



Report to Buckinghamshire Council – Delegated Officer Report

Application Number: 24/01220/AOP

Proposal: Outline planning application with all matters reserved except for means of access for the erection of up to 50 dwellings, with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access point.

Site location: Land off Drayton Road, Newton Longville, Buckinghamshire

Applicant: Gladman Developments Ltd

Case Officer: Graham Mansfield

Ward affected: Newton Longville

Parish-Town Council: Newton Longville Parish Council

Valid date: 18 April 2024

Determination date: 18 July 2024 (Extension of Time: TBC)

Recommendation: The recommendation is that the application be APPROVED subject to the prior satisfactory completion of a S106 agreement seeking to secure various matters, the details of which have been set out in this report, and subject to the conditions as proposed (with any amendments or additions as considered appropriate) by Officers and receipt of no new material representations or if these are not achieved for the application to be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

1.0 Summary & Recommendation

- 1.1 The application was called in by Cllr Jilly Jordan by reason of a number of concerns relating to housing density, coalescence, ecology, archaeology, drainage and highways. The full details of which can be found in appendix A. However, in consultation with the chairman of the North/Central Planning Committee it was considered that the application should proceed under delegated authority.
- 1.2 The application seeks outline planning consent for the development for up to 50 dwellings. The application is made in outline form, with all matters reserved (Scale, Appearance, Layout and Landscaping) apart from access. Whilst the benefits of providing housing including affordable housing are recognised and given positive weight in the planning

balance, there are concerns regarding the site's location within the countryside outside the settlement boundary of Newton Longville.

- 1.3 The National Planning Policy Framework (NPPF 2024) at paragraph 11 states that where a local planning authority cannot demonstrate a 5-year supply of deliverable housing sites. As a result, paragraph 11(d) of the NPPF is engaged. It states that planning permission should be granted unless (a) the application of policies in this Framework that protect areas or assets of particular importance provide a strong reason for refusing the development proposed; or (b) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to a number of key policies [as listed].
- 1.4 In the context of paragraph 11(d)(i) there are no strong reasons for refusal in this case and therefore paragraph 11(d)(ii) (sometimes referred to as the 'tilted balance') applies. This states that permission should be granted unless the adverse impacts of the development significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework, having particular regard to key policies as listed.
- 1.5 During the course of the application the Newton Longville Neighbourhood Plan was adopted and now forms part of the development plan. Paragraph 14 of the NPPF states that in situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:
 - a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and
 - b) the neighbourhood plan contains policies and allocations to meet its identified housing requirementBoth a and b above would apply to the proposed development. Newton Longville Neighbourhood Plan contains policy NL3 which allocates housing sites (namely Dagnall House and Cobb Hall Road).
- 1.6 The relevant key policies within the Vale of Aylesbury Local Plan (VALP) which would apply to the proposed development include directing development to a sustainable location and the provision of affordable homes. These policies include S1, S2, S3, D3 and H1 and policies NL1 and NL3 of the Newton Longville Neighbourhood Plan (NLNP). The adverse impacts in respect of the conflict with the spatial strategy would attract significant negative weight. The landscape and visual harm are considered to be of limited negative weight. There would be limited negative harm arising from loss of BMV agricultural land. In addition, there would be harm arising from the impacts on non-designated heritage assets in terms of archaeological remains. In line with paragraph 216 a balanced judgement is made in terms of the harm.
- 1.7 In terms of the scheme benefits, these are considered to be the contribution to housing supply, providing a range of housing types, which in the context of a lack of 5-year supply,

should be given significant positive weight. In addition, the scheme proposes 25% affordable housing, in line with policy requirement, to which significant positive weight should also be given having regard to the significant need for affordable homes. Further economic and social benefits associated with the construction and occupation of the housing should be given moderate positive weight. Further limited positive weight should be given to the sustainability credentials of the housing.

- 1.8 The proposed development would comply with the relevant development policies in relation to a number of matters including highways, drainage, trees and ecology. These are attributed neutral weighting in the planning balance.
- 1.9 Overall, it is considered that the adverse impacts, including the conflict with the Newton Longville Neighbourhood Plan, do not significantly and demonstrably outweigh these benefits and therefore permission should be granted. Whilst there is overall conflict with the development plan as a whole, material considerations indicate that permission should be granted. Therefore, it is recommended that the application be approved, subject to the prior completion of a S106 agreement to secure the matters set out in the report, with conditions as proposed in the report.

DATE: 16.12.2025

SIGNED: Graham Mansfield

PROFESSIONAL CHECK:

*Agree Recommendation / Officer
exercising delegated powers*

DATE:16.12.2025.....

Officer.....

OFFICER: Sue Pilcher – Principal Planning

2.0 Description of Proposed Development

Application site

- 2.1 The application site is situated within the Parish of Newton Longville beyond the built up of the village some 600m to the south of the village centre. For the purposes of the Vale of Aylesbury Local Plan (VALP), Newton Longville is designated as medium sized village.
- 2.2 The site is located to the southwestern edge of Newton Longville, comprising of 2.5ha area of land. The site is rectangular in shape and comprises of an agricultural field (consisting of both sub-Grade 3a and 3b) with a mix of hedgerows and trees forming the site boundaries. The majority of the site is relatively flat, with land falling towards the north western boundary.
- 2.3 The site is bound by Drayton Road to the southeast with a mature hedgerow forming a boundary between the site and the highway. The residential rear gardens of Westbrook End are located to the northeast and form the existing settlement edge to Newton Longville. Beyond the western boundary of the site lies open countryside comprising of

agricultural fields. Beyond the southern edge of the site, to the south-west, is a public right of way (MUR/16/1), which runs southwest off the Drayton Road.

2.4 The application site is not adjacent to any designated heritage assets, although there are non-designated heritage assets in terms of archaeological remains, nor is it subject to any Tree Preservation Orders. The site is located in Flood Zone 1 and is subject to small areas of low surface water flooding to the western boundary of the site.

Proposed Development

2.5 The application is made in outline form, with all matters reserved (Scale, Appearance, Layout and Landscaping) apart from access. The application proposes a residential development for up to 50 dwellings and associated works. The application proposes affordable housing provision of 25%, based upon a total quantum of 50 units, this would amount to 13 affordable units.

2.6 The principal vehicular access is proposed off Drayton Road. As the application is made in outline (except for the access described above), details relating to the layout, appearance, landscaping and scale of the development are reserved.

3.0 Relevant Planning History

Reference: 19/01754/AOP

Development: Outline planning application for up to 58 residential dwellings (including up to 25% affordable housing), planting, landscaping, public open space, children's play area (LEAP), sustainable drainage system (SuDS) and a vehicular access point from Drayton Road. All matters reserved except for means of access.

Decision: Refused Decision Date: 04.02.2020

Reasons for Refusal:

- 1. The proposed development is sited in an unacceptable location that is of a size and scale that would have a harmful and unacceptable impact on the character and appearance of the area. The proposal would fail to comply with the overarching planning objectives of the National Planning Policy Framework as the development fails to recognise the intrinsic character and beauty of the countryside, to conserve and enhance the natural environment. The development is of a scale and nature that is on a greenfield site at the edge of the village which would cause harm to the character and identity of the settlement and represent an unacceptable and unsustainable intrusion into the open countryside, causing harm to the local landscape character and rural setting of the village. As such, the proposed development would be contrary to Policies GP35 and GP38 of the Aylesbury Vale District Local Plan and policies D3, BE2 and NE4 of the emerging Vale of Aylesbury Local Plan as well as the overarching planning objectives of the National Planning Policy Framework.*
- 2. In the absence of sufficient information to enable the highways, traffic and transportation implications of the proposed development to be fully assessed, it has not been demonstrated that the additional traffic likely to be generated by the proposal would not*

adversely affect the safety and flow of users of the existing distributor road network. As such the proposed development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 4 and the emerging VALP 2013-2033.

3. *Had the above reasons for refusal not applied, it would have been necessary for the applicant and the Local Planning Authority to enter into a Section 106 Agreement to secure a financial contribution towards securing 30% of the homes to be available for affordable home ownership, off site sport and leisure facilities, education provision, maintenance of sustainable urban drainage and any off site highway works and mitigation measures necessary. In the absence of such a provision, the Local Planning Authority is not satisfied that the proposal will constitute sustainable development that fulfils a social, economic and environmental objectives. The proposal is contrary to the requirements of policies GP.86-91 and GP.94 of AVDLP and the objectives of the National Planning Policy Framework to achieve sustainable development.*

The above refused application was not subject of an appeal.

The development has not been screened as it sits below the threshold set out in the Environmental Impact Assessment Regulations 2017.

4.0 Consultation Responses and Representations

- 4.1 The application has been subject to the relevant consultation, notifications and publicity and was advertised as a 'departure from the development plan' during the course of the application
- 4.2 All representations received have been summarised in Appendix A.

5.0 Policy Considerations and Evaluation

- 5.1 For the purposes of the determination of this application the development plan comprises the Vale of Aylesbury Local Plan (2021) (VALP). While the Minerals and Waste Local Plan is part of the Development Plan the site is not in a Minerals Safeguarding area nor comprises related development. Policy 10 (waste prevention and minimisation in new development) of the Minerals & Waste Local Plan supports the efficient use and recovery of resources throughout the life of the development including construction and operation and/or occupation. In accordance with S38(6) of the Planning and Compulsory Purchase Act, 1990, the determination must be made in accordance with the development plan unless material considerations indicate otherwise.

Buckinghamshire Council, a unitary authority which incorporates the former districts of Aylesbury Vale, Wycombe, Chiltern and South Bucks, was created in 2020. A new authority wide local plan is being prepared which will cover the period up to 2045. The Council are consulting on parts of the Local Plan that have been prepared to date which includes:

- Part A: The Local Plan vision, key planning issues facing Buckinghamshire and associated objectives, and spatial strategies for housing, travelling communities and employment
- Part B: Development Management Policies 4.5

The consultation ran from 17 September to 11.59pm on 29 October 2025. The Council will now review and consider all the feedback that has been received to help further shape the development of a full version of the Local Plan. There will be an opportunity to provide comments on the full version of the Local Plan once it has been prepared (anticipated in July 2026). At this time the Local Plan for Buckinghamshire has no weight in decision making.

5.2 VALP is considered to be an up-to-date plan. Paragraph 241 of the NPPF (2024) states that “The policies in the original National Planning Policy Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24 January 2019. This stipulation applies to the VALP. The starting position is the Development Plan in the knowledge that it is consistent with the NPPF 2012 and policies should be given full weight. If there is any conflict with a later version of the NPPF then that has to be considered as a material consideration.

5.3 In addition to the above the Newton Longville Neighbourhood Plan (NLNP) has been made (7th March 2025) and forms part of the Development Plan and therefore the policies contained within it carry full weight.

5.4 The National Planning Policy Framework (NPPF 2024) and National Planning Policy Guidance (PPG) are important material considerations. There are a number of relevant sections / policies and given that the Council cannot currently demonstrate a 5-year supply of housing the implications of paragraph 11 will be fully considered. Previous protections under paragraph 76 have now been removed and in terms of the material considerations, paragraph 11 of the recently updated version of the National Planning Policy Framework, 2024 (NPPF) remains relevant and the presumption set out in paragraph 11d is triggered as the Council cannot currently demonstrate a 5-year supply of deliverable housing.

5.5 However, as noted in para. 5.3 above, the NLNP was made during the course of the application and therefore paragraph 14 of the NPPF applies. Paragraph 14 of the NPPF states:

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

a) *the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and.*

b) *the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 69-70).*

5.6 The main issues to consider are the principle of development in this location; whether it provides for a satisfactory level and mix of affordable and other housing types, suitable to

meet community needs; the impact on the character and appearance of the countryside, landscape and settlement character; the impact on the transport network and whether it would promote sustainable transport modes; environmental issues including the impact on climate change, flooding and drainage, ecology, use of natural resources, including impact on BMV agricultural land, and building sustainability; and whether it makes provision for necessary infrastructure contributions to mitigate its impacts.

5.7 On the 16th December 2025, the Government consulted on a number of amendments to the NPPF. The consultation ends on the 10th March 2026. At this early stage very limited weight can be attributed to the amended NPPF.

6.0 Principle and Location of Development

VALP policies: S1 Sustainable Development for Aylesbury Vale, S2 Spatial strategy for growth, S3 Settlement hierarchy and cohesive development, D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages. NLNP policies: NL1: Settlement Boundary and NL3: Housing Allocations

6.1 The application site lies within the countryside beyond the built-up area of the Newton Longville. It is noted that the Neighbourhood Plan for Newton Longville establishes the settlement boundary for the village as set out under policy NL1. The proposed development would sit outside the settlement boundary when assessed against Policy NL1 of the NLNP (as depicted in map D of the NLNP policies map). Part B of NLNP Policy NL1 states that development proposals outside the defined Settlement Boundary will only be supported where they comply with the relevant policies in the NPPF and the development plan.

6.2 VALP Policy S2 states that the primary focus of strategic levels of growth and investment will be at Aylesbury, and development at Buckingham, Winslow, Wendover and Haddenham supported by growth at other larger, medium and smaller villages. Sustainable growth and investment will be concentrated in sustainable locations including land in the north east of Aylesbury Vale which will make provision for 3,356 new homes on a number of sites, supported by infrastructure (within the North East Aylesbury Vale). Table 2 within the VALP sets out the settlement hierarchy and identifies housing allocations in the North East Aylesbury Vale, (which includes the parishes of Newton Longville, Stoke Hammond and Whaddon) of 1,150 homes at the allocated site of Shenley Park, which along with the completions and commitments of 2206 dwellings (including that of 1,855 at Salden Place) would bring the total housing development for the North East Aylesbury Vale to 3356 dwellings. Policy S2 goes on to state that development that does not fit with the scale, distribution or requirements of the policy will not be permitted unless brought forward through neighbourhood planning. The NLNP does allocate housing sites. Policy NL3 (housing site allocations) refers to the VALP which it says sets a housing target of 52 dwellings, the majority of which have already been built. The NLNP proposes two sites for residential development which have been subject of

planning applications (22/03770/AOP: 34 Dwellings at Dagnall House and 15/02242/AOP: 15 dwellings at Cobb Hall Road).

6.3 VALP Policy S3 states that other than specific proposals which accord with the policies of the plan to support thriving rural communities and the development of allocations, new development in the countryside should be avoided where it would compromise the character of the countryside between settlements and result in a negative impact on the identities of neighbouring settlements or communities leading to coalescence. In addition, it states that regard will be had to maintaining the individual identity of the village and avoid extensions that might lead to coalescence.

6.4 VALP Policy D3 notes that exceptionally further development beyond allocated sites and small-scale development will only be permitted where the council's monitoring of housing delivery across Aylesbury Vale shows that the allocated sites are not being delivered at the anticipated rate. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner. The proposal must contribute to the sustainability of that settlement, be in accordance with all applicable policies in the Plan and fulfil criteria c-h of Policy D3.

6.5 The Council's monitoring information has been recently updated and a VALP D3 Technical Note was published on 31st January 2025. This shows that, overall, at this point in time (the relevant monitoring period being to the end of the 2023/24 period) there is a shortfall of delivery over the anticipated rates (against the projected cumulative delivery of 2063, a total of 1712 homes have been delivered).

6.6 Therefore, the 'exception' circumstances identified in Policy D3 are triggered. However, the proposal does not comply with all of the criteria of the policy, specifically (c – which refers to made neighbourhood plans which define the settlement boundary).

6.7 The application site is outside the current and planned limits of Newton Longville and lies in the countryside for the purposes of the policy. Its development would therefore conflict with the identified spatial strategy of policy VALP policy S2. Whilst Newton Longville is identified as a medium village (a moderately sustainable location for development with some provision of key services and facilities), the site and proposal does not accord with the scale and distribution of development identified as appropriate within that policy, nor is it allocated through the NLNP. Furthermore, it would conflict with VALP policy S3 in that it would compromise the character of the countryside beyond the settlement limits that is considered to be an important feature of the part of the village in which the site lies, contributing to its rural character, albeit the proposal would not result in any coalescence with neighbouring settlements.

6.8 Having regard to the above, whilst Newton Longville is recognised as a medium settlement, it is considered that the proposed development in this location would conflict with the overall strategy of the development plan as it lies in countryside beyond the built-up limits of the existing village, albeit on the edge of it. As such the proposal would conflict with S1, S2, S3 and D3 of the VALP (2021) and policy NL1 of the Newton Longville

Neighbourhood Plan. The conflict with the spatial strategy for growth as outlined in the development plan is attributed significant negative weight.

7.0 Affordable Housing and Housing Mix

VALP Policies: H1 (Affordable Housing), H6a (Housing mix), H6c (Accessibility) Affordable and Accessible Housing SPD, NLNP Policy NL4: Housing Site Mix

Affordable Housing

- 7.1 VALP Policy H1 of the VALP states that residential developments of 11 or more dwellings gross or sites of 0.3ha or more will be required to provide a minimum of 25% affordable homes on site. It also sets out a number of additional criteria that will need to be met in relevant circumstances, including that such housing will need to take account of the Council's most up to date evidence of housing need and any available evidence regarding local market conditions.
- 7.2 The applicant, within the supporting documentation has demonstrated that the development would be capable of providing a policy compliant quantum of affordable housing which would provide 13 affordable homes on site, assuming a development of 50 dwellings comes forwards. The provision of affordable housing would be required to be secured via a S106 agreement. Given that this is an outline scheme, that agreement will set out the key requirements which requires agreement by the Applicant (tenure mix – 80% affordable rented and 20% intermediate housing (shared ownership), timing of delivery, overall mix of housing sizes and types, avoidance of clustering (no more than 10 (if 50 dwellings come forwards)), and 15% of the affordable units to be Category 3 of Document M wheelchair accessible housing and remainder to meet category 2, accessible / adaptable housing). Notwithstanding the above, the details required by the affordable housing policy could be secured through the S106.

Housing Mix including Adaptable and Accessible Housing

- 7.3 Local and national policy requires a mix of dwelling types and sizes to be delivered to ensure that it meets current demand and provides for inclusive and mixed communities. In addition, national policy states that local planning authorities should plan for the needs of people with disabilities and the NPPG refers to households with specific needs. VALP policy H6a requires a mix of housing to be provided and H6c requires that all development meets and maintains high standard of accessibility. This is achieved through the imposition of a condition and requirements in the S106 requiring higher accessibility standards if the application is to be supported.
- 7.4 In terms of the market housing mix, this should satisfy the most up to date evidence at the appropriate time (consideration at the reserved matters stage in this instance); at this time these requirements are set out in the HEDNA, but in progressing the Draft Local Plan for Buckinghamshire, a consultation draft of the Buckinghamshire Local Housing Needs

Assessment has been published on the Council's website and this may be relevant if/when the reserved matters scheme comes forward. Policy NL4 of the NLNP sets out that schemes of six or more dwellings, two-thirds of the total number of dwellings should have fewer than 4 bedrooms.

- 7.5 This is an outline scheme and therefore the exact mix of housing has not yet been determined. However, the application indicates that a mix of dwelling types are proposed ranging from 1 to 4-bedroom dwellings and that these would be distributed across the site. If the application were to be supported the final mix would come forward as part of any reserved matters scheme that would need to meet policy requirements, this can be addressed by the imposition of a condition to ensure that regard is had to Policy H6a of VALP and the HEDNA, and to the most up-to-date evidence.
- 7.6 VALP policy H5 relating to custom / self-build housing, expects developments proposing 100 dwellings and above to provide a percentage of serviced plots in this regard; however, as the proposal would provide below the threshold set, there is no policy requirement, and no such provision is to be made.
- 7.7 Overall, it is concluded that the proposal could provide a good range of housing, with an appropriate percentage of affordable and accessible / adaptable housing to contribute to meeting the needs of the community and the overall housing supply of the district. In this respect the development would accord with the relevant Development Plan policy, in particular VALP policies H1, H6a and H6c and Policy NL4 of the NLNP and the benefits arising in this regard should be accorded significant positive weight.

