

Shabbington

Development sites 3351, 3353,
333 and 3634



Site 3351-Rookery Farm - Greenfield



Site 3353-Rookery Farm - Brownfield



Site 333 - Crendon Road - Greenfield



Site 3634-Franklin Farm - Greenfield

The Parish Council and villagers of Shabbington strongly object to all four sites proposed in the Bucks Local Plan

This report sets out a fact based assessment of why the four proposed sites for development (Rookery Farm Brownfield site , Rookery Farm Greenfield site, Franklin Farm site and Crendon Road site) as part of the Bucks Local Plan are unsuitable for development and should be immediately rejected.

These proposed developments will overwhelm the infrastructure capabilities of the village, fail the sustainability test set out by National Planning Policy Framework, compromise public safety and cause environmental harm.

This document is the result of a consultative process by the Shabbington Parish Council and the inhabitants of the village who were invited to comment.



The bridges on Mill Road



The bridges on Mill Road with an abandoned vehicle causing back log.



The bridges on Mill Road with an abandoned vehicle.



Ickford Road out of Shabbington



Ickford Road out of Shabbington



Ickford Road coming into Shabbington



The bridges on Mill Road



The bridges on Mill Road from the Fisherman car park

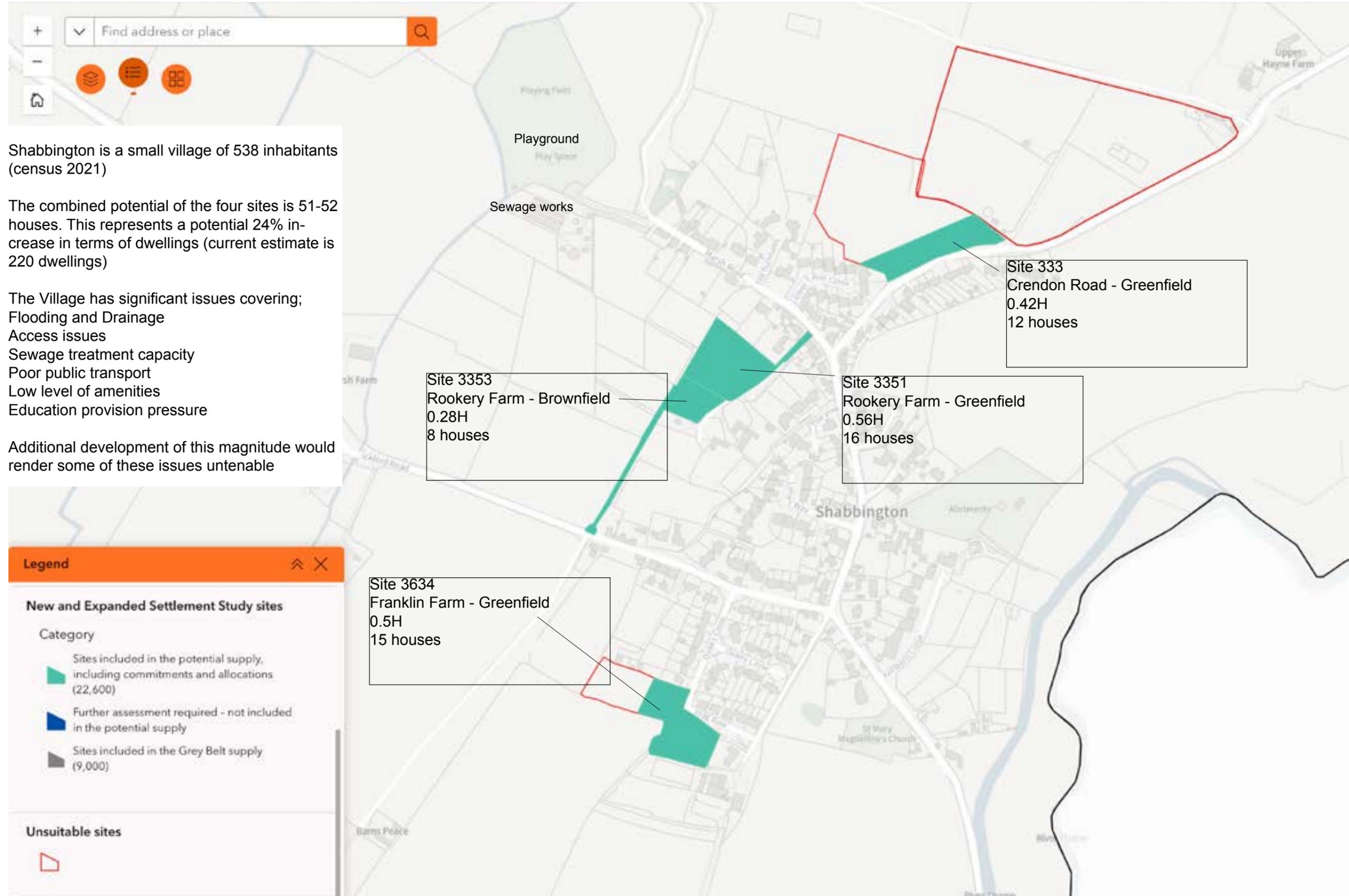
The four proposed sites could result in an additional 51 houses putting immense strain on the village

Shabbington is a small village of 538 inhabitants (census 2021)

