

Longwick-cum-Ilmer Parish Neighbourhood Plan 2017–2033

March 2018



Longwick-cum-Ilmer Parish Neighbourhood Plan 2017–2033

Contents

1	Foreword.....	4
2	Neighbourhood Plan Summary.....	5
3	The State of the Parish.....	6
4	Purpose of this Plan	15
5	Vision and Objectives.....	19
6	Land Use Policies.....	23
7	Implementation	51
8	Glossary and Jargon Buster.....	55
9	Annex A: Schedule of Evidence.....	57
10	Appendix A	58

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 currently proposed plan period for Wycombe District Council's emerging Local Plan) and beyond.

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 transport, employment, education, landscape setting and heritage. By consulting widely within the community and with key stakeholders, including Wycombe District Council (WDC) and Buckinghamshire County Council (BCC), this will ensure that the Neighbourhood Plan conforms to the objectives of the Localism Act 2011 by meeting with the approval of the Parish, fitting the vision and objectives of Wycombe District's own Development Plan, and being fully supported by the community.

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

This Neighbourhood Plan follows much public consultation during 2014-16, including a formal consultation period in June-July 2015 on the previous Neighbourhood Plan, and numerous public meetings and workshops on emerging ideas. It is important to note that this Plan builds upon the ideas and feedback received on that previous Submission Neighbourhood Plan, which was withdrawn in February 2016 on the advice of WDC. While the examiner of the Submission Neighbourhood Plan recommended that it should proceed to a referendum, the proposed modifications would have altered the Plan to such an extent that any revision would have been unlikely to receive local support. As a consequence, with advice from WDC, the Parish Council decided to withdraw the Plan. In July 2016 the Parish Council voted to rewrite the Plan, re-consult local people, and submit a new Neighbourhood Plan.

This new Plan was reviewed and amended in the light of comments received during 2016 and was published by WDC for a statutory period. Subsequently, it was examined by an independent examiner, any further amendments made, and a public referendum held on the final version in March 2018. The Neighbourhood Plan was supported by the majority of those voting, so the Neighbourhood Plan was made (or formally adopted) in March 2018.

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

2 Neighbourhood Plan Summary

As the largest settlement within the predominantly rural Parish of Longwick-cum-Ilmer, Longwick village comprises just 430 homes, and it has seen a pattern of small and infill development with around 27 new built homes in the 11 year period of 2001-12. More recently however, it has been the subject of considerable speculative development interest, with three schemes of between 40-160 homes each recently proposed, and in two of these cases given planning consent.

The village's rural setting in open countryside with views to and from the Chilterns Area of Outstanding Natural Beauty (AONB) is very popular with the local community, who see its setting as a key reason to live there, and in many cases work locally. In preparing this Neighbourhood Plan, the Parish Council recognised the overarching housing pressure being felt in Wycombe district and has sought to influence it, so that local development would add to the qualities of the village and surrounding countryside, as well as contribute to its long term sustainability.

As one of the least constrained areas within Wycombe district – not lying within the Green Belt or the AONB - Wycombe District Council's aim is to locate 300 new homes in Longwick village, making it a settlement of 730 homes or 70% larger. The Parish Council has adopted a positive approach to the Local Plan process, seeking to both guide and manage future development by adding design principles for the larger approved housing sites and identifying four smaller sites within the village.

A key consideration of Longwick's neighbourhood planning process has been to plan for the village's growth in all aspects, so that the community's local facilities and services are improved at the same time. Increasing the population of the village by 70% will mean that considerable investment will be needed in better public transport, and walking and cycling routes to the nearby town of Princes Risborough, as well as sports, community and recreational facilities, and public open spaces.

Policies therefore identify: a new settlement boundary for Longwick to encompass seven site allocations (A1); the improvements to sustainable transport options (A2); how to retain Longwick's distinct rural identity (A3); two Local Green Space designations (A4); the need to encourage small businesses to stay or relocate in the Parish (A5); and options for a public house in the hamlet of Owlswick.

These wider Parish policies are followed by seven detailed housing site allocations, which include land use policies, flood risk management, access arrangements and illustrative design layouts to guide development. The developments therefore have the potential to enhance Longwick's compact linear shape and retain its relationship with the open countryside around it.

3 The State of the Parish

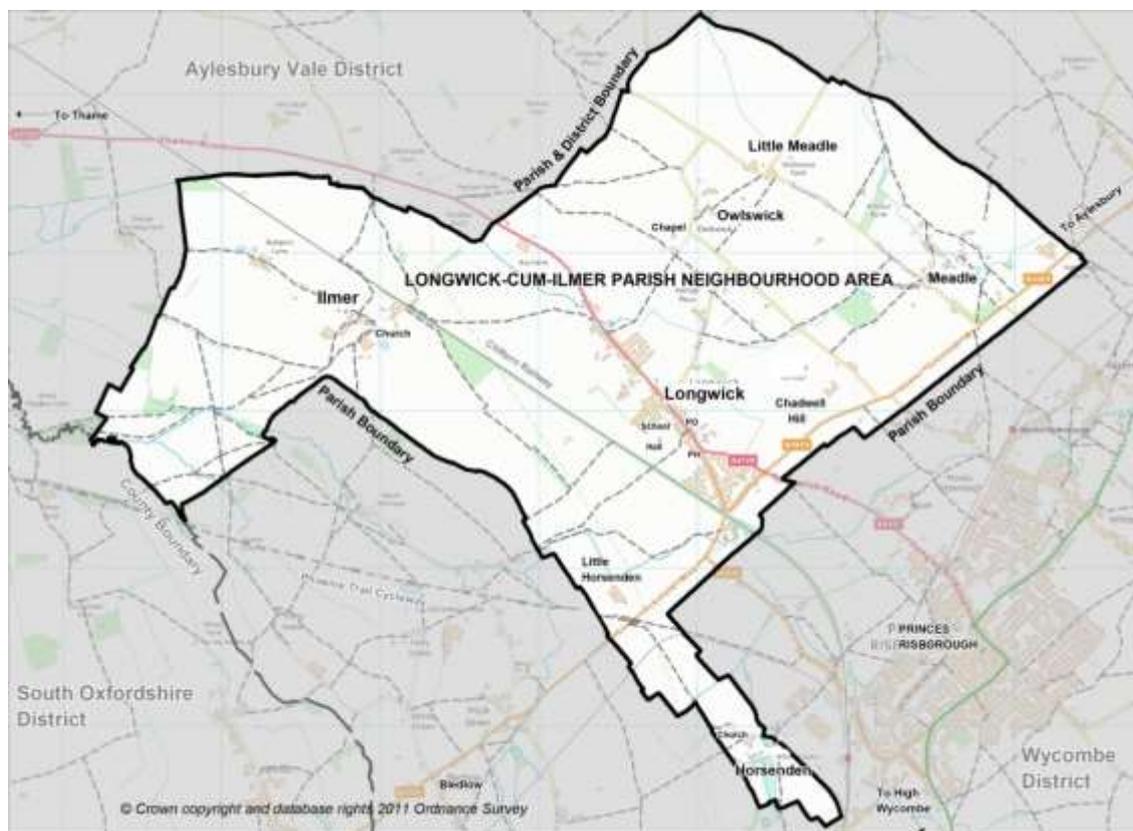
3.1 Longwick village and the surrounding hamlets

The Parish, and Neighbourhood Area as shown on Plan 1 *Longwick-cum-Ilmer Parish Neighbourhood Area 2015*, 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, all of 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.

Plan 1: Longwick-cum-Ilmer Neighbourhood area



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 subsequent addition of Dorrells Road, Orchard Close, and Meadow Drive, then 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; and
- A garden machinery store and fence manufacturing base (Briants), a petrol station/shop and a number of small businesses at Walker's Yard.

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 12th 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.

The grade II* listed Waldridge Manor lies nearby in the adjacent Parish of Dinton-with-Ford and Upton.

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.

Plan 2 in Appendix A shows *Longwick-cum-Ilmer Parish: Current Planning Policies and Constraints* set within Wycombe District Council's policies.

3.3 Key Environmental Characteristics

A. ENVIRONMENTAL CHARACTERISTICS

- i. **Landscape:** The Parish lies predominantly in the Vale landscape of Longwick (Wycombe District Landscape Character Assessment 2011).
- ii. **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. Thames Water has prepared options for increasing water storage in the area, one of which is very near to the hamlet of Ilmer (see section on 'Major greenfield options and proposals nearby').
- 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 Update (2014) shows that Longwick is at the centre of a network of potential overland flow paths. It records the winter 2013-4 floods (on Bar Lane, Chestnut Way, and Lower Icknield Way at Chestnut Way); 1-5 properties were flooded by Thames Water sewer floods; some of the paths and areas of the village are at 'medium risk' of surface water flooding; the risk of ground water flooding; and, the Wycombe Critical Drainage Area (WCDA) where the risk of flooding from surface water, groundwater and ordinary watercourses mean that sustainable drainage solutions should be a priority.
- x. **Renewable Energy:** A solar farm in the Parish at Bumpers Farm in Ilmer is currently under construction.
- 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, as well as throughout the Parish to other nearby towns and villages.
- 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.

B. 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 black and minority ethnic groups. The number of mixed, Asian, Black and 'Other' ethnic groups in the Parish has increased from 24 persons in 2001 to 35 in 2011.
- v. **Housing Completions:** 27 houses have been completed in the Parish in the period 2001-2012.
- vi. **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.
- vii. **Housing Need:** The provision of affordable housing remains a high priority for Wycombe District. Much of the priority is for family-sized accommodation.
- viii. **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 in the district to cater for household growth and unauthorised development.

- ix. **Provision of cultural and leisure facilities:** The village of Longwick has a village hall, which is well used by the many local groups in the Parish, the playing field, and scout headquarters building. While there are many small businesses and home workers in the area, there are however no smaller meeting places or shared business and community facilities in the village.
- x. **Health and wellbeing facilities:** The village of Longwick and the surrounding hamlets are reliant on GP surgeries and dentists, leisure and equipped sports centres in nearby towns.

C. 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, and mixed service providers in Walker's Yard.
- 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 a pub, restaurant and overnight accommodation business.
- ix. **Broadband Provision:** The village of Longwick itself is well served by fibre optic broadband, but parts of both it and the hamlets are constrained by intermittent electricity services and slow internet speeds despite fibre optic broadband being installed.
- 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 Plan 2 in Appendix A.

3.5 Community Views

As part of the Longwick Village Capacity Study, initial 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
 - a) Concerns about traffic speeds and congestion on main routes through the village.
 - b) Poorly maintained and narrow footways making walking feel unsafe.
 - c) Lack of safe walking routes to Princes Risborough town and railway station.

- d) Lack of safe cycling routes.
 - e) Lack of scheduled bus services, particularly at peak times.
 - f) Some parking conflicts, especially at the school and local shop.
 - g) Sewage flooding in the north end of the village.
 - h) Unreliable electricity supply and poor mobile signals.
 - i) Surface water flooding on Bar Lane, around Chestnut Way and other places.
2. Social facilities
- a) The playing field is well used. There are no indoor-sports facilities.
 - b) The village hall is well used and more capacity would be welcome, particularly car parking space for those coming from the rest of the Parish or with sports equipment.
 - c) The local shop and post office provides an essential service. People travel to Thame, Aylesbury, Princes Risborough and High Wycombe for convenience and supermarket shopping.
 - d) GP services are available in Princes Risborough but prompt appointments can be difficult to obtain.
 - e) NHS dentists are hard to find in the area with people travelling further afield for services.
 - f) The primary school is single-form entry and has some capacity in upper years, but is at capacity for reception spaces.
 - g) A need was expressed for more later-life and affordable housing.
3. Landscape and wildlife
- a) Long open landscape views to the Chilterns are valued.
 - b) 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.
 - c) The public rights of way are well used for leisure activities.
 - d) Local hedgerows are valued as important visual features and as corridors for wildlife.
4. Boundaries, historical development sites and potential locations
- a) The perceived village extends beyond the formal settlement boundary to include the scattered northern farmsteads and homes south of the B4009.
 - b) 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
- a) The tranquil, rural setting and community spirit are highly valued.
 - b) It is well located in respect of local towns, and wider access to High Wycombe, Aylesbury, Oxford and London.

3.6 Longwick Capacity Study

The results of this consultation were used to inform the Longwick Capacity Study commissioned by Wycombe District Council from consultants Tibbalds, which assessed a range of sites in Longwick put forward by the community. The study set out a justification for the size and location of potential growth in the village using criteria of: access, movement and highways; drainage and flood risk; and urban design, to look at 20 potential development sites. The key diagram in the report is shown as Figure 1 Summary constraints plan.

In its conclusions the Capacity Study identified six sites, which were then grouped into four sites (some are linked), and became the starting point for the development of the Neighbourhood Plan. Consultations carried out amongst residents in the hamlets, statutory bodies and stakeholders

reflect many of the same overall issues and concerns, with Longwick perceived as the centre for local services and community activities.

In response to the recommendations of the Longwick Capacity Study, Buckinghamshire County Council stated that the Study was very limited in its consideration of transport issues, and found that the upgrading of pedestrian and cycle facilities on Thame and Longwick Roads alone would not make an attractive alternative to the private car due to the nature of the roads and distance of 1.6 miles to Princes Risborough.