8.0 Countryside, Landscape, Visual Amenity and Settlement Character

VALP Policies NE4 Landscape Character, BE2 Design of new development

Aylesbury Vale Landscape Character Assessment

- 8.1 The above policies seek to ensure that new development reflects the character of the existing settlement in respect of, among other things, local distinctiveness, scale and landscaping; that it respects and complements the physical characteristics of the site and its surroundings, the historic scale and context of setting and the natural qualities and features of the area; and that it includes landscaping to help buildings fit in with and compliment their surroundings. Furthermore, development should take a landscape led approach and have regard to Landscape Character Assessments, minimise impacts on visual amenity and be supported by appropriate mitigation to overcome any adverse impacts.
- 8.2 These policies are consistent with para 187 of the NPPF which seeks to ensure that development contributes to and enhances the natural and local environment by recognising the intrinsic character and beauty of the countryside and wider benefits of natural capital.

Countryside/Settlement Character Impact

8.3 From a visual inspection of the application site and surroundings, it is clear that it lies outside the main developed envelope of Newton Longville and within the open countryside. The south western edge of the built-up area of this part of the village is currently defined by properties on the south west side of Westbrook End. It is noted that a previous application under reference 19/01754/AOP was refused for matters relating to encroachment into the countryside. However, it is recognised that the proposed framework plan has been amended under this application and it seeks a lower quantum of housing (a reduction of 8 dwellinghouses). The submitted proposed framework plan is shown below, together with an aerial view image:



8.4 The subject proposal would result in an incursion into the countryside beyond the current settlement footprint, which is considered to be outside of the main developed settlement (as per the last refused application under 19/01754/AOP). It is noted that comments have been raised in relation to potential coalescence with Drayton Parslow (a small village located just over a mile to the south). However, due to the distance and the landscape features, it is considered that the proposed development would not result in the coalescence of the settlements of Newton Longville and Drayton Parslow (see above right image). It is noted that coalescence issues were not raised as a concern as part of the previous scheme under 19/01754/AOP.

8.5 In addition the proposed residential development and associated infrastructure would result in the loss of the current open, natural appearance of the site, which would result in the urbanisation of the site. However, under the current application, there would be an increased landscape buffer to the south and western boundaries compared with the refused scheme. Whilst, the increase in landscape buffer is noted, the loss of the countryside at the settlement edge would result in some harm which is explored further

in the report below.

Landscape Character and Visual Impact

8.6 VALP Policy NE4 seeks to ensure that development respects and complements the physical characteristics of the site and its surroundings, the historic context and the natural qualities and features of the area and recognises the individual distinctiveness of particular landscape character areas (LCA) set out in the LCA's and minimises impact on visual amenity and avoids the loss of important views and landscape features.

8.7 The site is not within an Area of Attractive Landscape (AAL), but lies approx. 3.7km to the west of The Brickhills AAL. In terms of Local Landscape character Area, the application site lies within LCA 4.9 Newton Longville – Stoke Hammond Claylands: The area includes land enclosing the villages of Newton Longville and Stoke Hammond which lie south of Bletchley.

8.9 Some of the key characteristics of the above LCA being gently undulating rolling landforms which include meandering streams and exposed ridges. The wider area includes mixed agricultural land uses with clipped hedge boundaries and general lack of tree cover. This includes parliamentary enclosures of various sizes, with notably smaller fields to the edges of Newton Longville.

8.10 The applicant has submitted a Landscape and Visual Assessment (LVA) as part of the application which provides an assessment of the landscape character and the visual impacts of the proposed development. The study area and chosen views within the LVA was informed by a Zone of Theoretical Visibility (ZTV) map. Due to the surrounding topography the study area for the LVA was taken at a range of up to 2km from the application site.

8.11 30 viewpoints were selected as part of the LVA which represent views from public vantage points, including public highways close to the site and a number of public rights of way. The LVA summarises the visual effects as follows:

- The proposed development would not result in any major scale of effect at year 1, except for viewpoints very close to the site.
- Due to intervening built form and topography the proposed development would be barely discernible from viewpoint receptors.
- Enclosure of the site by existing vegetation would result in restricted visibility from public rights of way.

8.12 In terms of landscape character the LVA sets out that the proposal would result in a notable change to the site. Although, visibility would be restricted to viewpoints close to the application site. The LVA goes on to highlight that due to the lack of landscape designation and due to the influence of the existing settlement edge the sites susceptibility of the type of development proposed, both the character and sensitivity are judged to be medium. It is also set out in the LVA the development would be congruous with the

existing character on the settlement edge and also highlights that the proposed development would not extend any further south or west than the existing built edge of Newton Longville. Overall, the applicant's LVA assesses the proposal results in a slight magnitude of change with establishment of planting reducing to negligible in the medium to long term (once planting has matured).

8.13 The LVA submitted also deals with the cumulative effects of the proposed development in conjunction with other committed developments namely East-West Rail and the Salden Park development to the south west of Milton Keynes. The LVA sets out that there would be limited vantage points where the proposed development and the development cited above would be seen together. As well as the small scale nature of the proposed development, it is set out that no additional cumulative landscape effects would occur.

8.14 In terms of visual effects, the submitted LVA highlights that the site is generally well contained by the existing built edge of Newton Longville and that views of the development would be generally localised. Although there would be some middle distance views from the south west and west, due to the open nature of the south west boundary of the site, the LVA notes that proposed planting on the south west boundary of the site would buffer these views in the longer term. The remainder of the site boundaries benefit from existing mature vegetation that would screen the proposed development. On this basis, the LVA concludes that the proposed development would not lead to significant adverse visual effects.

8.15 The Council's Landscape and Urban Design officer has reviewed that the proposed development and is in general agreement that the site would be visually contained due to it being located adjacent to the built-up area and would benefit from mature vegetation to two of the boundaries. The development of the site is considered to maintain the physical integrity of the settlement of Newton Longville without resulting in undue sprawl into the wider countryside and would overall not result in significant adverse effects upon the character or visual amenity of the area.

8.16 Notwithstanding the above, the Council's Landscape and Urban Design officer has made some observations regarding the proposed landscape buffers in terms of size and location in order to contain the spread of development. However, this matter can be addressed as part of any future reserved matters application should the subject outline permission be forthcoming and an informative has been attached in relation to this.

8.17 In summary the proposed development would be in conflict with the development plan in terms of impact on the wider landscape and therefore contrary to Policies NE4 and BE2 of the VALP (2021) and with the NPPF. However, due the more localised harm identified and the lack of a strong objection from the Council's Landscape and Urban Design officer these matters are attributed limited negative weight.

9.0 Green networks and infrastructure

VALP Policies: I1 Green infrastructure, I2 Sport and recreation, I3 Community facilities, infrastructure and assets of community value

- 9.1 The provision of multi-functional Green Infrastructure (GI) is an important element of the wider provision of infrastructure necessary to support healthy, sustainable communities in both urban and rural communities and the NPPF states that decisions should enable and support healthy lifestyles through its provision.
- 9.2 In general terms green infrastructure (GI) is the term used to encompass all 'green' elements of a scheme; it comprises a network of ANGsT (Accessible Natural Green Space Standards) compliant high quality, multi-functional green spaces that are intended to improve connectivity of towns and villages and the wider countryside, primarily to provide for a connected network of 'green' links providing pathways for humans, animals and plants. It can include a wide variety of uses and habitats including woodland, water courses, ponds, footpaths, cycleways and other recreational routes and uses consistent with the multifunctional approach that is now advocated through the NPPF. Policy I1 requires all development over 10 dwellings to provide for accessible natural green space on site to meet the standards set out in Appendix C of the VALP.
- 9.3 The standards for ANGsT at appendix C, set out the precise type of on-site provision depending on the nature and location of the proposal, existing open space provision in the area and the quantity of space needed. The standards clarify that in addition, the quantitative and access standards for areas of play (LEAPs, NEAPs, MUGAs and skateboard parks) as set out in the Fields in Trust (FiT) publication will be required. These are considered separately below.
- 9.4 The policies of VALP are consistent with the approach in the NPPF 2024 which seeks to provide inclusive developments that support healthy lifestyles through the provision of a GI network that comprises of a range of different typologies and performs a range of functions. The standards comprise quantitative and accessibility elements to ensure that such areas are within reasonable distance of people and meet Natural England's belief that everyone should have access to good quality natural GI. Long term stewardship of these areas is vital to ensure that they are maintained to high standards in perpetuity.
- 9.5 The site contains some existing natural features, mainly in the form of boundary hedgerows and trees, which are to be integrated into the green infrastructure (GI) provision providing a good basis for links around and through the site which are capable of being retained within the proposed layout. The application is accompanied by a framework plan which identifies areas of open space, existing and proposed new hedgerow and tree planting.
- 9.6 In terms of the overall quantity of space (approx. 1.3ha), the Parks and Recreation Officer has not raised any objections in relation to the illustrative plans. The proposed development would make use of the existing natural features on the site and would be suitably enhanced through the proposed tree mitigation plan and ecology / biodiversity enhancements (set out in more detail below). Future management and maintenance of

these areas could be secured via conditions / obligations with full details to be set out in the S106 and reserved matters applications. As such the proposal would accord with local and national policy in this regard and this matter is attributed neutral weight.

10.0 Play Areas/Sport and Recreation

VALP Policy I1 and I2 (Sports and recreation) and Appendices C and Fields in Trust (FiT) National Guidance

- 10.1 VALP policy fully reflects the current national approach in respect of this issue whereby such provision should be considered as an element of the overall multi-functional GI, albeit certain elements need to be considered separately, and the standards reflect those provided within the Field in Trust (FiT) guidance. These policies also provide the basis for securing appropriate financial contributions towards off-site sport and recreation facilities that cannot be practically provided on site.
- 10.2 VALP policy I1 states that recreation facilities can be provided on the same site as the publicly accessible GI provided they are compatible with it; such land is in addition to that required as GI. Whilst such facilities can co-exist in a properly master-planned approach they must be treated separately so that they can viably function.
- 10.3 In respect of the FiT guidance, for the size of the proposed development, a LEAP is required to be provided on site as well as a contribution to off-site facilities, to be secured as a proportionate financial contribution through the S106 agreement. The framework plan indicates that a suitably sized area of land could be provided in a location where it has the potential to be adequately overlooked by nearby residential properties. However, this would need to be fully assessed at reserved matters stage. In terms of the future management and maintenance this would be secured through the S106 agreement to include a bond and commuted sum in the event that the open space land is to be transferred to the Parish Council.
- 10.4 In respect of other sports and recreation provision, VALP policies allow for such provision to be made through necessary and proportionate contributions to the enhancement of offsite facilities; Appendix D sets out how such off-site requirements will be calculated, and states that the detailed operation of the relevant policies are to be set out in a new SPD. In the absence of this SPD the existing Ready Reckoner (Companion document to the Sport and Leisure Facilities SPG, 2005) has been updated (2022) to reflect the changes in facility costs. It is considered that it provides a reasonable basis on which to calculate the contributions required (where facilities are not provided on site) to reflect the impact of the development on local facilities arising from the additional demand to be generated. The requirement for such facilities to be provided on site will depend on the nature and location of the proposal, existing facilities in the area and the quantity / type needed. In this case such facilities would be more appropriately provided off site, and a proportionate financial contribution will be sought to upgrade local provision.
- 10.5 Overall, it is considered that the proposed on-site provision of sports and recreation

facilities could be appropriate and acceptable and that a contribution towards other facilities, which can only practicably be provided off site, would be justified. This would ensure compliance with VALP policies I1 and I2 and the aims of the NPPF which seeks to ensure healthy, inclusive communities that promote social interaction and enable and support healthy lifestyles through the provision of safe and accessible green infrastructure and sports facilities and layouts that encourage walking and cycling. These matters are attributed neutral weight.

11.0 Trees and Hedges

VALP Policy NE8 (Trees, hedgerows and Woodlands)

11.1 VALP Policy NE8 takes an approach that is consistent with the balanced approach of the NPPF in that it seeks to ensure that development resulting in the loss of trees or hedgerows that make an important contribution to the character and amenities of the area will be resisted and that where the loss of trees is considered acceptable, adequate replacement trees sympathetic to local tree species will be required. The loss of native hedgerows should be compensated for and a net gain achieved. New hedgerows should where possible be protected by appropriate buffers. This accords with NPPF paragraph 187 which states that decisions should contribute to and enhance the natural environment by recognising the wider benefits from natural capital and ecosystem services, including the economic and other benefits of trees and woodlands.

11.2 The application is accompanied by an Arboricultural Impact Assessment which has been reviewed by the Council's Tree Officer. All individual trees are to be retained as part of the proposed development. A length of 67m of hedge would be removed to facilitate the access point and visibility splays. It is noted that the landscape officer has raised some concerns regarding the loss of vegetation with the suggestion of moving the access point. However, replacement planting has been indicatively shown as part of a landscape strategy, with a new hedgerow being sited behind the visibility splays. Further details would be expected to be secured at reserved matters stage.

11.3 In addition to the above, it is noted that the Council's Tree officer has no objection to the proposals, subject to conditions to secure an Arboricultural Method Statement with Tree Protection Plan. It is concluded that overall, whilst there would be a loss of hedgerow, the proposal would provide appropriate replacement and enhancements in accordance with VALP Policy NE8 and is therefore given neutral weight. Issues in relation to Ecology are addressed in the section below.

12.0 Ecology

VALP Policies: NE1 Biodiversity and geodiversity, NE2 River and stream corridors, Biodiversity Net Gain SPD (July 2022).

NLNP Policy 12 Green Infrastructure Network

12.1 Local Planning Authorities have a Statutory Duty to ensure that the impact of

development on wildlife is fully considered during the determination of planning applications under the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010).

12.2 VALP policy NE1 requires proposals to avoid individual or cumulative adverse impact on an internationally or nationally important Protected Site or species and sites of biodiversity or geological value of regional or local importance. Sufficient information must be provided to allow the council to assess all potential impacts on ecology and biodiversity. In accordance with VALP Policy NE1, development proposals will be expected to promote site permeability for wildlife and avoid the fragmentation of wildlife corridors, incorporating features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value on site.

12.3 VALP Policy NE1 at paragraphs c-i and the Biodiversity Net Gain SPD seeks to protect and enhance biodiversity and geodiversity by delivering biodiversity net gain, avoiding loss. Where this cannot be avoided, the policy seeks appropriate mitigation or compensation. Criteria j of Policy NE1 would not apply to this development as the site is not identified as a local nature reserve.

12.4 Policy NE2 provides that development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the watercourse and its corridor through good design. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the watercourse bank and the development, and include a long-term landscape and ecological management plan for this buffer.

Habitat Surveys

12.5 During the course of the application further information was submitted in relation to habitat conditions. The applicant has submitted ground condition surveys which demonstrate that the application site is an unsuitable habitat to support breeding birds. This information has been reviewed by the Council's Ecologist who agrees with the findings.

12.6 In terms of bats, there are no structures within the application site which are capable of supporting bat roosts and no evidence was found as part of the preliminary ecological surveys relating to badger setts. On this basis, the Council's Ecology officer raises no objection subject to conditions relating to lighting, habitat management plan and a construction environment management plan (CEMP).

12.7 The ecological report submitted with the application (Ecological Impact Assessment; CSA Environmental, March 2024; Report No: CSA/4172/07) included a great crested newt surveys of nearby ponds, identifying a medium population in the closest two ponds to the site. It also noted suitable connectivity to these ponds from the application site, as well as

suitable terrestrial habitat on the site.

12.8 Noting the above, there is a reasonable likelihood that great crested newts will be impacted by the development proposals. The applicant has provided proof of entry into Buckinghamshire Council's District Licensing Scheme via the provision of a NatureSpace Report in order to provide mitigation for GCN. Therefore, the Council's GCN officer has raised no objection to the proposal subject to conditions.

Watercourse

12.9 The ecology report identifies a ditch adjacent to the eastern hedgerow within the application site. As required within the policy NE2 of the local plan, a 10m natural buffer should be provided. This could be secured at reserved matters however as it stands the development framework plan provided identifies infrastructure close to this identified ditch. Similarly, any existing or proposed native hedgerows are required to have a minimum 5m natural buffer to them with no lighting in accordance with NE8 of the local plan. Ecology officers consider that these matters can be dealt with by condition and at reserved matters stage.

Biodiversity Net Gain

12.10 The applicant has provided a Biodiversity Net Gain Metric, which demonstrates that the proposed development would achieve -33.40% in terms of biodiversity area units and +26.97% hedgerow units and there are no watercourse habitats affected. The deficit of 3.34 units would be addressed via off-site biodiversity net gain contributions. This would be addressed by way of a planning condition on recommendation of the Council's Ecology Officer. As it stands this application is at outline stage and biodiversity net gains identified can change with the site layout plan as may come forwards at the reserved matters stage. It is therefore, recommended to secure an updated metric and report at reserved matters stages which, may influence the units required offsite.

12.11 Overall, it can be concluded that the proposal could protect and enhance the biodiversity and geodiversity of the site and provide for a net gain overall to include securing 10% BNG through off site contributions. Suitable conditions will secure necessary protection, mitigation and compensation and a Landscape and Ecological Management Plan would ensure suitable management of these areas in perpetuity. This would accord with VALP policy NE1, NE2, Biodiversity Netgain SPD and the aims of the NPPF in relation to ecology and biodiversity. Neutral weight is attributed to matters in relation to ecology in the planning balance.

13.0 Agricultural Land and Soils

VALP Policy NE7 Best and most versatile agricultural land (BMV)

13.1 Paragraph 187 of the NPPF states that planning decisions should recognise the intrinsic character of the countryside, including the economic and other benefits of the best and

most versatile (BMV) agricultural land. Where significant development of agricultural land is demonstrated to be necessary, development should be steered towards lower quality agricultural land and the availability of land for food production should be consistency considered alongside other NPPF policies (see footnote 65).

13.2 VALP Policy NE7 states that development proposals on agriculture land should be accompanied by an assessment that identifies the Grade of the land and that where development involving best and more versatile agricultural land (Grades 1, 2 and 3a) is proposed, those areas on site should be preferentially used as green open space and built structures avoided. Where significant development would result in the loss of BMV, planning consent will not be granted unless there are no other suitable sites of poorer agricultural quality and the benefits of the proposed development would outweigh the harm from the significant loss of agricultural land.

13.3 There is no definition as to what constitutes significant development in this context, but it should be noted that Natural England is a statutory consultee where development would lead to the loss of over 20 hectares agricultural land to non-agricultural uses. However, at 2.5 hectares in size, the site falls well beneath the threshold at which NE would be engaged as a statutory consultee.

13.4 The Agricultural Land Classification ranks agricultural land on a scale of 1 – 5, Grade 1 being the best (“excellent”) and Grade 5 the worst (“very poor”). Grades 1 – 3a are considered to represent BMV agricultural land. An agricultural land quality and soils report has been submitted with the application which identifies the 2.3ha of the application site to consist of subgrade 3a (good) land which would be considered BMV land. The remainder of the land (0.2ha) is identified as subgrade 3b and is located to the southern corner of the site.

13.5 The plans indicate that the proposed built development would be sited in the area of grade 3a land and a LEAP and open space land would be sited on the lower quality 3b land (a much smaller area) to the south. The applicant has not provided an assessment demonstrating that there are no other suitable sites of poorer agricultural quality that could accommodate the development. Part (b) of Policy NE7 relates to the wider planning benefits associated with the development and, it is considered that there are a range of planning benefits that would be delivered by the development that need to be considered in the overall planning balance. It is also acknowledged that the amount of BMV agricultural land lost may not be considered significant in terms of the amount of development taking place as referred to in Policy NE7. The Natural England Agricultural Land Classification map indicates that the area around Newton Longville benefits from much grade 3 land, although whether this is grade 3a or 3b land is not clear. Given the scale of other agricultural land around Newton Longville and the amount of BMV land that would potentially be lost through the proposed development, it is not considered that overall the loss would be significant.

13.6 Notwithstanding the above, the loss of BMV land without the necessary justification would be contrary to VALP Policy NE7 and the NPPF and, having regard to the factors above, this is considered to represent an adverse impact of limited negative weight.

14.0 Transport matters and parking

VALP policies: T1 Delivering the sustainable transport vision, T4 Capacity of the transport network to deliver development, T5 Delivering transport in new development, T6 Vehicle parking, T7 Footpaths and cycle routes, T8 Electric vehicle parking, NLNP Policy NL 11: Transport and Parking Traffic Mitigation

14.1 Policy T1 of the VALP (2021) sets out the sustainable transport vision and seeks to ensure that development proposals will deliver highway and transport improvements to ensure new housing and employment development does not create a severe impact on the highway and public transportation network and encourages modal shift with greater use of more sustainable forms of transport.