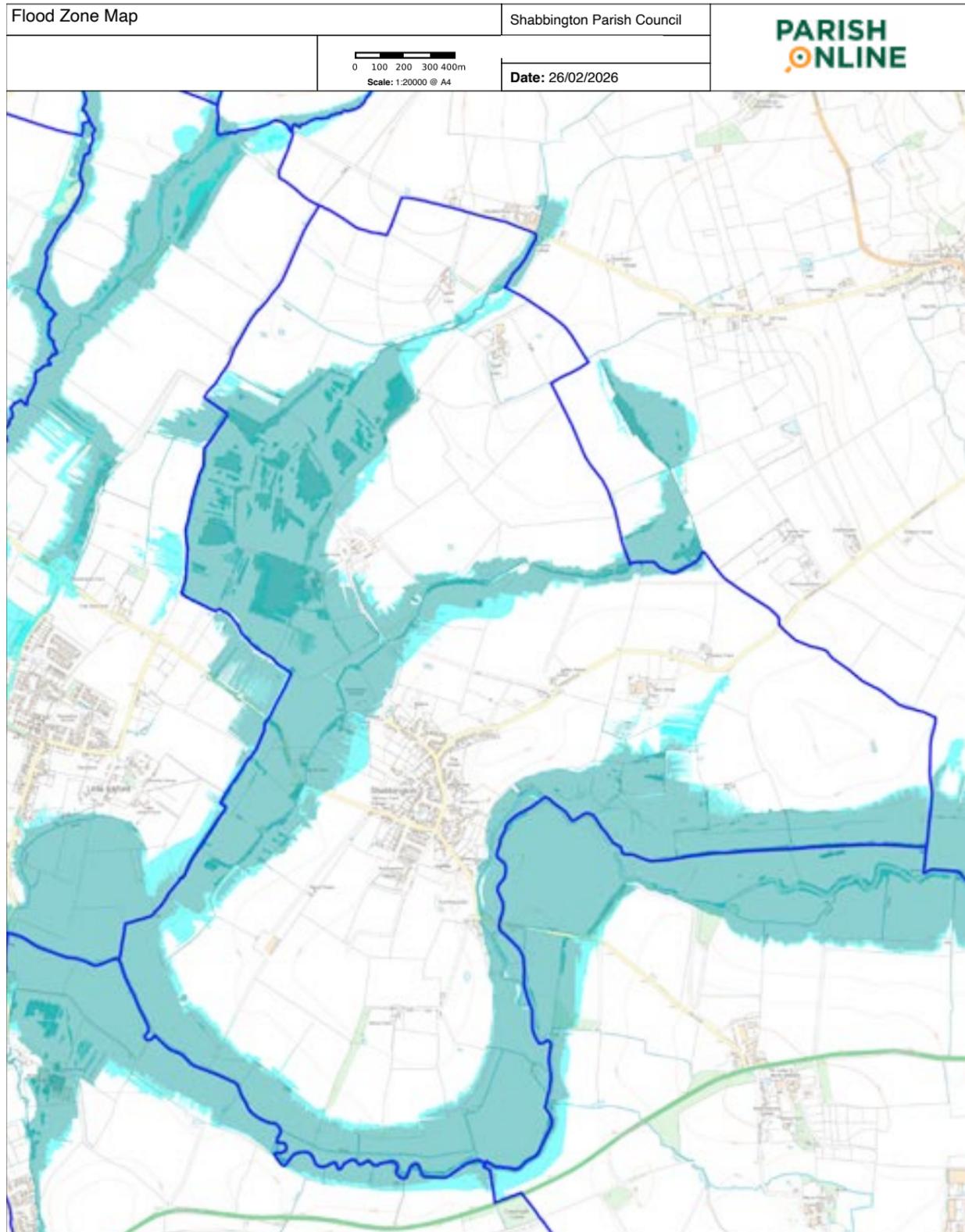
The combined potential of the four sites is 51-52 houses. This represents a potential 24% increase in terms of dwellings (current estimate is 220 dwellings)

The Village has significant issues covering;
Flooding and Drainage
Access issues
Sewage treatment capacity
Poor public transport
Low level of amenities
Education provision pressure

Additional development of this magnitude would render some of these issues untenable



Shabbington is surrounded by a flood plain making any large scale new development impractical



Large tracts of the Parish are flood zones and have been for many years.

The water authority use sluices to hold back the flow of water from entering the Thames which pushes flood water into the surrounding area of Shabbington.

In 2024 Mill Road leading into the village was closed on 66 days due to flooding.

In February 2026 the road was closed due to flooding for a continuous 2 week period and 8 vehicles were stranded and required rescue because of the floods.

The frequency and duration of flood events is increasing. This is likely to continue due to global warming.

The soil in Shabbington is made up of impermeable Kimmeridge clay resulting in systemic drainage problems with surface water

A Geotechnical ground investigation was carried out at 15 Marsh Road -adjacent to the Rookery Farm site in 2021. It found Kimmeridge clay formation from 1- 5 metres deep. (The limit of the bore) Surface water does not seep away over time in these conditions but quickly overflows as the deep clay layers prevent permeability.

This is consistent with the experience of waterlogged and flooded fields, roads and gardens in the proximity of the sites at Rookery Farm and Franklin's farm.