The Study recognised that in order to satisfy the requirements of the National Planning Policy Framework for sustainable development, 'no large scale development could take place before a frequent high quality bus service is available to nearby towns'. BCC stated that 'the only way for this to be achieved is if a bus route were fully funded and maintained by a developer in perpetuity' (given its medium term plan to reduce the annual subsidy budget and to take on no additional routes). This need for high quality bus services had formed one of the main policies of the withdrawn Plan, but as it was later successfully challenged by developers, and the previous examiner, the new Plan now seeks contributions to improve public transport services and pedestrian and cycle routes in general.

BCC also advised that its recent review of education provision indicated a significant current in-flow of pupils to Longwick for primary schooling, which means that the school's long-term capacity was not as constrained, as the Capacity Study had concluded.

3.7 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, for example just 27 new homes were built in Longwick in the eleven year period 2001-12 (the date of the last Annual Monitoring Report by WDC). The Longwick Village Capacity Study found that Longwick has retained its linear nature with a clear central area where most of the community facilities are located. An extract from this Study is provided on the following page showing the urban design analysis of Longwick.

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 low density, due to large houses. There are several larger development areas within the village, built mostly during the 1960s and 1970s. These developments 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); and
- 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.

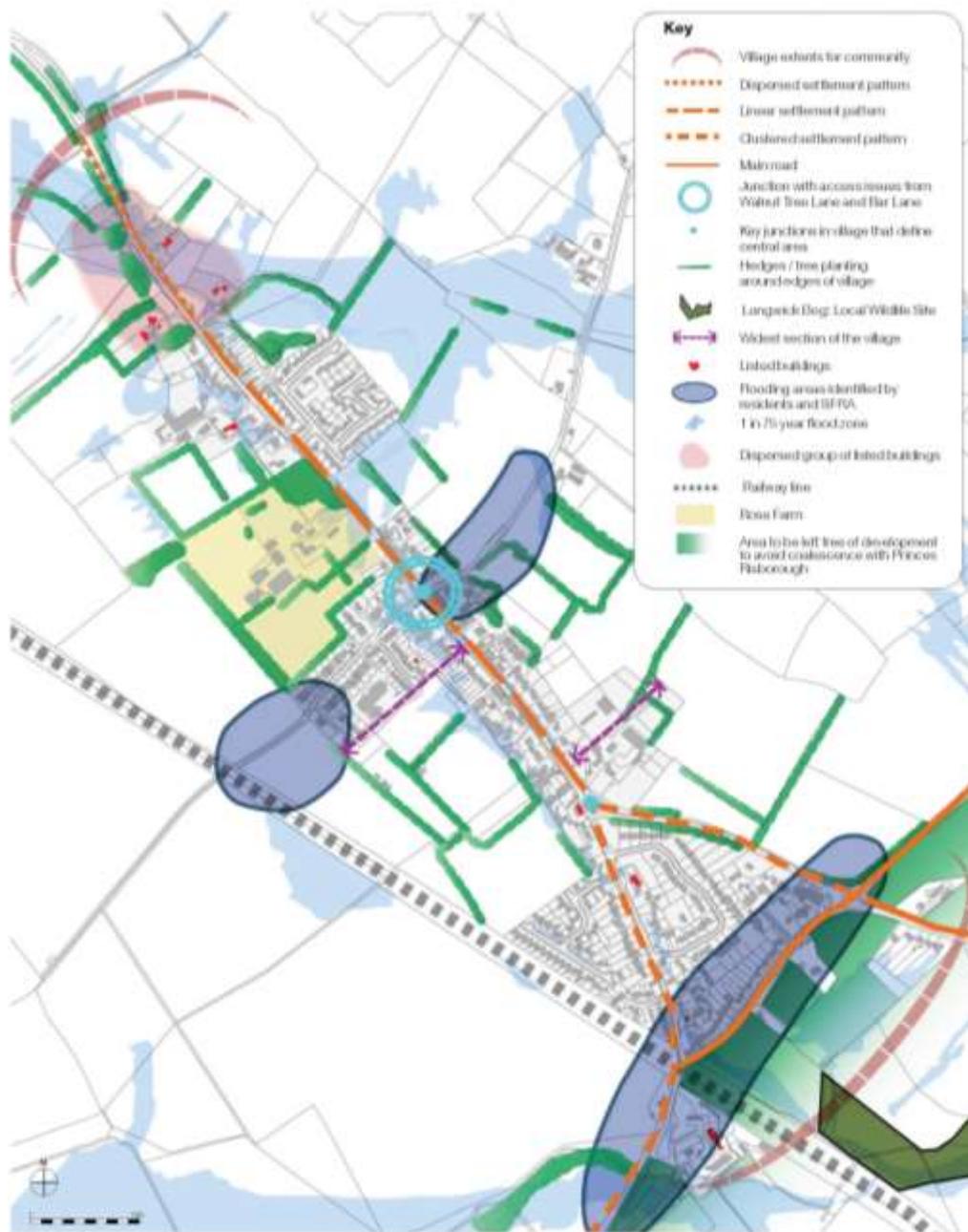
In the period between the Neighbourhood Plan's withdrawal and re-submission (February 2016 to August 2017), three large housing planning applications for land in the village were approved by WDC or at appeal. These housing sites will have a significant effect in reducing the rural character of the village as previously described in the Capacity Study, by increasing the width of the southern end of the village and joining up the two ends of the village. This new development will add 268 new homes, or 60% more homes to the village. An application for 9 homes at Ivy Farm (at the Longwick Road-Lower Icknield Way junction) was refused, but allowed on appeal. It is not allocated for development in this plan.

The three large housing sites are:

- the land off Boxer Road/ Barn Road up to Walnut Tree Lane for 160 new homes, (which was included in the withdrawn plan as a smaller site for 30-50 homes);
- the land opposite Rose Farm wrapping around to Bar Lane for 43 homes, (which was included in the withdrawn Plan for approximately 23-38 homes); and
- the land at Rose Farm for 65 homes, (part of which was included in the withdrawn Plan for 10-16 homes).

This Plan has been prepared in the context of these changes, and the draft Wycombe District Local Plan, which is described in more detail in the following section.

Figure 1 Extract from the Tibbalds Longwick Village Capacity Study (2014) showing the Summary constraints plan, such as flooding, areas to be left free of development, and listed buildings



3.8 Major greenfield options and proposals nearby

Within the wider area surrounding Longwick village and the Parish, there are three major proposals being considered by local authorities and Thames Water. The first of these is the expansion of Princes Risborough town by up to 2,500 new homes, and WDC's identified location for this is on land between its existing urban area and Lower Icknield Way (which marks the lower end of Longwick village). This proposal will form part of the new Wycombe District Local Plan, and is likely to have an effect on the rural setting of the southern end of the Parish and Longwick in particular, as well as on how traffic and public transport in the wider area could change.

The second is Thames Water's option to create the Chinnor Upper Thames reservoir immediately south west of the hamlet of Ilmer, for which land is currently being safeguarded by adjacent local authorities. While not the primary option for increasing water capacity in the area, detailed further studies over the period to 2019 on size and location will determine which option best meets Thames Water's technical requirements.

The third proposal under review is the relocation of the Hypnos factory and showroom from Longwick Road in Princes Risborough to a new location near the town. As the site of its current headquarters lies within the expansion area proposed for Princes Risborough, WDC has undertaken a study of potential new sites for Hypnos. The preferred option identified by WDC to-date is for land on the western side of the railway line from the Boxer Road/ Barn Road part of Longwick village, with access from Lower Icknield Way.

Of these three major proposals and options, the expansion of Princes Risborough is the most advanced and so has influenced the policies of this Plan, while the Parish Council is monitoring the progress on the other two options.

4 Purpose of this Plan

Wycombe District Council (WDC) designated the Longwick-cum-Ilmer Neighbourhood Area on 2 March 2015, as shown on p5, to enable Longwick-cum-Ilmer Parish Council to prepare the Longwick-cum-Ilmer Parish Neighbourhood Plan (LcIP Neighbourhood Plan).

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 (to align with the new Wycombe District Local Plan period) setting policies and proposals for the use and development of land in the area.

The LcIP Neighbourhood Plan has been prepared in accordance with the Neighbourhood Planning (General) Regulations 2012, the Planning and Compulsory Purchase Act 2004, and the European Directive 2001/42/EC.

4.1 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)

4.2 Strategic Environmental Assessment (SEA)

The local planning authority, Wycombe District Council required the LcIP Neighbourhood Plan to be subject to a Strategic Environmental Assessment (SEA) under the European Directive 2001/42/EC. It required that the environmental effects of the Plan policies and proposals be assessed against a series of sustainability objectives during their formulation. WDC advised the Parish Council 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 Neighbourhood Plan 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.

The SA report, which has been revised to reflect the latest version of the Plan, accompanies the Plan for examination. It shows 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 Neighbourhood Plan. 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 consideration of the sustainability objectives of the Plan meant that alternative options for those policies and proposals were compared and evaluated. The SA is published as a separate document. Annex A shows the evidence based used in the preparation of this Neighbourhood Plan.

4.3 How the Plan was prepared

In the public consultation on the emerging Wycombe District Local Plan in 2014, Longwick was identified 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. A large public consultation event was undertaken as part of this process in October 2014. 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. In planning to revise the Plan, the Parish Council co-opted one new and one original co-optee onto its Steering Group, to reflect the changes in the circumstances of the original members.

4.4 Public Consultation

A Consultation Statement has been prepared outlining both the processes undertaken and issues raised; this accompanies the Plan.

As part of the Neighbourhood Plan preparation, the Neighbourhood Plan Steering Group undertook extensive consultation and public information sharing across the Parish. A questionnaire for those living in the five hamlets, who may not have been involved in the earlier consultation on Longwick village issues, was used to gather ideas and aspirations for those settlements under five main headings: *Infrastructure, Social facilities, Wildlife and landscape, Boundaries and historical development sites, New Development*.

The stakeholders in Longwick village - the school, social clubs, community societies, and local businesses – were also 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. The formal consultation on the draft Plan was held 8 June – 21 July 2015, and generated a great deal of support for the neighbourhood planning process and the policies outlined in it.

The comments received were reviewed and amendments to the Plan recommended to the Steering Group and Parish Council, for incorporation into the Submission Plan. This is set out in detail within the Consultation Statement.

In determining whether to revise the Neighbourhood Plan, the Parish Council met in July and September 2016 and resolved to proceed with preparing a new Plan. In order to update and re-consult local residents on any changes, a public meeting with workshop groups was held in November 2016 explaining:

- the new Local Plan context
- the proposed strategy in revising the Neighbourhood Plan, and
- potential options for new housing sites to be included and the policies to draft.

The meeting was well attended with more than 130 people present, and a show of hands on whether to revise and re-submit the Neighbourhood Plan showed overwhelming support.

4.5 Planning Policy context

The Parish is part of Wycombe District and Buckinghamshire County. The LcIP Neighbourhood Plan demonstrates in the Basic Conditions Statement that it is consistent with the Government's overarching NPPF (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); and
- Buckinghamshire Minerals and Waste Local Plans (2004-16) and Core Strategy (2012).

The draft Local Plan for Wycombe District is scheduled for adoption in 2018 for the period to 2033 to align with the new District Local Plan period. In the draft Local Plan, Longwick village is identified as the location for 300 new homes, which would include the recent large planning consents. It is important to note that while the withdrawn Neighbourhood Plan sought to allocate sites for approximately 129 homes, this new Neighbourhood Plan seeks to meet this revised housing requirement for 300 homes. This is done by identifying sites immediately adjacent to the two main parts of Longwick village, and within a proposed new settlement boundary.

The LcIP Neighbourhood Plan has been prepared in collaboration with WDC and 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.

4.6 National Planning Policy Framework

The NPPF contains a number of key policy principles that shape the Neighbourhood Plan. The Basic Conditions Statement, which accompanies the Plan, sets out how it conforms to the national and district local plan policy context.

4.7 Wycombe District Draft 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.

Subsequently a Housing and Economic Development Needs Assessment (HEDNA 2015 and Update 2016,) was commissioned by Aylesbury Vale, Chiltern and Wycombe District Councils jointly to ascertain housing and economic needs for their new Local Plans. It identified that 15,000 homes would be needed in Wycombe district over the next 20 years. However, the more recent 2016 Update has found that a new lower figure of 12,900 dwellings would be needed over the next 20 years (2013-2033) – i.e. around 645 units annually.

As part of its ‘duty to co-operate’ with adjacent councils, WDC has had to review its capacity to accommodate its own needs, and hence its reliance on Aylesbury Vale to meet its unmet housing needs. This review process concluded that 11,200 homes could be accommodated within Wycombe district, and that the remaining 1,700 homes would be in Aylesbury Vale – far less than the 5,000 homes previously identified for Aylesbury Vale to accommodate prior to the 2016 Update. While currently agreed between the councils, these figures will be tested through the Local Plan examination process.

As a result, this WDC review process has meant that there has been greater pressure on finding sites for development within the district, and in relatively unconstrained areas – with no Green Belt designation or location within the Chilterns AONB. The review found that Longwick would be able to accommodate 140 homes in addition to the 160 homes recently approved at appeal for the Boxer Road/ Barn Road site, and based upon some of the sites included in the withdrawn Neighbourhood Plan. This was re-stated in the New Local Plan Stakeholder Update meeting in March 2017.

