with planning matters of concern to the parish, such as the numbers and types of new properties and the actual siting of the new developments.

Rather than limit this development plan to shaping new development, the vision and objectives set out in this document broadens the scope to include social, economic and environmental issues such as education, transport, employment, landscape setting and heritage. By consulting widely within the community and with key stakeholders, including Wycombe District Council and Buckinghamshire County Council, this will ensure that the Neighbourhood Plan conforms to the objectives of the Localism Act by meeting with the approval of the Parish, fitting the vision and objectives of the District's own Development Plan, and being fully supported by the community.

In preparing this Plan, the Parish is aiming to shape and influence the changes that the area may see. Given the three year period before the emerging Wycombe District Local Plan may be adopted, this Plan is vital for setting policy in our area.

This Plan has been drafted for public consultation during June-July 2015, after which it will be reviewed and a revised Submission Plan will be prepared for Wycombe District to publish for a statutory period. Subsequently, it will be examined by an independent examiner, any further amendments made, and a public referendum held on the final version. If the Plan is supported by the majority of those voting, the Plan could be made (or formally adopted) by Christmas 2015.

**Councillor Valerie McPherson, BEM**  
**Chair**  
**Longwick-cum-Ilmer Parish Council &**  
**Neighbourhood Plan Steering Group**

## 2 Purpose of this Plan

Wycombe District Council (WDC) designated the Longwick-cum-Ilmer Neighbourhood Area on 2 March 2015, as shown on the plan in Section 7, to enable Longwick-cum-Ilmer Parish Council to prepare the Longwick-cum-Ilmer Parish Neighbourhood Plan (LcIP NP).

The Longwick-cum-Ilmer Parish Neighbourhood Plan:

- relates only to the Parish of Longwick-cum-Ilmer and no other Neighbourhood Areas;
- is the only Neighbourhood Plan in the designated area;
- is exclusive, so that no other Neighbourhood Plan exists, or is in development, for all or part of the designated area; and,
- covers the plan period to 2033 setting policies and proposals for the use and development of land in the area.

The LcIP NP has been prepared in accordance with the Neighbourhood Planning Regulations 2012, the Planning and Compulsory Purchase Act 2004, and the European Directive on Strategic Environmental Assessment 2004.

### 2.1 Background to Neighbourhood Planning

The National Planning Policy Framework (2012) states that:

*“neighbourhood planning ... will mean that neighbourhoods should develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development ... (and) ... plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan”* (para.16)

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications ...”* (para.183)

*“Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. ... Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies”.* (para.184)

*“Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a Neighbourhood Plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict.”* (para.185)

### 2.2 Strategic Environmental Assessment (SEA)

The local planning authority, Wycombe District Council required the LcIP NP to be subject to a Strategic Environmental Assessment (SEA) under the EU Directive 2001/42. It required that the environmental effects of the Plan policies and proposals be assessed against a series of sustainability objectives during their formulation. The Parish Council chose to carry out this assessment as part of a wider Sustainability Appraisal (SA). The SA process therefore ran in parallel with the preparation of the Plan, beginning with a Scoping Report, which set out the proposed sustainability objectives and evidence base on which the LcIP NP and SA have been based. This report – the Sustainability

Appraisal: Longwick-cum-Ilmer Parish Neighbourhood Plan - was published for consultation with the statutory authorities in June 2015.

An SA report will be prepared to accompany the Submission Plan for examination, and showing how the Plan “contributes to the achievement of sustainable development” as one of the ‘basic conditions’ of the 1990 Act and therefore a requirement of the LcIP NP. As such, the Plan will help to achieve sustainable development by ensuring that its development policies will meet the needs of people living and working in the parish, while at the same time helping to ensure that any adverse environmental impact is minimised. The ongoing consideration of the sustainability objectives of the Plan will enable alternative options for those policies and proposals to be compared and evaluated. The SA is published as a separate document. Annex A shows the evidence based used in the preparation of this NP.

### **2.3 How the Plan was made**

In the public consultation on the emerging Wycombe District Local Plan, Longwick was raised as a village which may be suitable for accommodating more development, in order to meet the District’s housing needs.

A Capacity Study of Longwick village was commissioned from urban design consultants Tibbalds by WDC to examine whether and how the village could accommodate future development, looking at the land around the village as well as its facilities and local services. Public consultation was undertaken as part of this process. Subsequently the Longwick-cum-Ilmer Parish Council held a public meeting in January 2015, at which there was overwhelming support for a proposal to prepare a Neighbourhood Plan for Longwick village and the surrounding hamlets.

The Parish Council formed a Neighbourhood Plan Steering Group, inviting members of the public to join, and co-opted three members of the community to help with its preparation.

### **2.4 Public Consultation**

A full Consultation Statement will be prepared after the statutory public consultation period in June-July 2015, outlining both the processes undertaken and issues raised; this will be published in Annex B of this report.

As part of the NP preparation, the NP Steering Group has undertaken extensive consultation and public information activity across the Parish. A questionnaire for those living in the five hamlets was used to gather ideas and aspirations for those settlements, and summarised in the table in Annex B under five main headings: *Infrastructure, Social facilities, Wildlife and landscape, Boundaries and historical development sites, New Development.*

Each of the main stakeholders in Longwick village - the school, social clubs, community societies, and local businesses - have been contacted and met where possible, to build up an understanding of the issues in the Parish today. Wider public consultation and engagement has been undertaken via Parish Council meetings, the Parish Council website, a residents’ newsletter, and a manned stall at the village fete in May, with a handout explaining the process involved in preparing a plan and the stages for further public involvement. Full details of the formal and informal consultation will be provided in the Consultation Statement in due course.

## 3 The State of the Parish

### 3.1 Longwick village and the surrounding hamlets

The Parish is located in the northern part of Wycombe District and to the northwest of the town of Princes Risborough. It is close to the Chilterns Area of Outstanding Natural Beauty. The main settlement is Longwick, with a number of smaller hamlets, including Ilmer, Owlswick, Meadle, Little Meadle and part of Horsenden, which occupy a low-lying area of open farmland to the north of the Chilterns escarpment.

To the south lie the Parish of Bledlow-cum-Saunderton and the town of Princes Risborough. The Parish of Great and Little Kimble lies to the east, and these three are all part of Wycombe District. To the east and north lie parishes of the district of Aylesbury Vale – Aston Sandford, Kingsey, and Dinton-with-Ford and Upton, while to the west the Parish has a boundary with Oxfordshire and the parishes of Towersey and Chinnor. It lies within the Icknield Ward of Wycombe District, the Risboroughs Division of Buckinghamshire County, and Buckingham Parliamentary Constituency. The Parish covers an area of 1228 hectares.

The principal roads in the Parish are the A4129 which joins Thame to Princes Risborough, and the B4009 which runs from Wendover to Chinnor, the M40 and beyond. Longwick village sits astride the A4129 road. Residents of the Parish also rely on the nearby towns of Princes Risborough, Thame, Aylesbury and High Wycombe for services, employment and shopping.

### 3.2 Longwick-cum-Ilmer Parish History

As Joyce D Cunningham sets out in *A History of Longwick* (2001), and from the Parish Council's website, the history of the settlements can be summarised as follows:

**Longwick-cum-Ilmer Parish** was first formed in 1934. Before that time the civil parish boundaries in this area were aligned to the ecclesiastical parishes of Princes Risborough, Monks Risborough, Horsenden and Ilmer. Running through the south-east of the Parish is a part of the Lower Icknield Way, an ancient and possibly pre-Roman route between East Anglia and Salisbury Plain. Also running through the Parish is the London Marylebone to Banbury railway. The service was opened in 1906, and the railway cut the millpond of Longwick Mill in two. In 1929 a new halt was opened at Ilmer, enabling growers to get their produce to the London markets. All stops ceased there in 1963, which could be attributed to modernisation and streamlining operations.

**Longwick** village evolved in a linear shape as it developed on either side of the Turnpike Road between Princes Risborough and Thame. This road was established in 1821 and is now known as the A4129. On old maps the village is named 'Long Wick' (two words). Cattle drovers passed through Longwick to take herds from the Welsh Borders and Herefordshire to London, and there were two tollgates in the village. The 1851 Census for Longwick showed a population of 369. The first school for the village was established in 1876. By 1931 the population had increased to 579. In the 1900s a major sawmill was in operation off Thame Road, owned by the Walker family. This was one of the largest in southern England, and closed in the early 1970s. The Church of England school in the village was opened in 1966, the same year as mains drainage was brought to Longwick, Owlswick and Meadle.

Major housing development in the village started in Walnut Tree Lane in the 1960s, with the addition of Dorrells Road, Orchard Close, Meadow Drive, Bell Crescent, Boxer Road, Barn Road and Williams Way in the early 1970s. Walker Road, Wheelwright Road, Blacksmith Road and Sawmill Road were added in the late 1970s on the former sawmill site. Centenary Cottages were completed in 1997. Other recent additions have been Woodbine Close, Ivy Close, Toll Bar Corner, Claydon Place

and Innkeepers Court. These have increased the number of residential properties in Longwick to 438 today.

Longwick has most of the facilities in the Parish:

- the village hall run by the Management Trustees with representatives from all user groups in the village;
- the Church of England Combined School;
- the Red Lion, the only surviving public house in the Parish;
- the post office/village store which is a well-used and vital part of the community; plus
- a garden machinery store and fence manufacturing base, a petrol station/shop and a number of small businesses at Walker's Yard, and Wellington House Business Centre.

**Ilmer** is approached from the A4129 along a quiet no-through road which runs under the bridge that carries the railway line. This had been the main settlement in the area until the Black Death plague in 1349. Today most of the hamlet is within a Conservation Area, around the originally 12<sup>th</sup> Century church of St. Peter. Ilmer is the centre of a network of footpaths and bridleways connecting to Longwick, Owlswick, Horsenden, Towersey and Bledlow. There are 33 residential properties in Ilmer.

**Owlswick** historically was a larger settlement than it is today. In 1866 the population was large enough to warrant building a small school which served the population as a church on Sundays. The school no longer exists, but the chapel of St. Peter's does. Most of Owlswick lies within a Conservation Area. One of Owlswick's landmarks is the Shoulder of Mutton Inn, which ceased trading in the mid-1990s. Adjacent to it is the attractive village green. There are now 25 residential properties in Owlswick and its immediate area.

**Little Meadle** lies between Owlswick and Meadle at the junction of Stockwell Lane and Kimblewick Road. It comprises just 12 residential properties.