The drainage design approved at the newest development in Stag Row (adjacent to Franklin's Farm) have proved to be inadequate during periods of heavy rainfall with residents experiencing regular garden flooding and unable to deal with the amount of foul water resulting in raw sewage flooding on to the access road. Serious and intractable drainage issues have been identified in the majority of planning application in Shabbington in the past ten years, Quoting from the report MJA consulting wrote to support the planning application of APP/J0405/W/18/13620 *'all preferred options in the hierarchy of drainage methods have been exhausted. The use of a pumping station to lift surface water flows cannot be avoided and is being specified as a last resort.'*

The council then applied three preconditions before development could begin:

1. A full hydrological and hydro geographical assessment to include full construction details of pumping station, failure assessment and early warning alarm system, confirmation to the existing highway network, detailed drainage layout, calculations to demonstrate drainage system containment during storm events, full drainage maintenance plan, flood flow routes in the event of system exceedance that does not increase flood risk elsewhere.
2. A whole life maintenance plan.
3. A verification report to demonstrate the Sustainable drainage scheme has been constructed as per the agreed scheme.

The planning application was not progressed



Core samples from 15 Marsh Road



Flooded ditch to the proposed exit road from Rookery Farm (Site 3351) to Marsh Road



Flooded field to the proposed exit road from Rookery Farm (Site 3351) to Marsh Road with 5 Marsh Road behind



Flooded gardens to Stag Row (Site 3634) despite flood mitigation installed as part of the condition of planning



Flooding to the middle part of Marsh Road by no 21 due to the storm drain and sewage system being at capacity

The sewage infrastructure is unable to accommodate any significant new development



Burst Drain at the junction of Lower Farm Close and Marsh Road , this is a regular occurrence and has damaged several cars-September 24



Wet wipes running down Marsh Road from the over flowing drains -September 24

Shabbington Sewage works completed an upgrade in 2026. This is planned to improve the ability to treat the volume of incoming sewage, increase the capacity of storm tanks and reduce the need for untreated discharges in wet weather.

The PE (population equivalent) that the sewage works can accommodate will increase from 515 to 530. The current population of Shabbington (census 2021) is 538.

In 2024 – 2025, there were several incidents of sewage overflow in Mill Road and in Dukes Close.

Despite the upgrade at the beginning of 2026, on Feb 15 sewage discharged into the surrounding ditches for a period of 34hrs 45 minutes. This is next to the childrens' playground and football pitches.

The proposed development sites will increase the requirements of the sewage works which will again struggle with peak loads during heavy rain.

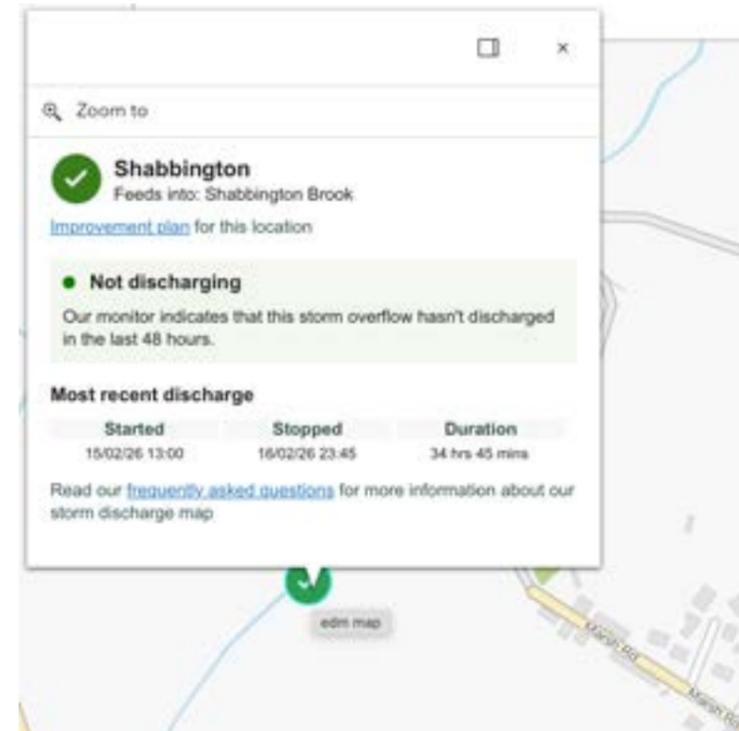
Any increase in the number of houses will exceed the number that Thames water have advised the sewage works can handle with the resultant pollution of the childrens playground and playing fields.



Flooding to the bottom of Marsh Road September 24 with raw sewage leaching out of the manhole



Sewage over flowing from Dukes Close manhole on Feb 25 and Sept.25



Thames Water confirmation of the last discharge from the foul sewer. Checked on the 25 February 2026

Proposed Access Points at each site are unworkable.



Marsh Road required access to and from Rookery Farm site 3351



Ickford Road required access to and from Rookery Farm site 3353

Rookery Farm site no 3351 and 3353:

- the existing lane is too narrow and has inadequate line of sight onto Marsh Road.
- the existing access is too narrow and has inadequate sight lines onto Ickford Road.

Franklin Farm site no 3634:

- the proposed access relies on a private road,(where permission will be denied) constructed of block paving insufficient for an increase in vehicle traffic.

Long Crendon site no 333:

- all potential access sites have insufficient sight lines and require entry on to a congested road with no pavements to the north of the road butting on to the proposed site.



Dukes close access to and from Franklin's Farm site 3634 congested on typical weekday



Crendon Road required access to and from Crendon site 333 on a congested road with poor sight lines

There is insufficient provision of public transport and an almost 100% reliance on private car use



Marsh Road up to the Crendon Road



Crendon Road Site on the left

The bus service is poor – providing limited daily services and none on Sundays or on days when the road is flooded

There are few footpaths and no cycle lanes on country roads that are narrow and poorly maintained. To access the bus stop on the Crendon Road from Site 333 you have to navigate a 50m stretch of the Long Crendon Road that has no foot path and is on a blind bend. (see photograph opposite)

Public transport or cycling cannot reasonably serve as an alternative to private car use for those who live in the village

Two out of three roads in and out of the village regularly flood and are closed during winter. The only route out of the village that is continuously open is Long Crendon Road which is poorly maintained with significant stretches of road failure and potholes.