One of the roles of this current Neighbourhood 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 at the same time ensuring that it is shaped according to the unique characteristics of the area, its settlements and communities, and overall sustainability.

As the emerging Local Plan was prepared, much of the evidence gathered for it has also informed this Neighbourhood Plan. The Neighbourhood Plan also anticipates the issues and options consulted upon to-date, including the potential expansion of nearby Princes Risborough by up to 2,500 homes.

The areas of common ground for the expansion of Princes Risborough and growth at Longwick would include changes to:

- traffic movements and numbers;
- significant improvements to the quality and frequency of public transport provision;
- the provision of safe, convenient and attractive pedestrian and cycle links;
- 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 was clearly recognised in the Consultation Draft Local Plan (June 2016) that the sustainable transport measures required for Longwick to grow in a sustainable manner may only be deliverable alongside future changes that the expansion of Princes Risborough could bring.

5 Vision and Objectives

5.1 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:

- Continue to 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.
- 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, such as schools.
- Have regular, convenient and long term public transport services by bus to destinations such as Princes Risborough town centre and railway station.
- Be a parish that has managed growth with infrastructure and services appropriate to the needs of all its residents, both current and future.
- 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 which protects, conserves and enhances the quality of the historic environment of designated and undesignated heritage assets and their settings.

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.

5.2 Objectives and 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 draft 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 and in more detailed policies, which will be monitored by the Parish Council under ten broad headings:

1. Provide Better Transport and Connectivity for Sustainable Development

To put in place sustainable and 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. Make Highways Safer Places for People

To provide safe and effective traffic movement within and through the Parish, 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.

3. Improve Flooding Issues for People and the Environment

To ensure that today's flooding issues are addressed 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, use sites of 'low risk', and subsequently ensure that the existing flood risk is improved and mitigated against, which will include the use of SUDs to manage surface water on new developments. Local biodiversity and social amenity should also be enhanced.

4. Provide Better 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, water supply and broadband services.

5. Provide Mixed Housing for Balanced Communities

To protect and enhance the needs of an evolving Parish community with housing provision that will attract young families, meet local needs through a mix of new homes, affordable and starter homes, and offer appropriate accommodation for an ageing population, with supporting infrastructure. Housing growth needs to enable local people to remain in the area.

6. Work with Local 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 does not adversely affect key views of the Parish within the Parish itself and from key viewpoints outside it. 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; or provision made to ensure that social and other infrastructure can be delivered at the same time as new homes. 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, and conserves and enhances the historic environment.

7. Maintain Rural Character

To maintain the existing distinct separation between settlements, and retain boundary features such as mature trees and hedgerows. New development should add to and enhance existing green space and public open spaces, 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 maintained.

8. Increase 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 contribute towards proportionate improvements to the village hall and adjacent sports facilities, including all-weather facilities, and the capacity of local healthcare provision.

9. Support the Local Economy and 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.

10. Capitalise on 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.

5.3 Policy Overview

The LcIP Neighbourhood Plan sets out policies for Longwick village and the surrounding hamlets, which aim to deliver sustainable growth within the settlement boundary. These are set out in more detail in Section 5:

- A1 Development at Longwick Village
- A2 New Housing Allocations
- A3 Retaining Longwick Village's Distinct Rural Identity
- A4 Local Green Space Designations
- A5 Small Scale Business Space
- A6 Shoulder of Mutton Public House, Owlswick
- L1 Site allocation of land on the eastern side of Thame Road, leading around to Bar Lane, Longwick
- L2 Site allocation of land at Boxer Road/ Barn Road, Longwick
- L3 Site allocation of land on Thame Road east of Chestnut Way junction, Longwick
- L4 Site allocations of land at Rose Farm, Longwick
- L5 Site allocation of land adjacent to Red House Farm, Longwick
- L6 Site allocation of land adjacent to Anderdons Farm, Longwick

5.4 Monitoring and Review Process

The LcIP Neighbourhood Plan 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 Neighbourhood Plan 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.

6 Land Use Policies

The Longwick-cum-Ilmer Parish Neighbourhood Plan contains a series of land use policies to achieve the community's vision.

It is not the purpose of the LcIP Neighbourhood Plan 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 Neighbourhood Plan will be used by the local planning authority to consider and determine planning applications. Should the draft Local Plan subsequently be adopted defining a different strategic policy framework for the Parish, the Neighbourhood Plan will be considered for review, to provide an up-to-date development plan.

Each policy is categorised:

- A1-3 for Longwick Village
- A4 for Local Green Space designations – two in the Neighbourhood area
- A5 for Small Scale Business Space - across the Neighbourhood area
- A6 for the Shoulder of Mutton Public House, Owlswick
- L1-6 for Longwick housing site allocations for development.

There is a short explanation of the policy intent and how it helps to meet the Plan's objectives. The policies are illustrated on Policy Maps 1, 2 and 3, and illustrative site layout plans (L1-L6) follow each of the policies.

Title:	Policy A1: Development at Longwick Village
Where:	Longwick village
What and why:	To define a settlement boundary at Longwick village for sustainable development.
<i>Detailed policy:</i>	<p>The settlement boundary for Longwick is shown on Policy Maps 1 and 2.</p> <p>Within the settlement boundary, development will be supported on sites allocated for development in accordance with Policies A2, A5, L1-6, or on other “windfall” sites. Within the settlement boundary, the provision of affordable housing, a mix of housing types that takes account of current evidence on housing need, and accommodation for the elderly will be supported; and low carbon eco homes and household renewable energy measures are encouraged.</p> <p>Development is required to respect the character and appearance of the area and should not increase flood risk. Housing layouts that allow for on-site flood mitigation measures and on-plot sustainable urban drainage solutions are encouraged. Developers will need to demonstrate that there is adequate water supply and capacity in the infrastructure to meet additional sewage and surface water drainage requirements. Any street lighting should provide for safety and at the same time protect rural dark skies.</p>

JUSTIFICATION:

Longwick village is the main settlement in the neighbourhood plan area, and the surrounding five hamlets are very isolated. New development in Longwick could help to sustain village life over the long term and support local facilities and businesses. The Tibbalds Longwick Village Capacity Study and the Sustainability Appraisal have looked at how Longwick might grow in the future and what the future form of the village should be. It is recognised that sustainable growth is important to support the village, and so the site allocations represent a significant amount of new development to help to achieve that goal of sustainability.

A greater mix of residential accommodation is also needed in the village in the future, to ensure that young and older people can remain in the area. The report by Rural Solutions, submitted on behalf of one of Gladman Homes’ applications for the Boxer Road/ Barn Road site, An Assessment of Current and Future Sustainability, Land North West of Barn Road, Longwick (June 2015) described the need to “balance the housing stock and growth in future such that new housing development adds variety and choice to the local housing market and addresses a wider range of housing needs... attracting new homemakers in to the village, to support community life, local services and amenities.”

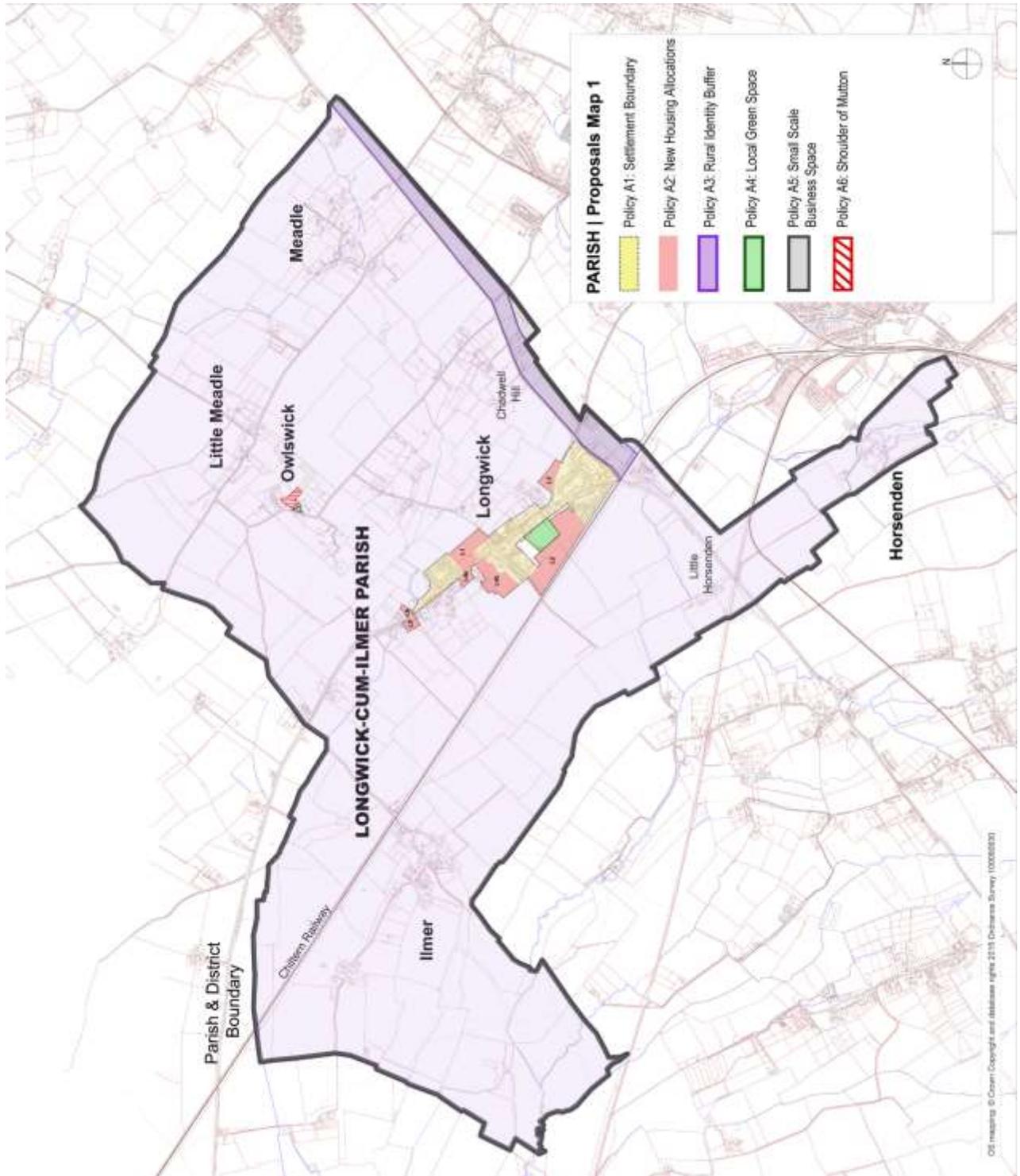
This re-balancing equates to the need for more 1, 2 and 3 bed homes or a mix which responds to the HEDNA’s findings, which would also enable today’s predominantly ageing population to downsize and stay within the village. Affordable housing is also required so that the local people can remain in the community, rather than needing to move away.

The design and layout of new housing should reinforce local identity, and help to integrate new development into the village structure. The Tibbalds Longwick Village Capacity Study identified the character and form of the development in the village as the basis for their study. Regard should be had for the history of the area and the relationship of new development to designated and non-designated heritage assets. Buckinghamshire Historic Environment Record, and Wycombe Local Heritage List provide useful reference information.

