



Council

A G E N D A

All Members of South Bucks District Council

Your attendance is requested at a meeting of the South Bucks District Council to be held at **6.00 pm on Tuesday, 14 May 2019, Council Chamber, Capswood, Oxford Road, Denham**, when the business below is proposed to be transacted.

Please note that Annual Council will follow the Ordinary Council meeting.

Item

1. Evacuation Procedure
2. Apologies for absence
3. Minutes (*Pages 5 - 16*)

To approve the minutes of the meeting of Full Council held on 16 April 2019.

4. Declarations of Interest
5. Announcements

(a) Chairman's Announcements (Pages 17 - 18)

To receive announcements by the Chairman of the Council, if any, and any communication he/she may desire to lay before the Council.

(b) Announcements from the Leader of the Cabinet

To receive announcements from the Leader of the Cabinet, if any.

(c) To receive announcements from the Head of Paid Service

To receive announcements from the Head of Paid Service, if any.

6. Committee Recommendations

There are recommendations from the Joint Committee held on 1 May 2019.

Members are asked to note that the following meetings have taken place since the last Council meeting, and that the Minutes are available to view in the supplement: Minute set.

1. Planning Committee – 17 April 2019
2. Joint Overview & Scrutiny Committee – 29 April 2019
3. Joint Committee – 1 May 2019 (to follow)

6.1 Approval of the Publication version of the Chiltern and South Bucks Local Plan 2036 (Pages 19 - 26)

Appendix 1: Chiltern and South Bucks Local Plan (Pages 27 - 250)

1. Sustainable Places
2. Designing Places
3. Living Places
4. Enterprising Places
5. Connected Places
6. Healthy Places
7. Natural Places
8. Protected Places
9. Building Places

Appendix 2: Submission Policies Map (in supplement agenda pack 2)

7. Cabinet Recommendations

There are no recommendations from Cabinet – the last meeting was held on 13 March 2019 and these recommendations were considered at the Council meeting on 16 April 2019.

8. Questions with Notice (if any)

To answer questions with notice (if any) from

- (a) Members of the Council; and
- (b) Members of the public

which have been put under Procedure Rules 9 and 10.

9. Verbal Reports from the Leader, Cabinet Members or Chairman of a Committee (if any)

10. Motions (if any) (*Pages 251 - 252*)

Motion proposed by Councillor M Bezzant and seconded by Councillor P Kelly:-

"This Council recognises the hugely positive societal and economic impact that the thousands of European Union (EU) citizens living in South Bucks have on our local area; welcomes the reciprocal agreement between the United Kingdom (UK) and the Kingdom of Spain allowing EU citizens to retain voting rights for local elections in the UK if the UK leaves the EU; notes that citizens of the Republic of Ireland will retain voting rights in the UK if the UK leaves the EU; and calls on the Leader of the Council, in advance of elections to a new unitary authority in Buckinghamshire in 2020, to write to the Secretary of State for the Home Department to request that all other EU citizens resident in the UK retain their right to vote in local elections in the event that the UK leaves the EU before May 2020."

11. Members' Reports

To receive reports from members:

Dr Matthews - Health and Adult Social Care Select Committee held on 19 March 2019 (Pages 253 - 254)

Mr Pepler - Meeting of the Buckinghamshire Healthcare Trust held on 27 March 2019 (Pages 255 - 256)

12. Exclusion of Public (if required)

To resolve that under Section 100(A)(4) of the Local Government Act 1972 the public be excluded from the meeting for the following item(s) of business on the grounds that it involves the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Act.

Note: All reports will be updated orally at the meeting if appropriate and may be supplemented by additional reports at the Chairman's discretion.



Bob Smith
Chief Executive
South Bucks District Council

Date of next meeting – Tuesday, 17 July 2019

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SOUTH BUCKS DISTRICT COUNCIL

Council - 16 April 2019

Present: Councillors Dr W Matthews, D Pepler, R Bagge, P Bastiman, M Bezzant, M Bradford, S Chhokar, D Dhillon, T Egleton, B Gibbs, B Harding, P Hogan, G Hollis, P Kelly, M Lewis, N Naylor, J Read, R Reed, G Sandy, D Saunders, D Smith and L Sullivan

Apologies: Councillors D Anthony, J Lowen-Cooper and R Sangster

62. **PRESENTATION FROM THE SUPERINTENDENT OF BURNHAM BEECHES**

The Superintendent of Burnham Beeches was welcomed to the meeting. During the presentation the main points were noted as follows:-

- His responsibilities had increased to now include other sites some of which were in Kent and Surrey.
- In terms of statistics Burnham Beeches, which was a Special Area of Conservation and a National Nature Reserve had 450,000 visitors and 160,000 dog visits a year.
- The achievements through the year included the implementation of the Open Spaces Act, completion of heathland restoration works and new Management Plan for Stoke Common, management of beech pollards, expansion of conservation grazing using invisible fences and successful conservation grant applications for Burnham Beeches and the replacement of Dog Control Orders with Public Space Protection Orders alongside other partnership work.
- The implications of the Open Spaces Act 2018 and the effectiveness of Public Space Protections Orders with regard to visitor numbers were noted.
- Other areas were discussed such as the Habitats Regulation Assessments which covered three areas of concern; hydrology, air quality and recreation pressure.
- He welcomed the approval of the Local Plan which he hoped would ensure the protection of Burnham Beeches for future generations.
- To conclude, visitor numbers have increased since the introduction of dog control measures; dog related incidents have reduced by 44% and dog numbers have reduced by 13%. Dog walkers have been more influenced by parking charges than Dog Control Measures. There had also been a modal shift in the way people arrive at the site.

Members were then invited to ask questions. The first question related to the quick response to removing unauthorised encampments from the area. The Superintendent reported that as they were private landowners they were able to evict unauthorised encampments swiftly from the site using their 24 hours City Bailiff who they employed on a consultant contract. These were reported to the police but because of

the thresholds required to enable the police to use their powers it was sometimes more effective to use the Bailiff due to the timescales in order to protect the site.

The second question related to air quality and the impact of Heathrow and the number of HGV's using roads in the area. Also that the reduction in car use referred to in the presentation could be related to the fact that visitors park for free on roads nearby. A further question was asked how dog numbers were monitored. The Superintendent reported that he used a model developed by Manchester University where you could extrapolate information on the average occupancy of a car. The model used would be reviewed to ensure that it was producing accurate information. In relation to car parking the Superintendent was aware the car park charges could produce anti-social parking and that charges could be re-assessed but this was an inevitable consequence of any charges. The impact on air quality was a big issue which would need to be addressed in the Local Plan. He was in direct contact with Heathrow on how to mitigate the impact on air quality and identifying ways they could help fund projects to improve biodiversity. He recognised the impact of HGV's on the surrounding infrastructure.

The final question related to the congestion near Burnham Beeches and the Superintendent reported that it was his job to protect this area and he would continue to work with partners to help identify any areas for improvement.

The Chairman thanked Andy Barnard, Superintendent for attending the meeting and providing an informative presentation.

63. MINUTES

The minutes of the meeting of Full Council held on 27 February 2019 were approved and signed by the Chairman as a correct record.

64. DECLARATIONS OF INTEREST

There were no declarations of interest.

65. ANNOUNCEMENTS

The Chairman reported on recent functions and events she had attended on behalf of the Council which included:

Heathrow Jobs & Careers Fair Stakeholders Reception – Heathrow Airport Limited	28/02/19	Chairman attended
Annual Reception – Chairman, Chiltern District Council	01/03/19	Chairman attended

'This Girl Can' Event – GLL	04/03/19	Chairman attended
Special Citizenship Ceremony to celebrate 70yrs of the Commonwealth –Lord-Lieutenant Buckinghamshire	11/03/19	Chairman attended
Charity Murder, Mystery Dinner – Mayor of Hillingdon	12/03/19	Chairman attended
Youth Awards 2019 – Chiltern District Council	14/03/19	Chairman attended
Young Enterprise Chiltern Area Showcase	24/03/19	Vice Chairman attended
Civic Reception- Chairman Aylesbury Vale District Council	24/03/19	Chairman attended
Tree Planting Project – Mayor of Slough	27/03/19	Chairman attended
Graduation – Early Learning Prevention Play Group	02/04/19	Chairman attended
Institution, Induction and Installation of the new Rector – Bishop of Buckingham	03/04/19	Vice Chairman attended
Charity Quiz Night – Mayor of Hillingdon	03/04/19	Chairman attended
Civic Dinner – Chairman, Aylesbury Vale District Council	05/04/19	Chairman attended
Mayor's Charity Event – Mayor of Royal Borough of Windsor and Maidenhead	05/04/19	Vice Chairman attended
Annual Reception – Chairman of Wycombe District Council	09/04/19	Chairman to attend
Ticket Launch Armed Forces Day 2019 – Lord Lieutenant of Buckinghamshire	11/04/19	Chairman to attend

Annual Scouting Dinner – County Chair, Scouts Buckinghamshire	13/04/19	Chairman to attend
Vaisakhi Celebration and Combined Cadet Force	26/04/19	Chairman to attend
Annual Banners Service – Girlguiding Buckinghamshire	12/05/19	Chairman to attend

The Chairman also informed Members of the Chairman's Award Ceremony on 11 April 2019 which had been a very successful event celebrating the people who do such inspiring work around the District.

The Leader informed Members on his two nominations for the Shadow Executive which was himself and Councillor Hogan. The Structural Changes Order had now been laid in Parliament and was likely to be implemented in late May/ early June. Following implementation a meeting of the Shadow Authority would then need to be held within two weeks and a Shadow Executive within three weeks.

The Portfolio Holder for Planning and Economic Development informed Members that he would be writing to the Secretary of State for Transport in connection with HS2 to request that all enabling works for HS2 be paused until the 'Notice to Proceed' has been approved as there was no reason why South Bucks, neighbours and partners or the County should suffer significant disruption and long term environmental destruction until the detailed design and cost had been approved.

The Head of Paid Service reported that the Planning Committee had been moved to 5 June 2019 due to the potential EU elections.

66. **COMMITTEE RECOMMENDATIONS**

Members noted the Minutes of Committee meetings which were included in a supplement pack separate from the main agenda.

67. **CABINET RECOMMENDATIONS**

Members noted the Cabinet Minutes of 13 March 2019 which were part of the Minutes supplement pack.

(a) Refreshed Joint Business Plan 2019-20

Full Council was asked to approve the refreshed Joint Business Plan 2019-20. This document was reviewed every year to reflect the changing needs of the locality and the communities that lived and worked within Chiltern and South Bucks, as well as the service planning process.

RESOLVED that the refreshed Joint Business Plan 2019-20 be approved.

(b) Bucks Home Choice Allocation Policy

Full Council was asked to adopt and implement the revised Bucks Home Choice Allocations Policy following a consultation exercise which had taken place on the proposed revisions to the Policy. The majority of respondents to the consultation were in favour of the proposed revisions with the exception of the proposal that same sex siblings should be expected to share a bedroom until the older child reached the age of 21, therefore the policy had been amended so that the maximum age should be raised from 16 to 18 years and not 21 years.

RESOLVED that the Bucks Home Choice Allocation Policy be approved and that the Head of Healthy Communities be delegated authority to make any final amendments and to agree and adopt the final version of the revised Bucks Home Choice Allocation Policy in consultation with the Healthy Communities Portfolio Holder and subject to Aylesbury Vale, Chiltern and Wycombe District Councils also adopting the revised policy.

68. **QUESTIONS**

Notice having been given under Council Procedure Rule 9, the following questions were put by Members of the Council.

(Councillor Harding's Questions)

1. Bearing in mind the assurances given in the answers supplied after the questions that I have asked at a previous Council Meeting concerning the Police Station at Tatling End, which is in the Parish of Denham. Can the Cabinet Member confirm that all contamination has been removed from the site. Please supply tonnages/amounts and at what costs for removal and disposal ?

Councillor Gibbs (Portfolio Holder for Resources) responded as follows:-

She was delighted with the development of the Police Station at Tatling End and that 40% of the apartments had affordable rents. A delivery agreement for the construction phase with Willmott Dixon was now in place and the Contractor had taken possession of site as of 11 February 2019.

As previously mentioned it was the Council's responsibility as landowner to decontaminate the site to a satisfactory condition for its intended use. As part of the site's redevelopment this was being discharged via the contract delivery agreement with the Contractor.

A soil remediation strategy had been agreed between the Contractor and the planning service as part of pre-commencement planning conditions. The soil removal was being carried out in accordance with this remediation strategy and the quantities

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removed to date was 230m³, which was approximately 554 (metric) tonnes. This was for the works completed to 02 April 2019 and would be ongoing until all contaminated material had been removed.

The removal and disposal cost of contaminated soil under the remediation strategy was included within the delivery agreement at a fixed cost of £50,000 and therefore any increase in this cost was at contractor risk. These costs had yet to be invoiced.