Approving any new development in Shabbington would significantly increase the number of private cars

Bucks Local Plan policy states ‘development will be supported where they are located to reduce the need to travel, minimise the use of private cars and maximise opportunities to travel by sustainable modes’

Approving additional housing in this village would conflict with the sustainability test set out in National Planning Policy Framework (2023) and the Buckinghamshire Local Plan



A Bus struggling to get through the flooding on Mill Road



Crendon Road.
Note there is no pavement from the top of Marsh Road to the turning into Morton Road a distance of 70m

There are few village amenities and significant pressures on local education provision



Flooding to the Millennium Field looking from North West to South East -September 24

The village has a church, a pub, a village hall and a recreational field that regularly floods in Winter, but no school.

The provision of local education is under strain. The nursery in Long Crendon has a two year waiting list. The primary schools in Ickford and Long Crendon are oversubscribed. Lord Williams Secondary in Thame, Oxfordshire is our nearest secondary school but it too is oversubscribed and there is pressure to limit their intake to Oxfordshire communities only.

This result would mean a significant commute for our older children to either Princes Risborough (11 miles) or Aylesbury (11.8 miles). Neither school has a direct bus link with the village

Additional development would increase this pressure even more



Flooding to the Millennium Field looking from South East to -September 24

Further analysis of the potential four sites underlines their unsuitability



Flooding



Drainage



Access



Sustainability

A further analysis of the four potential sites underlines their unsuitability for development
 Site 3351 and 3353 – Rookery Farm – flooding and drainage a major concern



The sites are located within the Peppers-hill arable landscape character area (LCA) and is inherently rural in character and appearance. Existing hedgerow boundaries to the west and south with ridge and furrow of the medieval field visible across the proposed greenfield site.

The site report suggest reference of the site no could accommodate - Green field site 16.8 houses, Brownfield site 8.4 houses

The Environment Agency Map indicate the field west of Rookery Farm to be flood risk 1. The field adjacent are in zone 2 and zone3. The drawing opposite shows the proximity of Flood Zone 2 and 3 to the sites.

The land in the area being considered for development is currently waterlogged throughout the winter.

Surface water runs into ditches connecting up to a culvert running along the back of houses from 15 – 29 Marsh Road. In the case of 19 Marsh Road, the culvert runs under the house.

Surface water running through the ditches or into the combined sewer, flood onto Marsh Road as soon as the drains are at capacity. This happens regularly during the Winter months. The flood affects the lower part of Marsh Road and the children’s playground and playing fields.

The main drain for all the houses from the Crendon Road up to Mill Lane rely on the foul drain running down Marsh Road. If the development of Rookery Farm were to be granted, this would increase the number of floods of foul and surface water lower down in Marsh Road and on to the childrens’ play ground.

A further analysis of the four potential sites underlines their unsuitability for development

Site 3634 – Franklin Farm – significant problems with flood and drainage



The existing development uses a SuDS-based drainage strategy with infiltration basins and swales. Any access or works affecting this system would need careful reassessment, particularly as residents already report seasonal garden flooding, suggesting the system is under strain. The private foul drainage has also failed, with raw sewage overflows recorded at the Dukes Close/Stag Row junction in February and August 2025, indicating both private and public systems may be near capacity. Although limited future service connections were envisaged when Stag Row was created, the Parish Council doubts the infrastructure can support further housing without substantial upgrades.

The Swale would require to be removed to allow access increasing the surface water flooding.

(A swale is a shallow, broad, and gently sloping channel, either natural or constructed, designed to manage water runoff by collecting, slowing, and facilitating its infiltration into the soil. Often vegetated (bi-swales), they serve as sustainable drainage systems (SuDS) to reduce flooding, filter pollutants, and prevent erosion)



The pumping station and control box seen behind the car on the left limit further development the access road is privately owned.