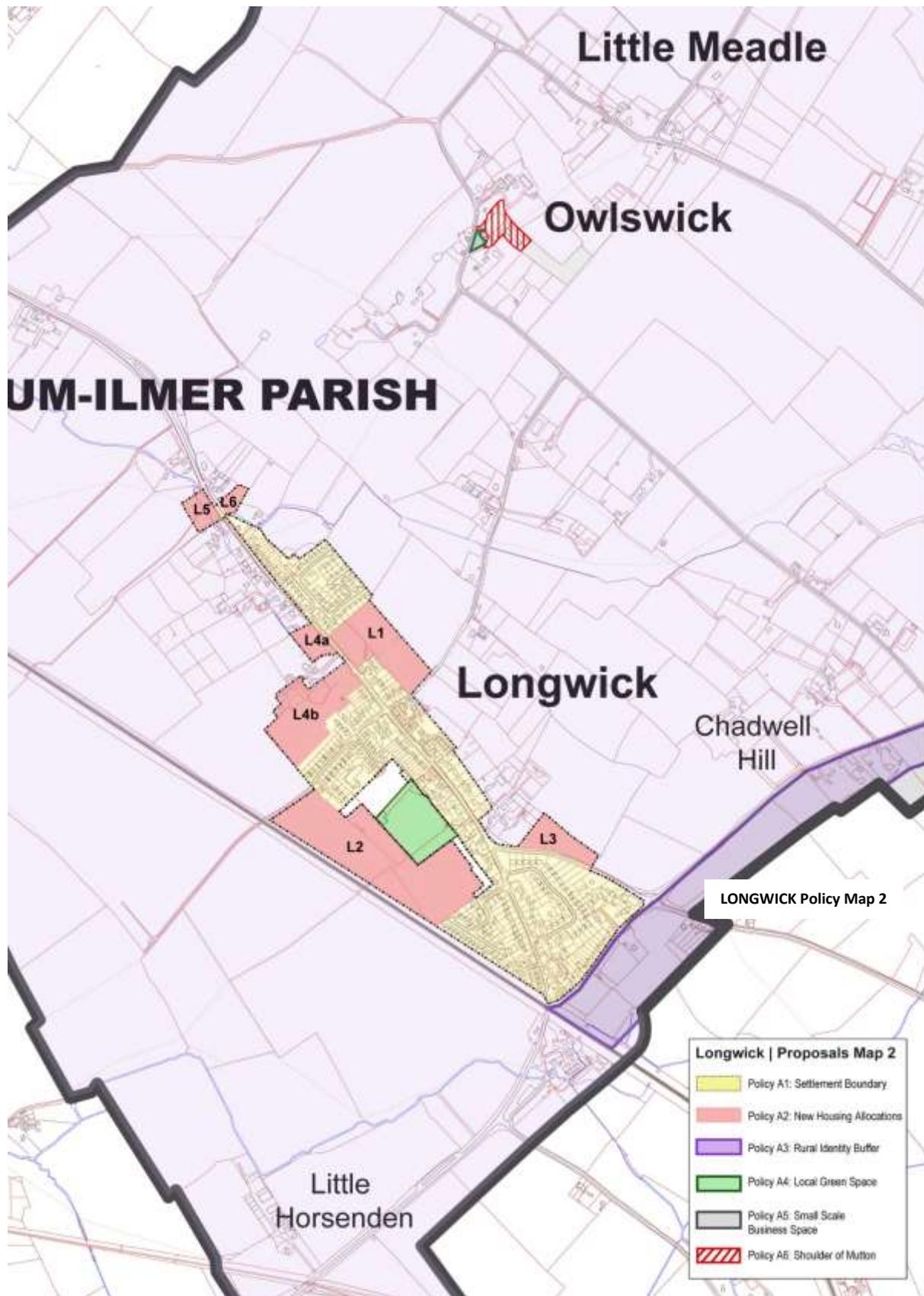
Today there are considerable and recurrent problems reported locally due to the combination of surface, rainwater and sewage flooding and electricity supply capacity issues; the Parish Council encourages developers to resolve these by demonstrating how proposals will affect and address utilities issues. This can be achieved by demonstrating that there is adequate water supply and capacity in the infrastructure to meet additional sewage and surface water drainage requirements. Early engagement with Thames Water will also be needed for any proposals proximate to a public sewer. Protecting dark skies over the village is important to maintaining Longwick's rural character, as the consultation responses show, and will need to be balanced with road safety measures. Dark skies also benefit species such as bats and invertebrates.

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

Policy Map 1 - This shows the policies in their wider parish context



Policy Map 2 - This shows the policies for Longwick village itself.



Title:	Policy A2: New Housing Allocations
Where:	Longwick village
What and why:	To identify the overall approach to new housing allocations and the delivery of infrastructure.
<i>Detailed policy:</i>	<p>The following sites are allocated for housing development:</p> <ul style="list-style-type: none"> • Land on the eastern side of Thame Road, leading around to Bar Lane (Policy L1) • Land at Boxer Road/ Barn Road (Policy L2) • Land on Thame Road east of Chestnut Way junction (Policy L3) • Land at Rose Farm frontage and South (Policies L4a and L4b) • Land adjacent to Red House Farm (Policy L5) • Land adjacent to Anderdons Farm (Policy L6) <p>Development should conform with the site specific policies L1 – L6.</p> <p>On these sites, development is required, subject to viability and meeting the tests for planning obligations and conditions, to make financial contributions to provide long term and viable sustainable transport choices to the village in the form of:</p> <ol style="list-style-type: none"> a) High quality, safe and dedicated pedestrian and cycle routes to Princes Risborough town centre and Princes Risborough railway station, and b) A high quality, accessible, frequent and peak hour bus service in accordance with Policy DM2 of the Wycombe Delivery and Site Allocations Plan, to Princes Risborough town centre and railway station.

JUSTIFICATION:

The 2014 Tibbalds Longwick Village Capacity Study and the Sustainability Appraisal have looked at different ways that the village might expand, and the influence of new development consents on the village’s future form. This has been used to assess options against a range of site selection criteria. The allocations set out in this policy and in the more detailed site policies are the outcome of those assessments. The Sustainability Appraisal indicates the likely adverse effect on sustainability of development on each of the sites allocated, as a result of not delivering public transport improvements, better travel choices and connectivity by non-car modes.

New housing development needs to be sustainable socially, economically and environmentally. In this rural setting this means ensuring that essential social and community facilities are available and accessible to all; and, identifying locations for development which will reduce reliance on the private car and promote healthier and more environmentally sustainable modes of travel. In the Parish there is an overarching and clear need for more sustainable modes of transport, as the residents in the village (and hamlets) are very reliant on the private car. The 2011 Census data for the Parish shows that more than 72% of those in employment in the Parish travel to work by car or van, and this figure does not include those who may also drive to the train station to commute.

This reliance on the car in turn adds to local road safety concerns for pedestrians and cyclists, and consequently reduces walking and cycling trips around and to Longwick village. This vicious circle can only be overcome in the future by major improvements in bus services to Princes Risborough and the railway station, and better footways and cycle ways. Given the nature of the busy traffic routes in the

area, there needs to be dedicated off-road cycle provision, which is direct and does not add considerable extra distance to local journeys.

Whilst this Plan does not itself set a specific housing target for Longwick village, the allocated sites could potentially deliver as many as 300 new homes. This would be achieved through the following combination of sites. The first group of sites are the two large housing planning applications which were approved by WDC or at appeal:

- *the land off Boxer/ Barn Road to Walnut Tree Lane - 160 homes, approved at appeal*
- *the land opposite Rose Farm wrapping around to Bar Lane - 43 homes, approved by WDC*
- *the land at Rose Farm (south) - 65 homes approved by WDC.*

Plus four infill smaller sites, which are not currently being promoted by developers:

- *Land on Thame Road east of Chestnut Way junction – 18 homes*
- *Land at Rose Farm frontage (Policy L4a) – 3 homes*
- *Land adjacent to Red House Farm (Policy L5) – 6 homes*
- *Land adjacent to Anderdons Farm (Policy L6) – 5 homes*

These site capacities show how the Plan helps to meet WDC's 300 homes target for Longwick village, and ensure that there is flexibility where site conditions have not been the subject of full technical studies.

These additional 300 homes will result in a significantly higher delivery of housing in Longwick than has been seen in the last 10 years or more; in the period of 11 years between 2001-12, 27 new homes were built in the area. If well designed, this new development would be consistent with maintaining village character and form, help to sustain village facilities, and contribute to providing better transport options.

Advice from Buckinghamshire County Council has shown that new development in Longwick will need to fully fund better bus services in perpetuity or until it can be a viable and long-term public transport service, alongside better pedestrian and cycle facilities. Given the distance to Princes Risborough, these options alone will not encourage a significant modal shift from car use to more sustainable modes of travel, but are necessary to improve the overall choice of sustainable modes.

It is recognised that the scale of these housing allocations at Longwick may not on their own deliver viable sustainable travel improvements given the lack of funding available from BCC, and the need to meet the tests for planning conditions and obligations. However Wycombe District Council is also preparing for major growth at Princes Risborough. The sustainable travel infrastructure required for this urban expansion may well assist in delivering sustainable travel measures across a wider area, including to Longwick.

NP Objectives met: 1, 2, 5, 7, 8, 9, 10.

Title:	Policy A3: Retaining Longwick Village’s Distinct Rural Identity
Where:	Longwick village and land towards Princes Risborough
What and why:	To achieve adequate separation between Longwick and Princes Risborough in the context of future growth.
<i>Detailed policy</i>	<ol style="list-style-type: none"> 1. The current rural green gap between the settlements is to be maintained and is indicated on Policy Map 1, as Policy A3. 2. The development of new transport and other community infrastructure associated with the growth of Longwick and Princes Risborough will need to be designed to reflect the area’s rural character and amenity.

JUSTIFICATION:

The Tibbalds Longwick Village Capacity Study identified that maintaining the separation of Longwick from Princes Risborough is a key factor in ensuring that Longwick retains its own separate rural identity.

The Parish boundary generally lies one field south of Lower Icknield Way, and there are small-scale isolated properties in the green gap between the road and the Parish boundary. If Princes Risborough were to grow towards Longwick, as is planned, this existing rural green gap between the settlements will need to be retained to maintain their separate identities and prevent future coalescence. It is therefore important that any further development on the south side of Lower Icknield Way within the Parish boundary from the railway line eastwards is limited, and on the north side from the Thame Road-Lower Icknield Way junction eastwards.

The Draft Wycombe District Local Plan expects a green buffer to be retained south of Lower Icknield Way to function as a separation between the Main Expansion Area proposed for Princes Risborough and the village of Longwick. Draft Policy PR5 states that open space uses and essential infrastructure to support the expansion of Princes Risborough will be permitted outside the settlement boundary within the strategic buffer. Other development there is required to be of small scale to protect the rural character of the land.

The potential future growth of Princes Risborough on its north-western side towards Longwick could also result in new transport and other social infrastructure being provided there. This would in turn have an impact on the rural character of the area i.e. new road and access improvements, community facilities and sports areas. It is important that any negative impacts of new infrastructure on the character and amenity of this rural area are minimised, as it is within the ‘rural green gap’ between the settlements and hence be designed sympathetically. The gap between the settlements is shown as running east-west between the Lower Icknield Way and the Parish’s southern boundary, from the railway line to Askett Village Lane.

NP Objectives met: 1, 2, 6, 7, 9.

Title	Policy A4: Local Green Space Designations
Where:	Longwick and Owlswick
What and why:	To protect valuable existing green spaces in Longwick and Owlswick.
Detailed policy:	<p>The following sites are designated as Local Green Space as shown on Policy Maps 1, 2 and 3:</p> <ul style="list-style-type: none"> • Longwick playing field; and • Owlswick village green <p>Development of Local Green Space is not permitted, other than in very special circumstances, which would be determined by WDC and the Parish Council.</p>

JUSTIFICATION:

As set out in paragraph 77 of the NPPF, this designation for existing spaces applies:

- *where the green space is in reasonably close proximity to the community it serves;*
- *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*
- *where the green area concerned is local in character and is not an extensive tract of land.*

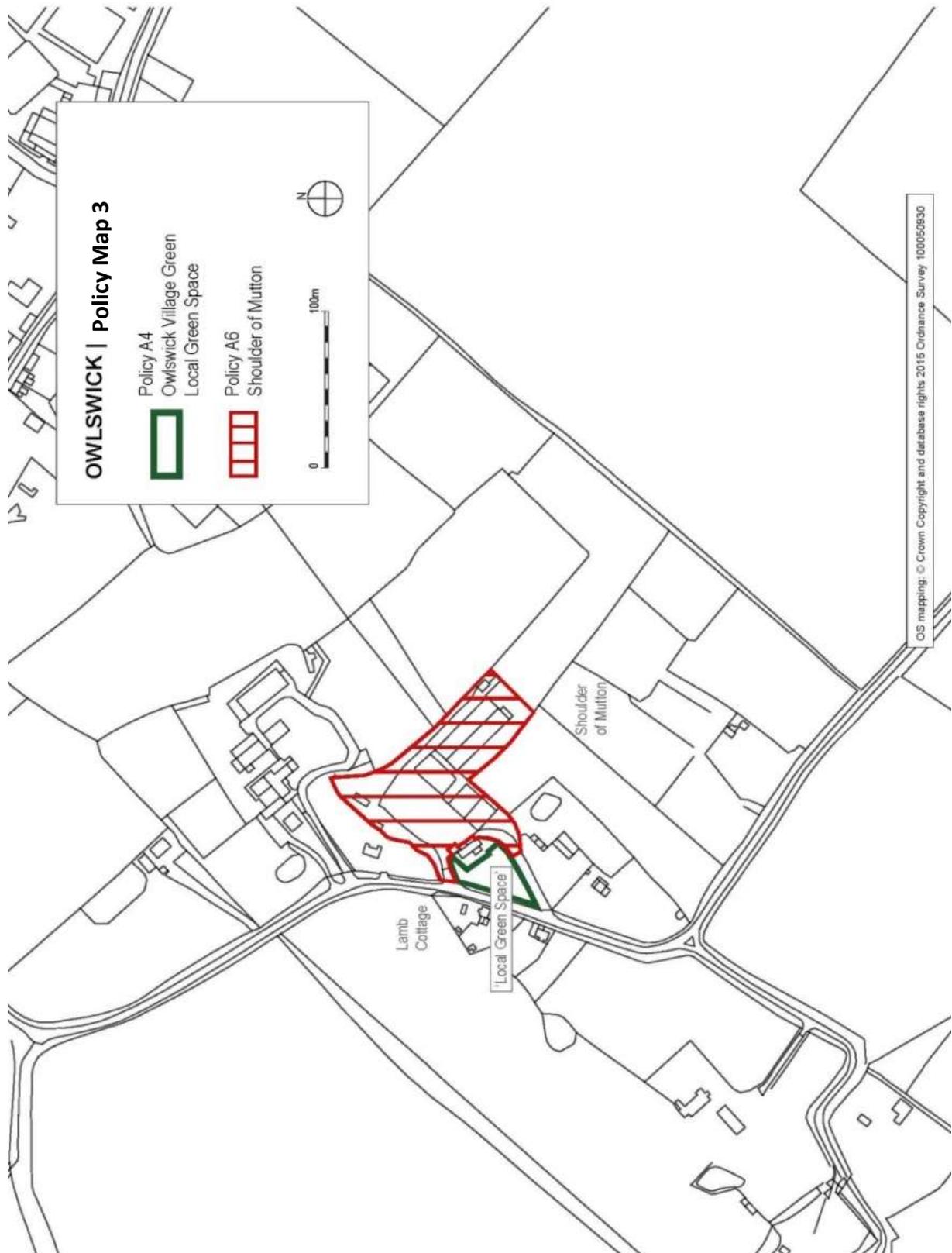
Longwick playing field is in a central position within the village, and has particular local significance in village life as the home of all local recreational and cultural activities; it therefore meets the requirements set out in the NPPF above.