Cost related to other contamination to date and agreed with Thames Valley Police (TVP) as recoverable from TVP's indemnity given under the contract of sale was shown below and an invoice for these elements was being forwarded to TVP.

Element of Works	Contractor undertaking the element of works	Cost (exclusive of VAT)
Contamination Surveys – Provision of Remediation Strategy	Ashdown Site Investigation Ltd	£950.00
Contamination Surveys – Site Meeting regarding remediation	Ashdown Site Investigation Ltd	£450.00
Contamination Surveys – Quotation for verification strategy	Ashdown Site Investigation Ltd	£7,800.00
Asbestos Survey Report	Fibre Management Ltd	£8,622.00
Asbestos Survey Visit	Fibre Management Ltd	£2,721.54
Asbestos Removal	Asbestech	£81,400.00
	Total cost being sought from Seller's indemnity	£101,943.54

Under the employers risk in the delivery agreement there were provisional cost allowances for known contamination items; works which had yet to be completed, which included;

- removal of fuel tank and disposal (assumed at 50000g maximum capacity) costing £5,000
- removing contaminated spoil associated with tank (allowed for a maximum of 40m³of hazardous spoil) costing £10,400.

Once these elements had also been completed then the costs would also be recovered from TVP's indemnity. The Council was likely to claim the whole £200,000, which was the maximum for which the Council could apply. In order to do this the Council had to show that the contamination was historic and was present at the time of purchasing the site.

Councillor Harding asked a supplementary question asking the Portfolio Holder to confirm that the Council would comply with the time limits imposed as a condition of sale, for claiming back from TVP towards decontamination of the site?"

Councillor Gibbs agreed to provide a written response following the meeting.

Councillor Harding withdrew the following question :-

2. Can the Leader now confirm who the two South Bucks District Council nominees will be for the Shadow Authority. Other Nominations have been made by the other participating Councils, with the Leader from Bucks County Council assuming the position of Chairman. The Structural Changes Order has now been laid before Parliament, bearing in mind that there have been no changes in the original order, despite the best efforts of a failed Judicial Review. Expediency will be required as soon as the Structural Changes Order has progressed through Parliament the Shadow Authority will need to be convened within 14 days. Of the immediate many responsibilities of the Shadow Authority and will be of particular interest to all Bucks residents, will be setting the 2020/21 council tax & budget. Failure to confirm these two important appointments will be yet another example of the Leaders obstructive tactics towards the new Unitary. Despite its progress in other places and of course shortly becoming law.

However, Councillor Harding asked a supplementary question about who should chair the Shadow Authority, if the current Leader of the County Council did not chair it?

Councillor Naylor responded informing Members that there was nothing in the Structural Changes Order that required a public announcement regarding the two South Bucks District Council nominees for the Shadow Executive.

Neither Chiltern nor South Bucks have made public announcements, so it was incorrect to state all other participating Councils had announced it.

It was also incorrect to state that there had been no changes to the Structural Changes Order as a result of discussions and the Judicial Review. The Order was in the public domain and a simple Google search found it instantly. Article 6, paragraph 3 of the Order, for example, had been amended and now provided that "The Leader of the Shadow Executive was the person who was the Leader for the time being of the County Council's Executive, unless the Shadow Executive decided that another Member of the Shadow Executive was to be the Leader of that Executive".

The details of the Structural Changes Order were also summarised in the 5th April South Bucks Council Member Bulletin. No mention of the amendment to Article 6 was made in any of the County Council's announcements on the subject. The Leader referred to a copy of the letter sent by the Minister for Local Government, Rishi Sunak to all Buckinghamshire Council Leaders and MP's and a copy of a similar letter sent by the Head of Governance, Reform and Democracy unit at MHCLG, if further clarity was needed about the wording. Members were welcome to inspect these at the end of the meeting.

(Councillor Sandy's question)

What are the projected cost savings from the decision that our Council Tax-Payers should personally fund replacement of wheelie bins, paper and waste.

Councillor Sullivan responded as follows:-

Councillors were referred to the report presented to the Environment Policy Advisory Group in November 2018 and subsequently agreed by Cabinet.

<http://sbdc-spider2.southbucks.gov.uk/democracy/ieListDocuments.aspx?CIId=129&MIId=2871&Ver=4>

The recommendations of this report were to charge residents for waste containers where they are lost, stolen or damaged by a resident or not present when a resident moves into a new property.

The cost of replacing all receptacles had always been previously met by the District Council, including cases where residents have ordered new bins because their old ones are simply dirty, rather than damaged.

Members agreed in November 2016 to introduce charges to developers for the provision of new receptacles to new developments. Reducing the cost to the tax payer of supply to new developments and reducing the risk to the authority of large orders being placed that were not budgeted for.

Residents were not required to personally fund replacement waste containers that suffer wear and tear.

It was rare but not uncommon for residents to request a replacement container they have damaged, that was lost or stolen or a new resident moving into a property that had no existing containers supplied by the authority. Property sellers were required to leave waste receptacles for that property for new owners.

A large proportion of container orders were raised by developers furnishing new build properties.

Because accurate reasons for new container orders hadn't been recorded in all cases, an estimate for the number of properties affected had been estimated from Chiltern and Wycombe District Council data and would be reviewed after 6 months. This number was expected to be low. On this basis it was expected to generate up to £10,000 in cost savings which would directly offset container purchase and delivery costs plus a small contribution to administration costs.

The introduction of replacement container fees promoted greater responsibility and helped to ensure that the Council was being fair to all council tax payers. It was expected that the introduction of replacement charges would reduce the number of erroneous requests submitted, rather than a replacement request because a container was dirty, worn or grubby.

This replacement fee introduction would help pressures on budgets previously borne by the Council and the collective tax payer and brought a consistent approach to Chiltern and Wycombe Councils, as the Council moved forward with a tri authority waste collection contract for the new authority.

Councillor Sandy commented that sometimes it was difficult to distinguish when the contractor damaged the equipment and when it was damaged by the resident. Councillor Sullivan responded that if any concerns were raised by residents they were dealt with sensitively by the Waste Team who listened to every case on its merits and if any further clarity was required they discussed this with the Portfolio Holder.

(Councillor Roger Reed's questions)

1. In OCTOBER 2018 Cabinet decided unanimously to support the development of a third runway at Heathrow. At their meeting, Cabinet said they would be "seeking mitigation measures on a number of issues including air quality, land quality, noise pollution and traffic and transport".

What specific consultation has been undertaken with residents in Iver, Denham, Gerrards Cross and Beaconsfield to address their concerns on these Environmental issues, and what specific mitigation measures have been discussed with Heathrow Airport Ltd.

Councillor John Read (Portfolio Holder for Planning and Economic Development) responded as follows:-

Heathrow Airports Ltd (HAL) plan to use the 2008 Planning Act to secure consent for its proposed expansion. The use of a Development Consent Order (DCO) was different to normal planning, whereby South Bucks District Council (SBDC) as Local Planning Authority had the statutory responsibility to determine all development proposals and to undertake consultation on them. Under a DCO, the decision to approve was taken by the Planning Inspectorate and SBDC was a consultee.

As a result, the responsibility to undertaken consultation with the community and local businesses lay with HAL. HAL recently consulted upon its Statement of Community Consultation to ensure it reached all communities affected by the expansion. This document set out how it would consult in the next, formal stages and the venues for exhibitions.

SBDC had advised HAL on a range of impacts of the expansion as the Council had a wealth of technical information to draw upon in identifying the appropriate mitigation. The Council responded in detail to the draft Heathrow Masterplan in December 2018 and the implications for South Bucks that must be addressed and to the recent consultation on Air Space Change proposals in March 2019.

SBDC was also working in partnership with 11 Local Councils and LEPs through the Heathrow Strategic Planning Group (HSPG) on the implications of HALs proposals. Topics considered included Health and Noise, Surface Transport, Green Infrastructure, Flooding, Economic and Business, Construction traffic, Landscape, Air Quality and Land Uses.

HAL plan to publish their 'preferred Masterplan' in May and undertake the first formal public consultation on their plans between 18th June and 30th September 2019 which included public exhibitions in South Bucks District. After considering the responses

they receive HAL were planning to submit to the Planning Inspectorate in mid-2020 and the process of determination would then commence.

Councillor Roger Reed then asked a supplementary question in relation to the different stance taken by London Boroughs and the need to be robust in relation to air quality and to consult residents and stakeholders before a decision was taken by Cabinet. In response Councillor John Read reported that South Bucks District Council was different to a London Borough which experienced different issues however in response to specific local concerns Iver had been designated an Air Quality Management Area.

2. Can the Leader confirm that as Members and Council tax payers have received no report from the Leader or any Executive Member in the past three years regarding attendance at the LGA Annual Conference there is no longer any value in he or any Executive Member being 100 % subsidised by the Council Tax Payer in attending.

Councillor Naylor responded that Members across Buckinghamshire Local Authorities attended the LGA Annual Conference including Councillor Roger Reed. The last report that had been issued to Members of South Bucks District Council was 2009 and following that year no reports had been issued which included when Councillor Roger Reed had been Deputy Leader of the Council or a Portfolio Holder. There were many benefits in attending the LGA Conference including attending the Leaders meeting and developing leadership skills. Councillor Naylor also informed Members that the LGA produced their own report on the Conference so that bringing that to Council could be seen as duplication.

69. **VERBAL REPORTS FROM THE LEADER, CABINET MEMBER OR CHAIRMAN OF A COMMITTEE (IF ANY)**

There were no verbal reports.

70. **MOTIONS (IF ANY)**

There were no Motions.

71. **MEMBERS' REPORTS**

The meeting received the following members' reports:

Bucks Health and Social Care Select Committee Minutes – 29 January 2019
Buckinghamshire Health Trust – 30 January 2019

The meeting terminated at 7.00 pm

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Engagements 16 April 2019 – 14 May 2019

Engagement	Date	Chairman/Vice Chairman Attendance
Annual Reception – Chairman, Bucks County Council	25/04/19	Chairman attended Vice Chairman attended
Vaisakhi Celebration and Combined Cadet Force	26/04/19	Chairman to attend
Young Enterprise Bucks & Milton Keynes County Finals	10/05/19	Chairman to attend
Annual Banners Service – Girlguiding Buckinghamshire	12/05/19	Chairman to attend

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SUBJECT	Approval of the Publication version of the Chiltern and South Bucks Local Plan 2036
RELEVANT MEMBER	Councillor John Read, Portfolio Holder for Planning and Economic Development
RESPONSIBLE OFFICER	Mark Jaggard, Head of Planning and Economic Development
REPORT AUTHOR	John Cheston, contact number: 01494 586506; email: John.Cheston@chilternandsouthbucks.gov.uk
WARD/S AFFECTED	All

1. Purpose of Report

- 1.1. This report requests Council to approve the publication of the Chiltern and South Bucks Local Plan 2036 for a six-week public consultation on whether it is 'sound' (i.e. fit for purpose) and complies with the legislation governing the preparation of local development plans.
- 1.2. This is intended to be the final iteration of the Local Plan before its submission to the Secretary of State for Housing, Communities and Local Government for independent examination. The Plan has been prepared using the outputs from previous rounds of consultation, a range of background evidence work and input from the Portfolio Holders for Planning and Economic Development and the Joint Planning Policy Member Reference Group.
- 1.3. This report was considered by the Joint Committee on 1 May 2019 and the Joint Overview and Scrutiny Committee on 29 April 2019. A Schedule of Proposed Changes to the Local Plan following these meetings will be published on 10 May 2019.

RECOMMENDATIONS

That Full Council agree that:

1. **Subject to the finalisation of the Sustainability Appraisal report, the Habitats Regulations Assessment and the Exceptional Circumstances report, the Publication version of the Chiltern and South Bucks Local Plan 2036 is published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).**
2. **Subject to the finalisation of the Sustainability Appraisal report, the Habitats Regulations Assessment and the Exceptional Circumstances report, the Publication version of the Chiltern and South Bucks Local Plan 2036 is submitted to the Secretary of State for Housing, Communities and Local Government under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)**

- 3. Authority be delegated to the Head of Planning and Economic Development to request that the Planning Inspectorate recommends main modifications where necessary to make the Local Plan sound.**
- 4. Authority be delegated to the Head of Planning and Economic Development, in consultation with the Portfolio Holders for Planning and Economic Development, to make minor changes and corrections to the Publication version of the Chiltern and South Bucks Local Plan 2036 prior to publication.**
- 5. Authority be delegated to the Head of Planning and Economic Development, in consultation with the Portfolio Holders for Planning and Economic Development, to produce a schedule of minor amendments to the Publication version of the Chiltern and South Bucks Local Plan 2036 in the light of the responses to the public consultation and prior to its submission for examination, and to submit this list with the Plan.**
- 6. Authority be delegated to the Head of Planning and Economic Development, in consultation with the Portfolio Holders for Planning and Economic Development, to suggest to the examination Planning Inspector during the public examination process any necessary modifications to the Publication version of the Chiltern and South Bucks Local Plan 2036 to secure its soundness, in accordance with the findings of the examination Planning Inspector and subject to any necessary public consultation.**
- 7. The Publication version of the Chiltern and South Bucks Local Plan 2036 be endorsed as a material consideration in the determination of planning applications.**
- 8. Authority be delegated to the Head of Planning and Economic Development, in consultation with the Portfolio Holders for Planning and Economic Development, to deal with and sign Statements of Common Ground and Memorandums of Understanding under the Duty to Cooperate.**
- 9. If there were any significant delays to the draft Local Plan timetable as set out in the Local Development Scheme, the draft Local Plan should be brought back to the Joint Overview and Scrutiny Committee for consideration.**

2. Executive Summary

- 2.1. This report requests that Council approve the Publication version of the Chiltern and South Bucks Local Plan 2036 for a six-week public consultation on whether it is 'sound' (i.e. fit for purpose) and complies with the legislation governing the preparation of local development plans. It is proposed that this would be carried

out in conjunction with the consultation on the Chiltern and South Bucks Community Infrastructure Levy Draft Charging Schedule.