14.2 Policy T4 of the VALP (2021) states new development will be permitted where there is evidence that there is sufficient capacity in the transport network to accommodate the increase in travel demand as a result of the development. Policy T5 of the VALP (2021) seeks to ensure necessary mitigation is provided against any unacceptable transport impacts which arise directly from that development.

14.3 Policy T6 of the VALP (2021) requires appropriate levels of car parking for each development. Table 1 of Appendix B of the VALP (2021) sets out the car parking standards for new residential dwellings. For example 3-bedroom dwelling houses, the standard specifies the requirement is for at least 2 car parking spaces plus one visitor's space for every two dwellings.

14.4 Policy T7 of the VALP (2021) requires developments to provide direct, convenient and safe pedestrian routes connecting to the existing pedestrian network. New developments are also required to provide secure cycle storage. Policy T8 requires one dedicated electric charging point per house with garage or driveway car parking.

14.5 Policy NL11 of the NLNP stipulates a number of requirements in relation to development proposals. These include; promotion of sustainable forms of transport, mitigation of any negative impacts of traffic generation, evaluate additional traffic movements on core roads network within the settlement boundary, provision of parking in line with the VALP and the resistance of any proposal which would have severe residual impacts on the highway network or lack of suitable safe access for vehicles and pedestrians.

14.6 It is noted that a number of objections have cited the previously refused scheme and its shortfalls in terms of highway impacts. However, the subject application has been supported by a Transport Assessment with further information provided during the course of the application as requested by the Council's Highway officers; the assessment

of which is explored further below.

14.7 In addition, comments have been made in relation to the traffic data which supports the transport assessment. The application utilises data that was used for previous schemes within the area, namely the Crest Nicholson site at Shenley Park and it has been suggested by third parties that this data has been used without permission. However, potential infringements to copyrights are not a material planning consideration. In any event, the applicant provided evidence that they have permission to use the said data.

Access/ Highway Safety

14.8 The proposed development would be served via a proposed 'T' junction off the western side of Drayton Road (close to where there is an existing agricultural access). The Highway Authority consider, the surrounding roads can adequately accommodate the additional development traffic with no adverse operational and highway safety impacts.

Traffic Impact Analysis

14.9 Following a review of the traffic impact analysis which includes assessment of traffic junctions, together with the consideration of committed Local Plan allocated sites at Shenley Park and Salden Park, the Highways Authority is content that the junction assessments are accurate and that these sensitivity tests provide a robust analysis of traffic impact.

14.10 The junction study area focuses on the main cross roads within Newton Longville which includes ;

- Bletchley Road (northern arm)
- Stoke Road (eastern arm)
- Whaddon Road (western arm)
- Drayton Road (southern arm)

14.11 The Highways Authority consider that the traffic impacts have been suitably assessed and that the additional traffic likely to be generated by the proposal can be adequately accommodated on the surrounding highway network. Moreover, the Highways Authority does not consider that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network.

14.12 In addition to the above, the applicant has provided the potential trip rates using the relevant TRICS data. The applicant has derived from the data that the development would generate a daily trip rate of 4.5 trips per dwelling. The Council's Highway officer recognises that this figure would be on the low side. However, it is considered that an increased daily residential trip rate would not materially change the overall traffic assessments.

14.13 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios. In this case, the Council's Highways officers have confirmed that the supporting traffic data results in a robust assessment of the likely trip generation and as highlighted above, this would not result in any unacceptable impacts on the safety of free flow of traffic on the surrounding highway network.

Sustainable Travel

14.14 The application site is located on the edge of the built-up settlement of Newton Longville and therefore in an acceptable walking and cycling distance to a number of facilities within the village. In this regard, the applicant proposes to construct a new 2m footway from the site to link with the existing footpath on Westbrook End, some of these works would be off-site on Buckinghamshire Council owned land and would be secured by a S278 agreement. The impacts of the footpaths on vegetation and the general character of the area are discussed in the design section below. There would be opportunities for sustainable transport options, including cycle access into the southwestern side of Bletchley and Milton Keynes. However, comments have been received by the Council's Passenger Transport Team who have suggested that mitigation of the development would be required in the form of financial contributions towards improving bus services, namely the 50 bus route and in anticipation of Winslow Railway Station opening towards the end of 2025.

14.15 In addition, to the above, the applicant would be supplementing the Newton Longville Traffic Calming Scheme. Whilst the Salden Park development is already providing the majority of the contribution to this, Highway officers consider further works could include the provision of additional measures along Drayton Road and Westbrook End such as traffic calming measures to reduce traffic speeds along Drayton Road and to provide a safe and suitable environment for cycling on-road and encourage cycling.. Rather than a financial contribution, this would be secured as part of a Section 278 agreement, and on this basis no objections are raised in this regard by Highways Officers.

Travel Plan

14.16 It is noted that the applicant has also submitted a draft Travel Plan, which the Council's Travel Plan Team have commented on as being deficient in a number of areas. However, the VALP only requires travel plans to be submitted for housing developments over 80 dwellings, whilst the recent Buckinghamshire Council Travel Plan (guidance for developers, June 2025) sets a threshold requirement for Travel Plans at 100 residential dwellings and over. Due to the quantum of housing proposed, it is considered that there is no policy requirement for any further information in relation to travel plans.

Car and Cycle Parking

14.17 The plans submitted are indicative only and thus the provision of vehicular and cycle parking spaces have not yet been determined. Due to the scale of the site, it is reasonable to assume that sufficient parking could be provided to serve the development. The Transport Statement states that car and cycle parking will be provided in line with the prevailing standards at the time of the reserved matters application. The design of the parking layout would need to include the provision of Electric Vehicle (EV) charging and it is also noted that the NLNP Policy 11 highlights the need to avoid tandem parking spaces.

Refuse and Recycling

14.18 The layout of the site would form part of the consideration of any subsequent Reserved Matters application and this would set out the accessibility and turning space for refuse collection vehicles, as well as full details of waste collection and for the provision of the storage and recycling of waste. Tracking diagrams should be provided identifying that the refuse vehicle can be within 25m of each collection point and can then turn and egress in a forward gear. This could be required to be provided when designing the internal layout as part of any reserved matters application.

Conclusions in respect of transport matters / accessibility

14.19 The Highways Authority advise that the highways impact of the proposal would be acceptable subject to the legal obligations and conditions to comply with Policies T1, T4, T5, T6, T7 and T8 of the VALP (2021) and policy NL11 of the NLNP. Matters relating to transport and highway impacts are therefore afforded neutral weight in the balance.

15.0 Raising the quality of place making and design

VALP Policies: BE2 Design of new development, BE4 Density of new development.

Vale of Aylesbury Local Plan Design SPD

15.1 Policy BE2 of the VALP (2021) seeks to ensure that development is responsive to its context and provides a high quality, sustainable design. The NPPF also emphasises that development should make effective use of land whilst at the same time safeguarding and improving the environment. The NPPF also states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. The use of design codes is encouraged.

15.2 While the application is in outline seeking approval of access only, an Illustrative framework plan has been submitted to demonstrate how the scale and layout of the housing could be accommodated on the site in a policy compliant form and this has been assessed.

15.3 The Design and Access Statement (DAS) sets out a number of design principles that are intended to inform the development of the site. Contained within the DAS is an illustrative Masterplan. The DAS sets out that the development seeks to achieve the

following:

- Point of vehicular access (off Drayton Road) serving the site, together with pedestrian links to existing settlement of Newton Longville.
- Use of a street hierarchy and tree lined streets
- The provision of up to 50 dwellings
- House types ranging from 2 bedroom to 5-bedroom houses
- Use of outward facing dwellings.
- Public open space and SuDS features
- Locally equipped areas for play.
- Wildlife pond and planted meadow.

15.4 The Council's Landscape and Urban Design officer has reviewed the scheme and is generally supportive of the principle of the residential development on the site. Noting that much of the site is visually contained by vegetated boundaries (the majority of which are to be retained).

15.5 However, in terms of the illustrative masterplan (contained within the DAS), concerns have been raised in relation to the layout and design of the scheme. These are set out as follows and highlight matters that would need to be addressed:

- Creation of a more generous landscape buffer to the sides
- Omission of the cul-de-sacs with a replacement of perimeter blocks, offering full vehicular circulation
- Plots and building design should reflect built form on Westbrook End.

15.6 In addition, it is noted that representations have been made in terms of the density of the proposed development. The application supporting documents suggest that the proposed development would have a density of approx. 35 dwellings per hectare, which would be considered on the higher side for an edge of settlement development. However, in terms of the indicative house types, it is noted that these would largely follow the prevailing form of development such as semi-detached and detached dwellings.

15.7 Connected with the density of the proposed development officers would also highlight that in order to fit a requisite level of parking, the indicative parking layouts demonstrate a prevalence of tandem parking which would be contrary to NLNP policy 11.

15.8 As highlighted previously, the proposed development would include the formation of footpaths to link into the existing footpaths onto Westbrook End to the north and the formation of a new footpath along Drayton Road. It should be noted that the formation

of new footpaths would be on Buckinghamshire Council land and has been shown indicatively on the submitted development framework plan (extract below left):



15.9 Whilst, the matter of the footpath formation would be a matter for a section 278 agreement, it is noted that the grassed verges on the corner of Westbrook End and the east side of Drayton Road are identified as Local Green Space as set out in NLNP Policy NL14 (extract map from the NP above right). Part B of NLNP Policy 14 states that proposals for development within Local Green Space will only be supported in very special circumstances. The proposed development would seek to lay hardstanding in the form of a path to the edge of the southern corner of Westbrook End, officers would consider this to be essential part of the development in terms of creating a sustainable connection for pedestrian traffic and would constitute a very special circumstance. In any event, a small portion of grassed area would be lost for the purposes of a pathway and would not appear unduly harmful in terms of the character area, as it would essentially mirror the existing paving that exists to the north of the junction of Westbrook End.

15.10 Linked to the issue of the footpath, it is noted that the proposed footpath would follow the eastern side of the carriageway of Drayton Road, close to the edge of the existing hedge. Officers would consider that the existing hedge forms part of the edge of settlement character of Newton Longville and to mitigate any further loss and prevent further post-development pressure, it is considered that any future reserved matters application should consider a footpath route which is routed within the site to the eastern edge of the existing hedge.

15.11 Whilst the above shortcomings are acknowledged, officers are mindful that the application is for outline permission. Matters relating to design and layout would be considered at reserved matters should outline permission be forthcoming. As such, these are matters that Officers would expect to be addressed in any future reserved matters application. The points outlined above are captured within an informative.

15.12 The Designing Out Crime Officer (Thames Valley Police) has been consulted on the application. No objections have been raised, considering that a crime prevention strategy

has been supplied with the application. However, any recommendations could be required to be incorporated into the final layout and design at reserved matters stage.

15.13 Having regard to the above matters and acknowledging that further consideration would have to be given to these specific matters at the detailed design stage, it is concluded that the development of the site itself could achieve a high quality and sustainable place. Whilst there are some concerns that the development could appear as a 'add on' to the settlement, with careful consideration to the details to come forwards as part of the reserved matters, these concerns could be largely mitigated, particularly through sensitive landscaping. The Landscape and Urban Design Officer considers the development could be designed in a way that would be complementary to the surrounding area. Therefore, it is considered that it could be demonstrated that the development could be designed in a way to accord with Policy BE2 of the VALP and Policy NL2 of the NLNP. Neutral weight is therefore attributed to place making and design considerations.

16.0 Amenity of existing and future residents

VALP Policy BE3 Protection of the amenity of residents and NLNP Policy NL2

16.1 This is an outline application with the scheme design including separation distances and daylight/sunlight for consideration at the Reserved Matters Stage. Matters relating to amenity for future residents could be adequately dealt with as part of the detailed design stage.

16.2 In terms of the amenity of existing residents the separation distances to the new housing indicated are sufficient and would not give rise to any unacceptable detrimental outlook and light impacts, any loss of privacy, noise or disturbance, although this would be subject to full consideration at the reserved matters stage. Matters relating to potential disturbance in terms of temporary construction works and other matters is addressed in section 19 of the report below. On this basis the development could be delivered in accordance with Policy BE3 of the VALP, to which neutral weight is given.

17.0 Historic environment

VALP Policy BE1 Heritage Assets and Policy; Newton Longville Neighbourhood Plan NL7: The Conservation Area and NL8: Listed Buildings.

17.1 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act') requires the Local Planning Authority (LPA) to pay special regard to the desirability of preserving listed buildings, their setting and any features of special architectural or historic interest that they possess. Section 72 of the Act requires the LPA to pay special attention to the desirability of preserving or enhancing the character and appearance of the Conservation Area (CA). In this context, the objective of preservation is to cause no harm, and is a matter of paramount concern in the planning process. The duties in s.66 and s.72 of the Act do not allow a local planning authority to treat the desirability of

preserving the settings of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. When an authority finds that a proposed development would harm the significance of a listed building or the character or appearance of a conservation area, it must give that harm considerable importance and weight and there should be a strong presumption against planning permission being granted.

17.2 Policy BE1 of the VALP (2021) reflects the requirements in the NPPF that all new development seeks to conserve heritage assets in a manner appropriate to their significance, including setting, seeking enhancement where possible. Paragraph 212 of the NPPF requires great weight should be given to the asset's conservation irrespective of the level of harm identified.

17.3 There are no designated or non-designated heritage assets in terms of built assets or conservation areas either within the site or close to the boundary of the application site (matters relating to non-designated heritage assets of archaeology are explored further in the report below). Within a 1km of the site, there is one conservation area and a number of Listed Buildings. The heritage assets that have the potential to be most affected by the proposed development by changes within their setting are as follows:

- September Cottage, 2 Ivy Lane – Grade II Listed Building (350m)
- Jasmine Cottage, 52 Westbrook End – Grade II Listed Building (380m)
- 21 Drayton Road – Grade II Listed Building (460m)
- Newton Longville Conservation Area (600m)

17.4 In terms of the Newton Longville Conservation Area located approx. 600m to the north of the site, due to the intervening housing within the built-up area of Newton Longville, together with landscaping features and topography there would be little intervisibility between the conservation area and the proposed development.

17.5 In terms of the impacts on the listed buildings listed above, there would be a separation distance of approx. 350-460m. The proposed development would be buffered by the current built up limits of Newton Longville and in addition, views between the proposed development and the listed buildings would be filtered by intervening buildings. As such the proposed development would result in no impact on the setting of these listed buildings.

17.6 There are a number of non-designated heritage assets (56 and 57 Westbrook End) located within the built-up area of Newton Longville. However, due to the reasons outlined above, there would no harm attributed to these assets.

17.7 As demonstrated above special regard has been given to the desirability of preserving the setting of the listed building and the conservation area as required under section 66 and 72 of the Planning (Listed Building and Conservation Areas) Act 1990, which it is accepted is a higher duty. It is concluded that the proposed development would preserve the setting of the listed buildings and the Conservation Areas of Newton Longville.

17.8 Overall, the proposed development would not result in any unacceptable impacts on designated and non-designated heritage assets in compliance with policy BE1 of the VALP and policies NL7 and NL8 of the NLNP. Neutral Weight is therefore attributed to heritage matters.

Archaeology – Designated and Non-Designated Heritage Assets of Archaeological Interest.

VALP policies BE1 (Heritage Assets), Newton Longville Neighbourhood Plan NL10: Archaeology.

17.9 Pursuant to paragraph 212 of the NPPF, great weight should be given to the conservation of designated heritage assets. In accordance with NPPF paragraph 213, any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm or loss of scheduled monuments should be wholly exceptional (NPPF Paragraph 206). The level of harm (substantial or less than substantial) caused to a designated heritage asset should be established in accordance with the approach set out by paragraphs 214 and 215 of the NPPF.

17.10 There are no designated assets of archaeological interest within the application site and the site is not located in an Archaeological Notification Area.

17.11 NPPF paragraph 216 requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining planning applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Policy NL10 of the NLNP broadly reflects paragraph 216 of the NPPF.

17.12 VALP Policy BE1 states that proposals which affect the significance of a non-designated heritage asset should be properly considered, weighing the direct and indirect impacts upon the asset and its setting. There will be a presumption in favour of retaining heritage assets wherever practical, including archaeological remains in situ, unless it can be demonstrated that the harm will be outweighed by the benefits of the development.

17.13 The site has not been subject to any previous archaeological investigation. It is undeveloped agricultural land and is not covered by a designated Archaeological Notification Area. The applicant has submitted a desk based archaeological assessment.

17.14 The Council's Archaeology officer has reviewed the information and notes there is the potential for Roman and Medieval remains within the site, owing to known historical evidence within neighbouring fields. Some remains have the potential to be located just below the ground surface and therefore the proposed development has the potential to disrupt remains of historical interest.

17.15 Overall, it is considered that the proposed development could result in potential harm to the archaeological resource which is regarded as a non-designated heritage asset (not of equivalent significance to a scheduled monument). However, this harm could be mitigated through planning conditions requiring archaeological investigation and appropriate methodology for preservation in situ if significant remains are found. The Council's Archaeology officer has not raised any objection on this basis and has recommended a suitably worded staged condition requiring the developer to secure appropriate investigation, recording, publication and archiving of results. In accordance with paragraph 216 a balanced judgment is required in terms of the scale of any harm or loss and this is addressed in the weighing and balance section below.

18.0 Flooding and drainage

VALP Policies: I4 Flooding and 15 Water resources and Wastewater Infrastructure

18.1 VALP Policy I4 requires, amongst other things, the submission of site-specific flood risk assessments (FRAs) where the development is over 1 hectare in size or includes areas of flood zones 2 or 3. All development must demonstrate that the sequential test has been passed; the exception test will not apply to sites allocated in the plan. It goes on to require that development layouts are informed by drainage strategies including SuDS, and including demonstration that surface water will be effectively managed and will not increase flood risk elsewhere taking into account climate change modelling and effects. This policy reflects national policy guidance.

18.2 The NPPF seeks to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk of flooding from any source (whether existing or future) in applying a sequential, risk based approach to the location of development. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. Paragraph 175 of the NPPF highlights the need for the sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).

18.3 In accordance with NPPF paragraph 177 if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification.

18.4 Paragraph 181 of the NPPF states that when determining any planning applications, local

planning authorities should ensure that flood risk is not increased elsewhere. The paragraph adds that development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

18.5 The application is supported by a site-specific Flood Risk Assessment (FRA). The submission finds that the entirety of the site lies within Flood Zone 1 (low probability of river and sea flooding). A small part of the north western boundary of the site is subject to a low risk of surface water flooding. However, the proposed development has been designed to ensure that any built form would remain in the lowest risk area in terms of flooding. The part of the site located in the low surface water flood zone would be used for the purposes of open space.

18.6 Noting the above, it is considered that the proposed development would align with paragraphs 173-175 of the NPPF, in that the proposed development has been designed sequentially to ensure that the built development is located in the lowest level of flood vulnerability, in this case Flood Zone 1, and therefore the proposed development passes the sequential test for flooding. Some areas of the overall development as highlighted previously are subject of low surface water flooding. However, in line with the Flood Risk Vulnerability Classification set out in Annex 3 of the NPPF an Exception Test would not be required.

18.7 The applicant submitted an outline surface water drainage strategy as part of the application which would utilise SuDS features prior to discharging to a surface water sewer. The LLFA have concluded that the outline drainage scheme and calculations included in the FRA are considered sufficient to demonstrate that in principle it is feasible to appropriately manage surface water run-off from the site. This would be subject to conditions requiring the finer details of the drainage scheme including construction details and discharge rates/volumes.

18.8 Anglian Water have been consulted as part of the application process and have confirmed that with regard to wastewater network and sewage treatment works infrastructure capacity, they do not have any objection to the proposed development. It is noted that the applicant has received an in-principle agreement with Anglian Water to connect into the surface water sewer in Westbrook End.

18.9 It is therefore considered that the proposed development would not cause any unacceptable risk of flooding and subject to the inclusion of relevant conditions, the proposal would comply with Policies I4 and I5 of the VALP (2021). Matters pertaining to flood risk would attract neutral weight in the balance.