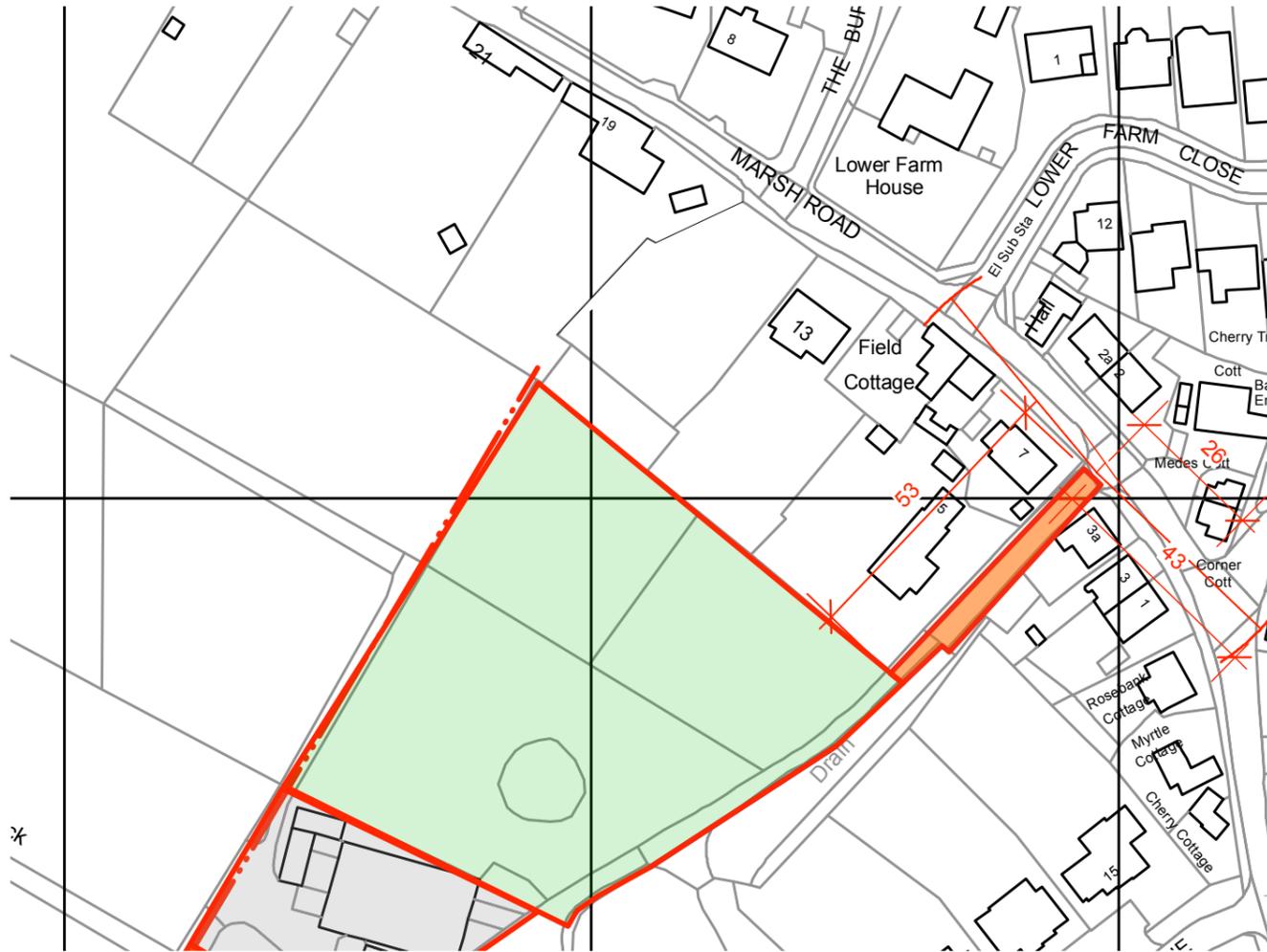


The pumping station and control box with the Franklin Farm house to the left and the Equestrian riding arena and field behind the far hedge

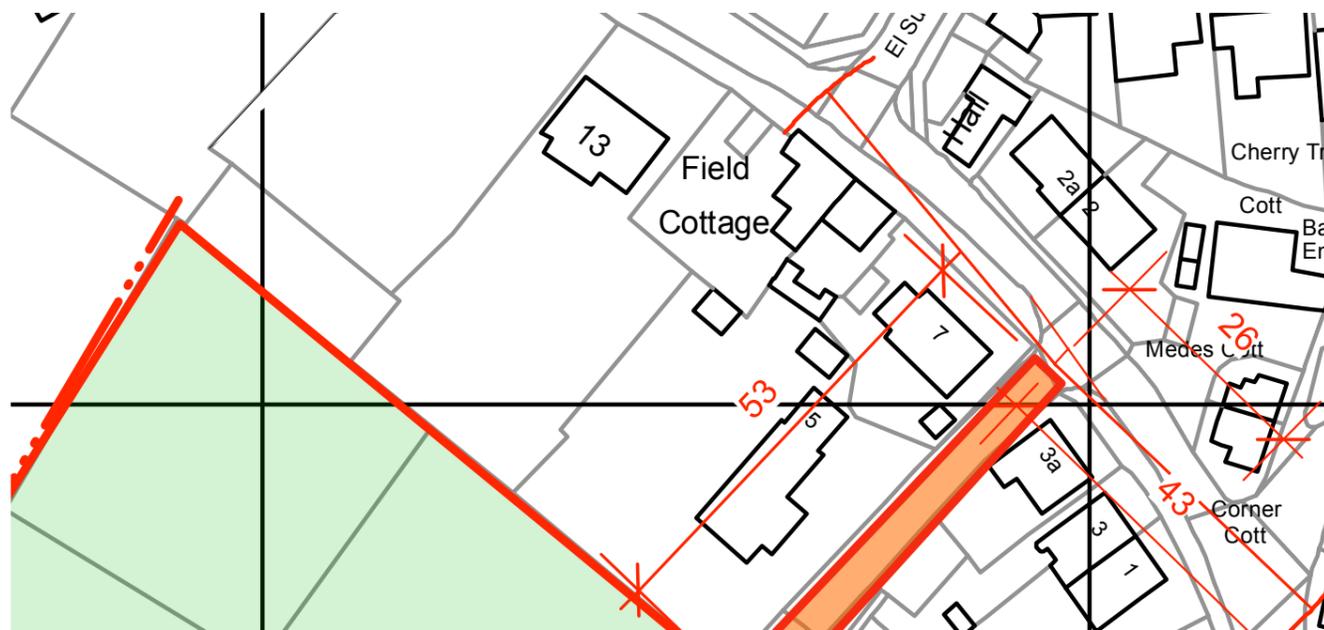


Swale ditch installed to address surface water requirements for the planning authority and view west to the western most part of the proposed site. The brick road is privately owned.