- 2.2. This is the final iteration of the Local Plan, subject to any Council amendments, before its submission to the Secretary of State for Housing, Communities and Local Government for independent examination. The Plan has been prepared using the outputs from previous rounds of consultation, an evidence base and input from the Portfolio Holders for Planning and Economic Development and the Joint Planning Policy Member Reference Group.
- 2.3. The Plan provides the Councils with an opportunity to shape and control the pattern of future growth of their areas, to plan for economic prosperity and to provide the homes for future generations to live in.

3. Reasons for Recommendations

- 3.1. It is a legal requirement to publish a draft local plan before it is submitted to the Secretary of State for examination (recommendations 1 and 2). Both of these actions require a Council resolution.
- 3.2. Whilst modifications to make a local plan sound are commonly identified by examination Planning Inspectors, local planning authorities are obliged to request that these are recommended by the Inspector (recommendation 3).
- 3.3. Recommendation 4 would allow officers to make minor changes to the document before it is published without recourse to further Council approval. In a similar way, recommendation 5 would allow officers to compile a schedule of minor modifications to the Plan in order to address objections made during the Regulation 19 consultation but before it is submitted for examination. Experience indicates that providing officers with the authority to suggest minor changes to the Planning Inspector during the course of the examination is beneficial in terms of efficiency and expediency (recommendation 6).
- 3.4. Recommendation 7 would allow appropriate weight to be afforded to the policies in the Plan in the consideration of planning applications. Recommendations 8 and 9 have been added through the Joint Overview and Scrutiny Committee and Joint Committee meetings on 29 April and 1 May 2019.

4. Content of Report

- 4.1. It is important for the Councils to set out their vision for the two Districts and to establish through the Local Plan the future of the area. The Plan is key to place-shaping, to create the places that we wish for. The Plan includes a range of development management policies and site allocations. It is through the determination of planning applications that the policies in the Plan can be used to influence place-shaping and place-making.

- 4.2. The Plan has been prepared to provide for the needs of our current population plus the needs of future generations, and to deliver healthy well designed places with a strong and vibrant economy, community facilities and cultural attractions, and successful town centres with a range of shops and facilities.
- 4.3. Once it has been adopted, the Local Plan will be the new local development plan for the area covered by Chiltern and South Bucks for the period until 2036. It sets out a vision and development strategy for the future of the area, and includes development management policies and site allocations for various types and sizes of development to help deliver that vision. The Local Plan will replace the existing Core Strategies (both adopted in 2011) and the policies 'saved' from the Local Plans (adopted in 1997 and 1999). It will also provide the strategic context for the preparation and review of neighbourhood plans.
- 4.4. The Publication version of the Local Plan is the intended final iteration of the document before it is submitted to Government for independent examination. It sets out the Councils' preferred strategy for meeting their areas' needs until 2036. The Plan is based on the evidence currently available and has taken account of the previous Issues and Options and Green Belt Preferred Options consultations that were undertaken in 2016 and 2017.
- 4.5. The Government's National Planning Policy Framework (NPPF) (February 2019) states that:

"The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings."

- 4.6. Paragraph 16 of the NPPF states that local plans should:

a) be prepared with the objective of contributing to the achievement of sustainable development;

b) be prepared positively, in a way that is aspirational but deliverable;

c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;

d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;

e) be accessible through the use of digital tools to assist public involvement and policy presentation; and

f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant)."

4.7. A 20-year time horizon for the Plan has been chosen to ensure compliance with paragraph 22 of the NPPF (February 2019) which states that strategic policies should look ahead over a minimum 15-year period from adoption to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.

4.8. The revised NPPF (February 2019) confirms that local planning authorities should normally use the Government's standard methodology to establish a minimum figure for their Local Housing Need. The minimum Local Housing Need figure for Chiltern in 2018 is 330 homes per year and for South Bucks it is 433 homes per year. These figures result in an overall total of 763 homes needed per year or 15,260 homes over the 20-year Local Plan period of 2016-2036.

4.9. Subject to certain caveats, the NPPF states that strategic policies in local plans should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas. The legal advice which has been received indicates that the Local Plan is unlikely to be found 'sound' at examination unless it provides for the Local Housing Need figure of 15,260 homes as a minimum over the Plan period. As no formal requests have been received to meet any unmet housing needs of neighbouring areas, the housing strategy of the Local Plan has been drafted so as to provide for 15,260 homes over the period 2016-2036 plus a 10% buffer to allow for potential non-delivery (16,786 homes in total). The proposed components of the housing supply in the Plan are set out in the table below.

Sources of Housing Supply	Homes
Completions 2016-2018	1,263
Commitments	2,395
HELAA ¹ sites	1,791
Windfall sites ²	450
Site allocations in the Green Belt	5,200
Homes needed from the Vale of Aylesbury Local Plan	5,687 (maximum 5,750)
Total	16,786

¹ Housing and Economic Land Availability Assessment, April 2019

² Sites not specifically identified in a development plan

4.10. Whilst Chiltern and South Bucks are heavily constrained by national and environmental planning designations, Senior Counsel's advice and experience from other authorities' local plan examinations in recent years indicates that, where relevant, a local plan is unlikely to be deemed to be 'sound' by an examination Planning Inspector unless a robust review of Green Belt boundaries has been undertaken. Accordingly, the Green Belt in the Districts has been comprehensively reviewed since 2016, and, having appraised the reasonable alternatives and balanced the Districts' acute development needs with the need to preserve the Green Belt and other constraints, exceptional circumstances justifying the release of 13 Green Belt sites have been demonstrated.

4.11. The principal proposals in the Local Plan are summarised as follows:

- Selected release of 13 sites from the Green Belt for housing or employment development based upon the previously consulted on Preferred Option sites
- 40% target for affordable homes on qualifying sites and a mix of tenures including social rent
- Strategy for delivering 85 Gypsy and traveller pitches over the Plan period
- Suite of revised development management policies including an emphasis on place-making and good design; health and wellbeing; healthy places; promotion of alternatives to the private car; and a 20% target for renewable energy on qualifying sites
- 12 villages currently 'washed over' by the Green Belt to be removed from it in accordance with national planning policy.

5. Consultation

5.1. If the publication of the Local Plan is agreed as recommended, officers propose to commence the public consultation on 'soundness' and legal conformity on Friday 7 June 2019. This would run for six weeks until Friday 19 July 2019.

6. Options

6.1. The recommended option is to approve the Publication version of the Local Plan for a six-week public consultation on 'soundness' and legal compliance.

6.2. The Government's Housing White Paper, *Fixing our broken housing market*, published on 7 February 2017, strengthens the importance of all local authorities in having up to date local plans in place and, since April 2018, there has been a legal requirement for local authorities to complete the review of their local plans within five years from the adoption of the previous plan. To proceed with the Local Plan would thus be in accordance with Government policy and legislation. Furthermore, having a recently adopted local plan in place would provide the area with a re-established five-year housing land supply and a clear strategy for which strictly

limited releases of land in the Green Belt for development would be appropriate. The planning system is plan-led and the best defence against unplanned speculative development is generally to have an up to date local plan in place.

- 6.3. An alternative option would be not to progress the Local Plan but to leave this task to the new Buckinghamshire Unitary Council which will be required to prepare a local plan for the whole of the county within five years of its creation in April 2020. This option is not recommended because it could leave the area without an up to date local plan until 2025.

7. Corporate Implications

- 7.1 Financial – Whilst the cost of the Local Plan is principally accounted for by staff time for most of its production, Senior Counsel’s advice, some specialist consultancy services and evidence studies have been required for which additional funds have been obtained from reserves.
- 7.2 Legal – The Local Plan has been prepared in accordance with the amended Town and Country Planning (Local Planning) (England) Regulations 2012. This consultation stage is under Regulation 19 (publication of a local plan) of these regulations and is the final stage in the plan preparation process before it is submitted to the Secretary of State for Housing, Communities and Local Government for a Planning Inspector to be appointed to conduct an independent examination of the Plan. There is a risk that the Plan will be found not to be ‘sound’ or legally compliant through the public examination process. It could also be challenged in the courts. Officers have taken steps, however, to minimise these risks through ensuring, for example, that the policies and proposals in the Plan are based on proportionate evidence and that the legislation governing the preparation of local plans has been complied with.
- 7.3 Sustainability – the overriding aim of the Local Plan is to contribute to the achievement of sustainable development. The Local Plan is supported by a Sustainability Appraisal report which assesses the performance of its policies against a number of sustainability objectives.

8. Links to Council Policy Objectives

The Refreshed Joint Business Plan 2019 – 2020 makes specific reference to the importance of putting in place an up to date Joint Local Plan. The Local Plan will contribute to the achievement of purpose 3 of the Joint Business Plan to “... strive to conserve the environment whilst also promoting sustainable economic growth.”

9. Next Steps

Subject to Full Council approval, officers propose to commence the public consultation on the Local Plan on Friday 7 June 2019 and that this should run for six weeks until Friday 19 July 2019.

Background Papers:	<ul style="list-style-type: none">• Chiltern and South Bucks Local Plan – Initial Consultation (Regulation 18) Incorporating Issues and Options (January 2016) (https://www.chiltern.gov.uk/planning/localplan)• Chiltern and South Bucks Local Plan Green Belt Preferred Options Consultation (October 2016) (https://www.chiltern.gov.uk/planning/localplan)• Chiltern and South Bucks Local Plan - Post Preferred Green Belt Options Consultation (November 2017) (https://www.chiltern.gov.uk/planning/localplanevidence)• Sustainability Appraisal report on the Publication version of the Chiltern and South Bucks Local Plan 2036 (non-technical summary, April 2019)• Habitats Regulations Assessment of the Publication version of the Chiltern and South Bucks Local Plan 2036 (April 2019)
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Sustainable Places

Foreword

We are delighted that Chiltern District Council and South Bucks District Council have prepared a joint Local Plan. This is a Plan that positively provides for meeting our community's needs, improving quality of life and opportunities, and will put in place necessary infrastructure to support development whilst also protecting our valued environment and the character of our towns and villages.

Local residents, local groups, businesses, partner organisations, landowners and developers have all contributed to the preparation of the Plan, for which we are very grateful. Wherever possible, we have responded positively to previous representations, whilst recognising this process has not been easy, with hard and often unpopular decisions having to be made. As a result, we consider this draft Local Plan to be sound, evidence-based and will deliver in a sustainable way the necessary outcomes which our communities need. This Plan is the subject of a six-week public consultation prior to being examined by an independent Inspector and, as such, comments on it are welcomed.

The Plan has been prepared in a time of unprecedented growing local needs and consequent development pressures and, as such, necessarily includes a review of land in the Green Belt.

By taking a positive approach to meeting development needs across the housing market area of which our districts form part, we have an agreement with Aylesbury Vale District Council, as part of their Local Plan, to help meet our own development needs. This agreement sets out a continuing partnership approach for subsequent plan reviews.

Over the Plan period, we need to provide for some 15,260 new homes and propose to accommodate over 11,000 homes within the Plan area, with the Vale of Aylesbury Local Plan making provision for 5,750 homes to help meet the balance of our assessed needs. To deliver this requirement, we need to deliver on average 763 net new homes a year for the next 20 years. To achieve this, we are focussing development on our built-up areas and on previously developed land, but will need to supplement this with Green Belt releases where sustainable built area extensions can be achieved without unacceptably harming the purposes or integrity of the Green Belt.

The Local Plan seeks to maximise meeting development needs within the context of our environmental, policy and other constraints such as the Chilterns Area of Outstanding Natural Beauty, Green Belt, areas subject to flood risk, and heritage and wildlife assets.