19.0 Environmental issues

VALP Policy: NE5 Pollution, air quality and contaminated land

19.1 Policy NE5 of the VALP (2021) provides a framework for considering the environmental effects of proposed development. Paragraph 198 of the NPPF (2024) requires planning decisions to ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Planning decisions are expected to identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Contaminated Land

19.2 A phase 1 ground investigation report has not been submitted with this application to deal with any potential contaminates, although it is understood that the land has only previously been used for agricultural purposes. No comments have been received by the Council's Environmental Health officer. However, considering the historical use of the land a condition would be considered reasonable securing a ground investigation report and any remediation works as appropriate.

External Lighting

19.3 Policy NE5 notes where external lighting is required, planning permission will only be granted where the lighting scheme is kept to a minimum required for security, where light spill can be minimised. The choice and position of light fittings, columns and cables will be considered to minimise their appearance in the streetscene and where it impacts wildlife further detail relating to the potential impact of lighting on wildlife corridors and habitats will be required.

19.4 The application proposal would require external lighting within the development and as a result it would dramatically change the nature of the site. When illuminated, the lights at the entrance of the site, lighting of internal roads, security lighting for the proposed dwellings would be clearly visible from the road and from the surrounding area. Even with a relatively low wattage and sensor operated, the illumination would be conspicuous in this location where there are no streetlights or other forms of artificial lighting along the road. This would add to the suburban appearance of the development and erode the darkness and tranquillity of this area. Further details would need to be assessed regarding detailed lighting design at reserved matters stage and a condition is recommended

requiring the details to be submitted with the reserved matters application.

Noise

19.5 There are no noise related issues identified as a result of the occupation of the proposed development. In terms of the construction stage of the proposed development, the workings on the site and associated vehicle movements would have some effects. However, most of these can be controlled and minimised through a Construction Traffic Management Plan (CTMP) which would cover a number of matters such as hours of operation, deliveries and construction including vehicle routing, on-site parking and storage, traffic management and measures to prevent damage and inconvenience arising from the use of local roads.

19.6 It is concluded that overall, and subject to conditions, a good standard of built environment and amenity could be provided for the occupiers of existing and proposed dwellings, in compliance with the above policies.

20.0 Building sustainability

VALP Policy: C3 Renewable energy, NLNP Policy NL6: Climate Change – Energy efficient buildings

20.1 Policy C3 of the VALP (2021) requires all development schemes ought to achieve greater efficiency in the use of natural resources. It requires an energy statement for major residential development to demonstrate how the energy hierarchy has been applied.

20.2 Policy 10 of the BMWLP (2019) highlights that proposals for major development should identify measures to support implementation of the waste hierarchy during construction and demolition (where applicable), including quantity and type(s) of waste expected to be generated.

20.3 Policy NL6 of the NLNP (2025) sets out how new development should aim to meet high levels of sustainable design and construction. It also sets out energy efficiency principles and achieving zero carbon emissions in line with paragraph 14 of the NPPF.

20.4 A statement has been submitted which sets out general principles for the development and highlights the feasibility of using low and zero carbon technologies within the development. However, at this stage the design has not progressed to a point where the dwellings can be modelled to determine performance. To create SAP calculations the individual dwellings would need to be designed to the point when floor plans, sections and elevations are available. As such, further information could be provided in the future if the development came forward as a reserved matters application.

20.5 An energy strategy could be secured by condition to be submitted with an application for reserved matters to ensure compliance with the relevant policies of the Development Plan.

21.0 Safeguarding Minerals

Minerals and Waste Local Plan (MWLP) Policy 1 – Safeguarding Mineral Resources

21.1 MWLP Policy 1 states that Mineral Safeguarding Areas have been defined to prevent mineral resources from being needlessly sterilised by non-mineral development. This is in accordance with the NPPF, which requires planning policy to safeguard mineral resources from sterilisation by non-mineral development.

21.2 The application site is not subject to any mineral safeguarding and therefore there is no conflict with the adopted Buckinghamshire Minerals and Waste Local Plan.

22.0 Infrastructure and Developer Contributions

VALP Policy: S5 Infrastructure, I3 Community Facilities, NE1 (Biodiversity and geodiversity) and H1 Affordable Housing

22.1 With the application being an outline, there are a range of matters that would need to be secured via s106 planning obligation to ensure that the development would accord with the requirements of the VALP. The Community Infrastructure Levy Regulations and the National Planning Policy Framework state that planning obligations must meet the following tests:

- Necessary to make the development acceptable
- Directly related to the development, and
- Fairly and reasonably related in scale and kind to the development.

22.2 Having assessed the plans and documents submitted in support of this application, it is considered that the following obligations meet the statutory tests:

- The provision of 25% Affordable housing and details of their tenure, size and distribution. Including the provision of wheelchair adaptable units (15% M4(3) and the remainder M4(2)
- Provision and future management and maintenance of on-site GI and play areas to include commuted sums (should these areas be transferred to the Parish Council) or other suitable arrangements and a bond to enable these areas to be delivered should they fail to come forward as part of the development.
- A package of transport mitigation measures (detailed further below)
- Financial contributions towards the delivery of additional education and health infrastructure (detailed further below)
- Demonstration and delivery of at least 10% biodiversity net gain

Health Facilities

22.3 The NHS Integrated Care Board has provided a response indicating that there is currently insufficient primary medical care capacity locally.

22.4 The local surgery in this location is already operating above recommended 'best practice' capacity and therefore additional floorspace is required to cater for the further increased demand. The contribution sought is based on the floorspace required to provide for the increased population arising from the development and the build costs associated with the works / project proposed which in this case would involve increasing the capacity of local health infrastructure. The final contribution would be based on the quantum development which would not be known until a reserved matters application is submitted. In any event the final primary care contribution would be captured as part of the S106 negotiations and agreement and would be reflective of the number and mix of dwellings.

Education Contribution

22.5 The Education Officer initially confirmed that financial contributions would only be required towards the secondary school expansion programme to accommodate the significant development in the area including that which would come from this scheme. However, as further planning applications for housing were submitted during the course of the application, this has triggered the need for primary school contributions. The Education team have provided a breakdown of contributions required. The final contribution would be reflective of the number and mix of dwellings which would come forward at reserved matters stage.

Transport Infrastructure requirements

22.6 As noted through the report, there are a number of specific matters that would need to be secured via planning obligations towards matters relating to highways these include:

- A contribution of £50,000 is sought towards bus service improvements for local buses serving Newton Longville, Winslow and Bletchley.
- Local traffic calming measures that would be located within the highway limits would be secured by a section 278 agreement.

Conclusions on infrastructure and developer contributions

22.7 It is considered that there are no other reasons why permission should not be granted, subject to the imposition of conditions as identified and subject to the prior completion of a S106 agreement to secure the obligations set out in the report necessary to mitigate the impact of the development.

23.0 Other Matters

Housing Land Supply

23.1 The Council is unable to demonstrate a 5-year housing land supply (HLS). The Council has recently published the 5-year Housing Land Supply Position Statement (6 May 2025) which confirms that there is a 3.62-year supply of housing sites for the period 2024-29. In addition, the allocated housing sites within the VALP are not meeting the expected delivery targets.

Matters raised by the Parish Council and representations

23.2 Material planning considerations have been addressed in the report above. A number of objections raise concerns in terms of flooding and waste water. However, the Lead Local Flood Authority have not raised any objections to the scheme in terms of flood risk impacts. It should also be noted that Anglian Water do not raise any concerns in terms of network capacity or infrastructure.

23.3 It has been pointed out in a number of representations that a similar application was refused in 2019 for similar reasons. However, officers note that the previous application was determined under the previous Aylesbury Vale District Local Plan (AVDLP) (though the current VALP was emerging at the time of the decision). As such, planning policy and housing need circumstances, including affordable housing, have evolved since 2019. It is noted that at the time of the 2019 decision the Aylesbury area had a 5-year housing land supply in excess of 5 years, whereas now that has fallen to 3.62 years. The lack of 5-year housing supply is a material planning consideration in the decision making process and is further explored in the planning balance section of the report.

23.4 A number of concerns have been raised which would not be considered material planning considerations these being the impact on property values, insurance risk and developers profits.

23.5 Matters relating to the violation of copyright have been addressed. The use of previous highway data to support the current application has been used with permission from the author. In any event this is not material to the determination of the planning application.

24.0 Weighing and balancing of Issues/Overall Assessment

24.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

24.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- Provision of the development plan insofar as they are material,
- Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- Any other material considerations

24.3 The NPPF is a significant material consideration and the proposal should be assessed against relevant policies. In particular, paragraph 11 is of relevance.

24.4 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. It states that for decision-taking this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (footnote 8), granting permission unless
 - i. the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

24.5 It should be noted that the presumption in favour of sustainable development does not displace S38(6) and a planning application should be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise.

Compliance with the Development Plan

24.6 Having regard to the detailed assessment above, it is noted that there is compliance with a number of policies of the development plan. However, given the sites location in the countryside beyond the identified built-up limits of the settlement, outside the areas allocated for development within the spatial strategy of the VALP and the NLNP, and the harm that would arise to the intrinsic character and beauty of the countryside, landscape character / visual amenity and settlement identity, there would be conflict with policies of the VALP and with the aims and objectives of the NLNP. Overall, having regard to the extent of the harm arising and resultant conflict with those policies, it is concluded that the proposal does not comply with the development plan as a whole.

24.7 In the context of the ‘presumption’, it is therefore necessary to consider the implication of NPPF paragraph 11(d) which is ‘triggered’ by virtue of the lack of a demonstrable 5-year housing land supply.

Assessment under NPPF paragraph 11(d)

24.8 The first part of this paragraph (i) indicates that the ‘presumption in favour of granting permission’ will not apply if “the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for refusing the development proposed”. The policies referred to in this paragraph are those in the NPPF and are set out in footnote 7 to the policy. They relate to habitats sites, and/or designated SSSIs, Green Belt, Local Green Space, National Landscapes (formerly AONB), National Parks (or within Broads Authority), Heritage Coast, irreplaceable habitats, designated heritage assets and areas at risk of flooding or coastal change.

24.9 The only policies of relevance to this case are those related to designated heritage assets. However, it has been concluded (above) that there would be no harm caused to the affected designated assets and their settings (Newton Longville Conservation Area and nearby listed buildings). Therefore, in the context of the above policies, there is no strong reason for refusing the development proposed thus the presumption does apply and the proposal needs to be assessed against part (ii). Matters of flooding have also been considered, as highlighted in the report above a small area of surface water flooding has been identified. However, this has been shown to be mitigated as part of the proposed development. Therefore, there are no strong reasons for refusal in relation to flood risk.

24.10 In terms of the assessment under paragraph 11 d (ii) of the NPPF (known as the Titled Balance), due to the recent adoption of the NLNP, the titled balance would not be engaged owing to the provisions set out in paragraph 14 of the NPPF (set out below for ease of reference):

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

- a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and
- b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement.

The adverse Impacts

24.12 As set out in detail above, the proposal would result in a development in the countryside beyond the existing and planned limits of the settlement resulting in a clear conflict with the spatial strategy of the VALP and the NLNP for which there do not exist any exceptional circumstances. This runs counter to NPPF policy that states that the planning system should be genuinely plan-led. Significant negative weight should be given to this harm.

24.13 The landscape and visual impacts, whilst mainly of a localised nature, would result in some localised harm and would be to an extent buffered by proposed mitigation. The lack of a strong objection and harm from a landscape perspective would attract limited negative weight.

24.14 There would be a loss of BMV agricultural land which, in the light of the amount of land involved and its value, limited negative weight should be attributed.

23.15 In terms of harm to non-designated heritage assets, the report above sets out some harm may result to non-designated assets of archaeological significance. Conditions requiring further archaeological investigation would prevent any loss of assets of archaeological significance present on the site without appropriate investigations being carried out prior

to the submission of a reserved matters application and then securing preservation in situ where the remains are significant and/or recording as appropriate. A balanced view on the impact of development on the non-designated heritage asset does not result in the development failing for that reason, due to the level of harm being low.

23.16 The concerns and objections of the Parish Council and other residents have been addressed in the above report. It is considered that there are no other matters which raise any justifiable adverse impacts.

Benefits

24.17 The main benefit of the scheme is the contribution it would make to the authority's housing supply, which in the context of a lack of a 5-year supply, should be given significant positive weight. The applicant has provided information to show that, whilst they would not build out the site themselves, they have a track record of working with housebuilders and delivering sites within the five-year period.

24.18 The site would also make a valuable contribution to affordable housing which at 25% would provide a policy compliant requirement. A range of housing types and sizes are also proposed, contributing to local community needs, though that is a requirement of policy. Overall significant positive weight should be given to these benefits.

24.19 The economic and social benefits that can be associated with such development, such as contributing to the local and wider economy, through the construction and occupation of the development, are acknowledged. Overall, moderate positive weight should be given to these benefits.

24.20 The development would deliver a variety of GI and open space which would bring recreational and wildlife benefits to the site and wider area. The provision reflects policy expectations set out in the VALP and the provision of at least 10% BNG would reflect the net gain required by the VALP and statutory requirements. It is acknowledged that the provision of the play area provides a facility that may be used by existing local residents, but its indicative location to the south of the site and the lack of integration to the wider area means this is only afforded neutral weight.

24.21 The transport and highways mitigations proposed are principally to mitigate the impacts of the development, highways improvements and the provision of improved bus services would attract neutral weight.

24.22 Planning obligations securing investments in local schools and health infrastructure would mitigate the impact of the development and therefore should be afforded neutral weight.

Conclusion on paragraph 11(d)

24.23 Having regard to the [footnote 7] policies of the NPPF, there is not a strong reason for refusal. Overall, taking into account the above, it is concluded that, notwithstanding the significant negative weight that should be given to the adverse impacts, they do not significantly and demonstrably outweigh the benefits. Therefore, permission should be granted subject to the proposed conditions and a S106 agreement.

Overall S38(6) balance

24.24 It is concluded that whilst there is conflict with the development plan overall, including with the NLNP, there are material considerations, i.e. the policies of the NPPF in particular the application of paragraph 11, that indicate that permission should be granted.

24.25 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

24.26 The protection of property and the peaceful enjoyment of possession under Article 1 of the Human Rights Act, and the right to respect for private and family life under Article 8 of the Human Rights Act have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is considered that the proposed development would not infringe on these rights.

24.27 It is considered that there are no other reasons why permission should not be granted, subject to conditions as identified and to the prior completion of a S106 agreement to secure the obligations set out in the report necessary to mitigate the impact of the development.

25.0 Working with the applicant/agent

25.1 In accordance with paragraph 39 of the NPPF (2024) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

25.2 In this instance:

- During the course of the consideration of the application, there has been a continual and considerable dialogue with the applicant with a view to seek to resolve issues as they arose.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues arising.

26.0 Recommendation

26.1 The recommendation is that the application be approved subject to the prior satisfactory negotiation and completion of a S106 agreement to secure the requirements set out in the report, such approval to be subject to the conditions set out below (with any amendments or additions as considered appropriate by Officers), or to refuse if a satisfactory S106 agreement cannot be completed for such reasons as officers consider appropriate.

Draft Conditions:

1. Details of the appearance, landscaping, layout and scale, (herein after called “the reserved matters”) shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: The application is for outline planning permission with all matters reserved except access.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority no later than 2 years from the date of this permission.

Reason: To prevent the accumulation of planning permissions and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall begin no later than two years from the date of approval of the last of the reserved matters to be approved.

Reason: To prevent the accumulation of planning permissions: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. The development hereby permitted shall be carried out in accordance with the following approved plans:

- Drawing No. CSA/4172/123 (Site Location Plan)
- Drawing No: P17033-17-01C (Proposed junction and footway extension)

Reason: For the avoidance of doubt and in the interests of proper planning.

5. No other part of the development hereby permitted shall be occupied, until the means of access off Drayton Road has been sited and laid out in general accordance with drawing ref: P17033-17-01C and constructed in accordance with appropriate Buckinghamshire Council access standards.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with policies T1, T4 and T5 of the Vale of Aylesbury Local Plan.

6. No other part of the development hereby permitted shall be occupied, until minimum vehicular visibility splays in either direction of the access from Drayton Road have been provided as shown on drawing ref: P17033-17-01C, and the area contained within the splays shall be kept free of any obstruction exceeding 0.6m in height above the nearside channel level of the carriageway.

Reason: To provide adequate visibility between the access and the highway for the safety and convenience of users of the highway and of the access, in accordance with policies T1, T4 and T5 of the Vale of Aylesbury Local Plan.

7. Prior to the commencement of any development works on the site related to the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The approved CTMP shall be adhered to throughout the construction period and shall include the following details:

- Construction access details.
- Construction traffic routing.
- Delivery hours outside of highway network peak periods.
- The parking of vehicles of site personnel, operatives and visitors off the highway.
- Loading and unloading of plant and materials and storage of plant and materials used in constructing the development off the highway.
- The erection and maintenance of security hoarding and gates.
- Wheel-washing facilities.
- Before construction condition surveys of the highway and a commitment to fund the repair of any damage caused.

Reason: This condition is pre-commencement due to the need to ensure adequate measures are being taken to safeguard the amenities of neighbouring residents and the safety of highway users from the very first works on site. The condition is necessary in order to minimise danger, obstruction, and inconvenience to users of the highway during the construction of the development, in accordance with Vale of Aylesbury Local Plan policies T1 and T4, and also to safeguard the amenities of residents in the locality and future residents of the scheme, in accordance with Policy BE3 of the Vale of Aylesbury Local Plan and Section 9 of the National Planning Policy Framework.

8. Prior to the completion of the development or the development being brought into use, whichever is the sooner, a post construction survey of the highway shall be submitted to the Local Planning Authority. Any damage to the highway caused shall be repaired to the satisfaction of the Local Planning Authority in accordance with a scheme which shall first have been submitted to and approved in writing by the Local Planning Authority. Any repair works shall be carried out within three months of the completion of construction works or within three months of the development being brought into use, whichever is the sooner.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway during the construction of the development, in accordance with Vale of Aylesbury Local Plan policies T1 and T4, and to also safeguard the amenities of residents in the locality and future residents of the scheme, in accordance with Policy BE3 of the Vale of Aylesbury Local Plan and Section 9 of the National Planning Policy Framework

9. Plans and particulars submitted for the reserved matters pursuant to Conditions 2 and 3 shall include the following:

- a) any proposed internal estate road(s) including details of horizontal and vertical alignment;
- b) any existing access points within the application site that are not required for the development and which are proposed to be closed when new accesses forming part of the development are brought into use;
- c) the layout and specification of

- any internal roads not covered by a above,
- footpaths,
- parking, including electric vehicle charging points, turning and loading/unloading areas (including visibility splays),
- cycle parking areas,
- cycle storage facilities,
- access facilities for the disabled and
- individual accesses.

d) the materials to be used on the external faces of all the buildings to which the details relate;

e) the positions, design, materials and type of boundary treatment (including all fences, walls and other means of enclosure) to be provided;

f) details for all hard landscaped areas, footpaths and similar areas, including details of finished ground levels, all surfacing materials, and street furniture, signs, lighting, refuse storage units and other minor structures to be installed thereon;

g) contours for all landscaping areas, together with planting plans and schedules of plants, noting species, sizes and numbers/densities, details of all trees, bushes and hedges which are to be retained and a written specification for the landscape works (including a programme for implementation, cultivation and other operations associated with plant and grass establishment);

h) a waste strategy including details of bin and recycling storage;

i) Details of any external lighting to any building(s), parking

j) turning and / or manoeuvring areas, roads, footpaths, green ways and open space areas.

Reason: To ensure a satisfactory appearance to the development and to comply with policies H6c, BE2, NE1, NE8, T8 and I1 of the Vale of Aylesbury Local Plan, NL11 of the Newton Longville Neighbourhood Plan and the National Planning Policy Framework.

10. An energy statement / natural resources strategy to demonstrate how the energy hierarchy has been applied and how the development minimises the use of natural resources shall be submitted prior to or at the same time as the first reserved matters application for the approval in writing of the Local Planning Authority. It shall address / consider the following:

- a. How energy use is reduced / minimised, In particular through the use of sustainable design and construction methods,
- b. how water efficiency and minimisation of use are to be encouraged
- c. measures to promote waste minimisation and recycling, including during the construction period

- d. Provision of an efficient energy supply, with priority to decentralised supplies.
- e. making use of renewable energy,
- f. making use of allowable solutions

The development shall be implemented in accordance with the approved strategy.