Proposed Access at each site are unworkable.
 Site 3351- Rookery Farm



Access from Site 3351 on to Marsh Road



Access from Site 3351 on to Marsh Road enlarged to show site lines



Access to Rookery Farm from Marsh Road



View up Marsh Road towards the Crendon Road

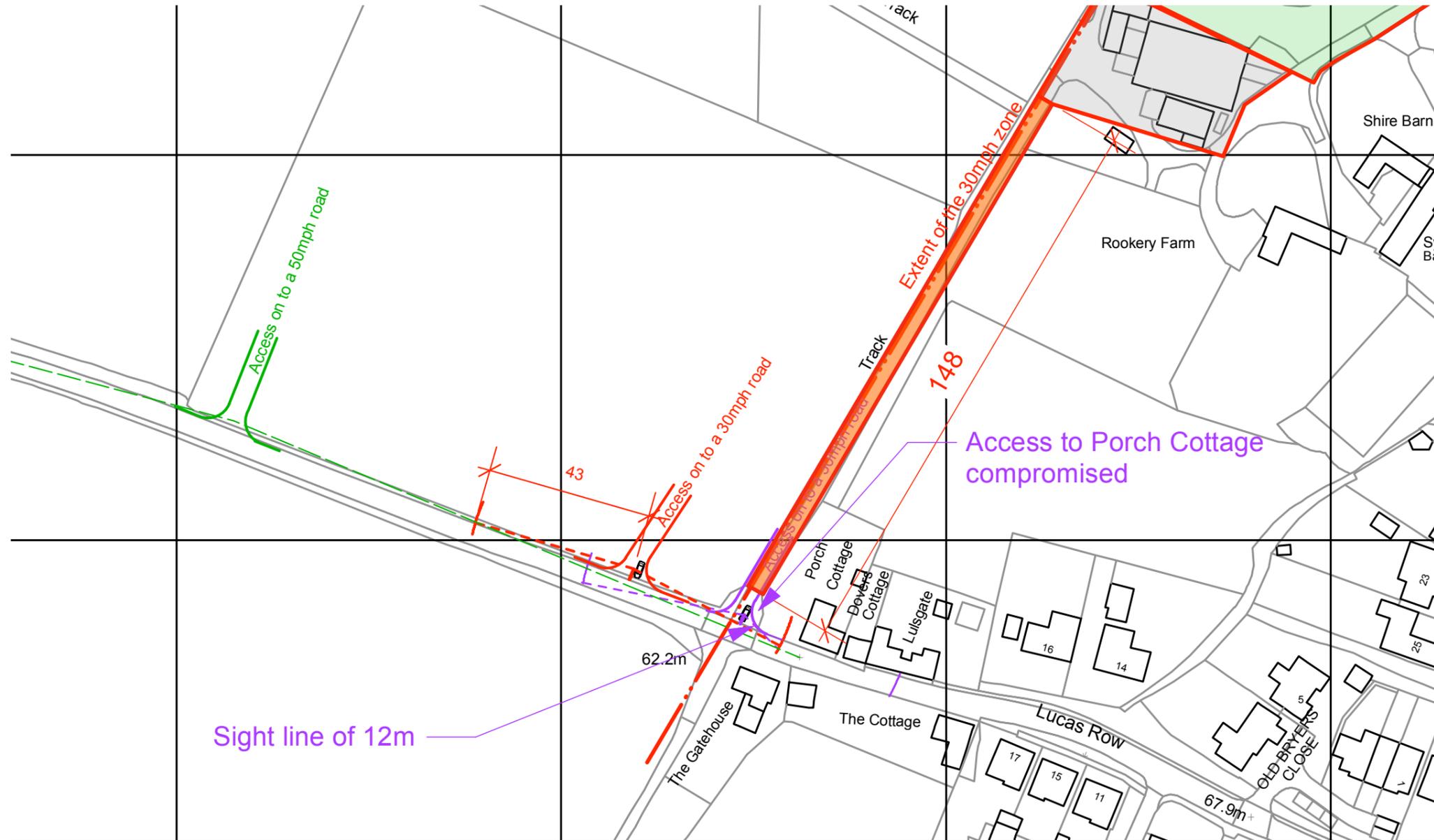


View up Marsh Road and the blind corner to Crendon road to the left

Marsh Road Access-

The existing lane from Marsh Road to Rookery Farm is 4.45 m wide with no footpath. This lane serves the existing farm, Shire Barn, Sycamore Barn, 5 Marsh Road and access for parking for 3 and 3a. The lane is 53m long and restricted by the surrounding properties. The Highways Department will require the junction with Marsh Road to have a sight line of 43m in both directions to the centre of the road with a splay back of 2.4m back from the edge of a 30mph road. The Crendon Road is within 26m of the Rookery Farm access on to Marsh Road and has a blind corner if you turn left towards Long Crendon and does not achieve the sight line if you turn right into the village. Marsh Road is effectively a one way road because of parking to the houses 1, and 3 Marsh Road. Cherry Cottage and houses to the Crendon Road.

Proposed Access at each site are unworkable.
 Site 3353 - Rookery Farm



Access from Site 3353 on to Ickford Road

Ickford Road Access- The existing farm track from Ickford Road to Rookery Farm joins the Ickford Road at the perimeter of the village. The sight lines to the East coming out is limited to max of 12m. The access would have to be moved west down Ickford road approx 40m to achieve acceptable sight line. This would be beyond the 30mph speed limit. In a 50 mph zone the sight line needs to be increased to 160m moving the access road to the point indicated in green.



Access looking down Ickford Road the site access is beyond the last road on the right



View down Ickford Road, Note there is no pavement over the last 50 m of the village.