Owlswick village green is privately owned, and lies at the heart of the hamlet. It has historic significance with listed and other important buildings in the Conservation Area located around it, thereby meeting the requirements of the NPPF policy above. While currently privately-owned public space, the village green also has huge potential for community events in conjunction with the St Peter's Chapel opposite. The green is vital to the setting of the village as it is its heart.

Ilmer Village Green has not been included in this designation as it already is a registered village green, and so given due protection.

NP Objectives met: 6, 7, 8

Policy Map 3 - This shows the policies for the hamlet of Owlswick



Title:	Policy A5: Small Scale Business Space
Where:	Throughout the Neighbourhood Plan area
What and why:	To encourage small scale business space development.
Detailed policy:	<ol style="list-style-type: none"> 1. Development to expand or relocate small business or employment premises (in B1, B2 and B8 use categories) within the Neighbourhood Plan area will be supported, provided that it respects local character, is sensitively located and does not harm residential amenity. 2. Potential traffic impacts will need to be assessed to determine whether the effects of additional traffic generated can be mitigated. 3. Proposals that offer employment opportunities to local people, provide community facilities, or offer space for a hub for home-based workers and community societies, will be welcomed.

JUSTIFICATION:

It is important to encourage and accommodate small local businesses and community groups through the expansion of employment areas to meet local needs. The 2011 Census data for the Parish indicated that around 15% of those in employment work mainly from home. New housing in Longwick needs to be balanced with an increase in opportunities for local employment, and close to existing communities. New small business expansion space or employment development should be sensitively located, not cause traffic impacts that cannot be significantly reduced, nor harm residential amenity.

NP Objectives met: 8, 9, 10

Title:	Policy A6: Shoulder of Mutton Public House
Where:	Owlswick
What and why:	To set out the principles for development at the Shoulder of Mutton public house, Owlswick, as shown on Policy Map 3.
Detailed policy:	<p>The retention of the Shoulder of Mutton in Owlswick as a community facility will be supported. Residential development of the site, including conversion of the public house, will be supported providing that:</p> <ul style="list-style-type: none"> • Marketing for at least a 6 month period has demonstrated that use as a public house would not be viable; • Proposed development would be no greater than the footprint of the existing buildings, and ridge heights would not be higher than those of the public house; • Proposed development would respect the character and appearance of the Conservation Area and its setting; and • Where possible, public access to the adjacent village green would be increased.

JUSTIFICATION:

The conversion of the Shoulder of Mutton from a public house to another use would mean the loss of a community facility and so will be of concern to the wider community, even though the current public house has not been open for use for some time. The onus will be on the owners to demonstrate that there is no future likelihood of the site being re-used for economic development uses, including for employment or community facilities. These uses need to be shown as no longer practicable and

for what reasons, and after a period of marketing in ways which are appropriate to its location and use.

Therefore if it can be shown to be unviable in its current use, it could be converted to residential use, as this policy aims to balance the need to put the existing site to good use, given its rural location in a hamlet with no sustainable transport options. However, in order to maintain the current scale of the hamlet and reflect its isolated position, this would be generally limited to the conversion of the existing public house, and any new development to replace the existing outbuildings should be no greater than the volume of the outbuildings today. Given its location partly within the hamlet's Conservation Area, building heights should be less than the height of the public house, and the development should be sympathetic to the area as a whole.

The existing outbuildings at the rear of the public house are not attractive and are visible from the public footpath, and so there is an opportunity for this area to be improved. The public house occupies a prominent position on Owlswick village green, which is designated as a Local Green Space in Policy A4 and has been in the same ownership as the public house for some time. This will need to be considered for any future residential development, given the continued and potentially increased community association with and use of that open space.

NP Objectives met: 6, 7, 8, 9.

Title:	Policy L1: Site Allocation on the eastern side of Thame Road, leading around to Bar Lane
Where:	Longwick village
What and why:	To set out the principles for development on Site L1, as shown on Policy Maps 1 and 2, and Policy map L1.
Detailed Policy:	<p>The development of Site L1 (2.46ha) is required to, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Provide vehicle and pedestrian access, which respects existing residential amenity, from Thame Road via L1 Open Space. 3. Provide a pedestrian and cycle link onto Bar Lane. <p>OPEN SPACE</p> <ol style="list-style-type: none"> 4. Provide open space that fronts onto Thame Road on this site as a green space – identified as L1 Open Space – and which gives views through to the countryside beyond, and is overlooked by residential units fronting onto it. 5. Deliver the land L1 Open Space as part of the development of Site L1 and retain it as open space. <p>DRAINAGE</p> <ol style="list-style-type: none"> 6. Accommodate SUDs to address issues of surface and groundwater flooding. 7. Ensure that L1 Open Space forms part of the SUDs for Site L1, and provides for water attenuation and drainage. 8. Provide water attenuation areas for periods of localised flooding, the size of which is to be determined to suit technical site requirements. 9. Limit surface water discharge to at least the equivalent of green field run off rates for the drained area, and show how this can be achieved. <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 10. Maintain mature landscape features and hedgerows, and add a new 5m planting buffer to create a strong long-term settlement boundary on the north-eastern and south-eastern sides. 11. Enclose development with landscaped features to mark the rural edge of the village and avoid any future development and vehicle access to the land beyond the north-eastern and south-eastern boundaries. 12. Allow for views through the site boundary with Thame Road and the new development itself. 13. Provide a landscape and visual impact assessment with mitigation proposals. 14. Incorporate structural planting along Bar Lane to screen new development from long distance views from Whiteleaf Cross, but still allow for natural surveillance over Bar Lane. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 15. Allow a minimum 30m setback from the backs of existing homes on Wheelwright Road to the backs of new development (window to window on the same level). 16. Provide measures at the nearby pet hotel on Bar Lane to a standard that prevents noise levels emanating from the pet hotel from exceeding World Health Organisation guidelines at any new home on Site L1.

	17. Design roof forms and development layouts to minimise its long distance visibility from Whiteleaf Cross, by being irregular and planned with landscape boundaries.
--	--

JUSTIFICATION:

ACCESS FROM THAME ROAD: As the site can be accessed from Thame Road across the open space, it is potentially suitable for development. Direct and well overlooked pedestrian and cycle links should be provided across the site and to Bar Lane. Vehicular access through the site onto Bar Lane is not welcomed as it would encourage more traffic to pass through the site and open space, and to use the rural lanes to the east, which are unsuitable for more traffic, given the views expressed at early consultation events.

POSITION IN VILLAGE: The site has good access to the community facilities located in the central area of the village. It is 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. The layout should maintain some of these glimpsed views and to act as a visual link between Thame Road and the countryside, and ensure that there is still a clear green 'gap' within Longwick village.

CLEAR SETTLEMENT BOUNDARIES: The existing areas of structural planting on the north-eastern boundary of the existing field need to be retained and reinforced, and structural planting will be required to establish a new boundary as shown across to Bar Lane. This will help to preclude any future development spreading into the open countryside, which extends out towards Owlswick.

The existing pet hotel further east on Bar Lane is a potential source of future noise complaints to new residents on this site, as feeding times and barking by visiting dogs can be heard in the village. It is in the intention of this policy to support the existing local business and enable it to remain in situ in the future, whilst seeking ways to provide for sustainable housing growth.

SURFACE WATER DRAINAGE: To address the surface water drainage issues, development on this site 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 will need to be undertaken. The land in Policy L1 also needs drainage solutions to address the at-times severe localised road flooding at Bar Lane. It may be possible to integrate surface water drainage features into the design of the open space as well as onsite provision, subject to suitability.

DESIGN AND LAYOUT: Consideration will need to be given to roof forms and structural planting throughout the site to mitigate any potential impact on long views from Whiteleaf Cross in particular, with varying and broken roof lines, and materials that match the local area.

As the field is already an area prone to surface water flooding, on the northern boundary where it meets the rear of properties on Wheelwright Road, development should allow for a 30m setback from the backs of existing homes to the backs of new development (window to window on the same level). This is in keeping with WDC's Residential Design Guidance, and is also aimed at protecting existing gardens of the Wheelwright Road homes from additional surface water flooding if new homes are developed close to these rear fences and boundaries.

OPEN SPACE: The land fronting onto Thame Road is currently a green 'gap' in the village, and so open space in this location can provide a new 'village green' to serve residents in the northern part of the village and maintain the break in frontages along Thame Road. New development should also overlook this space. New residential development in the village will trigger a requirement for local and strategic open space for the new residents.

Title:	Policy L2: Site Allocation of land at Boxer Road/ Barn Road
Where:	Longwick village
What and why:	To set out the principles for development on Site L2, as shown in Policy Maps 1 and 2, and on Policy map L2.
<i>Detailed policy:</i>	<p>The development of Site L2 (6.73ha) is required, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Provide vehicle, cycle and pedestrian access to the site from Boxer Road. 3. Provide pedestrian and cycle access to Walnut Tree Lane. 4. Provide well-overlooked pedestrian links to the existing playing field and the new open space through the development area. 5. Provide an all-weather, permeable loose surfaced footpath to the existing east-west public right of way, which runs westwards to the railway bridge, and in the east for part of the footpath near Thame Road. <p>OPEN SPACE</p> <ol style="list-style-type: none"> 6. Deliver the land identified on Map L2 as L2 Open Space as part of the development of Site L2, and to be used as open space. 7. Add to the overall variety of public spaces within the village through the provision of the open space, integrate it with the existing playing field and provide access to the village hall changing facilities. <p>DRAINAGE</p> <ol style="list-style-type: none"> 8. Accommodate SUDs to address issues of surface and groundwater flooding. 9. Limit surface water discharge to the equivalent of green field run off rates for the drained area, and show how this can be achieved <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 10. Maintain mature landscape features and hedgerows within and around the site. 11. Provide suitable acoustic barriers and landscaping along the railway line embankment to minimise visual and noise disturbance to new residents. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 12. Create a development frontage overlooking the strip of land behind Thame Road/ Chestnut Way, which is not within the new settlement boundary. 13. Form a separate all-weather, permeable footpath through an attractive rural landscaped public space along this edge of the site (overlooking the external strip of land), with a water attenuation pond and drainage channels. 14. Position development frontages to overlook the existing playing field and the new open space L2, between areas of intermittent landscape planting. 15. Ensure that the layout of new housing is designed to sit well with the existing play area nearby, to minimise any potential nuisance for future residents. 16. Protect the amenity and privacy of existing residential properties on Boxer Road, Barn Road and Williams Way in the layout of public open spaces and access to garages.

JUSTIFICATION:

ACCESS FROM THAME ROAD: This site is accessed off Boxer Road and Barn Road, which provide access to Chestnut Way and Thame Road.

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

SURFACE WATER DRAINAGE: The site suffers from surface water drainage issues and as such significant green space will need to be provided. The size of the water attenuation area will need to be assessed to suit the site's technical requirements.

CLEAR SETTLEMENT BOUNDARIES: The site is well-screened by structural planting along its western boundary with the railway beyond. The design of the boundary with existing development to the south will need to be carefully considered, to contain and soften views from the existing housing.

DESIGN AND LAYOUT: Development will need to overlook the playing field and new open space with development frontages to create natural surveillance, and to provide pedestrian access from Barn Road, Williams Way and Walnut Tree Lane to the open space, the playing field and the village hall to improve local access.

There is a locally valued ribbon of rural land running along the rear of the Thame Road/ Chestnut Way properties, which lies outside the existing and proposed settlement boundary. Given the need on Site L2 to provide a water attenuation area, plus foot and cycle links from Boxer Road/ Barn Road, there is an opportunity to form an attractive rural landscaped public space with a footpath passing through it, next to this ribbon land. Combined with views of the ribbon of open land this will give the route to the playing field a more natural feel than two footways either side of a new development access road. Moreover, the residents along Thame Road, Chestnut Way and Barn Road have purchased sections of this ribbon land in order to maintain its rural feel, and would welcome this arrangement.

The existing play equipment at the southern end of the playing field (the teen shelter, MUGA, skateboard ramp and zip wire) may present a future noise nuisance to residents of new development on site L2.