**Meadle** is situated on either side of a quiet no-through road with an attractive stream meandering through many of the gardens. There are many listed buildings within the Conservation Area, and some of the houses have timber frames with brick or rendered infill patterns. The open spaces, mature trees and orchards between buildings are a key part of the area's charm. Meadle grew up around a grouping of farms and in the past there was a strong connection with the Quaker movement. There are 30 residential properties in Meadle.

**Horsenden** has a Manor House within extensive grounds, which include ponds, lakes and a stream. The church of St. Michael is of medieval origin. There are just 6 residential properties in Horsenden within the Parish. The other nearby properties lie just 'over the border' within Princes Risborough.

In total today, there are 566 residential properties in the Parish including homes in rural areas such as Chadwell Hill, and isolated dwellings and farms not in the hamlets.

### 3.3 Key Environmental Characteristics

#### ENVIRONMENTAL CHARACTERISTICS

- Landscape:** The Parish lies predominantly in the Vale landscape of Longwick (Wycombe District Landscape Character Assessment 2011).
- Heritage and Archaeology:** The Parish has 35 listed buildings and structures, all Grade II or II\*. The hamlets of Meadle, Owlswick, Horsenden and Ilmer are designated Conservation Areas. There are also a number of Archaeological Notification Sites.

- iii. **Nature conservation:** There are a number of Local Wildlife sites, including grassland, Longwick Green Lane and part of Longwick Bog.
- iv. **Use of land:** Apart from the settlements, most of the area is predominantly arable fields.
- v. **Water Supply:** The Parish is in Wycombe District, which falls under the Thames and South Chilterns Catchment Abstraction Management Strategy. Under this strategy, the area around Wycombe is deemed to be "Over Licenced". Any licence granted within this area would be subject to restrictions at low flows, calling for a reduction in or cessation of abstraction during such times. Therefore, water will only be available during times of high flow. To make supply more reliable, winter storage reservoirs could be built.
- vi. **Water Quality:** The aquifer underlying Wycombe is the South-West Chilterns Chalk. This groundwater body currently has Good Chemical Status. This status needs to be maintained by protecting the aquifer from any development that might impact on the water quality. This protection includes recommendation of planning conditions for development of brownfield sites (site investigations and remediation of contamination) through to pollution prevention and control measures through Environmental Permitting Legislation.
- vii. **Air Quality:** There do not appear to be any air quality issues. The Parish is predominantly open land.
- viii. **Climate Change/Carbon Emissions:** According to latest figures, carbon emissions in Wycombe District were 7 tonnes in 2010, up from 6.7 tonnes the previous year. This is in line with national trends. In the period preceding that (2006-10) the trend was of decreasing emissions, in line with national trends.
- ix. **Flooding:** Longwick and the surrounding area is an area with significant surface water and ground water flooding due to the geology and land form of the Upper Greensand formation of the higher level Chiltern Hills overlying the gault clays. Drainage in the area is poor and consists of a network of drains and ditches. The WDC Level 1 Strategic Flood Risk Assessment (2008) shows that Longwick is at the centre of a network of potential overland flow paths.
- x. **Renewable Energy:** A recent planning application for a solar farm in the Parish at Bumpers Farm in Ilmer is awaiting the outcome of an appeal.
- xi. **Car Ownership/Modes of transport used:** There is an average of nearly two cars per household in the Parish, indicating a high level of car reliance. About 70% of those in work travel by car.
- xii. **Transport Infrastructure and Congestion:** The village of Longwick is at the junction of the A4129 and B4009. These roads are busy at peak times. Traffic speeds are a concern on local roads for other car drivers, pedestrians and cyclists within and on routes to and from the village.
- xiii. **Public Transport:** The village of Longwick has very limited public transport services, with two off peak bus trips per day on two days each week between Princes Risborough and Thame, and the Risborough Area Community Bus service providing 3-5 off peak trips per day.

## **SOCIAL CHARACTERISTICS**

- i. **Population growth:** The population of the Parish was 1347 in the 2011 Census, an increase of about 5% since 2001.
- ii. **Ageing Population:** The proportion of those aged 60+ increased to about 30% of the population in the 2011 Census, against about 20% in 2001.
- iii. **Migration:** Of the 6% of residents who were born outside the UK, about half arrived in the last 10 years.
- iv. **Ethnicity:** According to the 2011 Census, about 2.5% of the population fall in BME groups.
- v. The number of mixed, Asian, Black and 'Other' ethnic groups in the parish has increased from 24 persons in 2001 to 35 in 2011.

- vi. **Housing Completions:** 27 houses have been completed in the Parish in the period 2001-2012.
- vii. **Housing Affordability:** Wycombe District shows a similar average house price/average earnings ratio as the rest of the South East. Affordability continues to be an issue.
- viii. **Housing Need:** The provision of affordable housing remains a high priority for Wycombe District. Much of the priority is for family-sized accommodation.
- ix. **Accommodation for Gypsies and Travellers:** There are a number of family-owned private pitches in Wycombe District, with two in the Parish. There is a need for more pitches to cater for household growth and unauthorised development.
- x. **Provision of cultural and leisure facilities:** The village of Longwick has a village hall, playing field, and scout hut.

### ECONOMIC CHARACTERISTICS

- i. **Economic Activity;** Some 82% of Parish residents of working age were economically active according to the 2011 census. This is above the regional and national average.
- ii. **Unemployment:** The unemployment rate in the Parish is comparable to the overall rate in the District, at 2.4% (2011 Census).
- iii. **Long-term unemployment:** This is unusually high, at 53% of the total unemployed, though the small sample size (9 of 17) may mean this is less significant than it appears.
- iv. **Local Enterprises and Businesses:** There are a number of small businesses in the Parish which range from single rural enterprises to clusters of mixed businesses. These include Briants garden machinery store and fence manufacturing, mixed service providers in Walker's Yard and Wellington House Business Centre.
- v. **New Firm Formation:** Being a rural parish, new businesses are less likely to be established here.
- vi. **Skills and Occupations:** More than half of workers in the Parish are in management, professional and technical roles. This proportion is almost unchanged over the 10 years between 2001 and 2011.
- vii. **Educational Attainment:** The percentage of pupils achieving five or more GCSE grades at A\* to C is very high, at 82.2%.
- viii. **Retail Centres:** There is a shop and post office in Longwick village, a shop within the petrol garage at the Longwick roundabout, and Orchard View farm shop and café in Little Meadle. The Red Lion public house in Longwick is pub/ restaurant business.
- ix. **Broadband Provision:** The village of Longwick is well served by fibre optic broadband, but parts of both it and the hamlets are constrained by intermittent electricity services and hence slow internet speeds.
- x. **Connections to the Wider Area:** The village of Longwick lies approximately 2 miles from Princes Risborough railway station, where there are regular services to Birmingham, Aylesbury and London Marylebone. It is approximately 7 miles to the nearest M40 motorway junction (junction 6) at Lewknor.

### 3.4 Conservation Areas

There are four Conservation Areas within the Parish: Meadle, Owlswick, Ilmer and Horsenden, and there is a *Conservation Area Character Survey* for each justifying the designation, and for use in development control decision-making in tandem with policies within Wycombe District Development Plan. These are shown on the map of Policies and Constraints in Section 7.

### 3.5 Community Views

As part of the Capacity Study, public consultation was undertaken in October 2014 on five aspects of life in Longwick village. The results of which can be summarised as:

1. Infrastructure
  - Concerns about traffic speed and congestion on main routes through the village
  - Poorly maintained and narrow footways
  - Lack of safe walking routes to Princes Risborough town and railway station
  - Lack of safe cycling routes
  - Lack of scheduled bus services, particularly at peak times
  - Some parking conflicts
  - Sewage flooding in the north end of the village due to the unreliable pumping station
  - Unreliable electricity supply and poor mobile signals.
  - Surface water flooding on Bar Lane, around Chestnut Way and other places.
2. Social facilities
  - The playing field is well used. There are no indoor sports facilities.
  - The village hall is well used and more capacity would be welcome, particularly car parking space.
  - The local shop and post office provides an essential service. People travel to Thame, Aylesbury and Princes Risborough for convenience and supermarket shopping.
  - GP services are available in Princes Risborough but prompt appointments can be difficult to obtain.
  - NHS dentists are hard to find in the area with people travelling further afield for services.
  - The primary school is single-form entry and has some capacity.
  - A need was expressed for more later-life and affordable housing.
3. Landscape and wildlife
  - Long open landscape views to the Chilterns are valued.
  - The local countryside is valued for its quietness and tranquillity. The absence of street lights allows clear viewing of the night sky, and is valued as such.
  - The public rights of way are well used for leisure activities.
  - Local hedgerows are valued as important visual features and as corridors for wildlife.
4. Boundaries, historical development sites and potential locations
  - The perceived village extends beyond the formal settlement boundary to include the scattered northern farmsteads and homes south of the B4009.
  - There was strong consensus that there needs to be a strategy for the whole village area to manage any planning applications coming to the area, as well as setting the quality and character of new development.
5. The best of Longwick:
  - The tranquil rural setting and community spirit are highly valued.
  - It is well located in respect of local towns, and wider access to High Wycombe, Aylesbury, Oxford and London.

The results of this consultation were used to inform the conclusions of the Capacity Study, which assessed a range of sites around Longwick village against clear criteria. The study also set out a justification for the size and location of potential growth in the village, which became the starting point for the development of the NP. The public consultation carried out for the hamlets reflects the same overall issues, with Longwick perceived as the centre for local services and community activities.

### 3.6 Recent Development, Applications and Site Promotions

Despite the recent rise in development interest in Longwick village in the past year, development commitments in the Parish have been limited to small and incremental infill schemes. The Capacity Study found that Longwick has retained its linear nature with a clear central area where most of the community facilities are located. The urban design analysis of Longwick undertaken by Tibbalds is shown in Section 7.

The gross density of the village currently is around 10 dwellings per hectare but varies considerably from small areas of relatively high density to other areas with large low density houses. There are several larger development areas within the village, built mostly during the 1960s and 1970s. These are:

- Sawmill Road/Wheelwright Road - around 17 dwellings per hectare (gross).
- Boxer Road/Barn Road - around 19 dwellings per hectare (gross).
- Bell Crescent - 13 dwellings per hectare (gross).
- Walnut Tree Lane (bungalows and 1960s housing) - around 19 dwellings per hectare (gross).

These are generally on backland plots of around 1.7 to 2.5 hectares, with the largest being Sawmill Road/Wheelwright Road at around 2.8 hectares.