Development proposals coming forward will need to contribute to meeting needs such as affordable housing, to make the most efficient use of developable land and to positively respond to all relevant plan policies. We want development, where it occurs, to be of the right scale, supported by any necessary infrastructure to meet local needs, to contribute to the overall quality of life, to be of high quality and both respect and enhance the character of our towns, villages and environment.

Councillor Peter Martin
Portfolio Holder for Planning and
Economic Development,
Chiltern District Council

Councillor John Read
Portfolio Holder for Planning and
Economic Development,
South Bucks District Council

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The Chiltern and South Bucks Business Plan 2018/19

Chiltern District Council and South Bucks District Council have a single Business Plan which has three main areas of focus in terms of aims, objectives and priorities for the coming years. The aim is to position both Chiltern and South Bucks as districts that deliver great value, customer-focused, sustainable services to their residents, whilst enhancing both districts as desirable places to live, work and visit.

The Business Plan's purpose is: to enhance Chiltern and South Bucks Districts as a desirable place to live, work, visit and enjoy.

To achieve this, the Councils will do the following:

We will deliver cost-effective, customer-focused services	We will work towards safer and healthier local communities	We will strive to conserve the environment and promote sustainability
1. Provide great value services	1. Improve community safety	1. Conserve the environment
2. Listen to our customers	2. Promote healthier communities	2. Promote sustainability
3. Provide excellent services	3. Provide excellent services	

This includes:

We will deliver cost-effective, customer-focused services
1. Provide great value services
<ul style="list-style-type: none"> • Optimise the effectiveness of our assets and resources • Reduce costs through the transformation programme • Better use of ICT to drive through savings
2. Listen to our customers
<ul style="list-style-type: none"> • Consult and respond to you on key issues • Communicate widely and embrace social media • Develop a Customer Services Strategy
3. Provide excellent services
<ul style="list-style-type: none"> • Agree a vision for outstanding service delivery • Attract, retain and develop dedicated staff

We will work towards safer and healthier local communities	
1. Improve community safety	
<ul style="list-style-type: none"> • Work with partners to safeguard children and vulnerable adults • Work with partners to reduce crime and anti-social behaviour 	
2. Promote healthier communities	
<ul style="list-style-type: none"> • Address the needs of the elderly and vulnerable 	
<ul style="list-style-type: none"> • Plan our leisure provision for the future, including the re-development of the Chiltern Pools site 	<ul style="list-style-type: none"> • Work with communities affected by closure of services to redeliver in alternative ways • Develop measures to improve air quality and to target pollution hotspots • Work with partners to prevent and relieve homelessness • Bring forward local schemes
3. Provide excellent services	
<ul style="list-style-type: none"> • Support the voluntary sector • Engage with Parish and Town Councils and local neighbourhoods • Support the economy through development of more affordable homes and implementation of the Economic Development Strategy • Provide increased off street car parking to help meet future needs 	
<ul style="list-style-type: none"> • Work to support the local community and businesses through broadband roll-out 	<ul style="list-style-type: none"> • Work with local MP, voluntary and community groups to inform the South Bucks Community and Wellbeing Plan

We will strive to conserve the environment and promote sustainability	
1. Conserve the environment	
<ul style="list-style-type: none"> • Conserve the Green Belt through the planning process, whilst balancing the need for housing • Minimise the impact caused by HS2 • Conserve our valuable heritage including the AONB and Conservation Areas 	<ul style="list-style-type: none"> • Conserve the Green Belt through the planning process • Safeguard our heritage for future generations whilst balancing the need for housing • Minimise the impact caused by HS2 • Work with partners to secure provision of the Beaconsfield relief road • Develop a master plan for the Ivers to address current issues with excessive HGV movements and other environmental issues including working with partners to secure provision of a relief road
2. Promote sustainability	
<ul style="list-style-type: none"> • Support residents to reduce waste and increase recycling 	

<ul style="list-style-type: none"> • Produce a new Joint Local Plan with to help meet local development needs • Promote energy efficiency in and across the Councils' operations 	
<ul style="list-style-type: none"> • Promote a healthy, sustainable and safe environment 	<ul style="list-style-type: none"> • Promote a safe and sustainable space for people to live, work and relax in • Support residents to reduce their carbon emissions • Support the roll-out of superfast broadband to enable more working from home

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Spatial Portrait

Your District - Chiltern

Chiltern has a population of

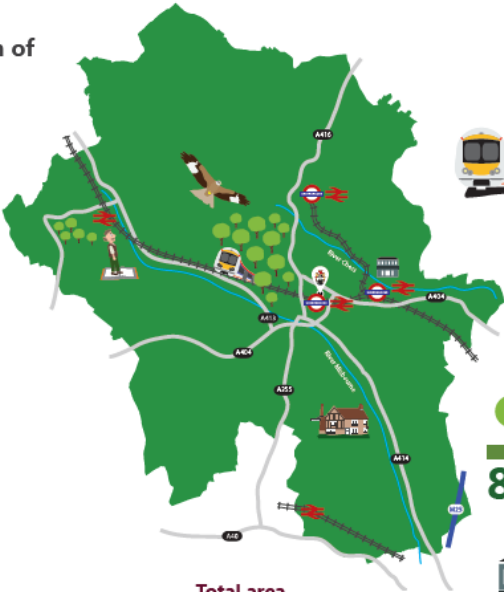
95,103



49,012 51.5%



46,091 48.5%



5 Railway Stations

2,630 Businesses

72% Area of Outstanding Natural Beauty (AONB)

88% of the district is Green Belt

3 neighbourhood areas made

Total area **196km²**

19 Conservation Areas



Your District - South Bucks

South Bucks has a population of

69,636



36,013 51.7%



33,623 48.3%



5
neighbourhood
areas made



Total area
141km²



4
Country Parks



6
Railway Stations



2,000
Businesses



21
Conservation Areas



3%
Area of Outstanding
Natural Beauty (AONB)

87% of the district is Green Belt

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Spatial Vision

This section sets out the spatial vision of the Local Plan, which comprises the elements below.

Achieve sustainable development – to meet the local needs of today without compromising our ability to meet the needs of tomorrow, supporting our communities to be resilient and adaptive to climate change and secure enduring social, economic and environmental benefits.

Plan to meet the development needs of all of our communities, both now and expected within the Plan period. Particular attention being given to: the needs of those people who find private market housing unaffordable; the accommodation needs of an ageing population including those with special care requirements and people with disabilities; requirements for young people such as access to play spaces and schools; and the needs of others with specialist housing requirements such as travellers and people with self-build aspirations.

Enable town and local centres and employment areas to evolve, develop and thrive to best meet the needs of our business community and local residents. Support new business start-ups, nurture growing businesses, attract new investment and become efficient, effective, modern entrepreneurial areas to grow our economy and provide a wide range of local job opportunities.

Continue to protect and enhance our treasured local built and undeveloped environments contributing to local identity, community wellbeing and biodiversity. Importantly, the Chilterns Area of Outstanding Natural Beauty, Colne Valley Regional Park, conservation areas, listed buildings, historic parks and gardens, scheduled ancient monuments, important wildlife areas and river corridors but, wider than this, to include our town and local centres, rural areas and residential areas generally.

Reinforce the role of our Green Belt to help deliver our Plan and the urban regeneration objectives of other plans around us whilst reviewing the Green Belt now to ensure that it remains an up to-date, effective, long-term part of our strategic planning policy.

In recognising the difficulties of meeting all of the above, working with adjacent local plan areas so that any of our needs which cannot be met locally are met as part of sustainable development proposals within the wider housing and economic market areas.

Ensure that new developments are of a high standard of design, layout and appearance, with a driving ambition to seek to improve the local environment and

overall quality of life and to complement, enhance or promote local community identity, social cohesion and wellbeing. Ensure that new developments impact positively on air quality; reduce the opportunities for and alleviate fear of crime and anti-social behaviour; promote healthy lifestyles and enable waste minimisation, recycling and conservation of natural resources, particularly water.

Where new development occurs, to have a clear understanding of the infrastructure implications and to ensure that required new or improved infrastructure is planned and, as far as possible, delivered in a timely manner so as to avoid periods of infrastructure deficit, as an integral part of securing sustainable development.

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Strategic Objectives

This section sets out the strategic objectives of the Local Plan, which comprise the elements below.

To have plan-led developments which will secure balanced sustainable growth or development commensurate to deliverable local needs and taking into account environmental, social and economic constraints and opportunities.

To focus new development in accessible locations, reducing the need to travel and increasing opportunities for walking, cycling and use of passenger transport.

To improve and support resilient and adaptive settlements to combat climate change, with new developments contributing positively towards sustainable development and promoting positive behavioural changes.

To address existing traffic congestion, capacity limitations, connectivity difficulties and other highway network problems, wherever possible, such as:

- Chesham – Amersham corridor
- A355 corridor, particularly in, between and around Beaconsfield and Amersham
- Addressing unacceptable HGV movements in and around Iver and Richings Park
- M40 accessibility

Where local needs cannot be planned for locally, to work with nearby local planning and highway authorities to secure these needs through sustainable and deliverable solutions, through both their current plans and subsequent updates or reviews.

Establish a new, strengthened Green Belt boundary that will continue to meet national Green Belt purposes, prevent inappropriate development, secure opportunities for enhancement in accordance with national Green Belt objectives and, subject potentially to further consideration of the Green Belt boundary north of Slough in a review of the Plan, have boundaries that will endure beyond 2036.

To protect and enhance our treasured environments such as the Chilterns Area of Outstanding Natural Beauty, Colne Valley Regional Park, active green infrastructure, heritage assets, important biodiversity areas, water bodies and areas of flood control.

Require all new developments to seek to exploit the opportunity to enhance environmental quality, promote a sense of local identity, secure health and wellbeing advantages for our communities and enable biodiversity gains.

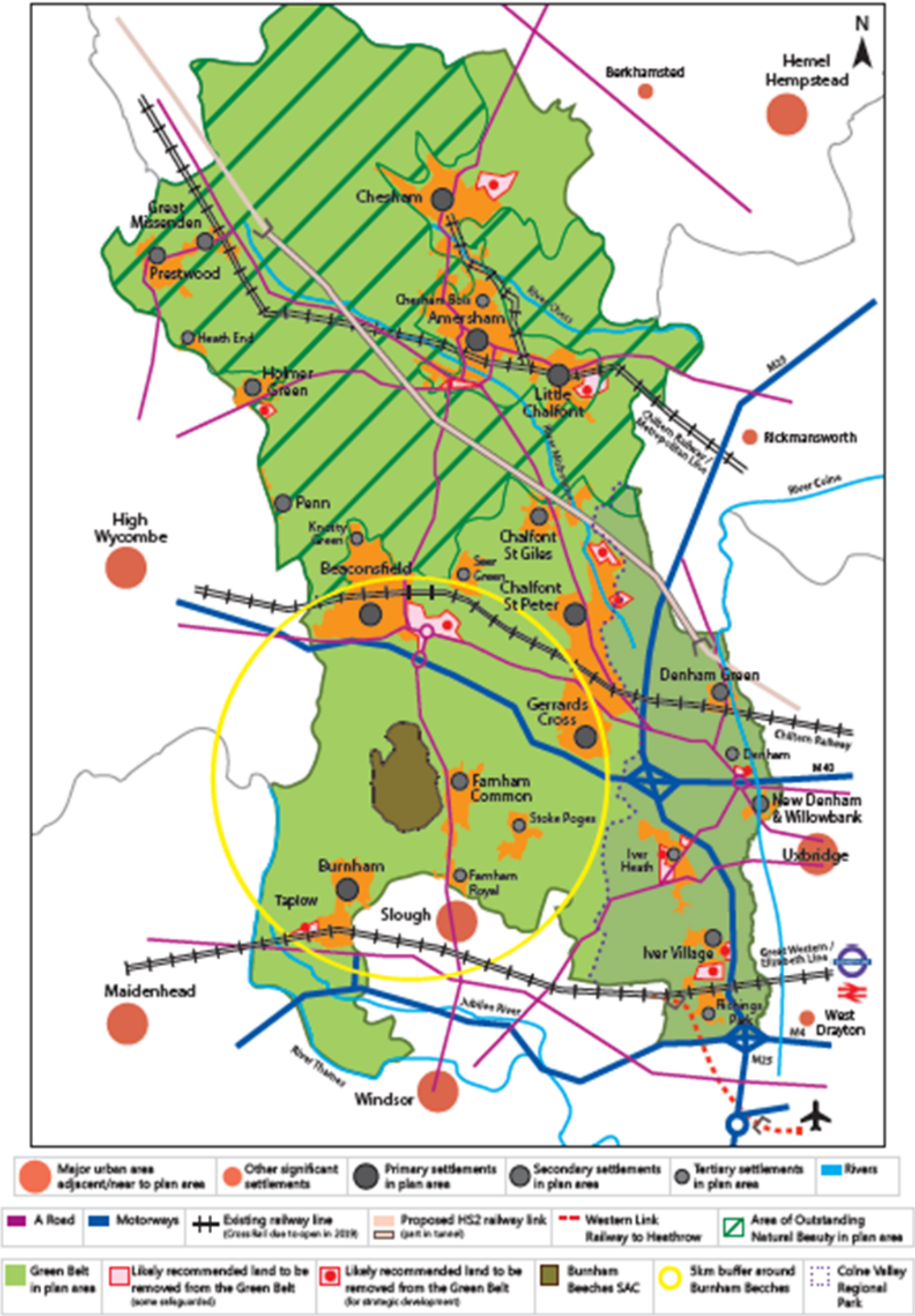
To maximise the provision of new affordable housing including specific proposals to meet the accommodation needs of elderly people.