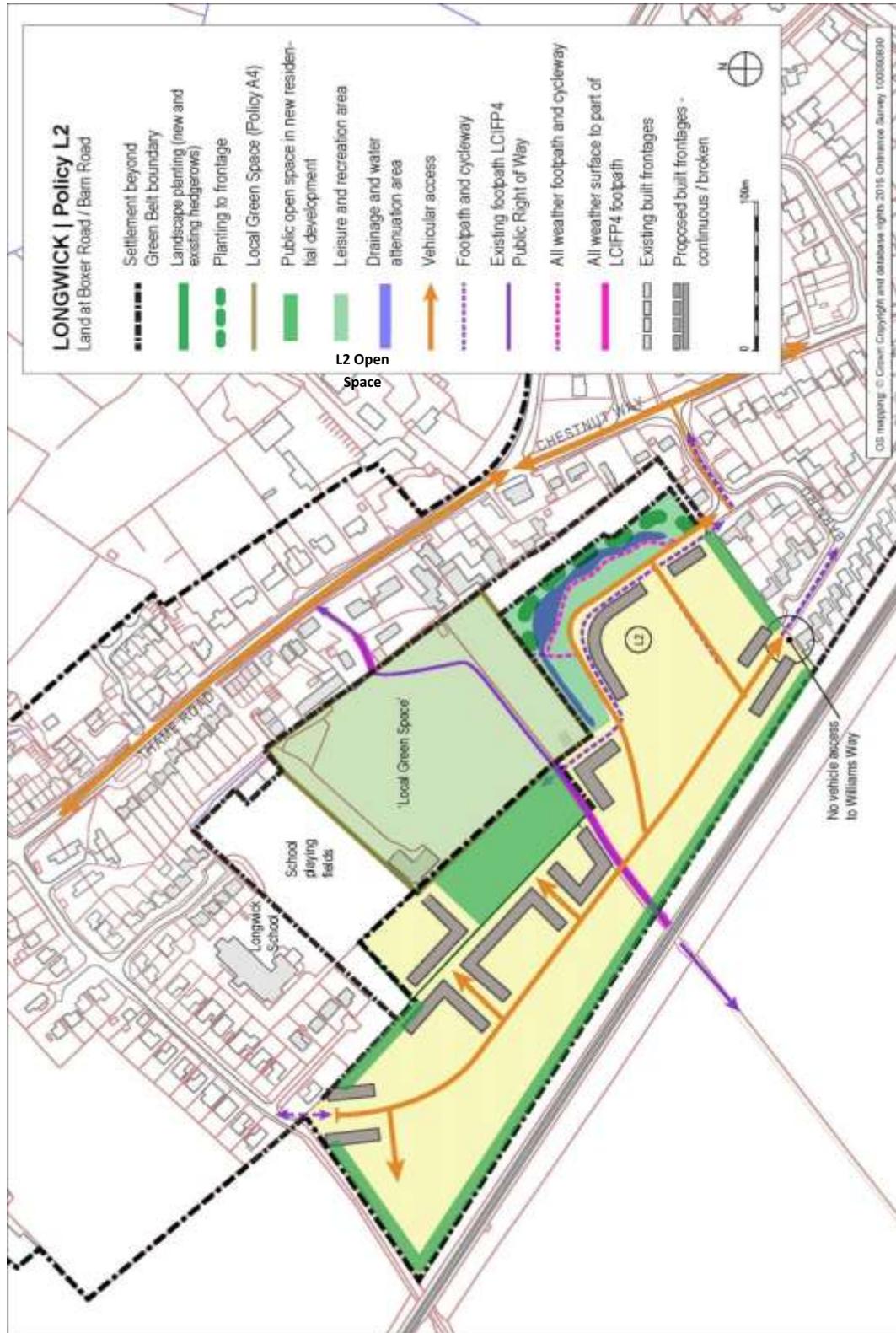
Any proposal within 10m of the operational railway boundary on the western edge of Site L2 will also require review and approval by the Network Rail Asset Protection Team, and should be accompanied by a risk assessment and method statement. All initial proposals and plans should be flagged up to the Network Rail Town Planning Team London North Western Route.

OPEN SPACE: This land would provide a natural extension to the village playing field and community facilities area. L2 Open Space should be designed to join the existing playing field and to add variety and interest to its landscape and the public facilities available within the village. In order to ensure that the land is well surveilled from the playing field and nearby areas, the boundary with the existing playing field may need to be assessed and new openings in the hedgerows made for access and increased visibility.

Pedestrian links will be required between Site L2 and the open space, and with the existing playing field, to encourage more walking trips within the village – to school, the village hall, shop, and scout headquarters. The open space could be used for a variety of uses: parkland, allotments, sports

grounds or strategic play space, a multi-use games area (MUGA i.e. two tennis/ basketball/ netball courts with flood lighting), a locally equipped area for play (LEAP), or public amenity space.

Figure 3: Policy L2 layout plan for illustrative purposes



Title:	Policy L3: Site Allocation of land on Thame Road east of Chestnut Way junction
Where:	Longwick village
What and why:	To set out the principles for development on Site L3, as shown on Policy Maps 1 and 2, and in Policy map L3.
<i>Detailed policy:</i>	<p>The development of Site L3 (1ha) is required, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Provide vehicle access from Thame Road. 3. Provide a Travel Plan for new development. <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 4. 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. A landscape and visual impact assessment will be required with mitigation proposals. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 5. Ensure that the views of the public space at the Chestnut Way junction in front of the Red Lion pub are retained on the approach from Longwick Road roundabout, and that new development retains views from this space to the Chilterns (south eastwards). 6. Form a local landmark feature to mark of the start of the village’s built-up area for those arriving from the south at the south eastern end of the development. This could be a well-designed residential building. 7. Set back development to allow space for improved pedestrian and cycle links along Thame Road.

JUSTIFICATION:

ACCESS FROM THAME ROAD: The site has direct access from Thame Road as it is on one of the approaches to the village.

A Travel Plan is required for this site as the village offers very poor sustainable transport choices, and this is a relatively large development site within the village. The Travel Plan should set out the long term travel management strategy for the new development as a package of measures to promote sustainable travel – on foot, by bicycle, by public transport, or via car clubs.

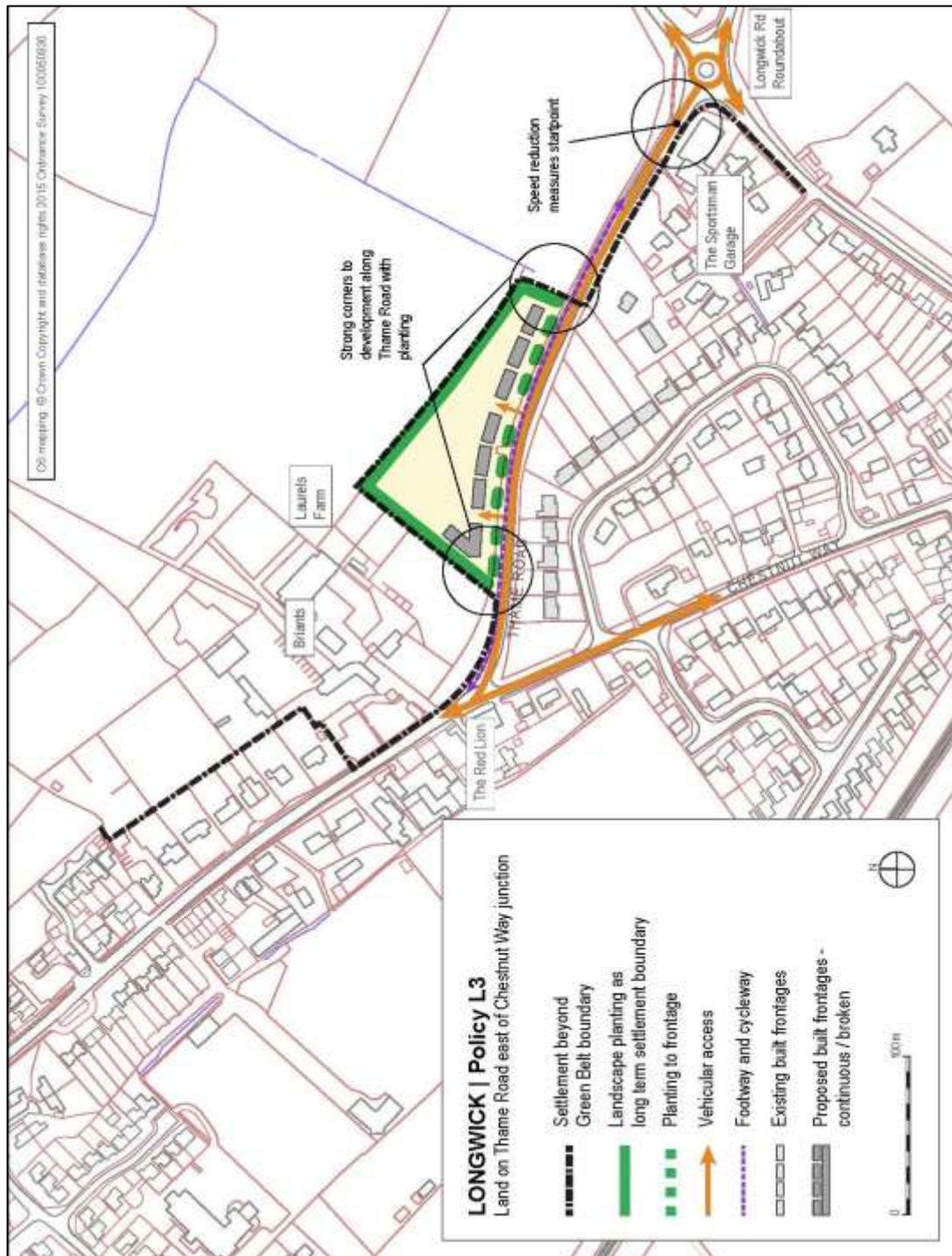
The development of this land at the southern end of the village provides an opportunity to improve pedestrian and cycle access along the southern portion of Thame Road, and to justify a reduction in the speed limit on Thame Road further south. It could also contribute to providing a long distance segregated cycle route to Princes Risborough. 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.

POSITION IN VILLAGE: This site is well located to the southern end of the central area.

CLEAR SETTLEMENT BOUNDARIES: Existing planted boundaries on the north and east of the site will need to be retained and reinforced where necessary to reduce the sensitivity of this site in long views of the village, and to create a long-term settlement boundary.

DESIGN AND LAYOUT: As one of the first glimpses of the main part of the village arriving from the south, this site needs to present frontages to Thame Road, and the south eastern end of the development could be a useful local landmark feature or visual marker. The approach from the Red Lion public house will also be an important view of the development along Thame Road, and the development should not interrupt views of the space at the junction of Chestnut Way and Thame Road. There are also opportunities to see the Chilterns to the east from this junction, which new development should aim to retain.

Figure 4: Policy L3 layout plan for illustrative purposes



Title:	Policies L4a and 4b: Site Allocation of land at Rose Farm frontage and South
Where:	Longwick village
What and why:	To set out the principles for development on Site L4 at Rose Farm, shown on the Policy Maps 1 and 2, and in Policy maps L4a and L4b.
<i>Detailed policy:</i>	<p>The development of Site L4a (0.5ha) and Site L4b (3ha) is required, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Use the existing vehicle access point on Thame Road to serve the development, but not to provide a link beyond this site to the west. 3. Provide a Travel Plan for new development. 4. Create pedestrian and cycle access from Thame Road, well positioned a potential new pedestrian crossing over Thame Road. 5. Provide pedestrian and cycle access through the site from Thame Road to Walnut Tree Lane. <p>COMMUNITY SPACE</p> <ol style="list-style-type: none"> 6. Provide a site for a community IT café, facility or hub for small businesses and residents. The size of this site is to be agreed with the Parish Council, but should accommodate a community facility that complies with WDC’s policy provision of 0.14sqm/person and associated car and cycle parking. <p>DRAINAGE</p> <ol style="list-style-type: none"> 7. Demonstrate how development will address flood risks, and maintain the on-site floodwater sluice-gate so that the drainage system in this part of the village can operate. 8. Accommodate SUDs to address issues of surface and groundwater flooding. 9. Limit surface water discharge to at least the equivalent of green field run off rates for the drained area, and show how this can be achieved. <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 10. Add planting to form a new 5m planting buffer to create a strong long-term settlement boundary along the north-western and south-western sides. 11. Enclose development with landscaped features to mark the rural edge of the village, and avoid any future development and vehicle access to the land beyond the north-western and south-western boundaries into the open countryside. 12. Maintain mature landscape features and hedgerows along Thame Road, within the site and at the existing entrance area of Rose Farm. A landscape and visual impact assessment will be required with mitigation proposals, and proposals for how to respond to the Tree Preservation Orders within the site. 13. Replace the Leylandii trees along Thame Road with a species more appropriate to the setting. 14. Provide and retain structural planting within the site to screen new development from long distance views from Whiteleaf Cross. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 15. Set development back to retain the sense of a green frontage along Thame Road within the village, using hedgerows to soften the development edge, similar to the existing adjacent homes on Thame Road. 16. Reflect the character of the historic local farmsteads with large spaces between clusters of buildings, and glimpses of short and long views.

	<p>17. Design roof forms and development layouts to minimise long distance visibility from Whiteleaf Cross by being planned with landscape areas.</p> <p>18. Maintain the views from Thame Road to the open countryside around and beyond Rose Farm.</p> <p>19. Respect the amenity and privacy of existing adjacent residential areas.</p>
--	---

JUSTIFICATION:

ACCESS FROM THAME ROAD: This site is accessed off Thame Road via Rose Farm. As Thame Road is difficult for pedestrians to cross, this site could provide a new safe road crossing aligned with access to the community hub facilities. A Travel Plan is required for this site as the village offers very poor sustainable transport choices, and this is a relatively large development site within the village. The Travel Plan should set out the long term travel management strategy for the new development as a package of measures to promote sustainable travel – on foot, by bicycle, by public transport, or via car clubs.