Current applications in Longwick village include the land from Boxer/ Barn Road to Walnut Tree Lane for 160 new homes; pre-application discussions are currently underway on the land opposite Rose Farm wrapping around to Bar Lane, land south of Briants on Thame Road, and there is developer interest in land north and south of Lower Icknield Way at the Longwick roundabout. The land at Boxer/ Barn Road is also the subject of an appeal against non-determination of a parallel application for 160 homes.

Within the hamlets, Bumper's Farm in Ilmer (north and south of the railway line) is the subject of a planning appeal against the refusal of a solar farm proposal; Poplar's Farm in Meadle is also the subject of an appeal against the refusal of a conversion to residential use; and, in Owlswick, pre-application discussions on the Shoulder of Mutton public house and land are continuing.

### 3.7 Planning Policy context

The Parish is part of Wycombe District and Buckinghamshire County. The LcIP NP needs to demonstrate that it is consistent with the Government's overarching National Planning Policy Framework (2012), and is in general conformity with the strategic policies of the Wycombe District Development Plan. Wycombe District Development Plan documents comprise:

- Wycombe District Local Plan (WDLP) (2004)
- Adopted Core Strategy (2008)
- Adopted Delivery and Site Allocations Plan (2013)
- Buckinghamshire Minerals and Waste Local Plans and Core Strategy.

The Emerging WDLP is scheduled for adoption in 2018 for the period until 2033. The LcIP NP is being prepared in anticipation of the reasoning and evidence of the emerging Local Plan, but focuses on being in conformity with the relevant saved and current policies in the Wycombe District Development Plan documents.

### 3.8 National Planning Policy Framework

The NPPF contains a number of key policy principles that shape the NP. These are itemised below (with paragraph references given):

- The presumption in favour of sustainable development (para. 14)
- The role of NPs (16)
- Supporting a prosperous rural economy (28)

- Minimising journey lengths (37)
- Delivering a wide choice of high quality homes (50)
- Rural affordable housing and exception sites (54)
- The vitality of rural communities (55)
- The quality of development (58)
- Conserving and enhancing the natural environment (109-115)
- Conserving and enhancing the historic environment (126)
- Neighbourhood plans (183-185)

### **3.9 Wycombe District Development Plan**

The Wycombe District Development Plan contains a number of 'saved' and current policies that have a specific relevance to the LclP NP and these are listed for each policy in Appendix B.

### **3.10 Emerging Wycombe District Local Plan to 2033**

The findings of the Wycombe District Council Strategic Housing Land Availability Assessment (Interim Report, February 2014) and Draft Strategic Housing Market Assessment (January 2014) were that the objectively assessed need for housing in Wycombe is likely to be around 11,000 to 12,000 dwellings over the next 20 years, or around 500-700 dwellings annually. This is higher than the 400-450 homes per year currently achieved, and the requirement set out in the current Core Strategy of just 400 homes per year. This increased need for housing set the agenda for public consultation in early 2014 on new Local Plan options, by seeking ways in which this growth could be accommodated; one option raised was to expand villages by building on the edges of them.

The role of this Plan therefore is to show how the Parish and Longwick in particular might respond to this need by accommodating some of this necessary growth, but ensuring that it is shaped according to the unique characteristics of the area, its settlements and communities.

As the emerging Local Plan is in preparation, much of the evidence gathered for it has also informed this NP. The NP also anticipates the issues and options consulted upon to-date including the potential expansion of Princes Risborough by up to 2,500 homes. The common issues for an expanded Princes Risborough and Longwick would include changes to:

- traffic movements and numbers
- significant improvements to the quality of public transport provision
- the capacity of local schools
- community facilities and services
- sewage, surface water flooding and utilities management
- retail and employment development opportunities, and
- ensuring that the gaps between settlements and the rural places also remain distinct.

It is recognised that the sustainable transport provision required for Longwick to grow in an acceptable manner as outlined here, may only be achievable and deliverable with the changes brought about by the potential future expansion of Princes Risborough.

## 4 Vision & Objectives

### 4.1 Vision for Longwick-cum-Ilmer Parish in 2033

This vision for Longwick-cum-Ilmer Parish by 2033 aims to represent all of the community's views and aspirations for the Parish, and is the basis for the objectives and policies in this Neighbourhood Plan.

By 2033 Longwick-cum-Ilmer Parish will:

- Be a village and a collection of hamlets with a cherished history, each of which has retained its own unique independent and distinctive character, scale and atmosphere.
- Be a Parish where most of our everyday essential needs are met without the need to travel elsewhere.
- Be a Parish with social diversity and cohesion, which continues to be a safe, secure and healthy place to live.
- Be a Parish where residents have a strong sense of community pride and belonging, and new arrivals are attracted and welcomed.
- Be a Parish that has managed growth with infrastructure and services appropriate to the needs of all its residents, both current and future.
- Have a key rural centre in Longwick village, providing some employment, essential services, and social and leisure opportunities for the local population.
- Have easy access and safe movement for pedestrians and cyclists to and through Longwick village, with good connections to the hamlets and key locations in the area.
- Have regular, convenient and long term public transport services by bus to destinations such as Princes Risborough town centre and railway station.

These principles underpin this Neighbourhood Plan and are also reflected in the themes set out in the *Sustainable Community Strategy* for Wycombe District 2009–2026.

### 4.2 Objectives & Indicators

The vision for Longwick-cum-Ilmer Parish in 2033 seeks to embody the wishes and aspirations of the community, as expressed in a number of public meetings and more formal consultations.

In conjunction with the emerging Wycombe District Local Plan (which will shape development across the District to 2033), the Neighbourhood Plan sets out ways to realise this vision over the coming years, which will be monitored by the Parish Council under ten broad headings:

#### 1. Transport and Connectivity

To put in place improved bus services, cycle ways and footways on the highway network, together with better local footpaths and bridleways to facilitate travel within the whole Parish and to neighbouring communities.

## 2. Community Facilities

To maintain and support the Parish primary school. Any development within the Parish must be of a size appropriate to the school capacity and its catchment area. Any development must also support and offer proportionate improvements to the village hall and adjacent sports facilities.

## 3. Flooding and Environment

To ensure that today's flooding issues are improved and opportunities to mitigate flood risks are fully used. There will therefore be no increase in the flood risk within the Parish, by seeking local improvements to reduce the instances and impact of surface water flooding, which is intensified by issues with ground water. Where there are areas with flood risks, development will need to follow the sequential test as a first principle, and subsequently ensure that the existing flood risk is mitigated against, which may include the use of SUDs to manage surface water on new developments, and to also enhance local biodiversity and social amenity.

## 4. Utilities

To ensure that all new development takes place in a way that maintains and improves existing utility service provisions, and delivers improved resilience and capacity to the networks serving the Parish, with particular reference to sewage flows and disposal.

## 5. Local Economy & Communal Facilities

To support local businesses and employment locally, allowing some managed mixed employment growth both within the village and, if appropriate, in the hamlets. This will be in the form of appropriate facilities for use by existing and expanding businesses, and new enterprises, as well as for use by community societies and home-based workers; ideally these should be located within walking distance of the main residential areas.

## 6. Technology

To support technological solutions so that people are better informed, local businesses are enabled, and community groups empowered. As such, coordinated and IT-linked community facilities should be made more accessible and offer a greater range of benefits to residents than are currently available. This could for example be a shared space in the village or on existing employment land where access to business-friendly facilities such as meeting space, work stations, wi-fi and printing facilities could create a central focus for home workers and small rural enterprises. Together with superfast broadband, this could create a village alternative to commuting to nearby towns and cities, as well as providing better community facilities for social activities and events.

## 7. Rural Character

To maintain the existing distinct separation between settlements, and retain boundary features such as mature trees and hedgerows. New development should enhance existing green space and public open spaces. To conserve and enhance the habitats of wildlife and biodiversity. This will ensure that the rural character of the Parish, the linear nature of Longwick village and the isolated nature of the hamlets are retained.

## 8. Highways

To provide safe and effective traffic movement within and through the village, for all users of the public realm – including pedestrians, cyclists, the young and elderly. Transport assessments, including of junction capacities and the impact of future development site allocations on the local highway network, should seek to improve current conditions, and make due allowance for known developments in adjoining parishes and districts, through traffic calming measures, capacity enhancements and speed restrictions.

### 9. Housing and Sustainable Development

To protect and enhance the needs of an evolving Parish community with housing provision that meets local needs through a mix of new homes, affordable and starter homes, and appropriate accommodation for an ageing population, with supporting infrastructure.

### 10. Character, Scale and Rural Context

To ensure that new development is not prominent in scale, visually dominant or significantly changes the character of the village or outlying hamlets. New development should be in a location and of a height, massing and appearance that do not adversely affect key distinctive views into and out of the Parish. New housing development should be delivered incrementally throughout the duration of the Plan to allow for the planned expansion of the major utilities and other infrastructure, as well as the social clubs, amenities and community facilities in the Parish. New residential development should also be balanced with business investment to afford residents the opportunity to continue to work, shop and relax in the Parish. Development should be located so that it reinforces the characteristic form and layout of the village and each hamlet.

## **4.3 Monitoring & Review Process**

The LcIP NP will be monitored by the Parish Council on a regular basis using planning data collected by the District Council. The vision and objectives will form the basis of the monitoring activity on the following issues:

- Contributions to sustainable transport services serving Longwick and the hamlets, as bus and improved walking and cycling options;
- Improvements to the utilities and drainage infrastructure serving Longwick and the hamlets;
- The number of homes built, the resultant densities, parcel sizes and distribution of development around the village;
- The scale of development through building conversions within the hamlets; and
- The design quality of new and converted buildings, and their settings.

Other data collected and reported at a village and hamlets level relevant to the Plan will also be included in the monitoring process. It is anticipated that the LcIP NP will be formally reviewed on a five-year cycle or to coincide with the development and review of the Wycombe District Local Plan if this cycle is different. It is recognised that new development in the Parish, and the provision of sustainable transport services that underpin it, may only be achievable and deliverable towards the end of the Plan period, and only if it is planned in conjunction with the potential expansion of Princes Risborough.

## 5 Land Use Policies

The Longwick-cum-Ilmer Parish Neighbourhood Plan (LcIP NP) contains a series of land use policies that focus specifically on the village of Longwick and the five surrounding hamlets, to achieve the community’s vision.