Reason: To maximise energy efficiency and use of natural resources / renewable energy to comply with policy C3 of the Vale of Aylesbury Local Plan and policy NL6 of the Newton Longville Neighbourhood Plan and Policy 10 of the Buckinghamshire Minerals and Waste Local Plan.

11. The landscape details to be submitted pursuant to Conditions 3 and 4 above shall include the following:

- a) a scaled plan (preferably 1:200) showing all existing trees, shrubs and hedgerows to be retained, including crown spreads and Root Protection Areas for trees and plants to be planted;
- b) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - i. permeable paving
 - ii. sustainable urban drainage integration
 - iii. use within tree Root Protection Areas (RPAs);
- c) a schedule detailing species, sizes and numbers/densities of all proposed trees/plants; including soil volume requirements, support measures, guards or other protective measures; biosecurity procedures including best working practices to reduce the spread of pests and disease. Species selected must be suitable to the soil and climate resilience and meet the Landscape Institute's 10:20:30 rule for species, genera and families;
- d) a minimum 5m natural buffer to each face of existing and proposed hedgerows;
- e) specifications the type, dimension, soil volume and infill components of the proposed planting pits of all new trees, including soil volume requirements and cross-sectional drawings, noting that trees in more densely built areas will require the use of underground rooting apparatus or modular systems to achieve soil;
- f) tree-line streets with verges of sufficient width and length to accommodate tree planting and full tree establishment (a starting point of 2.5m width and length for verges should be used here);
- g) locations of all existing services and those proposed, which should be positioned within the highways to ensure they do not conflict with existing or proposed trees, including underground rooting apparatus;
- h) specifications for operations associated with plant establishment and maintenance that are compliant with best practice; methods to improve the rooting environment for retained and proposed trees and landscaping including watering, weed control, pruning, etc.

Reason: To ensure satisfactory landscaping of the site in the interests of amenity, to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development in accordance with Policies NE4 and NE8 of the VALP, Policy NL2 of the Newton Longville Neighbourhood Plan and the National Planning Policy Framework.

12. All planting, seeding or turfing included in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted or the completion of the development, whichever is the sooner. Any retained trees, hedgerows or shrubs forming part of the approved landscaping scheme shall be maintained and/or replaced in accordance with the approved maintenance plan pursuant to condition 11.

Reason: To ensure a satisfactory and continuing standard of amenities are provided and maintained in connection with the development and in accordance with Policies NE4 and NE8 of the Vale of Aylesbury Local Plan and with the NPPF.

13. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones.”
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs. Which includes measures for the retention of the identified single hawthorn in H3 with low suitable bat roosting potential
- i) Details of pre-commencement badger and nesting bird checks along with precautionary working method statements
- j) Details of pre-commencement hedgerow checks for invertebrates (particularly for butterflies) on particularly identified areas of hedgerow to be impacted by the development.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details. Reason: This is required prior to

commencement to ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the approved development and to provide a reliable process for implementation and aftercare to accord with Policy NE1 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework

14. Before the Reserved Matters scheme is submitted a revised Biodiversity Net Gain Report and associated Biodiversity Metric demonstrating that Biodiversity Net Gain can be achieved offsite, shall be submitted to, and approved in writing by the Local Planning Authority. The BNG Report should adhere to best practice and include:

- A Summary of key points;
- Introduction to the site, project, planning status, certainty of design and assumptions made, the aims and scope of the study and relevant policy and legislation;
- Methods taken at each stage; desk study, approach to BNG and evidence of technical competence;
- Baseline conditions of the site including; important ecological features and their influence on deliverability of BNG, baseline metric calculations and justifying evidence, and a baseline habitat plan that clearly shows each habitat type and the areas in hectares;
- Justification of how each of the BNG Good Practice Principles has been applied;
- Proposed Design to include a proposed habitat plan and details of what will be created. This can be taken from the site layout plan, illustrative masterplan, green infrastructure plan or landscape plans. The plan should clearly show what existing habitat is being retained and what new habitat will be created. It should be easy to identify the different habitat types and show the areas in hectares of each habitat or habitat parcel;
- Biodiversity Metric spreadsheet, submitted in excel form that can be cross referenced with the appropriate plans. A small sites metric is also available for sites less than 0.5ha or fewer than 9 dwellings and under 1ha;
- Implementation Plan including a timetable for implementation.
- BNG Management and Monitoring Plan

Reason: to ensure that the development achieves Biodiversity Net Gain.

15. The development shall not commence until a (the HMMP), prepared in accordance with the approved to the Biodiversity Gain Plan and including:

- (a) a non-technical summary;
- (b) the roles and responsibilities of the people or organisation(s) delivering the [HMMP];
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development
- (e) details of a minimum of 10m natural buffer with no lighting from the watercourse bank to infrastructure on proposed site plans

(f) details of a minimum of 5m natural buffer with no lighting from proposed and existing natural hedgerows to infrastructure on proposed site plans

(g) appropriate species specific enhancement features (location and quantity) is to be provided for the following species: bats, birds, reptiles, invertebrates, and hedgehogs, to reflect the development size. has been submitted to, and approved in writing by, the local planning authority. The created and/or enhanced habitat specified in the approved [HMMP] shall be managed and maintained in accordance with the approved [HMMP].

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990, policy NE1 of the VALP.

16. No construction works shall take place until, a “lighting design strategy for biodiversity” for the development has been submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason: Many species active at night are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and/or discouraged from using their breeding and resting places, established movement corridors or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation. Limiting negative impacts of light pollution is also in line with policy NE1 of the Vale of Aylesbury Local plan and paragraph 198 of the NPPF.

17. No development hereby permitted shall take place except in accordance with the terms and conditions of the Council’s Organisational Licence (WML-OR152, or a ‘Further Licence’) and with the proposals detailed on plan “Land Off Drayton Road, Newton Longville: Impact Plan for great crested newt District Licensing (Version 1)”, dated 26th February 2025.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WML OR152, or a ‘Further Licence’), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

18. No development hereby permitted shall take place unless and until a certificate from the Delivery Partner (as set out in the District Licence WML-OR152, or a ‘Further Licence’),

confirming that all necessary measures regarding great crested newt compensation have been appropriately dealt with, has been submitted to and approved by the planning authority and the authority has provided authorisation for the development to proceed under the district newt licence.

The delivery partner certificate must be submitted to this planning authority for approval prior to the commencement of the development hereby approved.

Reason: In order to adequately compensate for negative impacts to great crested newts, and in line with section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

19. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

- Assessment of SuDS components such as permeable paving, swales and rain gardens and provide justification for exclusion if necessary
- Demonstrate that water quality, ecological and amenity benefits have been considered
- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- Permission from Anglian Water to discharge into their surface water network
- Permission to cross third party land
- Full construction details of all SuDS and drainage components
- Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
- Flow depth
- Flow volume
- Flow direction

Reason The reason for this pre-construction condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Policy I4 of

the Vale of Aylesbury Local Plan and the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

20. Development shall not begin until a “whole-life” maintenance plan for the site has been submitted to and approved in writing by the local planning authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason The reason for this pre-commencement condition is to ensure that arrangements have been arranged and agreed for the long term maintenance of the drainage system as required by Policy I1 of the Vale of Aylesbury Local Plan and the requirements set out under Paragraph 182 of the NPPF (Dec 2024)

21. Prior to the first occupation of the development, a demonstration (such as as-built drawings and/or photographic evidence) of the as-built surface water drainage scheme carried out by a suitably qualified person must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason The reason for this pre-occupation condition is to ensure the Sustainable Drainage System has been constructed as per the approved is designed to the technical standards In accordance with policy I4 of the Vale of Aylesbury Local Plan and the NPPF.

22. No reserved matters application shall be submitted, until the applicant, or their agents or successors in title, have undertaken archaeological evaluation in form of trial trenching in accordance with a written scheme of investigation which has been submitted to and approved by the planning authority. Where significant archaeological remains are confirmed these will be preserved in situ.

Where significant archaeological remains are confirmed, no reserved matters application shall be submitted until the applicant, or their agents or successors in title, has provided an appropriate methodology for their preservation in situ which has been submitted to and approved by the planning authority.

Where archaeological remains are recorded by evaluation and are not of sufficient significance to warrant preservation in situ but are worthy of recording no reserved matters application shall be submitted until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

The archaeological investigation should be undertaken by a professionally qualified archaeologist working to the agreed written scheme(s) of investigation which should be based on the Council's on-line template briefs.

Reason: The reason for this pre-commencement condition is to ensure that any affected underground heritage assets are appropriately protected and recorded to accord with policy BE1 of the Vale of Aylesbury Local Plan, policy NL10 of the Newton Longville Neighbourhood Plan and the National Planning Policy Framework.

23. The sizes and types of dwellings to be submitted pursuant to condition 1 above shall have regard to the Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) (2017) or latest evidence of housing need.

Reason: To ensure that the development provides a mix of dwellings to meet the latest evidence of the needs of the community to accord with the National Planning Policy Framework and policies H1 and H6a of the Vale of Aylesbury Local Plan and policy NL4 of the Newton Longville Neighbourhood Plan.

24. The proposed dwellings shall be designed to provide an appropriate level of accessibility and adaptability, with all dwellings compliant with Category 2 (Part M4(2) of the Building Regulations and 15% of the affordable units compliant with Category 3 (Part M4(3)(2)(b) of the Building Regulations) unless demonstrated by an accompanying report that the development would be unviable to do so.

Reason: To ensure that the development provides an accessible and inclusive development and to comply with policy H6c of the Vale of Aylesbury Local Plan and with the NPPF.

25. The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition 1 and 2 above shall include details of the proposed slab levels of the buildings in relation to the existing and proposed levels of the site and the surrounding land, with reference to a fixed datum point. The buildings shall thereafter be constructed in accordance with the approved slab levels.

Reason: For the avoidance of doubt and to ensure a satisfactory from of development and to comply with policies S1, BE2 and BE3 the Vale of Aylesbury Local Plan (2021), Policy NL2 of the Newton Longville Neighbourhood Plan and provisions in Sections 2 and 12 of the NPPF (2024).

26. In the event that contamination to land and/or water is discovered at any time when carrying out the approved development it must be reported in writing to the Local Planning Authority immediately. No development shall continue until an investigation and assessment has been undertaken. Where remediation is necessary a remediation scheme must be prepared and submitted in writing to the Local Planning Authority for approval. Following completion of the measures identified in the remediation scheme a verification report must be prepared which is subject to the approval in writing by the Local Planning Authority. Any remediation scheme shall be carried out as approved prior to the occupation of the development.

Reason: In order to minimise harm for the users of the development and to comply with policy NE5 of the Vale of Aylesbury Local plan (2021) and with the NPPF.

INFORMATIVES:

1. The applicant is informed that, as submitted, the development framework plan and illustrative masterplan (figure 6.2 in the accompanying Design and Access Statement) are unlikely to be supported in their current form as part of any forthcoming Reserved Matters application. It is suggested that any future application considers the following points:

- Creation of a more generous landscape buffer to the sides
- Omission of the cul-de-sacs with a replacement of perimeter blocks, offering full vehicular circulation
- Plots and building design should reflect the density of this edge of settlement location incorporating similar built form and typologies that exist on Westbrook End.
- Take into account the need for cycle storage and requisite parking levels, avoiding tandem parking
- Location of a pedestrian access to the inside western edge of the hedgerow which borders the east side of Drayton Road

2. The applicant is advised that the off-site highway works will need to be constructed under a Section 278 of the Highways Act legal Agreement. This Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 12 weeks is required to draw up the Agreement following the receipt by the Highway Authority of a completed Section 278 application form and fee. You may be required to carry out widening works to existing footways, noting these could be beyond the scheme extents as shown on the site location plan to ensure consistent facilities, which could include changes to any and all existing facilities and features beyond those shown on the plan, and undertake carriageway reconstruction and resurfacing as deemed appropriate by the Highways Development Management Delivery Team. Please visit the Council's website for further guidance, to apply online or contact Highways Development Management at the following address for information: Highway Development Management Delivery Team, Buckinghamshire Council, 6 th Floor, Walton Street Offices, Walton Street, Aylesbury, Buckinghamshire, HP20 1UY
highwaysdm@buckinghamshire.gov.uk

3. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under Section 137 of the Highways Act 1980.

4. It is an offence under Section 151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

5. You are advised that planning obligations have been entered into in connection with this development.

6. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991.

7. It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from

the development shall not be permitted to drain onto the highway or into the highway drainage system.

8. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
9. Unless an exception or a transitional arrangement applies, the effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
 - a) a Biodiversity Gain Plan has been submitted to the planning authority, and
 - b) the planning authority has approved the plan

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan in respect of this permission would be Buckinghamshire Council.

A legal agreement would be required with a BNG Statutory Body in order to secure the identified BNG off-site.

Following this, this site would then be required to be placed on the Government's BNG National Register. So the application to discharge the Government's Biodiversity Gains Plan condition will need to be accompanied by the legal agreement between the applicant and the BNG Statutory Body and evidence that the site is on the Government's BNG National Register.

This permission will require the submission and approval of a Biodiversity Gain Plan before development is begun. For guidance on the contents of the Biodiversity Gain Plan that must be submitted and agreed by the Council prior to the commencement of the consented development please see the link: Submit a biodiversity gain plan - GOV.UK (www.gov.uk).

APPENDIX A: Consultation Responses and Representations

Councillor Comments

Councillor Jilly Jordan

I have significant concerns about this application. A previous application (19/01754_AOP) for 58 dwellings on the same site was refused on a number of grounds, including overdevelopment and negative impact on landscape character. It is not clear to me how this revised proposal for 50 dwellings has overcome the reasons for that refusal.

Housing density:

The Applicant claims to have reduced the intensity of the development. However, whereas 19/01754_AOP proposed a housing density of 34.9/ha, 24/01220_AOP proposes an increase to 36.8/ha.

Development creep and coalescence:

In the revised layout proposed in the current application, the Applicant suggests that the built area would fall more naturally within the margins of the village. However, it is clearly outside the settlement boundary as defined in the draft Neighbourhood Plan (NP). The draft NP also reflects concerns of the local community that housing allocation sites within the Aylesbury Vale Local Plan that further substantial developments risk of coalescence of communities unless areas of separation are preserved. Approval of this application could encourage further speculative developments that would constitute development creep. Ecology: The Ecology Officer's report makes clear that the approach to baseline surveys and BNG is wholly unsatisfactory. This casts significant doubt on the Applicant's commitment to key elements of the planning process.

Archaeology:

The Archaeology Officer's report raises significant concerns as to the potential for harm to uninvestigated heritage assets that need to be addressed.

Sustainable drainage:

The comments of Anglian Water and the Sustainable Drainage Team are noted. We have examples of developments across the county where incremental development has led to existing sewage network being overwhelmed during periods of high rainfall. I would like to know the level of confidence in the calculation that discharge to the sewage network would not exceed the proposed limit of 6l/sec.

Highways and streetscape:

I note that points raised by the Highways Officer are yet to be answered. As regards the streetscape, the increased density of housing is of considerable concern. We have other developments where efforts to maximise built density have meant that insufficient attention has been paid to designing a streetscape that creates a pleasant environment and this results in practical (e.g. parking on footways) and a harsh landscape that fails to encourage positive social

interaction and a pride in and collective responsibility for the community. Given that this is an outline planning application, it is not possible to establish the Applicant's real intentions on this point but the housing density raises significant concerns. In my view, there are too many significant and unresolved issues associated with this application and I submit that the application should be called in for full consideration by committee.

Councillor Ian McPherson:

Various other parish councillors have clearly articulated why I support this objection

Newton Longville Parish Council Comments

Response dated 2nd May 2024

Newton Longville Parish Council are in an advanced stage of the preparation a neighbourhood plan. This plan has followed the housing requirements of the emerging Vale of Aylesbury plan which itself included a call for sites, the emerging Newton Longville plan has included the VALP requirements for sites for development. Newton Longville has in addition already provided a number of housing developments in the village. This application is speculative and opportunistic, seeking to work outside of this correct Neighbourhood and regional planning process. It has previously been refused and there have been no changes to national or local planning policy that would give additional weight to the application. This application involves building in the open countryside. This application is outside the settlement boundary of the emerging Newton Longville Neighbourhood plan. This application is coalescent in nature, seeking to merge the parishes of Drayton Parslow and Newton Longville which are currently separated by open countryside with minimal development along the Drayton/Newton Longville Road

Response dated 9th July 2024

Newton Longville Parish Council object to this application.

This application is little different to the previously refused application 19/01754/AOP, and for similar reasons this one should also be refused.

However, the various issues raised, particularly by Buckinghamshire Council internal consultees, about the current application such as the need for updated/corrected/accurate assessments/reports should be fully explored first so that when the applicant appeals against the inevitable refusal of the current application, the evidence will be available, rather being submitted to the Planning Inspector as part of an appeal. Amongst other things this should minimise costs for both Buckinghamshire Council and any Rule 6 parties to the likely appeal.

Following submission of more accurate and up-to-date information, in the unlikely event that Buckinghamshire Council would be minded to approve the application, it should be referred to committee for decision as already requested by ward Cllr Jilly Jordan.

Newton Longville Parish Council will attend to speak. Given the significance of this application and the challenge to both the Vale of Aylesbury Local Plan and the emerging Newton Longville

Neighbourhood Plan it should be dealt with by the Strategic Sites Committee.

This is a very half-baked, ill-prepared planning application, of the sort that brings the planning system into disrepute. Despite clear pre-application advice from Buckinghamshire Council “The proposal as submitted is not acceptable in principle and we recommend that you do not progress this further” and a previous refusal Gladman, chose to submit this application without fully undertaking the necessary technical studies.

Due to NPPF paragraph 76, the ‘tilted balance’ does not apply as this application was submitted after 19th December 2023 and VALP is less than five years old and had at the conclusion of the examination identified at least a five year supply of specific, deliverable sites. Nor is the criteria in VALP Policy D3 satisfied as detailed below.

The emerging Newton Longville Neighbourhood Plan (NLNP) has completed Regulation 16 consultation and is awaiting examination. This site is contrary to NLNP policies NL1 and NL5. It was not allocated as a site in the VALP nor the NLNP. The site is less than one mile from the nearest properties in the village of Drayton Parslow.

Whilst there was a so-called pre-application “consultation” with the local community Gladman refused to attend a public meeting to discuss the application. Whereas at a public meeting organised by Newton Longville Parish Council on a wet evening, over 70 residents attended and voted unanimously against the proposed application.

VALP (S3 and D3) and Emerging Neighbourhood Plan The “tilted balance” does not apply as this application was submitted on 18th April 2024 and so NPPF paragraph 76 applies. Therefore there is no need to demonstrate a five year housing land supply as VALP is less than five years old and VALP identified at least a five year supply of specific, deliverable sites at the time the VALP examination concluded. VALP identified the need to avoid coalescence for the villages with adjoining communities (policies S3 and D3). The distance between the edge of this site and the nearest properties in the village of Drayton Parslow (Prospect Close) would be less than 1 mile. VALP policy D3 allows unallocated sites to come forward for development at the Strategic Settlements (including Newton Longville), when the monitoring demonstrates VALP commitments are not coming forward at the rate set out in the trajectory. However this is only when all of the criteria in D3 are satisfied. Criteria E and G set a very high bar of “nil detriment”. To be compliant with the policy, development cannot come forward which has any form of adverse effect on the character and appearance of the settlement or any form of adverse effect on any environmental assets. This site clearly fails against both criteria E and G as well as other criteria, so should be refused. In paragraphs 4.5.7 to 4.5.22 of their Planning Statement the applicants purport to show how all of the criteria VALP Policy D3 is satisfied, however in reality the situation is quite different: “Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner.” [VALP D3(2) introduction] The applicants have not provided any evidence to demonstrate this. It is over five years since the very similar application was submitted and refused. “C. be located within or adjacent to the existing developed footprint of the settlement (except where there is a made neighbourhood plan which defines a settlement or development boundary, where the site should be located entirely within that settlement boundary)” The site is not within the existing development boundary, nor given the size of the site could it be described as “adjacent” to it. It is not within the settlement boundary of the emerging Neighbourhood Plan. “D. not lead to coalescence with any neighbouring settlement” It would lead to coalescence with

Drayton Parslow less than a mile away. “E. be of a scale and in a location that is in keeping with the existing form of the settlement, and not adversely affect its character and appearance” It is not of a scale, nor in a location that is in keeping with the existing form of the settlement. It very clearly adversely affects the character and appearance of the existing settlement.