POSITION IN VILLAGE: The site is part of the Rose Farm farmstead, and is visually sensitive in that this is in an area of the village where there has historically been a green ‘gap’ albeit it with dense planting along Thame Road on this site. Any site layout will 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 soften views of development, and carefully sited homes in a landscape setting. The appropriateness of this site for development is subject to detailed ecological and arboricultural assessments, tree preservation orders, and flood mitigation and management.

SURFACE WATER DRAINAGE: The site plays an important role in the drainage system within the village with a local sluice-gate, which will need to be fully maintained and safeguarded as part of any development proposals.

CLEAR SETTLEMENT BOUNDARIES: The north-western and south-western sides of the site will need to have clear long term settlement boundaries in order to mark the new edge of the settlement, and along Thame Road maintain partial views through the site.

DESIGN AND LAYOUT: As the development sits in an area of open farmland with free-standing farmsteads, the layout should reflect the combination of large spaces between buildings, and clusters of farm buildings. Given the long distance visibility of the fields around Rose Farm (to the west of this site), the layout should maintain the village’s compact form and preclude any long term spread of development to these open fields, which run west towards the railway line, and north along the ‘back’ of the village.

As the Sustainability Appraisal also concludes, this rural area is regarded locally as unsuitable for future expansion as it is good quality agricultural land, very visible from the AONB at Whiteleaf Cross, and gives long open views of the countryside from the centre of Longwick up to the hamlet of Ilmer, some 1-1.5 miles away. Furthermore vehicular access to these fields via Walnut Tree Lane would cause considerable congestion on the busy local lane – which is a cul-de-sac linked to a bridleway - and which is used by families to get to the primary school each day.

The provision of a site for the community IT café or hub is an important part of sustaining village life, so that the Parish’s home-workers and small businesses have a central work and networking space, without further increasing the need to travel by car. It is identified as being appropriate on this site, as its location would address the increase in activity further north within the village (with new

housing on sites L1, L2, L4 and L5 and L6), and given the already constrained area around the village shop and post office. The site can provide access from Thame Road for pedestrians and cyclists, but should use the existing access serving Rose Farm for vehicles, given the number of new and existing access points in this length of Thame Road.

The hub site itself should include the optimum level car parking to encourage walking and cycling trips locally, but recognise that demand will also come from residents further afield in the hamlets. The WDC community facility provision standard of 0.14sqm/ person would equate to a building of approximately 110sqm to reflect the size of the increased local population by 800 people (using the 2011 census figure of 2.5 people per new household). This would equate to the provision of a minimum site area of approximately 0.03ha, for 110sqm facility, 6 car parking spaces and cycle parking facilities.

As the development sits in an area of open farmland with free standing farmsteads, the layout should reflect the combination of large spaces between buildings, and clusters of farm buildings. The Leylandii trees on the Thame Road frontage do not contribute to the landscape character of the village and should be removed or replaced with a more appropriate species. It is difficult to anticipate how much of the land on Site L4a may be available for development without detailed ecological and arboricultural assessments. Given the extensive area of tree planting behind this frontage to Thame Road, it may be necessary to reduce the amount of development, while still retaining the existing trees and open rural character.

Figure 5: Policy L4a layout plan for illustrative purposes

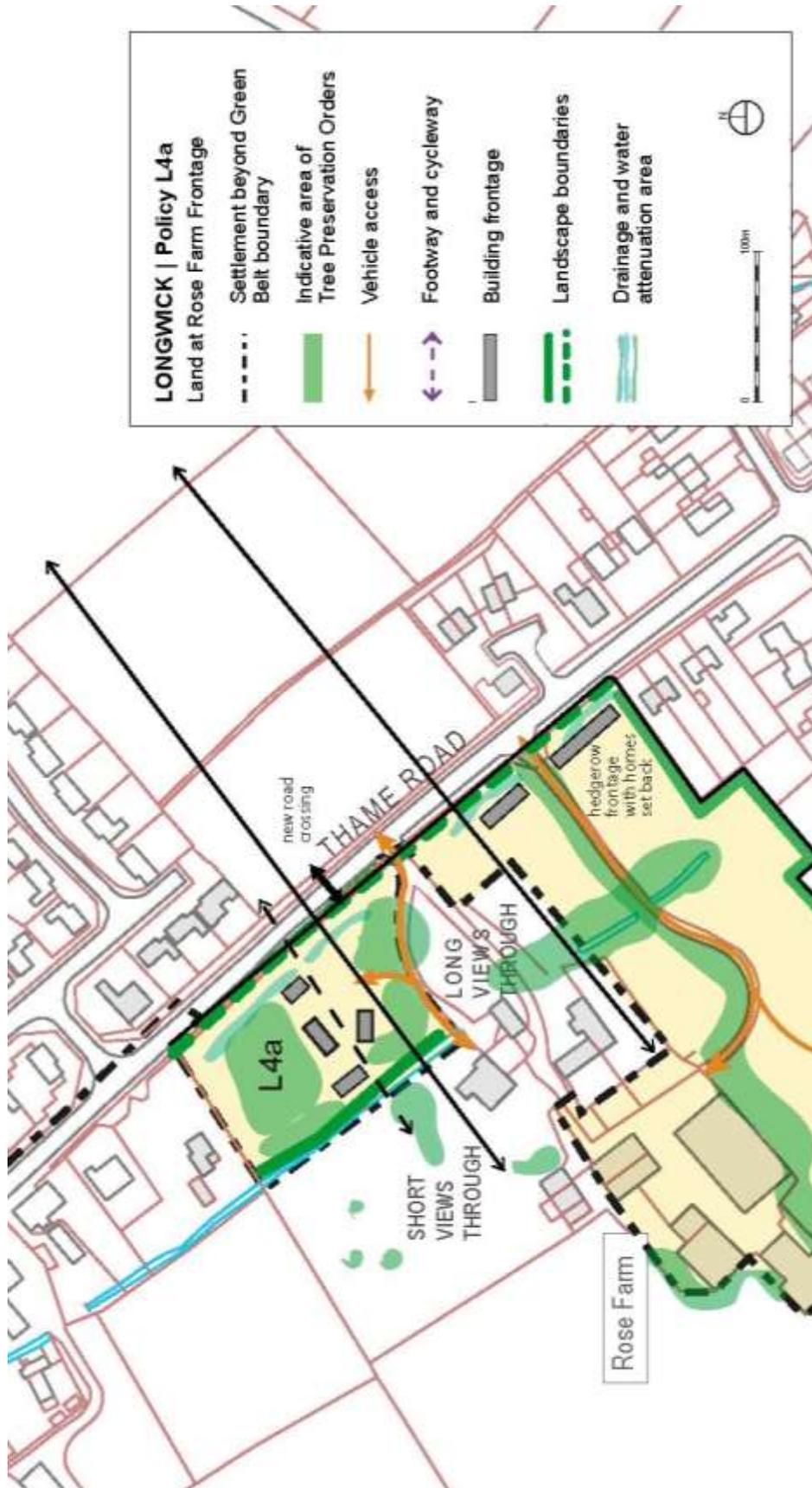
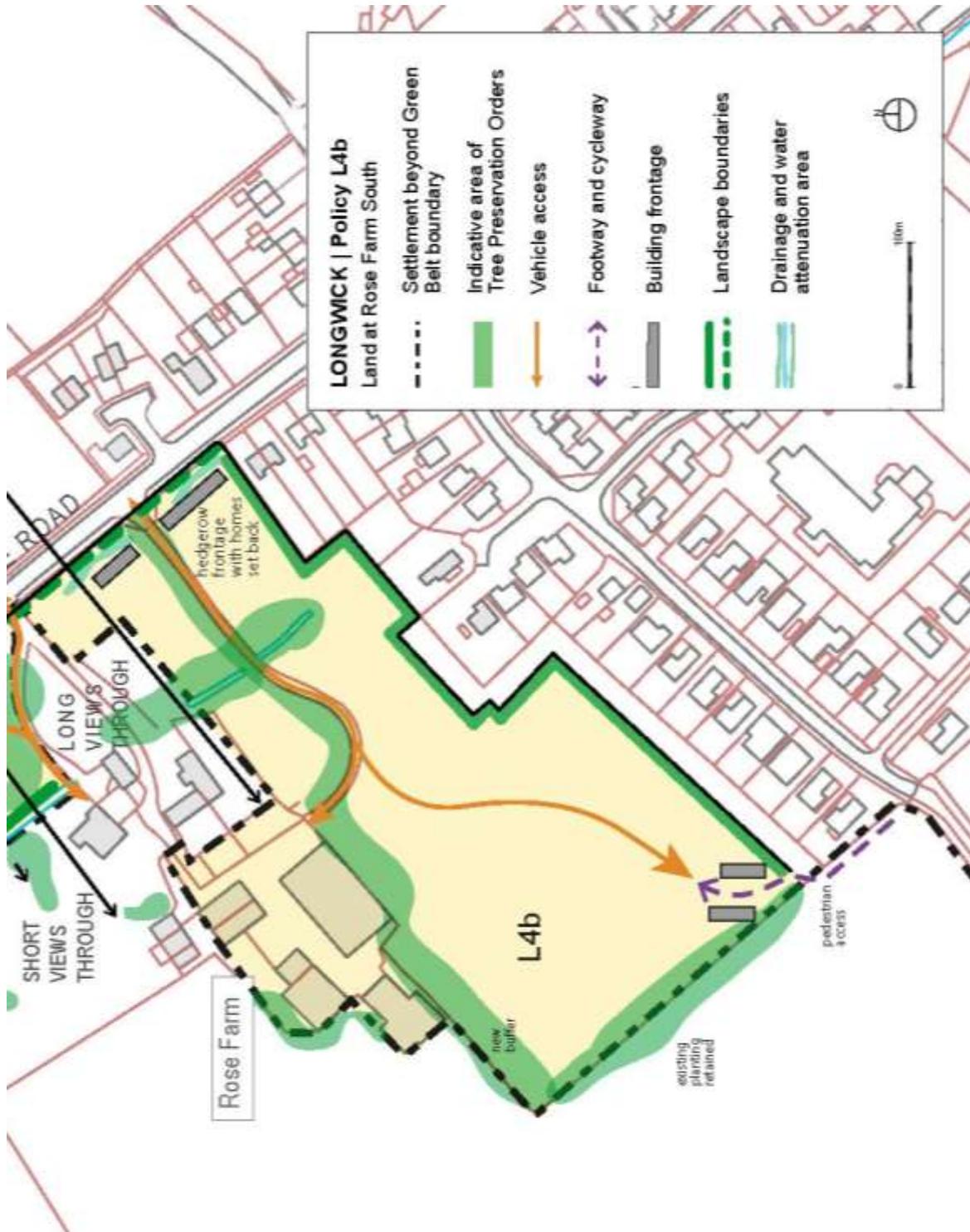


Figure 6: Policy L4b layout plan for illustrative purposes



Title:	Policy L5: Site Allocation of land adjacent to Red House Farm
Where:	Longwick village
What and why:	To set out the principles for development on Site L5 adjacent to Red House Farm, shown on the Policy Maps 1 and 2, and in Policy map L5 and L6.
<i>Detailed policy:</i>	<p>The development of Site L5 (0.55ha) is required, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Use the existing vehicle access point from Thame Road to serve the development, but not the land west of the site, except for agricultural purposes. 3. Re-route the public right of way to run either through the development itself and onto the fields to the west, or find an alternative point of connection for it where it joins Thame Road, and re-join the footpath beyond the site. <p>DRAINAGE</p> <ol style="list-style-type: none"> 4. Demonstrate how the development will address flood risk. 5. Accommodate SUDs to address issues of surface and groundwater flooding. 6. Limit surface water discharge to at least the equivalent of green field run off rates for the drained area, and show how this can be achieved. <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 7. Maintain mature landscape features and hedgerows along Thame Road and the parallel drainage channel. 8. Create a strong long-term settlement boundary along the south-western and north-western sides, with a planted edge. 9. Provide a landscape and visual impact assessment with mitigation measures to minimise its impact on the open countryside to the west, which runs north-south from Longwick to Ilmer. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 10. Design roof forms and development layouts to minimise long distance visibility by being planned with landscape areas, and to respect the setting of the adjacent listed buildings. 11. Allow glimpses through the development to the open countryside beyond. 12. Respect the amenity and privacy of existing adjacent residential areas.

JUSTIFICATION:

ACCESS FROM THAME ROAD: This site is accessed off Thame Road.

POSITION IN VILLAGE: The site is at the north end of the village, which is described in the Tibbalds report as an area of predominantly more dispersed and older farmsteads and a ‘green gap’ at present. Any site layout will need to be carefully considered to ensure that the open character in this part of the village is maintained, by retaining boundary planting and setting most of the development back from its Thame Road frontage. The appropriateness of these sites for development is subject to detailed ecological and arboricultural assessments, and flood mitigation and management.

SURFACE WATER DRAINAGE: The site plays an important role in the drainage system within the village, as the site includes part of the stream and floodwater ditch that will need to be fully maintained and safeguarded as part of any development proposals. It is also close to the local waste water pumping station and electricity substation, which often see localised surface water flooding.