It is not the purpose of the LcIP NP to include all land use and development planning policy relating to the Parish. The policies of the Wycombe District Development Plan that are not superseded by the NP will be used by the local planning authority to consider and determine planning applications. Should the emerging Local Plan be adopted that defines a different strategic policy framework for the Parish, then the NP will be reviewed to provide an up-to-date development plan.

Each policy is categorised A-C for the settlements and L1-4 for Longwick site allocations, and there is also a short explanation of the policy intent and how it helps to meet the Plan’s objectives. Longwick and the five hamlets have different policies, and so they are dealt with separately. Policy maps are provided in Section 7.

<b>Title:</b>	<b>Policy A1: Settlement Limit for Sustainable Development</b>
<b>Where:</b>	<b>Longwick Village</b>
<b>What and why:</b>	<b>New settlement boundary at Longwick village to include land where development would be acceptable and set out where development is not acceptable.</b>
<i>Detailed policy</i>	<p>The settlement boundary for Longwick is shown on the Policy map A in Section 7.</p> <p>Outside the settlement boundary development will only be accepted where:</p> <ol style="list-style-type: none"> <li>1. It conforms with the policies (B and C) for the hamlets of Meadle, Ilmer, Owlswick, Little Meadle, and Horsenden;</li> <li>2. It provides for development which is wholly appropriate for a rural area including for the purposes of agriculture and forestry, sport and countryside recreation.</li> </ol> <p>Within the settlement boundary, development would be supported on sites allocated for housing in accordance with Policy A2 and Policies L1-L4 or on other “windfall” sites, provided all sites meet the following criteria, to:</p> <ol style="list-style-type: none"> <li>1. Be at lower densities to allow for active on-site flood mitigation measures, with on-plot sustainable urban drainage solutions and space for biodiversity within development parcels and housing plots. These should be specifically designed to deal with ground conditions of surface water flooding which need more space.</li> <li>2. Be of site densities in the range of 12-20dw/ ha mirroring local densities.</li> <li>3. Provide a mix of housing types.</li> <li>4. Provide affordable housing in line with the Wycombe Core Strategy Policy CS13 on sites of more than 5 units and at a level of 40% of the total bed spaces (on greenfield sites and employment sites), or 30% of bed spaces on other previously developed sites.</li> <li>5. Give priority to affordable housing for young people or local employees.</li> <li>6. Offer homes for the elderly and adaptable homes.</li> <li>7. Accommodate mixed use space for new or existing local businesses or community societies.</li> <li>8. Be of a form that has the same height, massing and scale as the existing homes in the area, with similar setbacks and aspects, and overlook public routes and spaces.</li> </ol>

9. Reflect the local character and materials found in each part of the village in high quality design proposals to reinforce local identity.
10. Maximise opportunities for passive and active sustainable design, with low carbon eco-homes welcomed.
11. Maintain key views of listed buildings, open spaces, and landscape features, and legible physical connections to integrate new development into the village.
12. Maintain and improve habitats and rural boundary features – trees, hedges, streams and ditches. Development must maintain and enhance the existing watercourses and highway drainage ditches alongside the plots.
13. Include planting and open spaces to promote wildlife habitat and biodiversity, and amenity space.
14. Provide sufficient parking for residents and visitors, to ensure that cars are not parked on local roads.
15. Ensure any street lighting protects the rural dark skies over the village and wider countryside whilst safeguarding community safety.
16. Improve or not have any adverse impact on the capacity of the existing utilities – electricity and sewage systems in particular.
17. Ensure that all flood water drainage proposals are designed to not increase the water flows into local natural drainage systems.
18. Make proportionate financial contributions for the provision or expansion of facilities, amenities and infrastructure improvements in the village, to ensure that a comprehensive approach can be taken across all development sites.

*NDP Objectives met:*

Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.

*Intention of policy:*

*Longwick village is the main settlement in the neighbourhood plan area, and the surrounding five hamlets are very isolated. New development could help to sustain village life over the long term and support local facilities and businesses. The Tibbalds Capacity Study and the draft Sustainability Appraisal have looked at how Longwick might grow in the future and what the future form of the village should be. It is concluded that Longwick is a linear village and that this key characteristic should be retained and form the basis of a new settlement boundary, with any new development in small clusters well related to the central area (as defined in the Tibbalds Capacity Study) and at lower densities. A greater mix of residential accommodation is also needed in the area to ensure that young and older people can remain in the area.*

*The combination of surface, rainwater and sewage flooding and electricity supply problems need to be resolved before any new development would be acceptable. Therefore any proposals will need to demonstrate how they would affect and improve the current utility issues.*

*The Tibbalds Capacity Study together with consultation with local people highlighted a range of issues for the village and identified a number of important characteristics that it is important to protect, and this policy seeks to take account of these considerations when considering proposals for new development.*

<b>Title:</b>	<b>Policy A2: New Housing Allocations</b>
<b>Where:</b>	<b>Longwick Village</b>
<b>What and why:</b>	<b>The overall approach to new housing allocations and their delivery</b>
<i>Detailed policy</i>	<p>The following sites are allocated for housing development:  Land at Thame Road-Bar Lane corner (Policy L1)  Land at Boxer Road/ Barn Road (Policy L2)  Land on Thame Road south of Chestnut Way junction (Policy L3)  Land at Rose Farm (Policy L4)</p> <p>Development should conform with the site specific policies L1 – L4 and with Policy A1.</p> <p>No development shall take place on these sites until long term and viable sustainable transport services are provided to the village including:</p> <ol style="list-style-type: none"> <li>1. A high quality pedestrian and cycle route to Princes Risborough town centre and Princes Risborough railway station.</li> <li>2. A high quality, fully accessible, attractive public transport service in accordance with Policy DM2 of the Wycombe Delivery and Site Allocation Plan.</li> </ol> <p>In the meantime, small scale “windfall” development on previously developed sites within the settlement boundary of Longwick that accord with Policy A1 will be acceptable.</p>
<i>NDP Objectives met:</i>	Objectives 1, 2, 5, 7, 8, 9, 10.
<i>Intention of policy:</i>	<p><i>New housing development could help to sustain village life over the long term and support local facilities and businesses, as well as ensuring Longwick plays its part in delivering the houses that this country needs. The Tibbalds Capacity Study and the draft Sustainability Appraisal have looked at different ways that the village might expand and also assessed against site selection criteria. The allocations set out in this policy and in the more detailed site policies are the outcome of that assessment. This includes retaining the linear form of the village and ensuring that new housing is accessible to the main services and facilities in the village.</i></p> <p><i>Whilst no specific housing target is set for the village in this plan, the provision of housing on these allocated sites will result in significantly higher delivery of housing in Longwick than has been seen in the last 10 years or more and is consistent with maintaining village character and form.</i></p> <p><i>However housing development has to be sustainable. In particular there is an overarching and clear need for more sustainable modes of transport, as the residents in the village (and hamlets) are reliant on the private car. This could be achieved by a major improvement in bus services to Princes Risborough and the railway station, which new development in Longwick will need to fully fund in perpetuity to make it a viable and long-term transport choice. Better footways and cycle ways are also needed, but given the distance to Princes Risborough, this choice of transport alone will not encourage a significant modal shift from car use to more sustainable modes of travel, but is necessary to improve the overall choice of sustainable modes. This is confirmed in Buckinghamshire County Council’s letter in Appendix A.</i></p>

*As a result development of these housing allocations should not take place until the above improvements to sustainable travel for Longwick are provided, or secured through new development. It is recognised that the scale of these housing allocations at Longwick may not on their own deliver viable sustainable travel improvements. However Wycombe District Council is currently preparing an Area Action Plan for Princes Risborough which is looking at very major growth at Princes Risborough. The sustainable travel infrastructure required for this expansion may well assist in helping deliver sustainable travel measures across a wider area including to Longwick. As such the timing of the delivery of these housing allocations at Longwick may become linked to delivery of growth at Princes Risborough, potentially later on in the plan period of this neighbourhood plan.*

*In the meantime, small scale “windfall” developments on previously developed sites within the settlement boundary will be acceptable subject to Policy A1, recognising that this is consistent with the recent historic growth of the village.*

<b>Title:</b>	<b>Policy A3: Maintaining the Separate Identity of Longwick</b>
<b>Where:</b>	<b>Longwick village and land towards Princes Risborough</b>
<b>What and why:</b>	<b>To prevent the coalescence of Longwick with Princes Risborough.</b>
<i>Detailed policy</i>	To ensure that Longwick maintains its own separate identity, development which results in the coalescence of Longwick with Princes Risborough will not be permitted.
	Development of new transport and other infrastructure associated with the growth of either Longwick or Princes Risborough should ensure that the impact on the character and amenity of the area is minimised.
<i>NDP Objectives met:</i>	Objectives 1, 5, 7, 8, 10.
<i>Intention of policy:</i>	<i>The Tibbalds Capacity Study identified that maintaining the separation of Longwick from Princes Risborough is a key factor in considering future growth, and hence recommended that development should not occur to the south of Lower Ickniel Way. This recognised that, as noted above, Princes Risborough is likely to expand considerably in the future. Avoiding coalescence is essential to maintaining individual community identity.</i>
	<i>The growth of Princes Risborough and Longwick could result in new transport and other infrastructure being provided. This could have an impact on the rural area, including between Longwick Village and Princes Risborough. It is important that the impact of any new infrastructure on the character and amenity of this rural area is minimised.</i>

<b>Title</b>	<b>Policy A4</b>
<b>Applies to where?</b>	<b>Longwick</b>
<b>What and why</b>	<b>Designation of Local Green Space</b>
<i>Detailed policy:</i>	<b>Statement of policy</b> This policy is to designate the playing field in Longwick as a Local Green Space, as shown on Policy map L2. This will prevent future development taking place there.