“F. respect and retain natural boundaries and features such as trees, hedgerows, embankments and drainage ditches” The proposed development would result in the loss of some hedgerow.

“G. not have any adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure” This proposed development would have a very significant impact on multiple aspects listed in this criteria. “H. provide appropriate infrastructure provision such as waste water drainage and highways.” It is far from clear that appropriate and sufficient infrastructure provision is proposed. The emerging Newton Longville Neighbourhood Plan (NLNP) has completed Regulation 16 consultation and is awaiting examination. This site is outside the settlement boundary (NLNP policy NL1). It was not allocated as a site in the VALP nor the NLNP. NLNP policy NL5 sets Areas of Separation which provide a practical way of meeting the VALP requirement (policies S3 and D3) to avoid coalescence, in this case with the neighbouring village of Drayton Parslow. In their conclusions in their Planning Statement, the applicants state: “7.1.2 The approval of this application will assist in addressing the persistent problem of inadequate housing supply across the country and will meet the very basic human need of real people in real need of market and affordable housing. 7.1.3 The development proposal would be deliverable in the short term and increase the supply and choice of housing within Buckinghamshire. ...” Despite their claims, Gladman’s own website¹ demonstrates they do not always “deliver in the short term” with many sites they have obtained planning consent for not actually delivered several years later. In relation to this site, it is now over five years since they submitted their original application for this site, had they really wanted to progress this site they could have done so long before now. Despite the completion over a year ago, of the development of 17 dwellings on what is now Fletton Drive (VALP Policy D-NLV005, application 17/01107/AOP, as amended) at least four dwellings have yet to be occupied. Construction has started on the strategic development Salden Chase/Park which is within Newton Longville (VALP D-NLV001, application 15/00314/AOP approved December 2022). This will see a further 1,855 dwellings completed in Newton Longville over the next ten years or so.

Ecology

As is clear from the representation from Buckinghamshire Council Ecology, there are numerous deficiencies with the current application. Drainage See detail including video in the submissions by Tim Welch.

Transport and Highways

This is a summary of information which is in far more detail in the objection submitted by Steve Heath which should be referred to for more detail. This application does not address the transport issues that contributed to the refusal of the previous application despite claims in the application that it does. The majority of the transport statement still has many of the errors from before and the new material has introduced some new problems. The representation from Buckinghamshire Council Travel Planning make very clear the many deficiencies with the submitted Travel Plan. The

representation from Buckinghamshire Council Highways Development Management have identified the issue with what appears to be the apparent "creation" of 2023 traffic survey data rather than actually carrying out a current survey. As is said in the representation from Buckinghamshire Highways DM "At present, a robust traffic assessment including the impacts at the crossroads in the centre of the village has not been undertaken to address the previous highway reason for refusal." The access data used for the Drayton Road access assessment is from January 2019 and is out of date. A new survey should have been carried out. Unlike the 2019 application, Gladman have not paid for any recent traffic surveys but have simply "borrowed" the data from a major recent application. While there is no explicit mention or acknowledgement to the data source, it has been taken from the Shenley Park application. This ignored this traffic data because it was substandard and did not meet the data requirements for use with the modelling software. It instead used information derived from Milton Keynes Multi-Modal Model (MKMMM). This transport statement has been subsequently heavily criticised by both Buckinghamshire and Milton Keynes Councils. That source should not be used as a replacement for accurate and modelling compliant traffic survey data yet Gladman have used that to create the additional traffic flows. The traffic survey data does not meet the minimum requirement for use in the Junctions modelling software. It is not even at the same quality or level as the Salden Chase appeals data. As the data source is suspect, it raises doubt over the modelling. The models themselves use the dimensions from the first Salden Chase application which was rejected by MKC and undefended in the Salden Chase appeal. It was replaced with several thousand pages of new analysis using a different approach with traffic survey data manual counts taken over 7 days with ATC counts for each junction arm over a 14 day period. With this application, the manual count is a few hours over a single day and not all the junction arms were covered with ATC.

New traffic surveys should be undertaken and junction geometries verified. The application attempts to gloss over the fact that walking in and cycling in the village is still curtailed by the high traffic levels on the roads, and missing footpaths which require walking on narrow roads with blind corners. It claims that the limited bus service is available from the nearest bus stop which is 100m away. However, there is no mention of the fact that not all the buses stop there and the only bus stops that all the buses support are about 1000m away - over twice the 400m distance that is used to determine bus stop placement. The typical walking distance for sustainable developments to facilities is around 800m, making a maximum of 1.6km for the 2 way journey. The "there and back" distance to the pub, shops etc is between 2 and 2.4 km, The route is also along an unlit unpaved road with blind corners. This is not the idyllic sustainable location it is made out to be. It should be no surprise that car usage in the village is very high. Contrast this with the TRICS data which has been updated and the new trip rates are lower than used in the 2019 and lower than those used for Salden Chase which has extensive walking and cycling infrastructure and a far more frequent bus service. Over half of the sites chosen included a travel plan and most have far better bus, walking and cycling links. This results in a lower trip rate yet the village does not have these advantages to justify the reduction. It looks like that the TRICS analysis was done to achieve a particular lower trip rate. To summarise, Newton Longville Parish Council object to 24/01220/AOP and would ask that Buckinghamshire Council refuse the application.

Response dated 16th December 2024

Newton Longville Parish Council have noted that the applicant has submitted some more supporting documentation which is shown as uploaded on 20 November.

Gladman have claimed that their “Planning Statement Addendum” is an update to the Planning and Affordable Housing Statement and in section 2.1.1 they say that they have provided a summary of the consultation responses received and the actions taken. We cannot see that they have provided any information which changes the nature of their application. In particular where objections have been raised they have not faithfully reproduced even a summary of consultee comments and their own responses are limited to “Comments noted”. They do not appear to have made any reference to the many valid objections raised by residents.

Newton Longville Parish Council can only repeat the objections previously made as we do not consider that this would be an appropriate development.

The applicants 2019 application (19/01754/AOP) for up to 58 dwellings on the same site was refused, and not challenged on appeal. Little has changed since then to justify this application being approved, the main thrust of reason 1 for refusal applies now

“The proposed development is sited in an unacceptable location that is of a size and scale that would have a harmful and unacceptable impact on the character and appearance of the area. The proposal would fail to comply with the overarching planning objectives of the National Planning Policy Framework as the development fails to recognise the intrinsic character and beauty of the countryside, to conserve and enhance the natural environment. The development is of a scale and nature that is on a greenfield site at the edge of the village which would cause harm to the character and identity of the settlement and represent an unacceptable and unsustainable intrusion into the open countryside, causing harm to the local landscape character and rural setting of the village. As such, the proposed development would be contrary to Policies GP35 and GP38 of the Aylesbury Vale District Local Plan and policies D3, BE2 and NE4 of the emerging Vale of Aylesbury Local Plan as well as the overarching planning objectives of the National Planning Policy Framework.”

This site is in the open countryside in an unsustainable location. The proposals from the applicants do not make the site any more sustainable. Whilst a play area is proposed, it is at the furthest edge of the site which leads to it being seen as a private, rather than public space, leading to an isolated cluster of houses with their own play area. The reduction from up to 58 to up to 50 is insignificant.

The emerging Newton Longville Neighbourhood Plan is at an advanced stage, with the examiner’s report expected very shortly. Although not yet made, a significant amount of weight should still be applied to the emerging Neighbourhood Plan and its policies. This includes Policy NL1 which puts the site outside the Settlement Boundary and Policy NL5 which has the site within the Area of Separation between Newton Longville and the neighbouring village of Drayton Parslow which is barely one mile away.

The Vale of Aylesbury Local Plan was adopted within the last five years and whilst Buckinghamshire Council can no longer demonstrate a 5 Year Housing Land Supply within the

former Aylesbury Vale area, when this application is assessed against the Development Plan as a whole, it does not satisfy the requirements of D3. This cannot be classed as small scale development within the existing built up area, it would result in the Newton Longville settlement being significantly closer to and lead to coalescence with Drayton Parslow.

The applicants have not submitted sufficient evidence to satisfy the requirement in D3 that “Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner.”

Nor would the proposed development comply with the requirement that “The proposal must contribute to the sustainability of that settlement, be in accordance with all applicable policies in the Plan*

To be appropriate development under D3 (2) it must satisfy all of the criteria c to h. It does not.

“Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner.” [VALP D3(2) introduction]

The applicants have not provided any evidence to demonstrate this. It is over five years since the very similar application was submitted and refused.

“C. be located within or adjacent to the existing developed footprint of the settlement (except where there is a made neighbourhood plan which defines a settlement or development boundary, where the site should be located entirely within that settlement boundary)”

The site is not within the existing development boundary, nor given the size of the site could it be described as “adjacent” to it. It is not within the settlement boundary of the emerging Neighbourhood Plan.

“D. not lead to coalescence with any neighbouring settlement” It would lead to coalescence with Drayton Parslow less than a mile away.

“E. be of a scale and in a location that is in keeping with the existing form of the settlement, and not adversely affect its character and appearance”

It is not of a scale, nor in a location that is in keeping with the existing form of the settlement. It very clearly adversely affects the character and appearance of the existing settlement.

“F. respect and retain natural boundaries and features such as trees, hedgerows, embankments and drainage ditches” The proposed development would result in the loss of some hedgerow.

“G. not have any adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure”

This proposed development would have a very significant impact on multiple aspects listed in this criteria.

“H. provide appropriate infrastructure provision such as waste water drainage and highways.” It is far from clear that appropriate and sufficient infrastructure provision is proposed. In their conclusions in their Planning Statement, the applicants state:

“7.1.2 The approval of this application will assist in addressing the persistent problem of inadequate housing supply across the country and will meet the very basic human need of real people in real need of market and affordable housing.

7.1.3 The development proposal would be deliverable in the short term and increase the supply and choice of housing within Buckinghamshire. ...”

Despite their claims, Gladman’s own website¹ demonstrates they do not always “deliver in the short term” with many sites they have obtained planning consent for not actually delivered several years later.

In relation to this site, it is now over five years since they submitted their original application for this site, had they really wanted to progress this site they could have done so long before now.

Despite the completion over a year ago, of the development of 17 dwellings on what is now Fletton Drive (VALP Policy D-NLV005, application 17/01107/AOP, as amended) is not yet fully occupied. Construction has started on the strategic development Salden Chase/Park which is within Newton Longville (VALP D-NLV001, application 15/00314/AOP approved December 2022). This will see a further 1,855 dwellings completed in Newton Longville over the next ten years or so, with first completions in summer 2025.

The lack of the 5 YHLS should not be seen in isolation as some sort of “password” to justify any development anywhere. That is not the intent of the ‘titled balance’. Within Newton Longville parish there has recently been a development of 17 dwellings and two dwellings are currently being constructed within the center of the village. But most significantly the strategic development of Salden Chase (VALP reference DNLV-001) provides for 1,855 dwellings with the first due for completion in summer 2025. Together these developments will more than meet the local housing need in the immediate area.

The highways proposals are wholly inadequate and based on flawed data. Whilst it is noted that Buckinghamshire Council have agreed to the proposals, the details submitted by Steve Heath demonstrate the inadequate nature of the traffic data submitted and the proposed highways enhancements. A development as proposed would lead to significant over capacity at the Drayton Road/Whaddon Road/Stoke Road/Bletchley. (See more details in previous objection which the applicants have merely said in their response “Comments noted”.

Drayton Parslow Parish Council

Newton Longville Parish Council are in an advanced stage of the preparation a neighbourhood plan. This plan has followed the housing requirements of the emerging Vale of Aylesbury plan which itself included a call for sites, the emerging Newton Longville plan has included the VALP requirements for sites for development. Newton Longville has in addition already provided a number of housing developments in the village.

This application is speculative and opportunistic, seeking to work outside of this correct Neighbourhood and regional planning process. It has previously been refused and there have been no changes to national or local planning policy that would give additional weight to the

application. This application involves building in the open countryside. This application is outside the settlement boundary of the emerging Newton Longville Neighbourhood plan.

This application is coalescent in nature, seeking to merge the parishes of Drayton Parslow and Newton Longville which are currently separated by open countryside with minimal development along the Drayton/Newton Longville Road.

Consultation Responses

Archaeology Officer

We welcome the inclusion of an Archaeology and Built Heritage Assessment as part of the application, but we disagree with the conclusion that there is a low potential for significant archaeological remains to be present within the site. Whilst we agree that there is limited evidence of known archaeological remains within and in close proximity to the development area, there has been very limited archaeological fieldwork within this area, and as such the absence of known archaeology may be in part due to the absence of intrusive works. The presence of significant Roman activity (a villa and a settlement site) to the east and west of the site, and the Roman findspots found within the field adjacent to the site may be suggestive of activity within the site which should be tested. In addition, the location of the site between the medieval settlement and the gallows also suggests the potential for associated remains in this area. If archaeological remains are present, then the proposed development of the site would potentially truncate or remove them, and this harm should be appropriately mitigated through archaeological investigation.

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 211 and VALP Policy BE1. With reference to the NPPF we therefore recommend that any consent granted for this development should be subject to conditions.

Buckingham And River Ouzel Drainage Board

You are advised that this site is outside the Boards district, in this instance the Board has no comment to make.

Ecology Officer

No Objection subject to the following conditions:

- Before any construction works hereby approved are commenced, a revised Biodiversity Net Gain Report and associated Biodiversity Metric demonstrating that Biodiversity Net Gain can be achieved on site, shall be submitted to, and approved in writing by the Local Planning Authority
- The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP) has been provided and reviewed by the LPA.

- No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.
- Prior to occupation, a “lighting design strategy for biodiversity” for bats and other fauna shall be submitted to and approved in writing by the local planning authority. The government's mandatory BNG condition is required to be placed on the decision notice, subject to determination of the application. This requires a biodiversity gain plan to be submitted as the discharge stages. In relation to great crested newt matters (and amphibians) please refer to the Newt Officer comments.

Great Crested Newt Officer

No objection subject to district licence conditions:

- The applicant has provided proof of entry into Buckinghamshire Council's District Licence Scheme via provision of a NatureSpace Report.

Buckinghamshire Council Education (First Comments)

I have considered the details of the above application for 50 dwellings and I can confirm that we would require a financial contribution towards the Council's secondary school expansion programme to accommodate the significant development in the area including this scheme. I have included the education infrastructure costs per dwelling type to allow an assessment to be made of the scale of contributions required on the scheme in accordance with BC adopted S106 policy.

Buckinghamshire Council Education (Second Comments)

Landscape and Urban Design Officer

The following is my assessment of this application with regard to landscape and visual impacts, and urban design.

The existing site is a field that is harvested for hay. Its boundary with Drayton Road is defined by a mature hedgerow that visually contains the site from the road and in wider views from the east and southeast. Vegetation to the site's south-western boundary is largely absent, providing open views to/from the southwest. Its north-western boundary supports an overgrown hedge separating it from the adjacent field, while its northern boundary with properties along Westbrook End is marked by occasional trees and low fencing/hedges. Drayton Road follows a ridgeline from which the site falls towards the north.

Overall, much of the site is visually contained by its vegetated boundaries and adjacent / nearby housing, with the principal public views occurring from the countryside to the southwest. Falling topography towards the centre and north of the site helps to reinforce enclosure at the

boundaries. The western edge and southern corner of the site are the most visually exposed and afford clear views of existing houses at Westbrook End from this direction. The elevated nature of the site adjoining Drayton Road makes it dependent on retention of the existing mature hedgerows to screen the site and any future development here from view.

While I note the provisions of the emerging Neighbourhood Plan, and the comments on the proposal from the Parish Council, I am of the view that there is scope to develop at least part of the site in a manner that would not have significant adverse effects upon the character or visual amenity of the surroundings as would be experienced by members of the public. For the record, I would say the same of the small field to the northwest of the site, also adjoining Westbrook End. That is not to say that the private outlook from the rear of neighbouring houses and gardens would not change, but that is not a matter for my consideration.

Notwithstanding that the site lies outside the existing settlement boundary, which already has a coherent edge 'on plan', a sensitive approach to the partial development of this site could maintain the physical integrity of the settlement without giving rise to a sense of sprawling into open countryside. With the inclusion of public open space and very extensive and robust landscape buffers to the more elevated/exposed parts of the site, new development and adjacent residential areas could remain physically and visually 'contained' within the landscape.

In terms of the extent of development, it is my view that the proposed area for residential development should be set back further along most edges for the following reasons:

1. Set back further from the south-western boundary to allow a more generous landscape buffer and for dwellings to be set lower down the slope; and
2. Set back further from the south, so that development does not extend further south along Drayton Road than existing houses on the east side.

Regarding the rear boundary of existing houses along Westbrook End, good urban design would suggest it is appropriate to back onto this boundary in a back-to-back arrangement.

I am mindful that the proposed access drawings indicate the need to cut back the existing hedgerow at the site boundary to accommodate sight lines. Given the narrow verges that exist at the roadside, I would expect this to mean much of the hedgerow (at least 50%) within the range of the visibility splays would require removal to ensure that visibility splays are not compromised as the hedge grows each year. For this reason, I would request site access to move further north along Drayton Road so that no hedgerow is removed beyond the last existing property on the east site of Drayton Road. This will ensure the robust screening afforded by the existing hedgerows is retained. It would also ensure there is a clear sense of arriving in / departing from Newton Longville along the Drayton Road.

Regarding the illustrative masterplan and the principles of circulation within the site, I am not satisfied with the illustrative proposals. The extensive use of cul-de-sacs make for inefficient circulation and servicing such as for waste collection and deliveries. A revised Development Framework should establish the principle of one or more perimeter blocks with full vehicular circulation, and with cul-de-sacs omitted or minimised.

A development of this scale does not warrant three-character areas; a single approach to character will suffice. Plots and buildings should respond sensitively to the existing properties along Westbrook End, adopting a complementary scale, density/spacing and character. This should set the principal theme for the whole development.

I support the Council's sustainable drainage team in seeking the application of SuDS elements that occur on-plot and throughout the development, as these present opportunities for enriching the landscape and distinctive character of the place. While I understand the need for a detention basin in the site's northern corner, this feature should not be overly engineered but rather implemented as an organic landscape feature that functions as useable public open space in addition to its drainage function.

Soft landscaping should provide for only native planting within the landscape buffers and public open spaces. A more ornamental approach to planting is appropriate only on-plot and within the streetscape. Any sections of hedgerow removed, such as at the boundary with Drayton Road, should be replaced with similar native hedgerow planting. The Council's ecology officer can give direction on the detailed choices of planting for the provision of BNG, though the principle of visual containment/screening towards the edges of the site is paramount.

Highways Authority

Response dated 24th May:

I note that all matters are reserved except for means of access and therefore the principle of development, including; the access arrangements, sustainability and traffic impacts will be assessed at this Outline stage, with other details to be submitted at a later Reserved Matters stage. I further note that the Highway Authority commented on a previous similar planning application for a slightly larger development of 58 residential dwellings (planning application ref: 19/01754/AOP), and raised a highway objection which culminated in a reason for refusal, citing the absence of sufficient information to enable the highways, traffic and transportation implications of the proposal to be fully assessed. In particular, this was based on concerns of the junction modelling of the crossroads in the centre of the village of Newton Longville. I have the following highway comments to make:

Access

The proposed development would take access off Drayton Road, a classified C-road which is subject to a 40mph speed limit, in the vicinity of the site. Parking and waiting restrictions are not present along this stretch of road. A new vehicular access is proposed and I am satisfied that visibility splays of 2.4m by 82m to comply with the requirements of a 40mph speed limit and the surveyed vehicle speeds can be achieved in either direction of the access, and would recommend that visibility splays are secured by planning condition, in the event that this planning application is approved.

The applicant's Transport Statement (TS) notes that, 'The access is located in the 40 miles per hour speed limit zone. The Highway Authority may consider it desirable to extend the current 30 miles per hour speed limit beyond the proposed development if this should come forward and the

applicant would be happy to accommodate this.' I have consulted the Council's Road Safety Team and await their comments on the speed limit extension and potential road safety measures.