CLEAR SETTLEMENT BOUNDARIES: The south-western and north-western sides of the site will need to have clear long term settlement boundaries.

DESIGN AND LAYOUT: The site lies adjacent to the historic Red House Farm with its Grade II listed house and granary building (Brooklea Barn), and in a more open area with dispersed clusters of older buildings. The site needs to include a predominantly green frontage along Thame Road, allow long glimpses through the development to the open countryside beyond, while also delineating a clear future development edge to the countryside, as other properties do.

The existing public footpath and vehicle access can both be used within the development as a combined access route, or be re-provided adjacent to the development.

Title:	Policy L6: Site Allocation of land adjacent to Anderdons Farm
Where:	Longwick village
What and why:	To set out the principles for development on Site L6 adjacent to Anderdons Farm, shown on the Policy Map 1 and Policy map L5 and L6.
<i>Detailed policy:</i>	<p>The development of Site L6 (0.26ha) is required, subject to viability and meeting the tests for planning obligations and conditions, to:</p> <ol style="list-style-type: none"> 1. Provide a mix of housing units which can be demonstrated to reflect the needs of the village. <p>ACCESS</p> <ol style="list-style-type: none"> 2. Provide access from Thame Road to serve the development, but not to provide access to the area further north and east. <p>DRAINAGE</p> <ol style="list-style-type: none"> 3. Demonstrate how the development will address flood risk. 4. Accommodate SUDs to address issues of surface and groundwater flooding. 5. Limit surface water discharge to at least the equivalent of green field run off rates for the drained area, and show how this can be achieved. <p>LANDSCAPE AND BOUNDARIES</p> <ol style="list-style-type: none"> 6. Maintain mature landscape features and hedgerows along Thame Road and other boundaries, and create a strong long-term settlement boundary along the northern and eastern sides. 7. Provide a landscape and visual impact assessment with mitigation measures to minimise its impact on the open countryside to the east which runs north-south from Longwick to Owlswick. <p>DESIGN LAYOUT</p> <ol style="list-style-type: none"> 8. Design roof forms and development layouts to minimise long distance visibility by being planned with landscape areas, and to respect the setting of the adjacent listed buildings. 9. Respect the amenity and privacy of existing adjacent residential areas.

JUSTIFICATION:

ACCESS FROM THAME ROAD: This site is accessed off Thame Road.

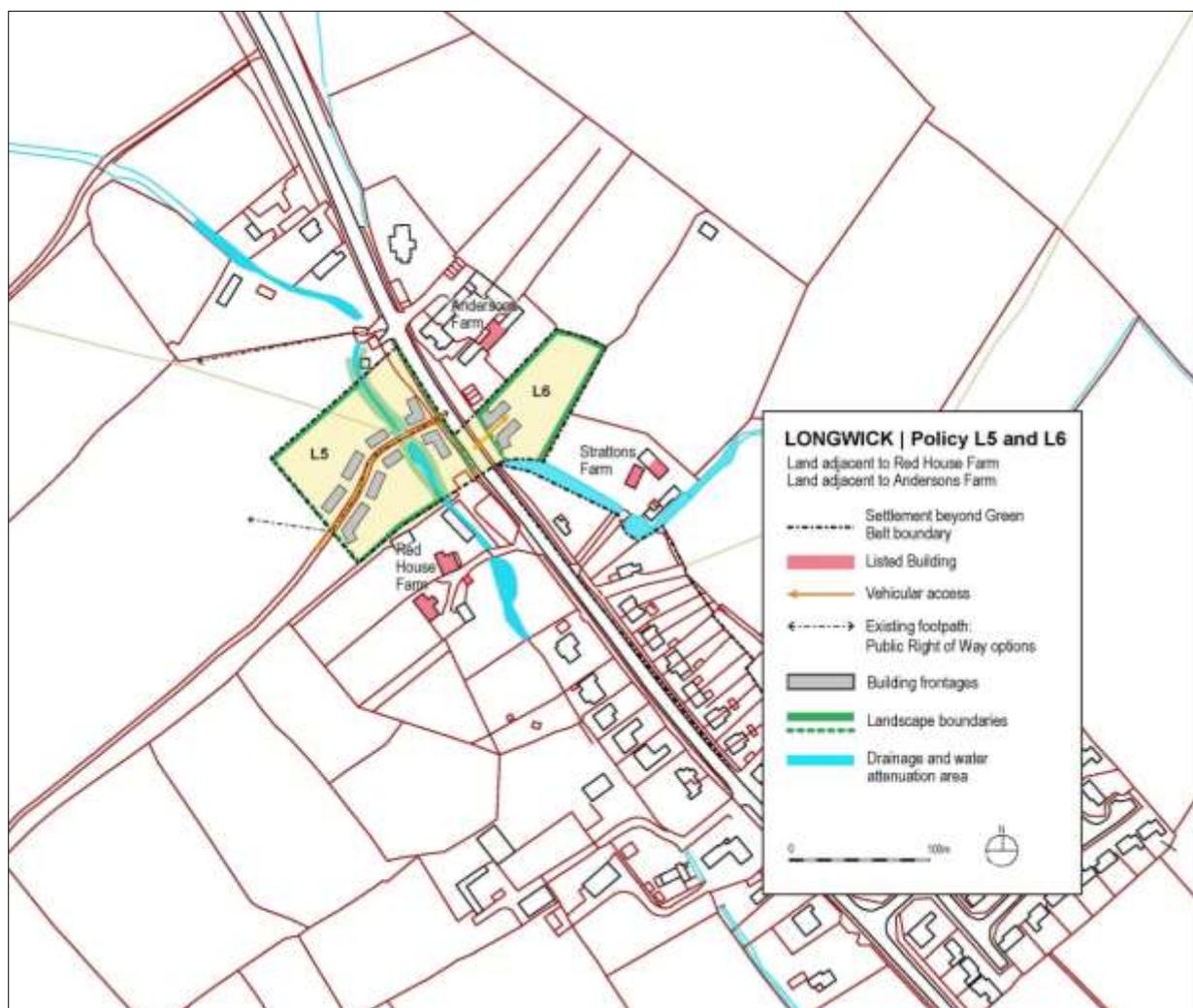
POSITION IN VILLAGE: The site is at the north end of the village where there are predominantly more dispersed and older farmsteads, and the area is defined in the Tibbalds report as a 'green gap' at present. Any site layout will need to be carefully considered to ensure that the open character in this part of the village is maintained, by retaining boundary planting.

SURFACE WATER DRAINAGE: The site plays a role in the drainage system within the village, as it is adjacent to the stream ditch that will need to be fully maintained and safeguarded as part of any development proposals.

CLEAR SETTLEMENT BOUNDARIES: The north and eastern sides of the site will need to have clear long term settlement boundaries.

DESIGN AND LAYOUT: The site lies adjacent to Anderdons Farm with its Grade II listed farmhouse, as well as the small cottage and barn (Strattons Farm) to the south. The site needs to maintain a green frontage to Thame Road, and delineate a clear future development edge to the countryside, as other properties do.

Figure 7: Policies L5 and L6 layout plan for illustrative purposes



7 Implementation

7.1 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 this Neighbourhood Plan, 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 also contains proposals that will be promoted for investment by the Parish Council and others, in parallel with the implementation of the formal policies of the Neighbourhood Plan.

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

7.2 Development Management

The policies of the Neighbourhood Plan form part of the Wycombe District Development Plan, and so will be used by the local planning authority 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 Neighbourhood Plan 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, as statutory consultee on transport and drainage matters, will be responsible for the development management process in approving mitigation measures, such as moving speed limits and introducing traffic calming, as well as the tests applied in assessing what mitigation measures a development should provide.

7.3 Infrastructure Projects

The Parish Council will secure funding and support from planning obligations, its share of 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

1. Improvements sought with new development:	Trigger:	Funding source/ ongoing responsibility:	Potential cost (where known):
A. Higher quality, long-term, sustainable and peak hour public transport services to Princes Risborough and the railway station.	All new development	s106	Estimated at £110,000 per annum until such time as it may become commercially viable, based on a new service using one bus (BCC figure)
B. Improvements to walking and cycling routes to and from the village by adding missing sections of pavement, and cycle provision.	All new development	s106 and CIL	
C. A dedicated cycle route along Longwick Road to Princes Risborough. With costs identified by Transport for Buckinghamshire as £250k per km for the 1.7km route.	All new development	s106 and CIL	£425,000 to be funded partly by new development in Longwick and the expansion of Princes Risborough. The amount to be paid by Longwick is to be the same as that contributed to the improved bus services by the developments that come forward.
D. New open space in Site L1 on Thame Road for new residents.	Site L1 development	s106 contributions for land and maintenance, to pass to LcIPC for maintenance	Non-residential land value and annual upkeep
E. New open space in Site L2 off Boxer Road, and open space in L2 around the proposed drainage and water attenuation area.	Site L2 development	s106 contributions for land and maintenance, to pass to LcIPC for maintenance	Non-residential land value and annual upkeep
F. Maintenance of floodwater sluice-gate as part of Site L4 at Rose Farm.	Site L4 development	S106	
G. A site for a community IT café, facility or hub, as a shared space for small businesses and residents, <i>or other conversion opportunities are welcome.</i>	Site L4a or conversion opportunities within the village.	S106 contributions for land, to pass to LcIPC for development and maintenance	
2. Community Proposals to be delivered through investment and other funding:		Funding source/ ongoing responsibility:	
H. 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.		CIL, BCC local area forum delegated budgets	
I. Improvements to walking and cycling routes in the village - add new or increase narrow pavements - e.g. north eastern side of Chestnut Way, Bar Lane and Thame Road, and add additional pedestrian crossings within the village.		CIL, BCC local area forum delegated budgets	

J.	Changing highway design (with road narrowing etc.), reducing speed limits and in places introducing enforcement cameras 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.		CIL, BCC local area forum delegated budgets	
K.	Improvements to walking and cycling routes in the village - surface maintenance, overgrown planting, enforcement of speed limits alongside narrow pavements.	Upkeep and maintenance	CIL, BCC local area forum delegated budgets	-
L.	Construction of a community IT café, facility or hub, as a shared space for small businesses and residents. (<i>Site to be provided for new building at Site L4a, or other building conversion opportunities in the vicinity are welcome</i>).		CIL/ local business support	
M.	Improvements to the village hall and all weather sports facilities, and additional parking areas.		CIL, LcIPC maintenance	
N.	Additional cycle parking facilities at key points in the village and local destinations.		CIL	
O.	Provision of an all-weather foot and cycle path running NW-SE on the playing fields to the playground and car park (along the north eastern boundary)		CIL	
P.	Improvements to broadband services available in outlying areas i.e. Ilmer and Little Meadle.		Central government, BT, and local investment funds	
Q.	Relocation of Longwick's listed war memorial to a 'village green' setting, for contemplation and space for remembrance services.		CIL	
R.	Study of potential improvements to Thame Road to provide a better local environment through village.		CIL	
Other existing village issues to resolve prior to any new development taking place:			Funding source/ ongoing responsibility:	
S.	Electricity outages investigated and improved	Existing issue	For resolution by utility providers	
T.	Sewage flooding investigations	Existing issue	For resolution by Thames Water and local landowners	
U.	Surface water flooding investigations	Existing issue	For resolution by WDC, BCC, Thames Water and local landowners	

£3,288,600 from 300 additional new homes

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

Value of CIL to Parish Council (estimated) £822,150 As 25% of CIL

8 Glossary and 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

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 countryside and are mapped, definitive rights of way, such as LCI FP4 in Longwick. They are not normally surfaced, but can be where use is high.

Footways and cycle-ways – these are usually provided alongside public roads (or highways), and are normally hard surfaced.

Illustrative – a term used to describe plans which show how policies can be interpreted.

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 (2012), 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.

Section 106 Agreement - a legal agreement under section 106 of the 1990 Town and 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.

9 Annex A: Schedule of Evidence

An Assessment of Current and Future Sustainability, Land North West of Barn Road, Longwick (June 2015) Rural Solutions

Buckinghamshire County Council letter on sustainable transport issues (6 May 2015)

Conservation Area Character Survey Meadle, Wycombe District Council

Conservation Area Character Survey Ilmer, Wycombe District Council

Conservation Area Character Survey Owlswick, Wycombe District Council

Conservation Area Character Survey Horsenden, Wycombe District Council

Five Year Housing Land Supply Position Statement (December 2016), Wycombe District Council

Housing and Economic Development Needs Assessment Update (HEDNA) for Buckinghamshire, December 2016, Opinion Research Services & Atkins (for Aylesbury Vale, Chiltern and Wycombe District Councils)

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

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

Longwick-cum-Ilmer Neighbourhood Plan Consultation Statement (February 2017)

Longwick-cum-Ilmer Neighbourhood Plan Basic Conditions Statement (February 2017)

Longwick Village Community-led Visual Impact Assessment (January 2017)

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

New Wycombe District Local Plan, Draft Consultation Document (June 2016), Wycombe District Council

Princes Risborough Town Plan, Draft Plan Consultation Document (February 2016)

Strategic Housing Market Assessment, draft (January 2014), Wycombe District Council

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

Wycombe District Viability Assessment, Adams Integra (February 2015)

10 Appendix A

Plan 2 - Longwick-cum-Ilmer Parish: Current Planning Policies and Constraints