<b>NP Objectives met:</b>	Objectives 2, 7, 10.
<b>Intention of policy:</b>	<p>As set out in paragraph 77 of the National Planning Policy Framework, this designation applies:</p> <ul style="list-style-type: none"> <li>• where the green space is in reasonably close proximity to the community it serves;</li> <li>• where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</li> <li>• where the green area concerned is local in character and is not an extensive tract of land.</li> </ul>

As the hamlets of Meadle, Ilmer, Owlswick and Horsenden are each predominantly Conservation Areas, the following policy applies to these hamlets, with local variations as noted:

<b>Title</b>	<b>Policy B: Settlement Limited to Conservation Area for Sustainable Development</b>
<b>Applies to where?</b>	<b>Meadle, Ilmer, Owlswick, Horsenden</b>
<b>What and why</b>	<b>No new development other than conversions and extensions.</b>
<b>Detailed policy:</b>	<p><b>Statement of policy</b></p> <p>This policy is to:</p> <ol style="list-style-type: none"> <li>1. Ensure that no development is built in an area without public transport services to local facilities, as local access is only practicable by private car.</li> <li>2. Conserve and enhance the Conservation Areas by preserving the settlement intact.</li> <li>3. Clearly show that areas adjacent to the Conservation Area will not be considered suitable for new development.</li> <li>4. Ensure that there is no change or detriment to the important views identified in the Conservation Area Character Surveys, including closing important gaps and losing long distance views, for example Poplar’s Farm from Lane End in Meadle.</li> <li>5. Ensure that where disused agricultural buildings or rural employment areas are the subject of new proposals, there needs to be clear evidence of their inappropriateness and redundancy for those uses.</li> <li>6. Encourage exceptionally high quality conversions of buildings of architectural merit to residential or other uses, which will be determined on a case-by-case basis.</li> <li>7. Safeguard the historic scale and character of the area if conversions of existing buildings to other uses are proposed, which will also be determined on a case-by-case basis.</li> <li>8. Agricultural diversification, enterprise or recreation that benefit the rural economy and cause no harm to countryside, Conservation Area setting, and the separation between the settlements and Princes Risborough will be determined on a case-by-case basis.</li> </ol>
<b>Variations:</b>	<ol style="list-style-type: none"> <li>a. If the Shoulder of Mutton public house in Owlswick is proved to be unviable in its current use, the reuse of its site should accommodate no more than 5 homes, including the sympathetic restoration of the pub itself, in order to maintain the scale of the current hamlet and the reuse of existing buildings.</li> <li>b. Overall this development should be no larger than the footprint of the</li> </ol>

	existing buildings, and with storey heights no higher than the public house itself, and not having any impact on its setting.
<i>NP Objectives met:</i>	Objectives 5, 7, 8, 9, 10.
<i>Intention of policy:</i>	<p><i>Meadle, Ilmer, Owlswick and Horsenden are Conservation Areas. No new development would be acceptable within or adjacent to these settlements, to protect the Conservation Area and ensure that no unsustainable travel patterns are established with any development.</i></p> <p><i>Meadle is a Conservation Area with fourteen Grade II listed buildings, one Grade II* building, and eight ‘Other Significant Buildings’. As one of Wycombe District’s 60 Conservation Areas, it has one of the highest proportions of listed buildings.</i></p> <p><i>Ilmer is a small and compact settlement with a Conservation Area defining most of the hamlet’s footprint, and its open views emphasize its rural setting.</i></p> <p><i>Owlswick is a Conservation Area with three listed buildings (one of which is outside this designated area) and is a very small hamlet. The conversion of the Shoulder of Mutton would mean the loss of a community facility and so would be of concern, as set out in WDC’s Community Facilities Supplementary Planning Document.</i></p> <p><i>Horsenden is a Conservation Area with five Grade II listed buildings, one Grade II* building St Michael’s Church, and nine ‘Other Significant Buildings’.</i></p>

<i>Title</i>	<b>Policy B1</b>
<i>Applies to where?</i>	<b>Owlswick</b>
<i>What and why</i>	<b>Designation of Local Green Space</b>
<i>Detailed policy:</i>	<p><b>Statement of policy</b></p> <p>This policy is to designate the village green in Owlswick as a Local Green Space, as shown on Policy map B1. This will prevent future development taking place there.</p>
<i>NP Objectives met:</i>	Objectives 2, 7, 10.
<i>Intention of policy:</i>	<p><i>As set out in paragraph 77 of the National Planning Policy Framework, this designation applies:</i></p> <ul style="list-style-type: none"> <li>• <i>where the green space is in reasonably close proximity to the community it serves;</i></li> <li>• <i>where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and</i></li> <li>• <i>where the green area concerned is local in character and is not an extensive tract of land.</i></li> </ul>

<b>Title</b>	<b>Policy C: Settlement Limited for Sustainable Development</b>
<b>Applies to where?</b>	<b>Little Meadle</b>
<b>What and why</b>	<b>No new development other than conversions and extensions.</b>
<b>Detailed policy:</b>	<p><b>Statement of policy</b></p> <p>This policy is to:</p> <ol style="list-style-type: none"> <li>1. Ensure that no development is built in an area without public transport services to local facilities, as local access is only practicable by private car.</li> <li>2. Ensure that where disused agricultural buildings or rural employment areas are the subject of new proposals, there needs to be clear evidence of their inappropriateness and redundancy for those uses.</li> <li>3. Encourage exceptionally high quality conversions of existing buildings of architectural merit to residential or other uses, which will be determined on a case-by-case basis.</li> <li>4. Agricultural diversification, enterprise or recreation that benefit the rural economy and cause no harm to countryside, its rural setting, and the separation between the settlements and Princes Risborough will also be determined on a case-by-case basis.</li> </ol>
<b>NP Objectives met:</b>	Objectives 5, 7, 8, 10.
<b>Intention of policy:</b>	<i>Little Meadle is a very small hamlet. No new development would be acceptable within or adjacent to this, to prevent unsustainable travel patterns being promoted with new development.</i>

#### LONGWICK SITE ALLOCATION POLICIES

<b>Title</b>	<b>Policy L1: Field opposite Rose Farm on the eastern side of Thame Road</b>
<b>Applies to where?</b>	<b>Longwick Village</b>
<b>What and why</b>	<b>Open space allocation, development site allocations and design principles</b>
<b>Detailed policy:</b>	<p><b>Statement of policy for OS1</b></p> <ol style="list-style-type: none"> <li>1. 0.56ha site for open space as shown on the Policy map L1.</li> <li>2. This site should be retained as a green space as part of the green 'gap' along Thame Road in Longwick village, and delivered with Sites L1a and L1b.</li> <li>3. It should be used as Local and Strategic Open Spaces to suit the range of development density permitted within the village, and include a water attenuation area for periods of localised flooding - the size of which needs to be determined to suit technical site requirements.</li> <li>4. As a Local Open Space it should help to meet some of the needs of the development on land described in Policies L1a and b, with locally equipped areas for play and public amenity space.</li> <li>5. As a Strategic Open Space it can be used as an amenity space or parkland.</li> <li>6. The open space should maintain mature landscape and hedgerows along its north-western and south-eastern perimeters, but allow for views through the boundary with Thame Road and the development on site L1a.</li> <li>7. It should include vehicle and pedestrian access from Thame Road towards the southern end of the open green space to give access to the land described in Policy L1a and L1b. This is not to be a through route to Bar Lane for vehicles.</li> <li>8. Additional pedestrian access points from Thame Road should also be included along that frontage and through to the development on the land in</li> </ol>

<p><i>Intention of policy:</i></p>	<p><b>Policy L1a.</b></p> <p><i>This location has the potential to provide a village green that can serve the residents of the northern part of the village and maintains the break in the frontage reflecting the current green ‘gap’. The long term management of this open space could potentially be the responsibility of the Parish Council. Access to Sites L1a and L1b should be provided across this site from the Thame Road frontage, to avoid adding traffic to Bar Lane and the junction with Thame Road.</i></p> <p><i>The site frontage should remain undeveloped so that the sense of a green ‘gap’ is maintained. Depending upon the suitability of this land to provide surface water attenuation, the area could include a pond, but not to the exclusion of space for recreation, and so the open space may need to be larger.</i></p> <p><i>The planted boundary on the east of the open space should be retained except for the proposed access, in order to screen development on Site L1a in views from Thame Road, but allow glimpses through to the landscape beyond.</i></p>
<p><i>Detailed policy:</i></p>	<p><b>Statement of policies for Site L1a and L1b, Land at Thame Road-Bar Lane corner</b></p> <p>Development would be supported that meets the following criteria:</p> <ol style="list-style-type: none"> <li>1. The 0.9ha site shown on the Policy map as L1a, to accommodate around 11-18 residential units, at 12-20 dwelling units/ha, subject to ecological and arboricultural assessments and surveys, and which may result in a lower density design layout.</li> <li>2. The 1.62ha site shown on the Policy map as L1b, to accommodate around 19-32 residential units, at 12-20 dwelling units/ha, subject to ecological and arboricultural assessments and surveys, and which may result in a lower density design layout.</li> <li>3. Development should maintain mature landscape features and hedgerows, and add new planting to create a strong long-term settlement boundary on the eastern side.</li> <li>4. Provision should be made for on-plot SUDs and within the development parcel along the boundaries, to address issues of surface- and groundwater flooding. The development should limit surface water discharge to the equivalent of green field run off rates for the drained area.</li> <li>5. Vehicle and pedestrian access for site L1a will be from Thame Road via Open Space 1, to the southern side of the green space, and providing access onto the land described in Policy L1b adjacent to Bar Lane.</li> <li>6. Vehicle and pedestrian access for site L1b will be from Thame Road via Open Space 1 and the land in Policy L1a, but this is not to be a through route to Bar Lane for vehicles.</li> <li>7. There is to be no future access to Sawmill Road, or the land beyond the north-eastern boundaries.</li> <li>8. Pedestrian and cycle links to Bar Lane should be provided subject to new traffic calming measures on Bar Lane on the approach to the Thame Road junction.</li> <li>9. Emergency vehicular access via a permeable surface may be provided to Bar Lane using removable bollards.</li> <li>10. Development on site L1a should allow for long views or glimpses through to the countryside beyond the development from Thame Road, to reflect the glimpses possible today, and site L1b could include visual links to the countryside south-east of Bar Lane, to reflect its position on the settlement edge.</li> <li>11. Development frontages should overlook Open Space 1 and Bar Lane between</li> </ol>

areas of planting, and all other frontages should respect the amenity and privacy of existing adjacent residential areas.

12. On the northern boundary, where it meets the rear of properties on Wheelwright Road, development should allow for a minimum 35m setback from the backs of existing homes to the backs of new development (window to window on the same level). This is greater than the 25m minimum distance currently recommended in WDC's Residential Design Guidance.
13. The roof forms and building layout of new development need to be designed to reduce its long distance visibility.