To secure appropriate new development and investment in our town and local centres which will support the centres' overall vitality and viability and meet the needs and aspirations of their businesses and centre users, whilst retaining and enhancing their character.

To protect the availability of identified employment areas for existing and future employment uses and enable their more efficient and effective use through infilling, improvements and redevelopment.

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Key Diagram



Strategic Context

There are a number of sub-regional, pan-regional and national strategic initiatives whose development is still at an early stage. These include the Oxford – Cambridge Arc and the associated Oxford to Cambridge Expressway, and the proposals for a third runway at Heathrow Airport. It is too early to know with any certainty the extent to which these projects may result in the need for additional growth to be accommodated within the Plan area.

The strategic plans and projects which may affect the Plan area over the Plan period include:

- The Buckinghamshire and Thames Valley Strategic Economic Plan, which puts forward proposals to deliver increased prosperity and jobs for Buckinghamshire;
- The Oxford-Cambridge Arc and the Oxford to Cambridge Expressway – there is an ambition to deliver up to one million new homes by 2050 in a broad area between Oxford and Cambridge, supported by major new road and rail infrastructure;
- The proposed third runway at Heathrow Airport with associated infrastructure improvements including the Western Rail Link to Heathrow, which will improve connectivity between South Bucks and the airport;
- HS2 – which traverses Chiltern District but does not stop there;
- East West Rail – which will improve rail links from Princes Risborough to Aylesbury and provide a new direct connection on to Milton Keynes and beyond;
- Crossrail – improving connections to central London from South Bucks;
- Buckinghamshire Local Transport Plan 4 – which identifies a number of strategic transport issues affecting the Plan area, including the poor north / south road links in the county; and
- The Bucks Health and Wellbeing Strategy.

In September 2018, the route of the proposed ‘Expressway’ between Oxford and Cambridge being developed by Highways England was announced as focussing on Central Corridor B. This corridor does not fall within the Plan area though it may be expected to have an impact on it, particularly if better north – south connectivity to it can be achieved.

The proposed expansion of Heathrow Airport is likely to have impacts on South Bucks, in particular in terms of its associated infrastructure such as the Western Rail Link, and increased demand for surface access.

Sustainability Appraisal and Habitats Regulations Assessment

The concept of sustainable development can be interpreted in many different ways, but at its core is an approach to development that looks to balance different, and often competing, needs against an awareness of the environmental, social and economic limitations we face as a society.

Achieving sustainable development is an overarching objective for the Plan and an essential part of delivering the Plan Vision. It has determined the Development Strategy and has helped to shape the Plan's policies.

A Sustainability Appraisal is an appraisal of the economic, environmental and social effects of a plan. The intention is that it is undertaken from the start of the preparation of a plan to help ensure decisions lead to sustainable development. In November 2015, the Council published a Sustainability Appraisal Scoping Report. This identifies baseline information regarding economic, environmental and social issues within the Plan area and identifies other plans and guidance, up to European level, that have a bearing on the formulation of plans in the districts. This is summarised in the Sustainability Appraisal (SA).

The SA assessed the policies and objectives of the Chiltern and South Bucks Local Plan 2036, against the Sustainability Appraisal objectives, in order to confirm general consistencies between the two sets of objectives. The SA was produced alongside the Local Plan 2036 to predict and evaluate the effects of the document. It ensures that all aspects of sustainability were properly considered and suggestions were made for improving sustainability. These have been incorporated into the policies where appropriate.

The Habitats Regulations Assessment (HRA) is a process used to assess the impacts of policies against the conservation objectives of European sites and to determine whether they would adversely affect the integrity of those sites. The Council undertook a screening process to determine whether or not the proposals of the Local Plan will have a significant effect on European protected sites within 15km of the Local Plan Area. It concluded that an Appropriate Assessment was required to assess the potential impacts of the Local Plan on Burnham Beeches Special Area of Conservation (SAC), Aston Rowant SAC, Chilterns Beechwoods SAC and Windsor Forest and Great Park SAC; alone and in combination with other plans or projects.

The appropriate assessment concluded that the policies of the Local Plan can be implemented without having an adverse effect on the integrity of the SACs. In the case of Burnham Beeches SAC, this would be subject to the implementation of suitable mitigation strategies.

Sustainability Appraisal Objectives

The Sustainability Appraisal of the Chiltern and South Bucks Local Plan is based upon the following SA Objectives:

SA Objectives		Relevance to sustainability theme
1	Cultural heritage: Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	Historic environment
2	Landscape: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Landscape, historic environment
3	Biodiversity and geodiversity: Protect, enhance and manage biodiversity and geodiversity.	Biodiversity and geodiversity
4	Climate change adaptation: Minimise the districts' contribution to climate change.	Water, climate change
5	Climate change mitigation: Plan for the anticipated levels of climate change.	Climate change, water
6	Natural resources: Protect and conserve natural resources.	Climate change, water.
7	Pollution: Reduce air, soil and water pollution.	Material assets, air soil, water.
8	Waste: Reduce waste generation and disposal, and achieve the sustainable management of waste.	Material assets, air, soil, water.
9	Transport: Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel.	Accessibility, material assets and climate change
10	Housing: Provide affordable, environmentally-sound and good quality housing for all.	Housing, population and quality of life.
11	Health: Safeguard and improve community health, safety and well-being.	Population and quality of life
12	Economy: Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Economic factors

(Source: Sustainability Appraisal of the Chiltern and South Bucks Local Plan, SA Scoping Document)

Sustainable – Presumption in Favour of Sustainable Development

This Plan will support the vision of Chiltern and South Bucks as a growing and developing area. This growth will be associated with a liveable and sustainable environment that balances economic, social and environmental needs, ensuring that the two Districts remain a highly desirable place to live, work and visit.

Addressing the housing issue is a key priority and this Plan aims to provide more homes while protecting the natural and historic environment. The Plan seeks to support the growth in the economy in key sectors linked to the area's economic strengths.

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions. This presumption will not apply where development is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the development will not adversely affect the integrity of the habitats site.

Policy SP SP1

Sustainable – Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development set out in the National Planning Policy Framework. It will work proactively with applicants to find solutions jointly which mean that applications for sustainable development can be approved where possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning permission will be granted for development that accords with this Plan (and, where relevant, with neighbourhood plans) without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, and unless:

- a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) specific policies in that Framework indicate that development should be

restricted.

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Designing Places

Design – Process and Principles

Creating well designed places is an integral part of the planning and development process ensuring that growth improves and enhances the physical, social, cultural and economic qualities of the Plan area whilst also protecting its distinctive heritage and landscape assets.

Development must respond positively to wider social challenges including depleting natural resources, climate change, declining native species and habitats, traffic congestion, air quality and public health.

Poorly designed places detract from the quality of the built and natural environments. They represent missed opportunities to create better places for people and nature, whilst also frustrating the ability to engage communities and other stakeholders in the process of growth and change. Development activity that only satisfies short term goals is not sustainable and fails to deliver social, cultural and environmental value (see Appendix DP1).

Designing great places is reliant on robust design processes, skills and the local community and planning authority being given the opportunity to inform the design. This Plan's approach to design is three-fold:

- i. Design thinking and processes
- ii. Design skills
- iii. Design principles.

For major developments (10 homes or more, sites of 0.5 hectares or more, or 1,000 square metres or more), the Council will require the design process in the policy below to be followed. This will be used to frame discussions between applicants and the local planning authority.

The Council will expect to be consulted at each stage of the design process. Applicants can expect the Council to critique each stage and clearly advise whether it supports progression to the next stage or whether further work needs to be undertaken. If further work is required, the Council will make clear what it requires in the way of further work or consideration. The extent of involvement will be proportionate to the size and sensitivity of the development proposals.

For instance, for major developments it is expected that applicants undertake community and stakeholder engagement at Design Stages 1 and 2, testing and validating their findings prior to progressing to Design Stage 3. At Design Stage 3, further engagement work prior to progressing to Design Stage 4 is recommended. Community and stakeholder engagement at Stage 4 will be through the usual planning application notification and consultation process. Proactive engagement with local communities and stakeholders can ensure that meaningful discussions take place at the appropriate stages in the design process.

The design principles are used as a mechanism to draw together high quality aspirations whilst also being based upon established design thinking as to what the qualities of well-designed places are.

The design principles will be used to structure pre-application discussions and inform decision-making on the design quality of proposals. Applicants are encouraged to use the principles to test and validate their thinking through community and stakeholder engagement.

The Plan's design principles are:

1. Local character and heritage.
2. Global citizenship.
3. Health and wellbeing.
4. Streets, buildings and the human scale.
5. Blue and green infrastructure.
6. Space, efficiency and management.

Policy DM DP1

Design – Process and Principles

Planning permission will be granted provided that:

- a) the Design and Access Statement demonstrates that the site and its context has been understood and respected;
- b) all opportunities and constraints have been identified and responded to appropriately; and
- c) the Plan's design principles have been positively reflected in the application.

Opportunities and constraints will be considered through robust and meaningful engagement with the Council, local communities and other stakeholders.

All planning applications for major developments must follow the prescribed stage 1–4 design process:

Design Stage 1: Understanding the site and its context; identifying opportunities and constraints.

Design Stage 2: Creating a vision for the development and setting clear and concise design principles informed by the site, its context, opportunities and constraints; in addition to the design quality principles established within these policies.

Design Stage 3: Creating and testing concepts and options.

Design Stage 4: Developing detailed designs.

Design – Designated Heritage Assets

The Council's Townscape Character Assessments will enable applicants to develop a strong understanding of local context and character.

The Plan area has unique and distinctive characteristics. Some of these are particularly distinctive by virtue of their townscape and architectural character (for example, Old Town Beaconsfield or Old Amersham) or by their strong landscape character (for example, Chesham Bois). The characteristics and qualities vary depending on the place but may include: urban grain; settlement growth (planned growth versus organic and incremental); relationships (building to street, building to building, building to landscape); density; building typologies; building; (form, mass, scale and height, materials, colour and detailing).

For proposed developments in locations with no discernible local or otherwise distinctive character, applicants will be expected to be creative in drawing influences from the site and its context to ensure that new places are memorable with a strong sense of identity.

Chiltern's settlements evolved from a predominantly rural economy, with small market towns, rural villages and isolated farmsteads. The way that the settlements relate to the ridges and valleys of the Chiltern landscape and to the historic use of the land is a particularly distinctive feature. The use of local building materials adds to this distinctiveness and makes important contributions to the intrinsic character of the Chilterns Area of Outstanding Natural Beauty.

The larger settlements have also been shaped by the growing influence of London from the 18th century, and by the growth of local industries particularly in Chesham. Country houses and landscaped parks show the aspirations of the local gentry and the early arrival of wealthy Londoners. The expansion of the railways in the late 19th century led to the spread of Metroland, with metro-style housing built to serve the incoming populations. This mix of traditional rural industry through to Victorian industry, Metroland expansion and more modern development makes up the heritage of the Plan area.

South Bucks was one of the earliest parts of the county to be intensively settled and as a consequence has a rich heritage. Its development followed a similar pattern to that of Chiltern, with the influence of London and the development of country estates and large county houses being more evident. Large parts of the countryside are very attractive, crossed by rural lanes and include extensive woodlands (including Burnham Beeches), heathland, agricultural land, private parks and estates.

National heritage lists are administered by Historic England. Assets on the lists are of national significance and include listed buildings, Scheduled Monuments and

Registered Parks and Gardens. Conservation areas are also designated heritage assets. Conservation areas (see Appendix DP3) are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The protection of these features needs to be properly managed, ensuring future generations will value and enjoy their special qualities.

The Council's Heritage Strategy sets out the approach to heritage assets including a programme for conservation area reviews and appraisals.

Policy DM DP2

Design – Designated Heritage Assets

Planning permission will be granted for development affecting a designated heritage asset provided that it respects and draws inspiration from the historic environment (above and below ground, events and associations) and responds positively to the significance, character and distinctiveness of the heritage asset and locality.

All planning applications affecting the significance of designated heritage assets must be accompanied by a heritage assessment.