View coming out from Rookery Farm.- There is no sight line.

Proposed Access at each site are unworkable.
 Site 3634- Franklin Farm



The proposed development would rely on access via Stag Row, a private road owned by the Stag Row Management Company. Any theoretical right of reasonable access has neither been granted nor accepted by residents of Dukes Close and Stag Row. Reasonable access over another party's freehold would normally be limited (for example, a gate), whereas this proposal is substantially more intensive. Traffic would increase by around 200% (15 dwellings versus the existing 8) in a quiet cul-de-sac. The block-paved road, laid on sand to meet permeable SUDS requirements, is not designed for such volumes, and Stag Row cannot be adopted by the local authority because of the septic tank and macerator pump arrangement.



View from Ickford Road up Dukes Close
 Note the number of cars parked on the road.



Dukes Close approaching Stag Row



Stag Row indicated by the brick Paviors a private road



Access from Stag Row to Dukes Close



Access along Dukes Close towards Ickford Road

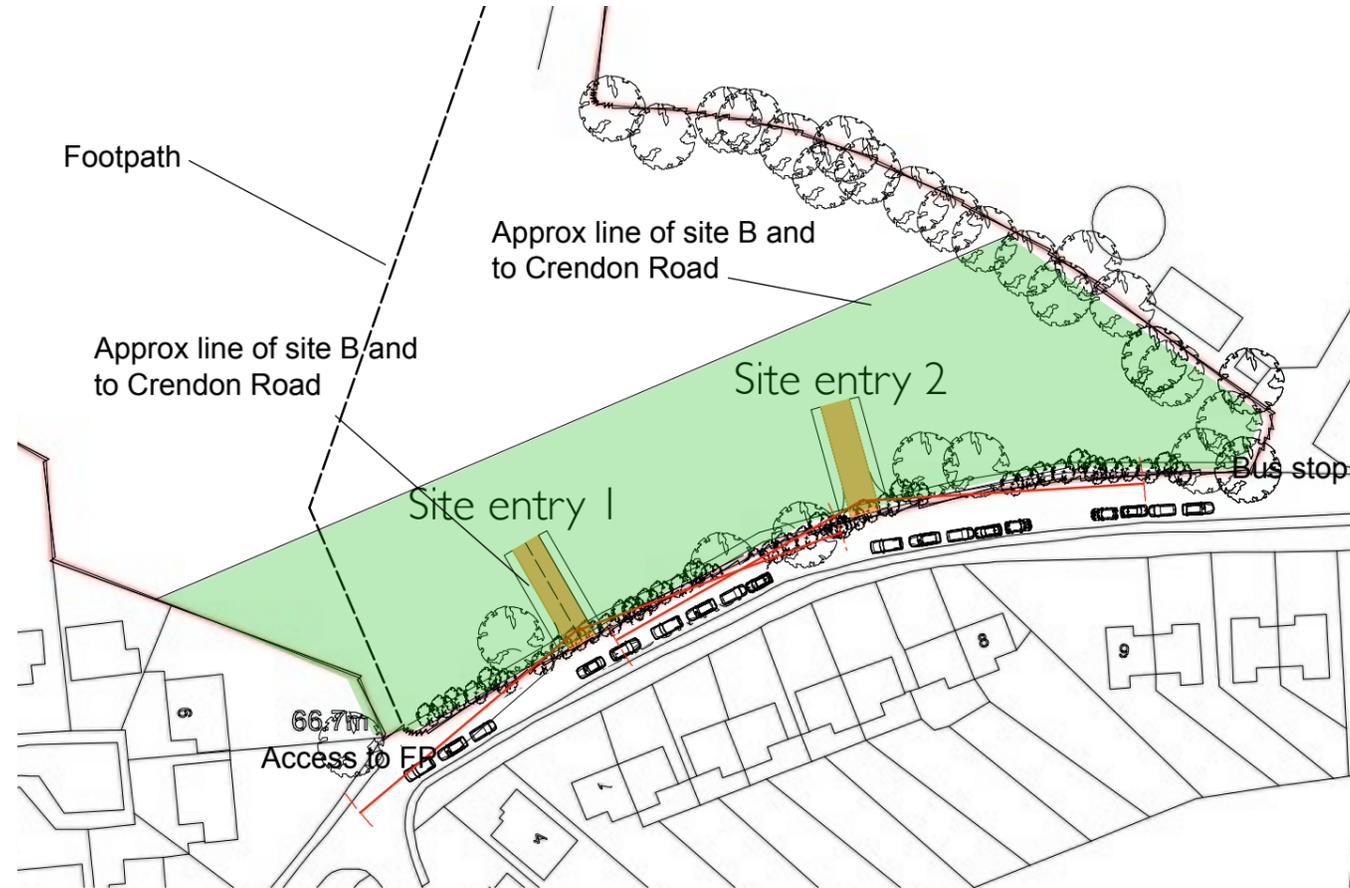


Access on to the Ickford Road going west



Access on to the Ickford Road going east

Proposed Access at each site are unworkable.
 Site 333- Crendon Road



Access from Site 333 on to Long Crendon Road



Crendon Road with the site beyond the fencing. Note the access to the foot path by the gate



Crendon Road with site on the left and vehicles obstructing views on the right.



Crendon Road with the site on the left behind the hedge and mature trees.