*Intention of policy:*

*As the sites can be accessed from Thame Road across Open Space 1, they are suitable for development and would support the linear nature of Longwick's character. Bar Lane is known for its inadequate pedestrian facilities. Development of this site could provide a better pedestrian footway along the lower part of the lane and also help to reduce traffic speeds at the west end of the lane through traffic calming.*

*The sites suffer from surface water drainage issues and, as such, a lower density development will be necessary. It may be possible to integrate surface water drainage features into the design of Open Space 1 as well as onsite provision, subject to suitability.*

*The sites have good access to the community facilities located in the central area of the village. They are visually sensitive in that it is in an area of the village where there has historically been a green 'gap' that allows glimpsed views from Thame Road to the countryside beyond. Where possible, the layout should maintain some of these glimpsed views and to act as a visual link between Thame Road and the countryside.*

*The presence of mature planting reduces the sensitivity of this site in long views. Existing areas of structural planting on the north-eastern boundary need to be retained and reinforced for site L1a and structural planting would be required along the boundary of site L1b, which is in line with L1a. Consideration would need to be given to roof forms and structural planting throughout the site to mitigate any potential impact in long views.*

*To address the surface water drainage issues, development on these sites should include a significant quantum of green space that allows for the incorporation of sufficient drainage features. Further investigative studies into the drainage capacity and necessary design features would need to be undertaken. The land in Policy L1b also needs drainage solutions to address the at times severe localised road flooding at Bar Lane.*

*Direct and well overlooked pedestrian links should be provided to connect sites L1a and L1b, and to Bar Lane. The sites will need to be considered together in order to provide an acceptable form of vehicular access that serves both development parcels.*

*However, to maintain the historically small-scale pattern of development, sites L1a and L1b should be considered as two separate sites for the purpose of the built development proposed, rather than as a single larger site with a homogeneous design approach to site layout and built form.*

*S106 Contributions to:*

The land for OS 1 will be provided as part of this site allocation, and commuted sums provided for its maintenance, as well as sustainable transport provision. Developers will also be required to enter a legal agreement to secure the long

term management and maintenance of SUDs through a management company.

<b>Title</b>	<b>Policy L2: Land at Boxer Road/ Barn Road</b>
<b>Applies to where?</b>	<b>Longwick village</b>
<b>What and why</b>	<b>Open space allocation, development site allocation and design principles</b>
<i>Detailed policy:</i>	<p><b>Statement of policy for OS2</b></p> <ol style="list-style-type: none"> <li>1. 0.79ha site for open space, as shown on the Policy map L2.</li> <li>2. This site should be used as Local and Strategic Open Spaces to suit the range of development density permitted within the village, and delivered with Site L2.</li> <li>3. As a Local Open Space it should help to meet some of the needs of the development on land described in Policy L2, with locally equipped areas for play and public amenity space.</li> <li>4. As a Strategic Open Space it can be used as a park space, allotments, sports grounds and strategic play space, plus a multi-use games area and tennis courts.</li> <li>5. The open space should maintain mature landscape and hedgerows on all sides, and with new planting to form a long-term settlement boundary to the western edge. In order to ensure that the area is well surveilled, the boundary with the existing playing field may need to be assessed and new openings in the hedgerows made for access and increased visibility.</li> <li>6. The design and layout of the open space should add to the overall variety of public spaces within the village.</li> <li>7. If necessary, the play equipment at the southern end of the existing playing field could be relocated to this land.</li> <li>8. An all-weather, permeable and loose surface should be provided to the section of the existing public right of way which passes through this area to the railway bridge, and part of the foot path near Thame Road.</li> <li>9. Pedestrian access to the existing playing field and the development on land in Policy L2 should be provided, and with clear lines of sight.</li> </ol>
<i>Intention of policy:</i>	<p><i>This location has the potential to provide an extension to the village playing field and community facilities. Open Space 2 should be designed to integrate with the wider playing field of the village and to add variety and interest to its landscape. The planted boundary on the west should be retained as it provides a visual screen between the playing field and the railway. Where it is compatible with integrating the two spaces, the planted boundary to the east should also be retained. Pedestrian links will be required between Site L2 and Open Space 2, and between Open Space 2 and the existing playing field.</i></p>
<i>Detailed policy:</i>	<p><b>Statement of policy for Site L2, Land at Boxer Road/ Barn Road</b></p> <p>Development would be supported that meets the following criteria:</p> <ol style="list-style-type: none"> <li>1. 2.5ha site as shown on the Policy map L2 to accommodate around 30-50 residential units, at 12-20 dwelling units/ha, subject to ecological and arboricultural assessments and surveys and which may result in a lower density design layout.</li> <li>2. Development should maintain mature landscape features and hedgerows, and add new planting to create a strong long-term settlement boundary on the south-west side, and in part a landscaped railway buffer area.</li> <li>3. New planting will need to create a landscape buffer to protect the amenity of existing residential properties on Boxer Road, Barn Road and Williams Way.</li> </ol>

4. Provision should be made for on-plot SUDs and within the development parcel along the boundaries, as well as potentially within public spaces as features. The development should limit surface water discharge to the equivalent of green field run off rates for the drained area.
5. Vehicle and pedestrian access will be from Boxer Road, but not linking to Williams Way for vehicles.
6. Pedestrian links to the existing playing field and new Open Space 2 should be provided, and be clearly visible through the new development area. Improved pedestrian and cycle access should be provided via an all-weather foot and cycle path from the development area to the village hall and The Green.
7. Development should create a frontage to the strip of land behind Thame Road/ Chestnut Way which is not within the Settlement Beyond the Green Belt Boundary. This will allow the access road from Boxer/ Barn Road to include a footpath with a more rural character on one side to pass through a landscaped area with a water attenuation pond and drainage channels. Combined with views of the strip of land adjacent, this would give the route to the playing field a more natural 'feel' than two footways alongside the access road.
8. Development frontages should also overlook the existing playing field and Open Space 2 between areas of intermittent landscape planting.
9. The relocation of the existing play equipment (the teen shelter, MUGA, skateboard ramp and zip wire) nearby to further north or west may be necessary to minimise future complaints of noise nuisance from residents in dwellings within site L2.

*Intention of policy:*

*This site is accessed off Boxer Road and Barn Road, which provide access to Chestnut Way and Thame Road. The site suffers from surface water drainage issues and as such a lower density development with significant green space would need to be provided. The size of the attenuation area will need to be assessed to suit the site's technical requirements.*

*The development of this site creates an opportunity to provide improved pedestrian access to the village hall and playing field and a more direct, less busy route to the central area of the village.*

*It is also well-screened by structural planting along its western boundary with the railway beyond. The mature planting along this boundary would need to be retained. The design of the boundary with existing development to the south would need to be carefully considered, to contain and soften views from existing housing with landscape.*

*Development would need to address the playing field with frontages and to provide pedestrian access from Barn Road and Williams Way to Open Space 2, the playing field and the village hall.*

*S106  
Contributions to:*

The land for OS 2 will be provided as part of this site allocation, and commuted sums provided for its maintenance, as well as sustainable transport provision. The relocation of the play equipment north of the site may be necessary. Developers will also be required to enter a legal agreement to secure the long term management and maintenance of SUDs through a management company.

<b>Title</b>	<b>Policy L3: Land on Thame Road south of Chestnut Way junction</b>
<b>Applies to where?</b>	<b>Longwick village</b>
<b>What and why</b>	<b>Site allocation and design principles</b>
<b>Detailed policy:</b>	<p><b>Statement of Policy for Site L3</b></p> <p>Development would be supported that meets the following criteria:</p> <ol style="list-style-type: none"> <li>1 ha site as shown on the Policy map L3 to accommodate around 12-20 residential units, at 12-20 dwelling units/ha, subject to ecological and arboricultural assessments and surveys, and which may result in a lower density design layout.</li> <li>Development should maintain mature landscape features and hedgerows, and add new planting to create a strong long-term settlement boundary on the north-east and eastern sides, and reduce its long distance visibility.</li> <li>Planting along the Thame Road frontage is to be retained and enhanced to soften the unfolding view of new development along Thame Road.</li> <li>The western and southern ends of the development should be considered as visual features along Thame Road and the start of Longwick village for those arriving from the south.</li> <li>Vehicle access will be from Thame Road, and with the development set back to allow space for improved pedestrian and cycle links along Thame Road.</li> <li>The start of the 30mph speed limit area should be moved further south to the Longwick roundabout, and the other approaches to the roundabout reduced in speed to improve local road safety.</li> </ol>
<b>Intention of policy:</b>	<p><i>This site maintains the linear character of the village. Development of the land at the southern end of the village provides an opportunity to improve pedestrian and cycle access along the southern portion of Thame Road, and to justify a reduction in the speed limit on Thame Road further south. It could also contribute to providing a long distance segregated cycle route to Princes Risborough.</i></p> <p><i>The site has direct access off Thame Road, and as it is on one of the approaches to the village and the site layout and the form and design of buildings would need careful consideration. Existing planted boundaries on the north and east of the site would need to be retained and reinforced where necessary to reduce the sensitivity of this site in long views of the village.</i></p>
<b>S106 Contributions to:</b>	Sustainable transport provision, a segregated cycleway, and reconsidering speed limits at the Longwick roundabout will be required. Developers will also be required to enter a legal agreement to secure the long term management and maintenance of SUDs through a management company.

<b>Title</b>	<b>Policy L4: Land at Rose Farm</b>
<b>Applies to where?</b>	<b>Longwick village</b>
<b>What and why</b>	<b>Site allocation and design principles</b>
<b>Detailed policy:</b>	<p><b>Statement of Policy for Site L4 a, and c</b></p> <p>Development would be supported that meets the following criteria:</p> <ol style="list-style-type: none"> <li>Three sites of 0.24 ha, 0.31 ha, and 0.5ha as shown on the Policy map L4 to accommodate around 13-21 residential units in total, at 12-20 dwelling units/ha, subject to ecological and arboricultural assessments and surveys, and which may</li> </ol>

- result in lower density design layouts.
2. Development should maintain mature landscape features and hedgerows along Thame Road and around the two existing entrances into areas of Rose Farm.
  3. New planting will need to create a strong long-term settlement boundary along the south-western sides.
  4. As the development sits in an area of open farmland with free standing farmsteads, the layout should mirror the combination of large spaces between buildings, and clusters of farm buildings.
  5. The ecological and arboricultural value of the existing planting on site L4c may reduce the development density possible.
  6. The three sites play an important role in the drainage system within the village, and so should demonstrate how they will improve current issues of local flooding with existing and new drainage and attenuation features. The development should limit surface water discharge to the equivalent of green field run off rates for the drained area.
  7. Vehicle access is from Thame Road via the existing access roads, for each of the three sites, but with the development set back to retain the sense of a green 'gap' along Thame Road within the village.
  8. This area of development includes a floodwater sluice-gate, which along with ponds, ditches, drains and culverts at this end of the village, all need to be fully maintained and safeguarded as part of any development proposals.