The submitted heritage assessment must include information sufficient to demonstrate:

- a) an understanding of the significance of the heritage asset, including recognition of its contribution to the quality of life of current and future generations and the wider social, cultural, economic and environmental benefits they may bring;
- b) that the development of the proposal and its design process have been informed by an understanding of the significance of the heritage asset and the need to avoid harm to that significance; and
- c) that, in cases where development would result in harm to the significance of a heritage asset, including its setting, the extent of harm has been properly and accurately assessed and understood, that the harm is justified, and that measures are incorporated into the proposal that mitigate, reduce or compensate for the harm.

Any harm to a designated heritage asset will be given considerable weight in the assessment of the proposal.

Where a proposed development will lead to substantial harm to or loss of the significance of a designated heritage asset, planning permission will be granted only in wholly exceptional circumstances and where:

- i. the harm is necessary to achieve substantial public benefits that outweigh the harm or loss;
- ii. the nature of the asset prevents all reasonable uses of the site;

- iii. no viable use of the asset itself can be found in the medium term (through appropriate marketing) that will enable its conservation;
- iv. conservation by grant funding or similar is not possible;
- v. the harm or loss is outweighed by the benefit of bringing the site back into use; and
- vi. a plan for recording and advancing understanding of the significance of any heritage assets to be lost, including making this evidence publicly available, is agreed with the Council.

Where a development proposal will lead to less than substantial harm to a designated heritage asset, this harm must be weighed against the public benefits of the proposal. The justification for this harm should be set out in full in the heritage assessment.

Development that conserves and enhances assets on the Heritage at Risk Register will be permitted where the proposal appropriately addresses the reason for inclusion on the Register and complies with the aims and objectives for such properties set out in the Heritage Strategy.

Design – Archaeological Heritage

Scheduled Monuments are the most important archaeological and historical sites and are given statutory protection. Historic England is responsible for identifying them and any works require special permission from the Government.

There are also a number of archaeological areas and Areas of Archaeological Significance across the Plan area which, although not nationally recognised or designated, are considered to be of local importance. This is because they contain or have the potential for moderate or high archaeological remains within them. Known heritage assets of national and local significance are recorded on the Buckinghamshire Historic Environment Record. The Historic Environment Record is a dynamic dataset, which is regularly updated to reflect new discoveries made in Buckinghamshire. This data is available to view on the 'Heritage Gateway'.

This does not mean that areas outside the Scheduled Monuments or Areas of Archaeological Significance are without archaeological potential, and important archaeological remains may exist. The Council will seek to protect other valuable remains. From time to time, alterations to existing areas of archaeological significance, or identification of new areas, will be required based on new data or understanding of significance.

Where development proposals will affect any of these areas, prospective developers will be required to undertake an archaeological assessment (with a field evaluation if necessary) of the site in line with Government guidance. A full report of this recording work and any findings should be submitted to the Council for approval before an application can be determined.

In the event of previously unknown archaeological remains being uncovered after works have commenced on site, both the Council and Historic England should be notified.

DM DP3

Design – Archaeological Heritage

Planning permission will be granted for development proposals affecting heritage assets with archaeological interest provided that:

- a) the application is accompanied by an appropriate desk-based assessment and, where necessary, an archaeological field evaluation;
- b) it is demonstrated how archaeological remains will be preserved and incorporated into the layout of the development, if in situ preservation of important archaeological remains is required; and
- c) where the loss of the whole or a material part of important archaeological remains is necessary, appropriate conditions are applied to ensure that the archaeological recording, reporting, publication and archiving of the results of such archaeological work is undertaken before it is damaged or lost.

Areas of archaeology identified during research, or through the planning, plan-making or building process will be treated in the same way as archaeology areas and areas of archaeological significance.

Local heritage assets and their setting make a positive contribution to the character and identity of settlements and need to be afforded careful consideration at Design Stage 1 to ensure that the constraints and opportunities associated with them are understood and responded to positively in subsequent design stages. The principal objective is to protect these assets and their settings for future generations.

Design – Local Heritage Assets

Policy DM DP4

Design – Local Heritage Assets

Planning permission will be granted for development affecting a local heritage asset

(or setting of an asset) provided that it is demonstrated that the significance of the asset, and its conservation, has influenced the design of the development proposed.

In determining whether planning permission should be granted for a development proposal which affects directly or indirectly a local heritage asset, consideration will be given to the significance of the asset, the extent of any impact on its significance, as well as the public benefits that may result from the development proposals.

Where the asset is located in a conservation area, a contract for the demolition and redevelopment of the site must be secured unless there are justifiable grounds for not redeveloping the site.

Design – Climate Responsive Development

The world is experiencing a period of significant change with global warming and the depletion of natural resources becoming ever more pressing issues. The Council is committed to taking a lead by reducing carbon impact, using this Plan as an opportunity to improve the health and wellbeing of residents, businesses and visitors.

Climate responsive developments and resource efficient buildings must be complemented by maximising the use of land (without compromising other design quality considerations) and reducing reliance on the private car as the dominant mode of travel.

A significant opportunity exists for developments to address issues relating to climate change. Climate responsive developments must respond positively to the orientation and microclimate of their site and location.

They will also:

- be compact in their form and less dispersed;
- be low-car or car-free with the primary modes of travel being by foot, bicycle and public transport;
- address the risks of the urban heat island effect created by heat-absorbing impervious materials;
- reduce the amount of waste material transported to other locations including, but not limited to, surface water;
- generate more of their own energy needs (for example, district energy networks), whilst also reducing energy consumption and loss;
- utilise natural features, such as deciduous tree planting, to provide shade in summer and light penetration in winter months;
- support the wider ecosystem through the protection, enhancement and creation of habitats within which native species can thrive, with the need to create linkages / corridors between habitats as an important part of supporting biodiversity; and

- provide opportunities for small-scale food production.

Applicants will be required to objectively demonstrate the performance of proposed developments through an assessment framework, such as BREEAM Communities (or its successor). BREEAM Communities is an international certification scheme used to improve, measure and assess the economic, social and environmental sustainability of developments by integrating sustainable design into the masterplanning process.

Policy DM DP5

Design – Climate Responsive Development

Major developments of 10 or more homes, homes or other development of 1,000 square metres or more, or on land of 0.5 hectares or more, are required to demonstrate objectively how they respond positively to issues relating to climate change. Objective methodologies include, but are not limited to, BREEAM Communities.

Design – Low Carbon Development

Developments of 10 or more homes, homes or other development of 1,000 square metres or more or on land of 0.5 hectares or more are expected to achieve at least 20% of their energy consumption (regulated and unregulated) from renewable or low-carbon technologies, such as photovoltaic solar panels, thermal heat pumps, and combined heat and power. Efficient buildings contribute to reducing climate change and can reduce fuel poverty.

Policy DM DP6

Design – Low Carbon Development

Planning permission will be granted for developments of 10 or more homes, homes or other development of 1,000 square metres or more, or on land of 0.5 hectares or more, provided that they achieve at least 20% of their energy needs (regulated and unregulated) from on-site renewable or low-carbon technologies. Exceptions will be made only where it can be demonstrated that such provision is not feasible. The energy statement must include details of how the target will be achieved.

Design – Efficient Use of Land

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Chiltern and South Bucks' previously developed land has been identified in their Brownfield Registers. Making the best use of this land is encouraged.

Increasing the density of development does not necessarily compromise design quality considerations. However, to be successful, intensification must be sufficient to sustain the creation of necessary new or enhanced existing local facilities and services including public transport.

Considerable opportunities exist to create high quality, high density and land-efficient developments in town centres and other locations within walking distance of railway stations. In more rural areas, lower density development may be appropriate. Where sites are located within a short walking or cycling distance of railway stations, it may be necessary to gradually increase the scale of development to ensure a sensitive transition between existing and new built form, particularly where adjacent development is low density and suburban in character.

Policy DM DP7

Design – Efficient Use of Land

Planning permission will be granted provided that development proposals make the most efficient use of land whilst not compromising other design quality considerations.

Development proposals must make best use of site capacity, in a manner compatible with the site itself and the surrounding area by addressing the following criteria:

- a) building density;
- b) building scale, including heights and massing; and
- c) the transition between the new buildings and existing development / countryside.

Design – Backland Development

In order to make efficient use of land, well-designed backland development may be acceptable. Developments should not take place in a piecemeal way. Instead, a comprehensive design approach will be required that will include responding to the character of the area, whilst also addressing concerns relating to privacy and amenity of existing and new residents. Tandem development, consisting of one house immediately behind another and sharing the same access is generally unsatisfactory because of the difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front. A shared access with the home on the main street may be acceptable, however the servicing (waste

collection / deliveries / emergency services) must be from the main street for all properties to avoid reversing on to the street and to aid waste collection. There must be adequate space between old and new buildings to avoid spoiling the amenity of neighbouring houses, for example by overshadowing.

Policy DM DP8

Design – Backland Development

Planning permission will be granted for backland development provided that it responds to the character of the area and respects the privacy and amenity of existing and new residents.

Development will not be permitted where it will result in:

- a) tandem development;
- b) servicing by an access drive or where reversing of service vehicles would be required; or
- c) substantial loss of amenity.

Design – Reducing Reliance on the Private Car

Whilst emerging technologies will decrease reliance on petrol and diesel fuels, the emergence of electric cars will create increased demands on alternative sources of energy that will in turn create alternative environmental implications. Switching cars from petrol and diesel to electricity will improve local air quality by reducing the amount of particulates in the air. Other issues related to widespread car use, particularly for shorter journeys, must be considered to address concerns relating to local congestion (in particular the loss of time and economic productivity caused by traffic congestion) and increasing levels of obesity caused by inactive and sedentary lifestyles.

Modal shift can be achieved by ensuring new development is located in accessible locations, well served by facilities, services and public transport within a short walking or cycling distance of people's homes. Consideration must also be given to ensuring streets are safe, convenient and comfortable to use for pedestrians and cyclists, and that cycle storage is well located (convenient), attractive and secure.

The contribution towards modal shift will be proportional to the scale of the development. For instance, a new single home will be required to provide easily accessible cycle storage near the entrance to the property.

Policy DM DP9

Design – Reducing Reliance on the Private Car

Developments of all sizes and uses must accommodate walking and cycling as a primary means of transport to serve the development.

Planning permission will be granted for development provided that it meets or exceeds the minimum cycle parking provision as set out in Appendix DP5.

Cycle parking must be well designed: easily accessible, well located to the principal building access points, secure and covered, with level, unobstructed and direct access to the exit of the development.

Planning permission will only be granted for additional gross non-residential floorspace of 500 square metres or more where showers and changing facilities are provided.

Design – Health, Wellbeing and Health Impact Assessments

Increasing people's daily activity levels and Health Impact Assessments

Issues relating to inactivity and sedentary lifestyles are creating significant and increasing pressures on the National Health Service. An increasing proportion of children are classified as overweight or obese. Public health concerns relating to air quality are also increasing as a result of vehicle emissions.

The design of the built environment can significantly contribute towards encouraging more active lifestyles, principally through the way people choose to travel. Since the 1950s the built environment has been increasingly designed to prioritise the needs of vehicles over pedestrians and cyclists. The resultant degradation of the street environment has further increased a modal shift towards private vehicles.

Whilst the introduction of electric vehicles promises to improve local air quality, it will not address issues associated with local congestion and the need for people to engage in higher levels of daily physical activity. The Council is seeking to target shorter, more local car journeys where the modal shift to walking and cycling can be encouraged by improving the quality of the walking and cycling experience.

This Plan supports the ten principles for development set out in NHS England's 'Putting Health into Place Introducing NHS England's Healthy New Towns Programme' (September 2018) and expects these principles to further influence development proposals. A health-enabling environment must be embedded into development proposals from the outset and will include (but is not limited to) creating engaging public spaces that facilitate social interaction and encourage walking and cycling. For developments of 10 or more homes, homes or other uses of 1,000 square metres or more or land of 0.25 hectares or more, a Health Impact Assessment (HIA) must be undertaken to maximise the opportunities for promoting healthy lifestyles within new development. The fundamental principles of how to

carry out HIA are set out in the Department of Health's 'Health Impact Assessment Tools' (2010).

Policy DM DP10

Design – Health, Wellbeing and Health Impact Assessments

Planning permission will be granted provided that proposals create environments which encourage healthy day-to-day behaviours.

For development proposals of 10 homes or more, homes or other uses of 1,000 square metres or more and on sites of 0.25 hectares or more, the Council will require a Health Impact Assessment to be submitted, including details of implementation. This must provide the information outlined in the template provided at Appendix DP2 and be linked to the Design and Access Statement.

Design – New Streets

Streets are the most enduring parts of the built environment. The settlements in the Plan area have thrived on connected street networks, creating a walkable and accessible urban fabric. In the latter part of the 20th century, street patterns have become more fragmented. These fragmented street patterns create disconnected places and, over time, frustrate the ability of people to move around quickly and easily on foot and by bicycle. The tendency has been to prioritise vehicle movement over pedestrian and cycle movement, resulting in the creation of roads as opposed to streets.