A 5.5m wide access road with 2m wide footways to both sides of the access road is proposed and this would provide sufficient width to allow simultaneous two-way vehicle flow and suitable pedestrian access. 7.5m radii are proposed for the bell-mouth access and these may need to be increased, depending on refuse vehicle access requirements. Refuse vehicle tracking has not been provided for the site access, and whilst I am satisfied with the general arrangement and that a suitable access could be secured by planning condition and via highways legal agreement, I would like the applicant to provide refuse vehicle tracking for the site access.

The surrounding roads are wide enough to accommodate two-way traffic and the recorded collision data does not indicate any apparent highway safety issues. However, it is understood that a traffic calming scheme along Whaddon Road is an important local priority for residents of Newton Longville and users of the route, including pedestrians and cyclists, and the Highway Authority remains supportive of the delivery of a traffic calming scheme. A financial contribution of £25,000 towards the delivery of a traffic calming scheme along Whaddon Road is considered reasonable from this planning application, in line with other planning applications in and around Newton Longville, and to account for the additional traffic which will be generated by the proposed development. Such a contribution acknowledges that this is an important local priority traffic scheme and that routes in and around the village are becoming busier.

Sustainability

The site is within an acceptable walking distance of several services and facilities within the village of Newton Longville, and a new 2m wide footway is proposed from the site access, continuing along the site frontage to connect with the existing footway at Westbrook End, which would provide acceptable pedestrian access to and from the proposed development. An informal pedestrian dropped kerb crossing point (including tactile paving) is proposed across Westbrook End, to connect the new footway with the existing footway. An informal pedestrian dropped kerb crossing point should also be provided to enable pedestrians to cross Drayton Road to and from the bus stops, located near to Westbrook End, and additional footway may be required, and details should be provided now.

The site is within an acceptable cycle distance of services and facilities within the village, as well as the south-western side of Milton Keynes and Bletchley. In addition, when the proposed urban extension comes forward, the facilities on that development will be within cycling distance of the site, as the Salden Chase Urban extension is located approximately 3km from the site. Within the immediate area, cycling is on road, and whilst the applicant notes that, 'traffic flows on local roads are not excessive', the site is within a 40mph speed limit and the applicant should provide specific cycle infrastructure. This might include a shared footway / cycle-way along the Drayton Road site frontage, instead of the proposed footway, or a pedestrian / cycle link within the northern part of the site, to connect to Drayton Road near Westbrook End. A scheme of cycle infrastructure should be provided at this stage. National Cycle Route 51 can be joined at Weasel Lane to the north of the village, and this joins the Milton Keynes Redway network at Buckingham Road. The Redway network can also be accessed from Bletchley Road as it enters Bletchley.

The nearest bus stops are located on Drayton Road, approximately 130 metres from the site, and the development is within an acceptable walking distance of bus stops. However, bus services are limited at every two hours with limited service for off-peak journeys. Furthermore, there is an aspiration to improve passenger transport services within the village of Newton Longville, by increasing the no. 50 service in the peaks to and from Bletchley and Milton Keynes for commuters, and to Winslow train station when this opens for East-West Rail connections. The Council's Passenger Transport Team has requested that a financial contribution of £50,000 is required and I consider that this is reasonable to support the sustainability and accessibility of this site by public transport, and to consider the highway impacts of the proposed development in the current context which now includes a greater focus on non-car modes and sustainability.

The applicant has submitted a Framework Travel Plan and the Council Travel Plan Officer's review which includes requested changes is provided under separate cover. A £5,350 Travel Plan monitoring fee would need to be secured via s106 obligation, in the event that this planning application is approved.

Trips and Traffic Impacts

The applicant has derived the development trip rate using the TRICS® database, which is the accepted industry approach, and whilst a daily trip rate of 4.5 trips per dwelling is on the low side, an increased daily residential trip rate would not materially change the traffic assessments. The proposed development could generate in the region of 24 to 25 two-way trips in both the morning and evening highway network peak periods. The applicant has undertaken the following traffic assessment approach:

- i) Establish base 2023 traffic flows via traffic surveys.
- ii) Growth to 2029 (five years after submission) using TEMPRO factors. Add in the traffic flows through Newton Longville from the South West Milton Keynes Urban Extension and Shenley Park.
- iii) Calculate trip rates and traffic generation for the development using the TRICS® database.
- iv) Distribute / assign traffic to the network based on National Census journey to work data.
- v) Add to iii) to obtain 2029 with all development flows.
- vi) Test junction capacity using the program PICADY.

Whilst I am generally content with the above approach, the TA indicates that traffic surveys were undertaken in 2023, yet Appendix 3: Traffic Survey Results includes traffic survey data from 2019. This matter needs to be clarified and the raw survey data supplied. In addition, in the highway comments dated the 25th November 2019 for the previous similar planning application (planning application ref: 19/01754/AOP), the following items were noted in respect of the junction modelling:

1. Stoke Road Minor Road Type – This has been modelled as one lane plus flare. This infers that there is space for two vehicles to queue side-by-side at the give way line. Following the site visit and observations of vehicle positioning whilst performing manoeuvres it is evident that this is not possible. As such, Stoke Road should be modelled as one lane.

2. Whaddon Road, Visibility to the Right – On site measurements have shown this to be approximately 45 metres (52 metres was used). The visibility is restricted by a coniferous tree, which is likely to have grown since the original model was built and could explain this discrepancy.

3. Major Road Right Turn Blocking – On both Drayton Road and Bletchley Road the right-turn blocks was not selected. This infers that when a vehicle stops to turn right then other movements can occur without impediment, i.e. the straight ahead and left-turn movements can pass the waiting right-turning vehicle. Following the site visit and observations of vehicle positioning whilst performing manoeuvres it is evident that right-turners will block other movements based on the available road space. As such both Major Road arms should be set-up as Right-turn blocks with a storage space of 0 PCU.

Having reviewed the latest junction modelling it is noted that item 1 has not been addressed and this will need to be addressed. Item 2 was not previously considered to be a significant issue to merit addressing and I am satisfied with this, and it is noted that item 3 has now been addressed in the latest junction modelling.

The junction modelling demonstrates that in 2029 with the committed development, the junction is shown to operate just over capacity with maximum RFCs (Ratio of Flow to Capacity) in the morning peak of 1.04 (Stoke Road left turn) and 1.03 (Stoke Road right / straight ahead). In the PM peak, the maximum RFC is 1.00 on the Stoke Road left turn. However, the additional impact of the development traffic is relevant. In the AM peak, the maximum RFC increases from 1.04 to 1.05 and in the PM peak increases from 1.00 to 1.01. More pertinently, the maximum mean queue length (Stoke Road right / straight ahead) increases by less than two vehicles in the AM peak and less than one vehicle in the PM peak. The applicant notes that, ‘This is clearly not a material or severe impact (the test applied by NPPF)’, and whilst I do not totally disagree, item 1 will need to be addressed to ensure the junction modelling more accurately reflects the situation on the ground and the survey data clarified.

At present, a robust traffic assessment including the impacts at the crossroads in the centre of the village has not been undertaken to address the previous highway reason for refusal.

Parking and Site Layout

This is an Outline planning application and parking provision to comply with the adopted parking standards, including electric vehicle charging and cycle parking, and a suitable site layout to cater for all users and provide sufficient access for refuse vehicles would be secured via future Reserved Matters applications.

Summary

Mindful of the above, further information is required to address the concerns I have raised.

Response dated 15th August:

In my previous highway comments dated the 24th May 2024, I raised highway requests regarding refuse vehicle access, pedestrian and cycle infrastructure, traffic survey data and junction

modelling. The applicant has submitted a Technical Note on Highway Matters to address these highway requests and I have the following highway comments to make:

Refuse vehicle tracking has been provided for the site access and whilst the applicant has tracked a 7.9m long vehicle which is smaller than that used by the Council, I am satisfied that a suitable access which can accommodate refuse vehicles can be secured by planning condition and highways legal agreement.

A new footway is proposed across the Drayton Road site frontage which would connect the proposed development with existing footways and village facilities and the applicant has submitted a plan which demonstrates that this is achievable. The applicant notes that they are willing to provide a pedestrian dropped kerb crossing to and from the bus stops along Drayton Road and that a suitable condition can be attached to any approval. The highway works including the new footway and pedestrian dropped kerb crossing points are not however within the red line area and will therefore need to be secured via s106 obligation, in the event that this planning application is approved. The applicant is also willing to provide a cycle link either along the Drayton Road site frontage, or within the site to connect to Drayton Road near Westbrook End, and suggests that the design of the items can come forward at the Reserved Matters stage. The means of access needs to be considered now at this Outline stage and as an additional pedestrian and cycle connection does not form part of the proposals, cyclists would need to use the carriageway along Drayton Road and improvements to this route for cyclists will be required.

The applicant has agreed our request to make a £50,000 financial contribution towards improved bus services. Also, a Framework Travel Plan has been submitted and a Detailed Travel Plan to take on board the comments of the Council's Travel Plan Officer can be secured by planning condition and a £5,350 Travel Plan monitoring fee can be secured via s106 obligation. In addition, the adopted Vale of Aylesbury Local Plan (VALP) categories Newton Longville as a medium village with some provision of key services and facilities, making it a moderately sustainable location for development.

The applicant has provided clarity on my request for the raw traffic survey data and notes that, 'The basis for the junction modelling were surveys undertaken at the crossroads in March 2023 for the recent Shenley Park application which are in the public domain. The base data for the junction is enclosed in Appendix 3 to this Technical Note for reference.' I have reviewed the 2023 traffic survey data submitted by the applicant and compared this with the Council's 2023 manual classified count at the crossroads, as well as automatic traffic count data obtained across the whole of 2023, to the south of the development along Drayton Road, and consider that the traffic survey data used in the assessment is robust.

To address my highway request, the applicant has re-run the crossroads junction modelling to model the Stoke Road arm as one lane. This reflects the situation on the ground and that there is insufficient space for two vehicles to queue side-by-side at the give-way line. Also, as mentioned in the previous highway comments, the applicant has modelled the right-turns from Drayton Road into Stoke Road and Bletchley Road into Whaddon Road as blocking through-traffic, i.e. when a vehicle stops to turn right through-traffic has to wait until the right-turning vehicle has undertaken

the manoeuvre before they can proceed. I am satisfied that an accurate junction assessment has been undertaken which reflects the junction layout.

A comparison of the revised junction modelling output with the original analysis in the Transport Assessment demonstrates that there is a modest increase in the queue length on Stoke Road, which is now contained all in one lane, and that there is little or no change to the other arms.

The potential impact of the proposed development is an increase in queue lengths in the peak hour of less than 3 vehicles, with a change to the maximum Ratio of Flow to Capacity (RFC) value of just 0.02 at the Stoke Road arm of the junction, as shown in the table below. The proposed development cannot therefore be considered to have a severe impact on the operation of the highway.

Drayton Road / Whaddon Road / Bletchley Road / Stoke Road Assessment

AM

Arm	Turn	2023		2029 without dev		2029 with com dev		2029 with CD + Prop	
		Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Stoke Road (minor)	All	0.92	7.9	0.95	10.3	1.10	29.2	1.11	31.6
Bletchley Road	All	0.05	0.1	0.06	0.1	0.06	0.1	0.06	0.1
Whaddon Road (minor)	Left	0.07	0.1	0.08	0.1	0.14	0.2	0.14	0.2
	Right/SA	0.50	1.0	0.52	1.1	0.77	3.2	0.78	3.2
Drayton Road	All	0.12	0.2	0.12	0.2	0.13	0.2	0.15	0.2

PM

Arm	Turn	2023		2029 without dev		2029 with com dev		2029 with CD + Prop	
		Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Stoke Road (minor)	All	0.82	4.2	0.85	4.8	1.04	20.4	1.06	22.9
Bletchley Road	All	0.10	0.2	0.10	0.2	0.11	0.2	0.11	0.2
Whaddon Road (minor)	Left	0.11	0.1	0.12	0.1	0.20	0.2	0.20	0.2
	Right/SA	0.62	1.6	0.64	1.7	0.80	3.7	0.81	3.8
Drayton Road	All	0.05	0.1	0.05	0.1	0.05	0.1	0.06	0.1

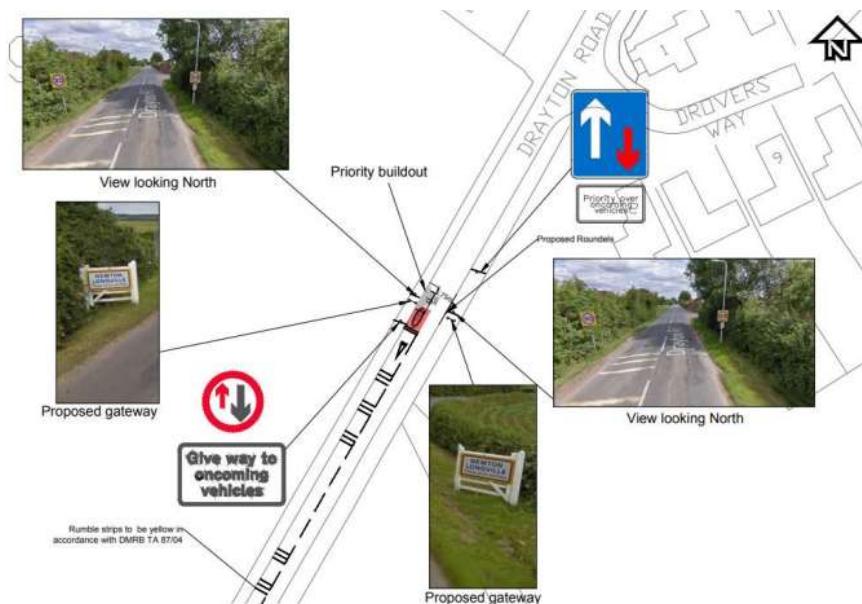
* Note com dev (CD) includes South West Milton Keynes from WSP TRN2 Jan 21 & Shenley Park

The applicant has utilised TEMPro which includes future traffic growth associated with local plan allocated sites, and included the permitted outline development at South West Milton Keynes (SMWK) and a live planning application at Shenley Park (ref: 23/02180/AOP) for a robust traffic assessment. A scheme of traffic calming is proposed through the village of Newton Longville, which would aim to reduce through-traffic and improve the capacity of local roads, along with safety and amenity improvements for pedestrians and cyclists in and around the village.

The proposed development has the potential to generate an additional 13 traffic movements at the crossroads during both the morning and evening peak periods, based on TRICS® data and appropriate traffic distribution and this would not have a material impact on the operation of the crossroads. Arguably, an assessment of the junction is not necessary. Even with an inflated 30 vehicle movements during the peak period associated with 50 dwellings and with all traffic heading northwards and not using Westbrook End, this level of traffic is only just at the level which would require an assessment to be carried.

In response to my highway request, the applicant has indicated that they are willing to make a £25,000 financial contribution towards a village traffic calming scheme, and having looked at the SMWK planning application and s106 agreement, that applicant is making a significant financial

contribution to fund a comprehensive scheme. In addition, I understand that whilst the primary focus of the traffic calming scheme is along Whaddon Road, the scheme would cover all of the approach roads to the crossroads including Drayton Road. One of the potential measures along Drayton Road which is to be delivered using the SWMK contribution is shown indicatively in the drawing extract below, though these would be subject to consultation outside of the planning process and further consideration. However, it is considered reasonable for this planning application to supplement the traffic calming scheme which should include the provision of additional measures along Drayton Road and Westbrook End. Traffic calming measures to reduce traffic speeds along Drayton Road and provide a safe and suitable environment for cycling on-road and encourage cycling are required. Rather than a financial contribution, it is recommended that the applicant implements a scheme via s278 highways agreement and that a scheme to be agreed with the Highway Authority and via statutory and public consultation is secured via s106 obligation (as the highway works area is not within the red line area).



Finally, in respect of the potential speed limit reduction suggested by the applicant, I have consulted the Council's Road Safety Team who have advised that they would not support an extension of the existing 30mph village speed limit along Drayton Road, to the south of this proposed development towards the Hounslow Hall Estate. They have advised that the road environment would be unsuitable and that vehicle speeds would be too high for a 30mph speed limit. The current 40mph speed limit which was introduced a few years ago along this stretch of road is considered suitable. A new access to serve this proposed development including satisfactory visibility splays to comply with the requirements of the current 40mph speed limit and recorded vehicle speeds can be secured by planning condition.

Summary

The Highway Authority has no objection from a highway perspective, subject to the suggested s106 obligations, planning conditions, and highway informatics being included in any planning permission that may be granted.

Request for contributions.

LLFA

Buckinghamshire Council as the Lead Local Flood Authority (LLFA) has reviewed the information provided in the following documents:

- Water and Environment Assessment (doc. ref. 6360/R4, April 2024, Lees Roxburgh Consulting Engineers)
- Flood Risk Assessment with Outline Drainage Strategy (C86329-JNP-92-XX-RP-C-1007, January 2021, Lees Roxburgh Consulting Engineers)
- Outline Drainage Strategy (Drg. 6360/01-01 Rev. B, 18/02/2024, Lees Roxburgh Consulting Engineers)
- Phase 1 Geoenvironmental Assessment (doc.ref. 6360/R1, April 2024, Lees Roxburgh Consulting Engineers)
- Design and Access Statement (Prepared by CSA Environmental, March 2024) Following review of the revised information outlined above, the LLFA has no objection to the proposed development subject to planning conditions listed below being placed on any planning approval.

Flood Risk

The Flood Map for Surface Water (FMfSW) provided by the Environment Agency shows that the majority of the site lies in an area of very low risk of surface water flooding (meaning there is greater less than a 0.1% likelihood of flooding occurring in a given year). An online version of this mapping data is available to view through the Environment Agency's Long term flood risk information mapping.

The Groundwater Flood Map (Jeremy Benn Associates, 2016), shows the groundwater level in the area of the proposed development to be at least 5m below the ground surface for a 1 in 100 year return period. This means that flooding from groundwater is not likely.

Surface Water Drainage

We note that the applicant has followed the drainage hierarchy, which has discounted the use of infiltration due to low infiltration rates, and that there is an absence of a nearby watercourses, which forms the next option to be considered in line with the drainage hierarchy. Therefore, it is noted that the applicant proposes to discharge surface water runoff into an Anglian Water Surface Water sewer to the north west of the site at a rate of 6.0l/s (the 1 in 2.333yr QBAR greenfield runoff rate).

It is noted that in principle agreement has been reach with Anglian Water to connect to the surface water sewer in West Brook End at a slightly higher discharge rate than the proposed restricted discharge of 6l/s. The Surface Water Drainage Strategy drawing (6360 01-01 Rev. B, dated 18/02/2024, Lees Roxburgh Consulting Engineers) shows that the proposed route of the connection will go through a field to the west of the site; permission to cross this land from the landowner is also required.

It is proposed to attenuate surface water runoff within an attenuation basin in the north west corner of the site. It is acknowledged that the inclusion of an above ground SuDS component will provide an element of amenity and biodiversity benefits to the development. Additional SuDS components such as swales and rain gardens could be incorporated into the proposals. For example swales could be used to drain the roads and rainwater downpipes can be disconnected and diverted to a rain garden, with an overflow into the main surface water drainage (further details on rain gardens can be found in the UK Rain Garden Guide).

To improve water quality it is suggested that permeable paving is incorporated into the surface water drainage proposals, as a minimum this should be provided within car parking areas and driveways. It is understood that infiltration is not viable, and therefore the permeable paving could be tanked.

Calculations

Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding are required. Any onsite flooding between the 1 in 30 and the 1 in 100 plus 40% climate change storm event should be safely contained on site. These calculations must include details of critical storm durations, and demonstrate how the proposed system as a whole will function during different storm events. If any flooding occurs for the 1 in 100 year plus 40% climate change event, then we require details of where this flooding will occur and the volume of the flooding.

Exceedance

If any flooding occurs for the 1 in 100 year plus 40% climate change event, details of where this flooding will occur and the volume of the flooding must be provided. For rainfall events over the 1 in 100 plus 40% climate change allowance event, a drawing showing the direction of exceedance flows must be provided.