*Intention of policy:*

**Sites L4a & L4b: Field at Rose Farm land to south and north of farm access**

*These sites maintain the linear character of the village, and are accessed off Thame Road via the existing access roads. They are part of the frontage of the Rose Farm farmstead, and are visually sensitive in that this is in an area of the village where there has historically been a green 'gap'. Any site layout would need to be carefully considered to ensure that the sense of the green 'gap' in this part of the village is maintained, through boundary planting to screen views of any built development, or carefully sited homes at very low densities, set in a soft landscape setting. The appropriateness of these sites for development is subject to detailed ecological and arboricultural assessments, and flood mitigation and management.*

**Site L4c: Field at Rose Farm land to north of residential access**

*This site maintains the linear character of the village. It is heavily planted with mature trees, including tall Leylandii on the frontage, which do not contribute to the landscape character of the village and should be replaced with a more appropriate species. It is difficult to anticipate how much of this land may be available for development without detailed ecological and arboricultural assessments.*

*Any site layout would need to be carefully considered to ensure that the sense of the green 'gap' in this part of the village is maintained. This could potentially be achieved through boundary planting to screen views of built development, or carefully sited homes at very low densities, set in a soft landscape setting.*

*All three sites form an integral part of the village flood water drainage system, which at times causes sewage management problems to properties further north. Ensuring that this system is maintained and improved with any new development is essential.*

**S106**

*Contributions:*

Sustainable transport provision will be required. Developers will also be required to enter a legal agreement to secure the long term management and maintenance of SUDs and associated drainage systems through a management company – including the sluice-gate and drainage system on the south-west side of Thame Road in this area.

## **6 Implementation**

### **6.1 Introduction**

The Longwick-cum-Ilmer Parish Neighbourhood Plan will be implemented by:

- the local planning authority's consideration and determination of planning applications for development in the parish, and
- guiding local community, public sector and private sector investment and actions into related improvements and proposals contained within this Plan.

During the preparation of the NP, the local community has made clear its desire for the Plan to support a range of infrastructure projects that are either not related to land use planning, not within the scope of a Neighbourhood Plan to determine, or would bring the wider benefits to the village outlined in the vision and objectives. This section therefore contains proposals that will be pursued by the Parish Council and others in parallel with the implementation of the formal policies of the NP.

These proposals are integral to the vision of the NP and, although not part of the statutory land use policy provisions, they provide a comprehensive view of community aspirations for the Parish.

### **6.2 Development Management**

The policies of the NP, alongside those of Wycombe District Development Plan, will be used by the local planning authority as material considerations in determining planning applications. Many of the policies will be delivered by landowners and developers responding to its allocation of land for development.

Whilst Wycombe District will be responsible for development management, the Parish Council will also use the NP to frame its representations on submitted planning applications. It will also work with the authority to monitor the progress of sites coming forward for development.

Buckinghamshire County Council will be responsible for the development management process in identifying and securing mitigation measures, the suitability of moving speed limits and introducing traffic calming measures, as well as the tests applied in assessing what mitigation measures a development should provide.

### **6.3 Infrastructure Projects**

The Parish Council will secure funding and support from planning obligations, the Wycombe District Community Infrastructure Levy and other stakeholder bodies for a number of infrastructure projects during the life of the Plan. The main priorities and sources of funding have been identified as:

**Improvements sought within the  
Longwick-cum-Ilmer Neighbourhood  
Plan area**

updated: 1/6/2015

<b>Improvements/ Issues:</b>	<b>Trigger/ link to a new site:</b>	<b>Potential source/ ongoing responsibility</b>	<b>Potential cost</b>
A. New open space OS1 on Thame Road, allocation as all one site integral to development area.	Site L1a+L1b, as same ownership	s106 contributions for land and maintenance, to pass to LcIPC for maintenance	non-residential land value and annual upkeep
B. New open space OS2 off Boxer Road and playing field, allocation as all one site integral to development area.	Same ownership as Site L2 for areas A and B only	s106 contributions for land and maintenance, to pass to LcIPC for maintenance	non-residential land value and annual upkeep
C. Improvements to walking and cycling routes in the village - surface maintenance, overgrown planting, enforcement of speed limits alongside narrow pavements.	Upkeep and maintenance	BCC	-
D. Improvements to walking and cycling routes in the village - add new or increase narrow pavements - e.g. north side of Chestnut Way, Bar Lane and Thame Road, and add additional pedestrian crossings within the village.	All new development	s106 & BCC	To be costed
E. Change highway design (with road narrowing etc.), reduce speed limits and apply enforcement on roads and junctions approaching the hamlets and Longwick: Thame Road, Lower Icknield Way, Bar Lane, Stockwell Lane at Meadle, Little Meadle and Owlswick, including reviewing recommended lorry routes.	All new development	s278/ s106/ BCC	To be costed
F. Improvements to walking and cycling routes from the village to Princes Risborough town centre and railway station, via Longwick and Summerleys Roads, by adding missing sections of pavement, and cycle provision.	All new development	s106 & BCC	to be costed
G. Traffic management and safety improvements for drivers and other public realm users in Longwick at the junctions on Walnut Tree Lane, Bar Lane, Chestnut Way, Thame Road, Lower Icknield Way, and Stockwell Lane.	All new development	s106 & BCC	to be costed

H. Higher quality, long-term and sustainable public transport services to Princes Risborough and the railway station	All new development	s106	Estimated at £110,000 per annum in perpetuity, based on a new service using one bus.
I. Improvements to the village hall and sports facilities: 1-2 tennis courts and a multi-use games area (MUGA) on Site L2, OS2 and existing playing field, to be PC run. £67,500- 112,500 from Tibbalds study for hall.	All sites	CIL	£112,500 plus new tennis courts and MUGA
J. A PC-run community IT facility or hub, acting as a shared space for small businesses and residents. Assumed size 100 sqm at £1100 build cost per sqm, plus equipment. <i>Site to be identified for new building or conversion opportunity.</i>	All sites	CIL/ local business support	£150,000 plus land or building
K. Maintenance of floodwater sluice-gate as part of Site L4 at Rose Farm.	Site L4	CIL	To be costed.
<b>Other existing village issues to resolve prior to any new development taking place:</b>			
L. Electricity outages investigated and improved	Existing issue	For resolution by utility providers	
M. Sewage flooding investigations	Existing issue	For resolution by Thames Water and local landowners	
N. Surface water flooding investigations	Existing issue	For resolution by Thames Water and local landowners	

**Total estimated value of Community Infrastructure Levy (after affordable housing allowed for)**

**£1,367,000 from 140 additional new homes**

**Value of CIL to Parish Council (estimated)**

**£340,000**

**Value of projects for CIL funding**

**£262,500 Identified so far**

## **7 Maps and Policies**

The following section includes 9 maps and Policy maps, which are either included in the following pages or as a separate file to download (according to whether viewing online or as a printed report):

### **Maps**

Longwick-cum-Ilmer Parish Neighbourhood Area 2015

Longwick-cum-Ilmer Parish: Planning Policies and Constraints

Urban Design Analysis of Longwick, Longwick Capacity Study, Tibbalds 2015

### **Policies**

Policy A Settlement Limit for Sustainable Development, Longwick village

Policy B1 Owlswick Local Green Space designation

Policy L1 Land at Thame Road-Bar Lane corner

Policy L2 Land at Boxer Road/ Barn Road and A4 Local Green Space designation

Policy L3 Land on Thame Road south of Chestnut Way junction

Policy L4 Land at Rose Farm

## **8 Appendix A: Buckinghamshire County Council letter**

Wycombe District Council  
Planning & Sustainability  
Queen Victoria Road  
High Wycombe  
HP11 1BB

6<sup>th</sup> May 2015

**F.A.O. Rosie Brakes**

Dear Rosie

**LONGWICK NDP CAPACITY STUDY – HIGHWAYS DEVELOPMENT MANAGEMENT CONSULTATION COMMENTS**

Thank you for consulting Highways Development Management on the Longwick NDP Capacity Study, which is to inform the Longwick Neighbourhood Plan and the development of between 85-140 homes.

Highways Development Management has concerns regarding the transport sustainability of the proposed level of development considered as part of the Longwick Capacity Study. Whilst Longwick contains a limited number of local facilities, including a community village hall, a small convenience store and a primary school, in reality residents will need to travel to Princes Risborough for the majority of their needs, some 1.6 miles south of the village.

**The Longwick Capacity Study highlights several issues in relation to transport, including:**

- Lack of public transport particularly at peak times for commuters travelling to the station, adding to congestion.
- Poor cycle infrastructure within both the village itself and connections to nearby towns.
- Congestion at peak times in the morning and evening as people leave to travel to work.
- Concerns regarding pedestrian, cycle safety taking into account lack of street lighting and nature of the surrounding roads.

A transport note has also been provided in support of the Longwick Capacity Study which reviews the suitability of the proposed sites based on accessibility to major facilities, access to the highway, access to the bus routes and permeability within the village. The note is very limited and has not taken into account the following:

- How facilities in Princes Risborough would be accessed by sustainable modes of transport.
- Frequency and suitability of bus services serving the existing bus stops.
- Pedestrian and cycle access both within and outside of Longwick.

**Walking/Cycling**

The 'Longwick Capacity Study' suggests that facilities in Princes Risborough are widely used by residents of Longwick and that the town is within reasonable distance for walking however is difficult due to the busy nature of the roads and the speed at which traffic travels along key routes. CIHIT guidance, 'Providing for Journeys on Foot', tables 'acceptable walking distances' for different journey purposes:

	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1000	800
<b>Preferred Maximum</b>	800	2000	1200

Princes Risborough town centre is approximately 1.6 miles away from Longwick, exceeding the preferred maximum walking distances above. In addition DfT guidance 'Manual for Streets' states that neighbourhoods should be within 800 metre range (or 10 minute walking distance) of certain local facilities.

There are currently limited pedestrian and cycle facilities on both Thame Road and Longwick Road. Whilst there may be potential to improve pedestrian/cycle facilities on Longwick Road, it is unlikely that this would be an attractive alternative to the private car due to the distance to Princes Risborough and the nature of the road (lack of active frontages, limited street-lighting and high vehicle speeds), which could be perceived as a 'safety' issue for potential users.

It also suggests that 'bridleway 42' could be upgraded to provide good pedestrian and cycle access to Princes Risborough through the potential growth area. Whilst this may be a suitable 'leisure route', this would be unlikely to offer a realistic alternative to the private car and encourage a significant modal shift.