The 'Manual for Streets' defines the difference between streets and roads. Unless performing a sole movement function between settlements (roads), new development should create *streets*. Streets are designed in a way that prioritises pedestrian and cycle movement. Streets thrive and succeed as social spaces when the movement function does not override the place function. Pedestrian movement across the street is easy and safe and does not rely on crossing restraint through the provision of signalised crossings and features such as pedestrian guard rails.

Streets are of a human scale. This human scale is reinforced through the relationship between buildings and the street, with buildings directly interacting with the street to create active frontages. The use of distributor road designs through and alongside major new developments where frontage access is limited or not permitted will not be supported by the Council.

Street design must prioritise pedestrian and cycle movement providing a connected network of accessible and safe routes. Street geometry and highway standards can frustrate pedestrian and cycle movement, particularly at junctions where features such as wide corner radii increase vehicle speeds and increase the width of carriageways that pedestrians need to cross. Existing and anticipated desire lines of

pedestrians and cyclists should be identified and incorporated into development proposals.

Streets, public footpaths and public spaces that collectively form the movement network for pedestrian networks will need to deliver strong natural surveillance to design out opportunities for crime, fear of crime and anti-social behaviour.

For major developments, the Council will expect significant efforts to be made towards encouraging modal shift through the creation of streets that prioritise the movement and comfort of pedestrians and cyclists, with Protected Cycleways (as opposed to shared pavement / cycle paths) on streets where speed limits exceed 20 mph.

Policy DM DP11

Design – New Streets

Planning permission will be granted provided that new streets are designed in accordance with the Manual for Streets (or any subsequent replacement) to achieve the movement, safety and comfort of pedestrians and cyclists.

The design of new development will be required to include the creation of streets, as opposed to roads, where pedestrian and cycle movement is prioritised. New streets will not be permitted which take the form of distributor roads unless shown to be essential for reasons of highway capacity or as part of a site allocation.

Design – New Street Networks

New streets must be carefully located to ensure that they connect places together, contributing towards a wider connected network and providing direct routes. The position of and connections between streets should be influenced by the location of existing and proposed facilities, services and public transport hubs. Their design should also be influenced by the existence of site-specific opportunities and constraints such as the framing of views to existing natural or manmade features.

Where new streets interconnect there are opportunities to create social, mixed use spaces in the form of new high streets or squares. These in turn become focal points for new and expanded communities if enlivened by non-residential uses where these are proposed as part of a new development. The opportunity to enliven new communities and create a meaningful 'heart' to a major new development is lost if local 'centres' are located on the edge of developments in response to commercial demands to capture passing trade. Streets can be designed in a way to draw passing trade into and through new developments without compromising residential amenity, thereby enlivening communities and supporting the commercial viability of development. For larger developments, the use of tools such as Space Syntax to

test the robustness of street patterns and movement networks will be encouraged by the Council.

Within larger developments, the use of street hierarchies can aid legibility and wayfinding, helping people to form a mental map of their environment.

The use of cul-de-sacs and private drives will not be permitted where connected street networks can be created. New developments should be designed to ensure that future connectivity to adjacent undeveloped or previously developed land is safeguarded, thereby allowing future generations to extend street networks if required.

Street networks will be designed to allow refuse and delivery vehicles to remain in forward gear with turning heads only permitted in exceptional circumstances.

Policy DM DP12

Design – New Street Networks

Planning permission will be granted provided that new streets are designed to provide:

- a) a connected network, joining new and existing communities together;
- b) movement across and through the development area;
- c) opportunities for future street connections, with the extent of public adoption taken to the site boundary;
- d) street hierarchies which are part of a wider strategy to ensure legible environments are created; and
- e) opportunities where streets within major developments converge to enliven the public realm through the integration of compatible, non-residential uses.

The provision of new cul-de-sacs or streets which require turning heads will not be permitted, except in exceptional circumstances.

Developments where homes face onto undeveloped land or public open spaces will be required to provide a continuous road along the edge of the new development to aid the servicing of homes for deliveries, waste collection, emergency access and permeability.

Design – Quality and Street Relationships of Buildings

Where new buildings are located adjacent or close to existing buildings that positively contribute towards the character and identity of an area, new development should respond appropriately. A well-integrated development will respect this character, reflecting it in the scale and density of development, plot character, building to street relationships, building to building relationships, hard and soft landscaping, built versus unbuilt space, proportions of buildings and their composite elements, colour, detailing and materials.

Relationships between buildings and streets are particularly important to ensure that streets are well enclosed and active.

Policy DM DP13

Design – Quality and Street Relationships of Buildings

Planning permission will be granted provided that:

- a) new buildings are of high quality and well-integrated into their surrounding context and provide a positive physical and visual relationship to the streets and public spaces around them;
- b) new development, where it adopts a traditional style, is an authentic replication of traditional style from scale and form through to detailing;
- c) new buildings relate positively to the streets and public spaces around them through their positioning, such as being set back;
- d) there is provision of active frontages, including for flats individual ground floor front doors to the street or a main door lobby entrance onto the street to provide an active frontage; and
- e) the orientation of buildings provides access points towards the street.

Where inactive elevations are unavoidable, they should be located away from the public, ground floor frontage.

Design – Accessible Neighbourhoods

New developments should incorporate a mix of appropriate uses to create vibrant places that encourage social interaction and reduce the need to travel. To maximise the value of non-residential uses, developments should ensure that new facilities and services are located within a short walking distance of people's homes. Whilst the placement of new services and facilities may optimise opportunities to capture passing trade, this can result in some people living in excess of recommended walking distances. As such, the Council will expect new developments to be based on a walkable neighbourhood structure where homes are within 800 metres of an existing or new local centre and public transport.

For larger developments this may result in multiple centres. Where this model is demonstrated as not being viable and the creation of a single or larger consolidated centre is required, the increase in walking distances must be compensated for by providing attractive and safe cycling routes to ensure that travel choices are more likely to move from 'walk' to 'cycle' as opposed to from 'walk' to 'car'.

Policy DM DP14

Design – Accessible Neighbourhoods

Planning permission will be granted provided that new development provides access to facilities, services and public transport within a short distance of people's homes. The Council will support a walkable neighbourhood structure to create vibrant, mixed use neighbourhoods.

Design – Blue and Green Infrastructure

All major development must feature a strong blue and green infrastructure strategy that contributes to improved public health, the creation and enhancement of existing and new habitats and surface water management. Opportunities to connect existing habitats together will be sought, as will opportunities to target local biodiversity needs to create specific habitat conditions or support specific species. As part of Design Stages 1–2, applications will need to incorporate professional ecological advice on the presence of existing species and habitats and the opportunities to create new ones.

Applications will also need to respond to best practice, particularly in the creative and sensitive integration of surface water management features, combining these, where appropriate, with the need to create attractive and inclusive play and recreational opportunities.

The Council will not support the creation of engineered balancing lagoons that fail to offer functional and accessible areas of public open space and that fail to positively contribute towards the character of places.

The Council will expect site-wide surface water management strategies to manage water as close to source as possible, with every home playing its part through the incorporation of features such as rainwater harvesting, rainwater storage tanks, water butts and green roofs (as appropriate).

Biodiversity net gain requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. Applicants must assess the type of habitat and its condition before submitting plans, and then demonstrate how they are improving biodiversity – such as through the creation of green corridors, planting more trees, or forming local nature spaces.

For smaller developments, a proportional approach is required. For instance, a single new home will be required to respond positively to this policy through the incorporation of rainwater harvesting features and the planting of new trees and hedges. The specific approach will be determined according to the site and its wider context.

Policy DM DP15

Design – Blue and Green Infrastructure

Planning permission will be granted provided that the planning application includes a blue and green infrastructure strategy that takes account of the development site and its wider environmental and social context including the:

- a) provision of new habitats and the joining up of natural habitats;
- b) sustainable management of land and water resources; and
- c) demonstration of a net gain in biodiversity.

Design – Privacy, Daylight and Sunlight

Ensuring all homes are built with adequate privacy, daylight and sunlight (internal and external) helps to ensure the wellbeing of residents. It is also important to consider the impact on neighbouring residential properties to ensure they do not lose their sense of privacy.

When planning new developments, regard should always be paid to the impact of windows overlooking other homes' windows (including French windows and patio doors). Potential for unacceptable overlooking will depend on the proximity of windows to neighbours' habitable rooms and gardens and the angles of views over gardens. Whilst traditional tools such as observing the 45 and 25 degree guidelines and minimum 21m back to back distances are often used to protect residential amenity, for major new developments more creative solutions might be employed to ensure that residents enjoy amenity and privacy whilst also intensifying the use of land.

Access to daylight and sunlight for new homes will depend both on the way new and existing buildings relate to each other, and the orientation of windows in relation to the path of the sun. In particular, windows that are overshadowed by buildings, walls, trees or hedges, or that are north facing, will receive less light. The policy approach will ensure that new development provides adequate daylight and privacy whilst not reducing the privacy and daylight of existing development to an unacceptable level.

Policy DM DP16

Design – Privacy, Daylight and Sunlight

Planning permission will be granted for new development provided that it ensures reasonable provision of privacy, daylight and sunlight for occupants of both existing and new homes. Proposals should demonstrate consideration of all of the following:

- a) whether the degree of overlooking to and from neighbouring properties or gardens resulting from a proposed development significantly compromises the privacy of the existing or new homes;
- b) the orientation of windows in both existing and new development in respect of access to daylight, sunlight and solar gain (i.e. natural heating from direct sunlight); and
- c) existing and proposed walls, hedges, trees and fences, in respect of protecting or creating privacy, and also in respect of their impact on overshadowing both existing and new development.

To assess impacts on sunlight and daylight, the 45 and 25 degree guidelines will be used, as illustrated in Appendix DP4.

Planning permission will not be granted for any development that has an overbearing effect on existing homes.

Design – Internal Space Standards

It is important to ensure that new homes are of an adequate size and layout including storage space, to provide high quality, functional homes that meet the needs of a wide range of people, whilst taking into account how those needs might change over time. This should apply to development at all scales, from large site allocations down to infill development.

The increasing pressure to deliver new homes could lead to increased pressure to deliver smaller homes. This could result in housing that is unacceptable in terms of internal space because it does not offer occupiers appropriate living standards or meet the national aim that everyone should have access to a decent home.

The Council has considered the local need and viability impact of space standards and has, through the policy below, adopted the nationally prescribed standards.

This will ensure that new developments are designed and built to provide adequate space for occupants. It will be important to ensure that designs maximise the useable space within homes, through functional layout, and provide scope to adapt and modify housing to meet future requirements.

Policy DM DP17

Design – Internal Space Standards

Planning permission will be granted for new homes provided that they secure good quality living accommodation. All proposals for new build market and affordable homes (across all tenures) must comply with the MHCLG's Technical Housing Standards – Nationally Described Space Standard Level 1 – or any subsequent replacement.

For properties converted to Houses in Multiple Occupation (HMOs), bedroom sizes should be in accordance with the Government's mandatory minimum room sizes for licensed HMOs.

Design – Outdoor Amenity Space Standards

Provision of outdoor amenity space brings many benefits, including biodiversity, permeable surfaces and increased health and wellbeing of residents. Outdoor amenity space enhances development and the area surrounding the development. Where high density development is expected and where many sites are infill development, standards for outdoor amenity space become increasingly important in order to ensure the health and wellbeing of residents. However, flexibility is also important so that design can respond to the often complicated needs of infill and mixed use development sites to ensure the maximum use of the outdoor amenity space that is provided.

New homes should provide some open space that allows the occupants to enjoy fresh air, light and privacy. Where appropriate, balconies or private terraces should be provided for flats. For apartment buildings, the ground floor space around the base of the building should be fully or partially allocated to the creation of semi-private and clearly defined amenity spaces that can be used by residents whilst also enlivening streets and public spaces.

A private garden can be shared between flats, although all flats with 3 or more bedrooms should have direct access to an area of private amenity space. Houses must provide direct access to outdoor amenity space with adequate space for children to play in, and for family activities. This space should be at least equivalent in size to the footprint of the house.

There are many important considerations in the design of usable and attractive private amenity space. Public and private space should be clearly delineated through the use of landscaping and design, without the need for signs. Orientation to ensure adequate sunlight will affect the usability of the space, and should be considered in terms of the whole fabric of the design. Different types of space should be designed into the same larger communal space, with attention to providing areas to play and sit, shelter, sunny areas and hard and soft landscaping. As there may be little interest in gardening and maintenance amongst residents, easily maintained communal spaces or managed spaces will be important. These should be uncluttered and have high quality, resilient materials and trees and other low-maintenance planting.