The site itself is located to the north east of the village Shabbington. The application site comprises of a green field to the north of Long Crendon Road. The topography is undulating, falling from south to north across the site. Public Right of Way SHB/16/1 runs centrally through the site joining a number of local PROWS to the north. Notable landscape features include mature boundary vegetation including mixed native hedgerows and scattered mature trees to the northern, western, eastern and south eastern boundaries. To the south west the site is bound by residential properties which are located on Lower Farm Close.

Crendon Road Access- The existing road is heavily congested at weekends and at night due to the number of houses and vehicles exceeding available off street parking. This results in extensive parking on the Crendon road reducing the road to a single track. The road has a bend right on the central part of the site reducing visibility. Access from site B will further complicate access along the Crendon Road.

The photograph shows vehicles on a typical weekend and every night and on 28th February there were 10 vehicles ranging from cars to commercial vans on the south side of the road..

The Crendon Road is a principal Road in and out of the village and this becomes a more important road when one or both of the other roads are closed because of flooding.

Access in to the site has not been identified and I have shown two possible positions.

The location would have to miss the mature trees, be clear of the access to the footpath and not compromise the safety for the bus stop.

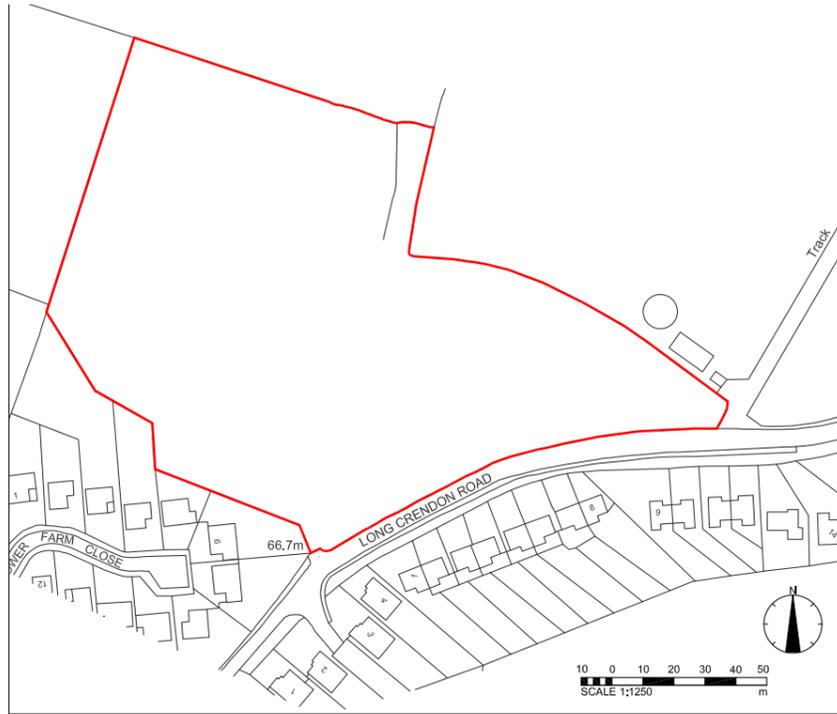
Any new access road on to the site would be a minimum width of 4.5 m with a pavement of approx. 1.5m wide.

The road out of the site will need to have a clear sight line of 43m in both directions set back 2.4m from the edge of the road as indicated on the plan.

Any of the exits would be compromised by the lack of pavement to the north side of the road,

The parking on the road particularly at weekends and at night as the enclosed photograph make navigating this stretch of road quite hazardous and this would be even more challenging with a new access road coming in from the North.

A further analysis of the four potential sites underlines their unsuitability for development this has been confirmed in recent planning refusals on sites on the long Crendon Road



Crendon Road application APP/J0405/W/17/3191577

The 0.42 hectare site with a potential for 12 houses.

A previous planning application was made on part of this site B for 16 houses overall. This was refused and went to Appeal. Ref: APP/J0405/W/17/3191577

The Appeal was refused as stated in point in:

'26. However, whilst the proposed dwellings would adjoin an existing settlement such that they would not be isolated and there is a bus stop adjacent to the appeal site connecting it to larger centres, there are limited opportunities to meet day to day service, retail and employment needs in Shabbington. Furthermore, the bus services connecting to such facilities nearby are relatively infrequent. Thus, the occupiers of the proposed development would be highly likely to be dependent on private motorised transport to meet their day to day service, retail and employment needs.

28. That said even if I were to accept the proposal would enhance the vitality of the rural community, the combined social, economic and environmental benefits of the proposed development are relatively modest and are outweighed by the significant environmental harm I have identified with regard to the character and appearance of the area and the harm arising from the dependence on private motorised transport.'

There was an Outline planning application on the site to the rear of Morton Close off Crendon Road-16/03625/AOP

This was refused by the Planning Authority on the basis:

'1 The proposal would conflict with policy GP35 of the Aylesbury Vale District Local Plan and would not constitute sustainable development. It would fail to comply with the core planning principles of the NPPF to recognise the intrinsic character and beauty of the countryside, to conserve and enhance the natural environment, to require good design and to reuse land that has been previously developed. The development is of a scale and nature on a greenfield site in the open countryside which would be prominent and cause harm by the significant adverse visual and landscape character impact on the area of the development site and the wider landscape owing to the rising gradient of the site and the encroachment'



Crendon Road Land to the Rear of Morton Close application 16/03625/AOP

Sustainability is the practice of meeting present needs—such as energy, food, and housing—without compromising the ability of future generations to meet theirs. It balances environmental protection, economic viability, and social equity (often called the three pillars or People, Planet, Profit) to ensure long-term, stable, and responsible resource use



For more information contact Shabbington Parish Council

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