### **Passenger Transport:**

Policy DM2 requires access to high quality, fully accessible, attractive public transport service or a new/enhanced public transport service where the development is not already served by a high quality attractive train or bus service. Longwick is currently served by two low frequency routes:

1. The Local Princes Risborough Community Bus, which runs between 3 and 5 off peak journeys per day.
2. Service 120/1, which provides 2 journeys per day under contract to Oxfordshire County Council, which is currently under review by Oxfordshire County Council.

The nearest route that by-passes Longwick is Service 320. This is a peak only one way service under contract to Chiltern Railways and is a commuter rail station link from Chinnor to Princes Risborough Station. It does not provide regular journeys in both directions, nor does it serve Princes Risborough town centre. There are no existing routes that could be diverted to Longwick to provide a suitable level of service to facilitate the level of development being proposed.

An hourly service from 07:00-19:00 would be the minimum acceptable service level for the scale of development being considered, however this would not be sustainable as a new standalone route. Experience shows that a 15-20 minute frequency or better is needed to generate significant levels of modal shift. A significantly larger population base than that at Longwick would be needed to make any new bus route sustainable. 85-140 dwellings would not generate enough fares revenue to make a route viable without significant long term subsidy. Estimated cost to subsidise a new service using one bus would be around £110,000 p.a.

Our current subsidised bus services work to policy guidelines that focus on meeting existing transport needs while reducing the average subsidy cost per passenger journey. The council's medium term plan is reducing subsidy budget each year and no provision is made for taking on additional routes.

In addition there are no plans to introduce additional journeys between Princes Risborough to Thame in the future and we are not aware of any Buckinghamshire demand for this public transport link. Current need is met by the two off-peak journeys contracted by Oxfordshire. The existing much higher frequency service to Aylesbury and High Wycombe (service 300) provides access to any services not available within Princes Risborough itself.

Longwick Capacity Study recognises that in order to satisfy the requirements of the NPPF for sustainable development 'no large scale development can take place in the village until a frequent high quality bus service is available to nearby towns'. The only way this could be achieved, is if a bus route was fully funded and maintained by a developer in perpetuity.

The nearest train station to Longwick is Princes Risborough, approximately 2 miles away. The train station provides services to Aylesbury, Bicester, Birmingham and London Marylebone. As part of East West Rail proposals, there is potential for significant journey time and accessibility benefits. Due to the distance of the station from Longwick and the limited public transport provision, the only realistic way to access the train station for commuting purposes is via the private car.

In addition to the above comments, I refer you to Buckinghamshire County Council's 'General Principles for Public Transport in New Development'.

Yours Sincerely

**Christine Urry**

Acting Head of Highways Development Management  
***Transport Economy Environment***  
Tel: 01494 475355



## 9 Appendix B: Wycombe District Development Plan Policies

The following section shows the conformity of the Neighbourhood Plan policies with Wycombe District Development Plan policies:

<b>Title:</b>	<b>Policy A1: Settlement Limit for Sustainable Development</b>
<b>Where:</b>	<b>Longwick Village</b>
<b>What and why:</b>	<b>New settlement boundary at Longwick village to include land where development would be acceptable and set out where development is not acceptable.</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: G3, G7, G8, G10, G11, G12, G16, G19, G26, H8, H9, H14, H17, H18, H19, S6, S7, T2, T4, T5, T6, T8, T13, C4, C9, C10, C11, L1, L2, L4, L6, HE1, HE2, HE3, HE19, RT3, RT5, RT7, RT8, RT17, RT18, CF3. Adopted Delivery and Site Allocations Plan policies: DM1, DM2, DM5, DM6, DM11, DM12, DM13, DM14, DM15, DM16, DM17, DM18, DM19. Core Strategy Policies: CS7, CS10, CS11, CS12, CS13, CS15, CS16, CS17, CS18, CS19, CS20, CS21.

<b>Title:</b>	<b>Policy A2: New Housing Allocations</b>
<b>Where:</b>	<b>Longwick Village</b>
<b>What and why:</b>	<b>The overall approach to new housing allocations and their delivery</b>
<b>Title:</b>	<b>Policy A2: New Housing Allocations</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: G3, G7, G8, G10, G11, G12, G16, G19, G26, H9, H17, H18, H19, S6, S7, T2, T4, T5, T6, T8, T13, C4, C9, C10, C11, L2, L4, HE1, HE2, HE3, HE19, RT3, RT5, RT7, RT8, RT17, RT18, CF3. Adopted Delivery and Site Allocations Plan policies: DM1, DM2, DM19. Core Strategy Policies: CS7, CS10, CS11, CS12, CS13, CS15, CS16, CS17, CS18, CS19, CS20, CS21.

<b>Title:</b>	<b>Policy A3: Maintaining the Separate Identity of Longwick</b>
<b>Where:</b>	<b>Longwick village and land towards Princes Risborough</b>
<b>What and why:</b>	<b>To prevent the coalescence of Longwick with Princes Risborough.</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: G3, C4, C9, C10, C11, L1, L2, L4, HE1, HE2, HE3, HE19, RT3, RT5, RT7, RT8, RT17, RT18. Adopted Delivery and Site Allocations Plan policies: DM1, DM2, DM11, DM12, DM13, DM19. Core Strategy Policies: CS7, CS16, CS19, CS20.

<b>Title</b>	<b>Policy A4</b>
<b>Applies to where?</b>	<b>Longwick village</b>
<b>What and why</b>	<b>Designation of Local Green Space</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: GB1 Adopted Delivery and Site Allocations Plan policies: DM12 Core Strategy Policies: CS9, CS15

<b>Title</b>	<b>Policy B1</b>
<b>Applies to where?</b>	<b>Owlswick</b>
<b>What and why</b>	<b>Designation of Local Green Space</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: GB1 Adopted Delivery and Site Allocations Plan policies: DM12 Core Strategy Policies: CS9, CS15

<b>Title</b>	<b>Policy B: Settlement Limited to Conservation Area for Sustainable Development</b>
<b>Applies to where?</b>	<b>Meadle, Ilmer, Owlswick, Horsenden</b>
<b>What and why</b>	<b>No new development other than conversions and extensions.</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: G3, G8, G10, G11, G12, G16, G19, G26, H8, H9, H14, H17, H18, H19, T2, T4, T5, T6, T13, C2, C6, C7, C8, C10, C11, C14, C15, L2, L4, HE1, HE2, HE3, HE6, HE8, HE11, HE19, RT5, RT17. Adopted Delivery and Site Allocations Plan policies: DM1, DM2, DM5, DM6, DM12, DM13, DM14, DM15, DM17, DM18, DM19. Core Strategy Policies: CS7, CS11, CS13, CS15, CS16, CS17, CS18, C19, CS20, CS21.

<b>Title</b>	<b>Policy C: Settlement Limited for Sustainable Development</b>
<b>Applies to where?</b>	<b>Little Meadle</b>
<b>What and why</b>	<b>No new development other than conversions and extensions.</b>
<b>Compliance with WDLP policies:</b>	Saved Local Plan Policies: H17, H18, C2, C6, C7, C8, C11, C14, C15, L2, HE11, HE19, RT5, RT17. Adopted Delivery and Site Allocations Plan policies: DM1, DM5, DM6, DM12, DM13, DM14, DM15, DM17, DM18. Core Strategy Policies: CS7, CS11, CS17, CS18, CS19, CS20.

## 10 Glossary & Jargon Buster

*Affordable housing – this may be social rented, affordable rented and intermediate housing, and is provided to households whose needs are not met by the local housing market, on the basis of local incomes and local house prices.*

BCC – Buckinghamshire County Council

BME – Black and Minority Ethnic

*CIL - Community Infrastructure Levy, which allows the local authority to raise funds from owners or developers of land undertaking new building projects in their area.*

*Development Plan – the document setting out the local planning authority's policies and proposals for the development and use of land and buildings in its area. This includes adopted Local Plans and neighbourhood plans.*

*Footpaths and bridle paths – these typically run through open spaces and can be designated as public rights of way, such as LCI FP4 in Longwick.*

*Footways and cycle-ways – these are typically usually provided alongside roads (or highways), and so can be quite different in character to footpaths.*

LcIP – Longwick-cum-Ilmer Parish

*MUGA – Multi Use Games Area, an enclosed space with a synthetic grass or hard surface for playing sports, for example five-a-side soccer or netball.*

NP - Neighbourhood Plan

*NPPF – National Planning Policy Framework, which sets out the Government's planning policies for England and how these are expected to be applied.*

*OS – Open Space, which may be Strategic Open Space to accommodate larger sports or recreational activity in parks, or Local Open Space provided within development areas for amenity space and local play.*

PC – Parish Council

*Section 106 Agreement - a legal agreement under section 106 of the 1990 Town & Country Planning Act, between a planning authority and a developer, or offered by a developer, to ensure that certain extra works related to a development are undertaken.*

*Section 278 Agreement – a legal agreement under section 278 of the Highways Act 1980, between a local highways authority and a developer (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to, the public highway.*

SEA - Strategic Environmental Assessment, *which is a procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) requiring the formal environmental assessment of plans and programmes likely to have significant effects on the environment.*

SUDs – Sustainable Urban Drainage systems, *which are designed for both new and existing developments to reduce the potential impact of surface water drainage discharges, and includes rural sustainable water management practices. They are designed to drain surface water in a way that will provide a more gradual and sustainable approach than the previous practice of routing run-off water through a pipe to a local watercourse.*

WDC – Wycombe District Council

WDLP – Wycombe District Local Plan.

## **11 Annex A: Schedule of Evidence**

Strategic Housing Market Assessment (January 2014)

Strategic Housing Land Availability Assessment (Interim report, February 2014)

Wycombe District Council, New Local Plan Options Consultation (NW3 Longwick), Feedback Report (October 2014)

Wycombe District Viability Assessment, Adams Integra (February 2015)

Longwick Public Consultation Workshop, Issues report, WDC (October 2014)

Longwick Village Capacity Study and Appendices, Tibbalds (February 2015)

Conservation Area Character Survey Meadle

Conservation Area Character Survey Ilmer

Conservation Area Character Survey Owlswick

Conservation Area Character Survey Horsenden

## **12 Annex B: Statement of Consultation**

*[To follow public consultation]*

Longwick Village Capacity Study, Consultation Feedback report, Wycombe District Council, October 2014

Hamlet Consultation table, LcIP NP Steering Group, March-April 2015