Water Quality Assessment

The applicant must demonstrate their compliance with the water quality assessment criteria (Section 26, CIRIA SuDS Manual, 2015) to ensure that pollution is adequately managed. Often a combination of various SuDS components are required to meet the criteria. Construction Drawings At detailed design, construction drawings for all surface water drainage components are required. Drawings should include cover and invert levels along with details of materials.

Maintenance

A maintenance schedule for the surface water drainage system needs to be provided. It should include the maintenance tasks which are required, the persons responsible for undertaking maintenance and frequency by which these will be undertaken.

Anglian Water

ASSETS

Section 1 - Assets Affected

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Cotton Valley Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: FRA and Drainage Strategy April 2024 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
2. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
3. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.
4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. Anglian Water has reviewed the submitted document, FRA and Drainage Strategy April 2024, and can confirm that the proposed drainage strategy is acceptable at a maximum of 6l/s. The aforementioned documents are to be listed as approved plans/documents if permission is granted.

Parks and Open Spaces

As per the Vale of Aylesbury Local Plan (VALP) policies I1, I2 & I3, this development generates a sport and leisure contribution which will be calculated in accordance with our Ready Reckoner and the final approved bedroom per dwelling mix, as per the below table:

	Financial Contribution	Residents per Dwelling	ANGSt (m²)	MOS (m²)	IOS (m²)	EDPA (m²)
1 Bed	£ 1,652	1.0	20.0	12.0	14.0	2.5
2 Bed	£ 2,974	1.8	36.0	21.6	25.2	4.5
3 Bed	£ 3,965	2.4	48.0	28.8	33.6	6.0
4+ Bed	£ 5,782	3.5	70.0	42.0	49.0	8.75

Due to the requirement to provide on-site Public Open Space and Equipped Designated Play Areas in the form of a Local Equipped Area for Play (LEAP) the 'full' sport and leisure contribution will be reduced in accordance with our Ready Reckoner by a total of 16.3% (POS 11.6% + EDPA 4.7%).

I will liaise with Newton Longville Parish Council on a without prejudice basis, to agree an appropriate sport and leisure project to assign this sport and leisure contribution towards, which will be required should this development be approved and subsequently commence.

Accessible Natural Greenspace: No person should live more than 300m from their area of natural green space of at least 2ha in size and that there should be at least 2ha of accessible natural green space per 1,000 population.

Major Open Space (MOS): 1.2ha per 1,000 population (a type of accessible natural green space that incorporates parks, formal gardens and public open space)

Incidental Open Space (IOS): 1.4ha per 1,000 population (a type of accessible natural green space that incorporates amenity/landscape planted areas, green corridors)

Equipped Designated Play Areas (EDPA): 0.25ha per 1,000 population (as per Fields in Trust and the below Play Provision Guidance) minimum 400m² for a Local Equipped Area for Play (LEAP).

Also, in accordance with VALP Policy I1, this development must meet or exceed the above on-site POS (ANGSt, MOS & IOS) and equipped designated play area (EDPA – in the form of a Local Equipped Areas of Play (LEAP) requirements.

As this is an outline application these exact minimum requirements cannot be calculated until the final approved bedroom per dwelling mix is provided but the following provides an estimate of what must be demonstrated can be achieved on-site at this outline stage:

ANGSt: 50 (dwellings) x 2.5 (average residents per dwelling) x 20 (m²) = 2,500m²

MOS: 50 (dwellings) x 2.5 (average residents per dwelling) x 12 (m²) = 1,500m²

IOS: 50 (dwellings) x 2.5 (average residents per dwelling) x 14 (m²) = 1,750m²

EDPA: 50 (dwellings) x 2.5 (average residents per dwelling) x 2.5 (m²) = 313m², increased to 400m² (Fields in Trust minimum area for a LEAP).

An appropriate plan including an accurate scale bar must be submitted so it can be determined if the above areas can be accommodated on-site, as the only currently submitted plan with a scale bar is the Development Framework Plan (CSA/4172/116 Rev A), which has an incorrect scale bar, as the red line Site Boundary when measured against the scale bar = 63,500m² (6.35 hectares) not 2.50ha as indicated.

As the LEAP will also have to score a minimum of 'Excellent' against RoSPA's play value assessment for both toddlers & juniors, a copy of the RoSPA scoring template is provided at the end of these comments for information.

The developer should also be aware that a bond, currently estimated at around £596,000 per hectare, will be required to ensure the delivery of the open space scheme, and a commuted sum (currently £58,800 per hectare) and additional commuted sum (as per the Good Practice Guide – Schedule of Rates) will be required towards the open space schemes future maintenance, should the open space scheme be transferred to the Parish Council.

Play Provision Guidance

Provision

Buckinghamshire Council acknowledges the importance of providing children and young people with safe, interesting and accessible outdoor play areas. Equipped play facilities should provide a variety of safe and challenging play opportunities for all ages and abilities.

The Council has used the Fields in Trust's (FiT) publication 'Planning and Design for Outdoor Sport and Play' (2008) as the basis for calculating the size of areas required. The extent and location of these areas may be adapted to fit within site or design restrictions.

Developers should consider all provision at an early stage as it may be appropriate to integrate smaller areas into a single large space with no detriment to the overall size of play area provided.

Where more than one play area is required by the FiT standard then different equipment and features should be provided in each area to increase the play value across a development.

Standards

Developers should refer to and comply with the following standards¹ in order to ensure play areas, hard surfaced ball courts and skate parks are of sufficient quality, accessibility, and safety:

- BS EN 1176 Playground Equipment Standard
- BS EN 1177 Impact Absorbing Playground Surfacing: Safety Requirements and Test Methods
- BS EN 15312:2007 Free access multi-sports equipment e.g. ball courts/MUGA's
- BS EN 14974 Skateboard Facility
- Equality Act 2010
- Environmental Protection Act 1996

Developers should obtain written confirmation of compliance from the supplier or manufacturer of the play equipment and/or surfacing along with copies of test results, (note that BSI kite mark or a TuV mark does not guarantee compliance with EN1176).

The Equality Act 2010 requires access to public play areas not to discriminate against disabled people. The developer should ensure that play area designs take into consideration the needs of the disabled, both as users and carers/guardians who may themselves be disabled although their children are not.

The Environmental Protection Act 1996 relates in this context to the control and removal of litter (including dog fouling). The developer shall ensure that provision of bins is adequate with reasonable access for maintenance.

Design principles

The following publications/requirements should be adhered to:

- In accordance with Vale of Aylesbury Local Plan policy I1
- FiT publication 'Planning and Design for Outdoor Sport and Play'²

¹ See <http://www.rospa.com/leisureSafety/adviceandinformation/playsafety/en1176-playground-equipment-standard.aspx>

² See http://www.fieldsintrust.org/Product_Detail.aspx?productid=dc291578-50c5-49c5-b0d7-3c376db6b801

- Play England publication 'Design for Play: A guide to creating successful play spaces'³

Developers should ensure that designs and the actual built play spaces achieve a minimum rating of 'Excellent' against all criteria measured in RoSPA's 'Play Value Assessment'. This includes Local Area for Play (LAPs – toddlers), Local Equipped Area for Play (LEAPs – toddlers & Juniors) and Neighbourhood Equipped Areas for Play (NEAPs – toddlers, juniors & teenagers)

The developer should obtain a copy of the RoSPA 'Plan Check/Design Review' report which demonstrates that designs meets the above requirements. Contact RoSPA's Liz Cheshire (Operations Director RoSPA Play safety Ltd. Tel: 01793 317470 Email: echeshire@rospaplaysafety.co.uk).

Developers should ensure that all equipped play (including play equipment and safety surfacing) providers are members of the Association of Play Industries (API), all informal hard surfaced and robustly fenced ball court providers are members of the API and/or the Sports and Play Construction Association (SAPCA) and all more formal synthetic surfaced ball court providers are members of the Sports and Play Construction Association (SAPCA).

Location & siting

The play area(s) should be integral to the housing development so the importance of play in community life is acknowledged and informal supervision is allowed for.

Easy walking routes for a child living within the housing development and with no intervening major roads on route should be provided.

Footpaths should be integral of any network of footpaths and constructed to adoptable standard, this includes pathways within the play area itself.

Careful consideration should be given to play area location and design so any risk of nuisance (perceived or other wise) is not experienced by residents and/or users of other facilities.

Location under or near electrical transmission lines should be avoided, as should siting over underground services.

Sites should be easily accessible for maintenance and emergency vehicles.

Enclosures

Play areas should not be fenced unless there is a hazard such as a busy main road or deep watercourse nearby or if recommended by RoSPA. This current stance is taken from Play England and noted in their publications 'Design for Play: A guide to creating successful play spaces' & 'Managing Risk in Play Provision: Implementation guide'.

If an area is to be fenced then sufficiently robust systems meeting BS EN1176 shall be used. The details of which should be included on designs that are RoSPA assessed, see paragraph 3.3.

³ See <http://www.playengland.org.uk/resources/design-for-play.aspx>

Gates of any fenced areas should also meet BS EN 1176 and a minimum of 2 DDA compliant self closing pedestrian gates with soft close anti rebound mechanisms should be provided, as well as a minimum of 1 gate (vehicle width) for maintenance access.

Access, pathways, and surfacing.

All access points and pathways should be DDA compliant.

Path surfaces shall be smooth and firm with gradual gradients that provide easy access in most weather and ground conditions.

Paths should lead to each access point and directly link to the safety surfacing associated with each piece of play equipment as well as surfaced areas for seating and other site furniture.

The extent of safety surfacing may be limited to the requirements for each piece of equipment or cover the entire play area. Where surfacing is limited to each piece of equipment then there should be a DDA compliant link between the surfaced areas either via paths or an extension of the safety surfacing material.

The type of safety surfacing should be complimentary to the play area and the overall housing development.

Planting

Tree, hedge, and shrub planting should be provided as appropriate and set out to ensure views in and out of the play area are maintained.

Poisonous or plants with thorns etc. should not be used.

Fruit bearing trees or plants should be planted clear of play equipment and/or surfacing. Trees should be carefully selected to be appropriate in scale and character of surroundings.

Play equipment & associated items

A good range of play equipment must be provided to cater for and not limited to the following play experiences; swinging, rocking, sliding, rotating/spinning, climbing & clambering, balancing, agility, imaginary play.

Equipment should allow for group play as opposed to solitary play and each type of play area must include a multi-play unit for each of its intended age ranges i.e. LAP (toddlers), LEAP (toddlers & juniors), NEAP (toddlers, juniors & teenagers).

Signage should be included at egress points to welcome and inform users about the area. It should state that no dogs are allowed and include who should be contacted regarding management of the play area.

Consideration should be given to seating specifically for children, this may be integral to play equipment.

Seating with both back and arm rests should be included for parents/carers.

Other site furniture should be selected to be integral with the overall design. This may include; minimum 2 litter bins with lockable liners located near egress points (e.g. Marshalls Ollerton Festival 90 litre or similar), cycle racks, signage etc.

Travel Plan Officer

Further information is required relating to the travel plan.

Tree Officer

Recommendation – Acceptable in principle, subject to conditions and alterations at Reserved Matters Existing

Trees Approximately 67m of hedgerow will require removal in order to facilitate the required access and visibility splays. Policy NE8 of the VALP states that:

“Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which make an important contribution to the character and amenities of the area will be resisted. Where the loss of trees is considered acceptable, adequate replacement provision will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site. Where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable the developer must compensate for this by planting native species-rich hedgerow, which should result in a net gain of native hedgerow on the development site”.

As the hedgerow makes an important contribution to the character and amenities of the area, we will require that this hedgerow is replaced at the site frontage, albeit marginally set back to accommodate the visibility splays. New and existing hedgerows will require a 10m completely natural buffer, for the benefit of wildlife, incorporating a dark corridor with no lighting. This means that the development and any associated infrastructure will need to be set back 10m from the existing and parts of the hedgerow which will require replanting, to ensure compliance with Policy NE8 of the VALP.

A full Arboricultural Method Statement with Tree Protection Plan will be required prior to the commencement of any works on site. We have included a suitable worded condition below.

Proposed Landscaping

- The location of Underground Rooting Apparatus (which will be required in urban areas), including their soil volume provision and cross-sectional drawings pertaining to their installation will be required by pre-commencement condition.
- Proposed tree species and sizing and associated soil volume requirements for each species will be required secured by pre-commencement condition.
- New hedgerows will be species-rich and required to have a minimum 10m buffer to any built form (including footpaths and driveways).
- All verges must be at least 2.5m wide. This excludes any kerbs/haunching and the foundations required for any walls or other infrastructure features. A verge of 2.5m, with kerbs and foundation requirements, is likely to equate to a realistic 2m wide verge for the trees to root in once installed.
- Planting should show a preference to non-native species within urban areas, that are likely to have increased resilience to climate change and pests and diseases.
- In OS areas, non-native planting should still be incorporated in the interests of long-term resilience.

Thames Valley Police

It is good to see that the applicant has included a crime prevention strategy within the submitted documentation. To ensure the resultant development meets the requirements of the NPPF, specifically paragraphs 96b, 114b and 135f, this strategy should be further developed and submitted alongside future application as the development evolves. To aid the applicant and with the aim of preventing future objections from Thames Valley Police further crime prevention and best practice guidance can be found at the website below. <https://www.securedbydesign.com/> Further comments maybe forwarded by our Traffic Management unit in terms of the access and roadway design.

Representations

54 comments have been received objecting to the proposal, these are summarised as follows:

Flood Risk and Surface Water Management

Many residents raised serious concerns about the site's history of flooding, particularly in areas like Westbrook End and Pond Close. The land naturally slopes towards these lower-lying areas, increasing the risk of water runoff and property damage. Several comments questioned the reliability of the proposed Sustainable Drainage Systems (SuDS), citing a lack of independent flood risk assessments and anecdotal evidence of frequent waterlogging. Some also criticised the flood risk report for lacking consideration of climate change impacts.

Loss of Agricultural and Greenfield Land

The development would result in the loss of productive agricultural land and greenfield space, which many residents believe should be preserved for environmental and food security reasons. The land is currently used for farming and supports local biodiversity. Several comments noted that the site lies outside the designated development boundary and is not allocated for housing in either the Local or Neighbourhood Plans.

Wildlife and Habitat Disruption

Concerns were raised about the impact on local wildlife, including dormice, bats, hedgehogs, great crested newts, and birds of prey. The area is described as a natural corridor for wildlife, and development would lead to habitat loss and increased light pollution. Some residents reported sightings of protected species and expressed fears that development would permanently displace them.

Visual and Landscape Impact

The proposed development would be highly visible from surrounding areas due to its elevated position. Residents argued that it would significantly alter the rural character and scenic views of the village, particularly from public footpaths and bridleways. The visual intrusion was described as a "prominent protrusion" into the countryside, undermining the village's historic and aesthetic identity.

Historical and Archaeological

The site is believed to be historically significant, with references to medieval plague pits and a location known locally as “Hangman’s Hill.” Residents stressed the importance of preserving this heritage and expressed concern that development would erase these cultural landmarks.

Strain on Drainage and Sewer Systems

Numerous comments highlighted the inadequacy of existing drainage infrastructure, which already struggles during periods of heavy rainfall. Residents fear that additional hard surfaces from the development will exacerbate flooding and overwhelm the current system, potentially leading to property damage and environmental contamination.

Traffic Congestion and Road Safety

A major concern was the anticipated increase in traffic, particularly at the already congested village crossroads and along Westbrook End, a narrow lane with no pavements. Residents cited safety risks for pedestrians, especially children, and noted that the road is used as a cut-through to the A421. The proposed access point near a bend was also flagged as dangerous.

Public Transport Limitations

The village’s limited and unreliable bus service was frequently mentioned. Residents argued that the lack of viable public transport options would force new residents to rely on cars, increasing traffic and emissions. This was seen as incompatible with sustainable development principles.

Pressure on Education and Healthcare Services

Several comments noted that the local primary school is already oversubscribed and unable to accommodate additional pupils. Similarly, access to GP and dental services is reportedly difficult, with long waiting lists and limited availability. Residents fear that the development would further strain these essential services.

Utility Infrastructure Concerns

Some residents expressed doubts about the capacity of existing water, electricity, and broadband infrastructure to support 50 new homes. Issues such as low water pressure and ageing electrical systems were cited as potential risks if the development proceeds.

Light Pollution and Wildlife Disruption

Concerns were raised about increased light pollution affecting nocturnal wildlife such as bats. The current low-light environment is valued by residents and seen as part of the village’s rural charm.

Inappropriate Design and Layout

Some comments criticised the proposed housing design as out of character with the village

Exceeding Housing Targets

Many residents pointed out that Newton Longville has already met or exceeded its housing allocation under the Vale of Aylesbury Local Plan (52 dwellings). They argued that the proposed

development is unnecessary, especially with the nearby Salden Chase development set to deliver 1,855 homes.

Unnecessary Housing Supply

Several comments noted that recently built homes in the village remain unsold, suggesting a lack of demand. Residents questioned the justification for additional housing, particularly when existing stock is underutilised.

High-Density Development Concerns

The proposed 50 dwellings were seen as too dense for the rural setting. Residents feared that the development would be out of character with the village's existing layout and housing style, leading to a loss of identity and cohesion.

Village Expansion and Urban Sprawl

The development was widely viewed as an unwelcome expansion of the village into open countryside. Many feared it would set a precedent for further development, leading to urban sprawl and the erosion of village boundaries.

Impact on Village Identity

Residents expressed concern that the scale and nature of the development would fundamentally alter the character of Newton Longville, turning it from a rural village into a suburban extension of nearby towns.

Loss of Agricultural Productivity

The conversion of farmland to housing was criticised as short-sighted, especially in the context of national food security concerns. Residents argued that productive land should be preserved for future generations.

Neighbourhood Plan Disregarded

A recurring theme was that the proposal conflicts with the emerging Newton Longville Neighbourhood Plan, particularly policies NL1, NL2, NL3, and NL5. Residents felt that approving the application would undermine years of community planning efforts.

Loss of Privacy and Amenity

Residents living adjacent to the site expressed concern about being overlooked by new homes, leading to a loss of privacy and enjoyment of their properties. The development was also seen as reducing tranquillity and increasing noise.

Conflict with Local and National Plans

The proposal was widely seen as inconsistent with the Vale of Aylesbury Local Plan and the Newton Longville Neighbourhood Plan. It also fails to meet the National Planning Policy Framework's principles of protecting the countryside and promoting sustainable development.

Coalescence with Neighbouring Villages

A major concern was that the development would reduce the separation between Newton Longville and Drayton Parslow, leading to eventual coalescence. This directly contradicts policies S3 and D3 of the Local Plan, which aim to preserve village identities.

Previous Application Rejection

Many residents referenced a similar application (19/01754/AOP) that was rejected in 2020 for similar reasons. They argued that the current proposal has not addressed the original concerns and should be refused again.

Settlement Boundary Violation

The site lies outside the defined Settlement Boundary in both the Local and Neighbourhood Plans. Residents stressed that this boundary was carefully drawn to protect the village's rural character and should be respected.

Speculative and Opportunistic Development

Several comments described the application as speculative, submitted without regard for local planning processes or community sentiment. The timing and nature of the proposal were seen as attempts to bypass established planning frameworks.

Non Planning related Comments

Copyright Violation in Traffic Data

One detailed objection alleged that the developer used copyrighted traffic data from another planning application without permission. This was described as a serious breach of planning protocol and grounds for immediate rejection.

Impact on Property Values

Some residents feared that the development could negatively affect property values, particularly due to increased flooding risk and loss of countryside views. Others noted that unsold homes in recent developments suggest limited market demand.

Mortgage and Insurance Risks

A few comments highlighted that properties in flood-prone areas may be difficult to insure or mortgage, potentially making the new homes unsaleable and financially risky for buyers.

Developer Profit vs. Community Benefit

Several comments accused the developer of prioritising profit over community needs. There was a strong sentiment that the proposal offers no tangible benefits to existing residents and is being pursued despite previous rejections.

Public Opposition and Consultation

Many residents referenced a public meeting held in January 2024, where 70 attendees unanimously opposed the development. There was frustration that the developer did not attend or engage with the community, despite being invited.

Inadequate Community Engagement

Residents criticised the developer for failing to consult the community or attend public meetings. This lack of engagement was seen as indicative of disregard for local opinion and planning norms.