Policy DM DP18

Design – Outdoor Amenity Space Standards

Planning permission will be granted for homes provided that they have direct and convenient access to an area of private open space (in addition to bin or cycle storage space), to meet the following specifications:

- a) 1 or 2 bedroom flats and maisonettes should be provided with either a private balcony or terrace of a usable level space, or direct access to a private, semi-private or shared garden;
- b) flats and maisonettes of 3 or more bedrooms must provide either a private balcony or terrace of useable level space with a minimum dimension of 1.5 metres depth by 3 metres length or, in the case of ground floor flats, direct access to a private garden or shared garden with some private space of at least 1.5 metres depth by 3 metres length;
- c) houses must be provided with a private garden, at least equivalent in size to the footprint of the house;
- d) The following factors will be material in assessing whether adequate space has been provided:
 - i. the location and context of the development, in relation to the layout of existing residential plots, and proximity to public open space;
 - ii. the orientation of the outdoor area in relation to sunlight;
 - iii. the degree to which enclosure and overlooking impact on the proposed new homes and any neighbouring homes;
 - iv. the overall shape, access to and usability of the whole space to be provided;
 - v. the delineation between public and private space; and
 - vi. for communal spaces, that there is a variety of space, including provision of space to sit and to play, and that space is adaptable to the changing needs of residents, being easy to maintain with resilient materials, with opportunities for communal gardening or food growing.

Design – Waste and Recycling Storage and Servicing

Many new developments fail to consider the need to provide sufficient, attractive and well-located waste and recycling storage. This failure often leads to degradation of street quality, with bins and crates left in places highly visible from the public realm. In higher density, narrow streets, the failure to satisfactorily resolve storage needs for these items can compromise pedestrian movement along pavements, particularly for users with restricted mobility.

For detached and semi-detached homes, there is opportunity to provide storage solutions to the side of homes. For example, additional width to the side or head of driveways can provide sufficient space for storage.

For terraced homes, storage should be integrated into the design of the building facade and frontage. Examples include recessed porches that provide space to the side of front doors.

The Council will generally not accept proposals where the storage strategy is based on residents storing bins and crates in rear garden spaces on the basis that these often require long drag and carry distances. It is also widely accepted that residents do not wish to see bins and crates within their garden spaces.

The storage strategy proposed for individual developments will require careful consideration taking into account the position of the kitchen within individual homes, the kerb-side (collection point) and the desire of residents to have bins and crates conveniently but discreetly located.

For higher density apartment buildings, communal stores must be designed to be convenient, safe and well-integrated. Particular consideration should be afforded to prevent the creation of stores that might attract crime and anti-social behaviour.

Servicing features such as meter cupboards, pipes and gutters, flues, vents, satellite dishes and aerials are best designed as an integrated element of development proposals. Where it would be inappropriate for them to be designed as an architectural element, they should be hidden as much as possible and located sympathetically. For example, they should be located on less prominent elevations and grouped together where possible.

The Council will resist the use of private street networks (including private drives) that require residents to carry and drag bins and crates over long distances to kerbside collection points.

Policy DM DP19

Design – Waste and Recycling Storage and Servicing

Planning permission will be granted provided that waste and recycling storage is integrated into the development and avoids the bins and crates detracting from the quality of the street environment or compromising pedestrian movement.

All servicing features must be integrated into the design of buildings and spaces.

Design – Residential Water Standards

Improving the way water resources are managed can help to ensure sufficient supplies of water for people, business and agriculture, as well as improving the quality of the water environment and increasing climate change resilience.

Standards for water efficiency are set out in Part G of the Building Regulations. The mandatory national standard is a maximum 125 litres per person per day. However, Local Planning Authorities are able to set out local plan policies requiring new homes to meet the tighter Building Regulations optional requirement of a maximum 110 litres per person per day. The Plan area has been designated as being under serious water stress and therefore it is appropriate to achieve the higher water efficiency standards in new developments.

Policy DM DP20

Design – Residential Water Standards

Planning permission will be granted for new homes provided that they meet the higher water efficiency standard set out in Approved Document Part G of the Building Regulations or any subsequent replacement.

Design – Public Space Management

New public spaces will need to be offered for public adoption (subject to the payment of any relevant commuted sums). Alternatively, public spaces may be placed with private management arrangements such as community or estate trusts, with documented evidence of such submitted to the Council.

Policy DM DP21

Design – Public Space Management

Planning permission will be granted provided that new public spaces are offered for public adoption or have secured alternative management arrangements to ensure their proper management and maintenance in perpetuity.

Design – Building for Life 12

Building for Life 12 (BfL12) is a design quality indicator for new residential development that is actively supported by the Home Builders Federation and endorsed by government. It is designed to be used at the start of the design process and as a way to structure pre-application discussions and as a community engagement tool. It contains 12 questions which are divided over three chapters: 1. Integrating into the Neighbourhood, 2. Creating a Place, 3. Street and Home.

BfL12 is based on a traffic light system. One or more 'reds' indicates that the design of a scheme needs to be reconsidered. 'Ambers' indicate that one or more aspects of a scheme could be improved; however, these may be justified in certain circumstances. 'Greens' indicate a good resolution to one or more of the 12 questions.

The Council requires all residential developments to perform well against BfL12 standards, meaning that:

- as many 'greens' as possible are achieved;
- any 'ambers' are robustly justified and restricted to factors beyond an applicant's control (only applies to BfL12 questions 1 to 4. Viability considerations may justify 'amber' against question 5 in exceptional circumstances); and
- 'reds' are avoided.

Planning applications with one or more 'reds' will not be supported by the Council.

Policy DM DP22

Design – Building for Life 12

Planning permission will only be granted for new residential development provided that it performs without any 'reds' against Building for Life 12.

Design – Shopfronts and Signage

Outdoor advertisements and signs can impact on amenity and public safety, and therefore sometimes require planning permission. Well-designed signs and advertisements will integrate well with buildings and the character of an area as well as meeting the commercial need for the advertisement. However, obtrusive designs and unthoughtful siting of signs and advertisements can have a detrimental effect on visual amenity or on the character of an area, particularly in conservation areas. The use of graphic panels that completely or largely fill windows adjacent to streets and public spaces has the same effect as a blank elevation to the public realm. Where possible, these will be resisted by the Council.

Policy DM DP23

Design – Shopfronts and Signs

Planning permission or Advertisement consent will be granted provided that the display of an advertisement, sign or canopy, the addition of security grilles or the creation of a new shopfront ensures that the design, positioning, materials, colour,

proportion and illumination are not detrimental to assets with heritage significance or visual or residential amenity. This will be demonstrated through all the following criteria being met:

- a) the design responds to and positively contributes to the character and design of existing buildings and surroundings;
- b) public safety would not be prejudiced;
- c) visual pollution and clutter are avoided; and
- d) the signage and advertisements do not create a deadening effect to otherwise active frontages.

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The questions below should be used as a checklist to inform design proposals and be used as a guide to designing new development in a logical way that follows morphological layers and is inspired and informed by the unique opportunities and constraints of the site and its setting. Proposals will be assessed against how they respond to the site character and context and follow the morphological layers design process.

Responding to site character and context

- What are the features, opportunities and constraints of the site and its setting? This could include existing landscaping, trees and hedgerows, water, notable and attractive views into, out of and across the site, access points, landscape character, heights/levels, archaeology, buildings or structures of historical or local interest, as well as potential barriers like utilities, noise, pollution, major roads and railway lines etc. Have you produced a constraints and opportunities plan to show how these features have been identified and helped inform the design proposal? What elements in the surrounding area have been identified as making a positive or negative contribution to local character? A contextual analysis should be produced which examines the character of the surrounding area and is used to inform the design of new development. What are potential threats to positive character or opportunities to enhance character?
- Are there any heritage assets that may be affected by the development? This may include the setting of a heritage building or buildings, including in wide ranging views to the historic skyline. How should development respond to these?
- What is the design rationale for the site and proposal?

Natural Features and Resources

- How could the physical and natural features of the site such as solar orientation, wind shelter, levels / heights be used positively and imaginatively to maximise their benefits as natural resources?
- How could the existing landscape character or features be incorporated early into the landscaping of the proposal (to assist visual appearance and landscaping becoming established)? How could you ensure a joined-up network of open spaces to create continuous wildlife corridors?
- How could existing habitats be supported and biodiversity enhanced?
- How have sustainable drainage systems been incorporated into the open space network?

Sustainability

- Are sustainability features, such as renewable energy, waste treatment and Sustainable Drainage Systems (SuDS), integral to and a driver for the overall design concept?

Movement

- What existing access points could you use and how could you enhance the permeability of the site and access to surrounding areas? Have you maximised opportunities for creating access links for pedestrians and cyclists?
- Do the roads, streets and paths link up together to avoid dead ends?
- What is the street hierarchy across the site and is this clear? How has this been defined?
- Has the location of open space and buildings been determined before the introduction of streets?
- Have you prioritised the needs of pedestrians, people with disabilities, cyclists and public transport users over the needs of private vehicles?
- Have you taken account of different users' experiences and needs as they travel through the site?

Designing development blocks, density and uses

- What is the best block arrangement for the site context? Have perimeter blocks been used?
- How has the arrangement of blocks been informed by the features identified during the constraints and opportunities plan? How does the density relate to the surrounding context and make the best use of the site?
- How have focal points been incorporated into the layout to create interesting street scenes and help people navigate around the site? These could be, for example, focal buildings (new or existing), existing landscaping, or an important view.
- How have buildings been placed to make the most of the benefits of daylight and sunlight?
- What is the rationale for the proposed uses and mix of units?
- How do the buildings and edges of the site relate to the surrounding area in a positive way?

Design of external areas

- Are all spaces clearly defined and have a purpose? This should include well-defined private and public spaces, including a choice of open space.
- Are all external public spaces, such as streets and parks, overlooked by windows serving habitable rooms in buildings and adjacent activity?
- Have left over spaces and awkward corners been avoided?
- Does the landscaping provide opportunities for sensory richness?
- What type of street furniture, lighting and public art is proposed (where appropriate)? Public art which contributes to local distinctiveness should be provided on all schemes of 20 homes or more (gross) or over 2,000 square metres. Details of the public art should be submitted with a planning application.

- How is car parking integrated into the development so that it doesn't have a negative impact on the experience of using outside spaces? How has landscaping been used to help integrate parking into the street scene?
- How will lighting impact on the surrounding area?
- Have Secure by Design principles been considered?

Plots and buildings

- How do new buildings respect the surrounding character or have a distinctive but complementary character informed by the unique characteristics of the site?
- Have the needs of all users been considered from the outset and how has this influenced the final design?
- How does the design of the new buildings make the most of the opportunities and constraints of the site and its setting?
- How does the scale of the new development relate to its surroundings? If an increase in scale is proposed, what is the design rationale for this?
- Have green and brown roofs been incorporated into the development?

Ensuring quality

- Has a contextual analysis been used to inform design, detailing and materials choices?
- How do materials chosen reinforce the overall design concept and respect the local context?
- If a contrast is chosen, what impact will this have on existing character?
- How have materials been chosen to maximise energy efficiency?
- Have natural materials been chosen to be long-lasting without degradation of their aesthetic appeal or functionality?
- How will materials used for detailed elements such as rainwater goods enhance the overall design?
- Are hard landscaping materials consistent with the overall design of the development and do they facilitate sustainable drainage?
- How easy will it be to maintain, repair or source matching materials? Have the materials been proven to be robust and weather well?
- Has a palette of high quality materials been used?
- Have you explored sharing conduits or trenches for utilities and servicing so that the amount of street or pavement that needs to be excavated for future maintenance of the utilities is limited?
- Are all publicly visible boundaries robust and do they use durable, attractive materials?
- What is the proposed approach for future maintenance of buildings, landscaping, streets and open spaces, public art, sustainable drainage systems etc?

Design and alteration of buildings

- Do alterations to existing buildings respect the form, scale, character and appearance of the existing building?

- What style of development has been chosen and how will that impact on surrounding character?
- How does the building relate to the existing streetscene, appearance and established building lines?
- What are the characteristic aspects of roofscape in the area and how do proposals contribute positively to the roofscape (i.e. to enhance any significant long views the development might be part of and also the experience of the place at street level)?
- How will visual interest be created by attractive detailing, high quality materials, depth and shadow lines and fenestration?
- Have building details such as windows and entrances been designed with consideration of any positive characteristics in the area and the impact on internal spaces in terms of daylight, privacy, temperature and views?

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What is a Health Impact Assessment?

A Health Impact Assessment (HIA) helps to ensure that health and wellbeing are being properly considered in planning policies and proposals. It is important that development promotes and contributes to a healthy living environment, and HIAs ensure that proposals consider health outcomes prior to the submission of a planning application.

Why undertake a Health Impact Assessment?

The National Planning Policy Framework (NPPF) recognises that the planning system 'should aim to achieve healthy, inclusive and safe places'.

HIAs help to promote the creation of sustainable and healthy environments by:

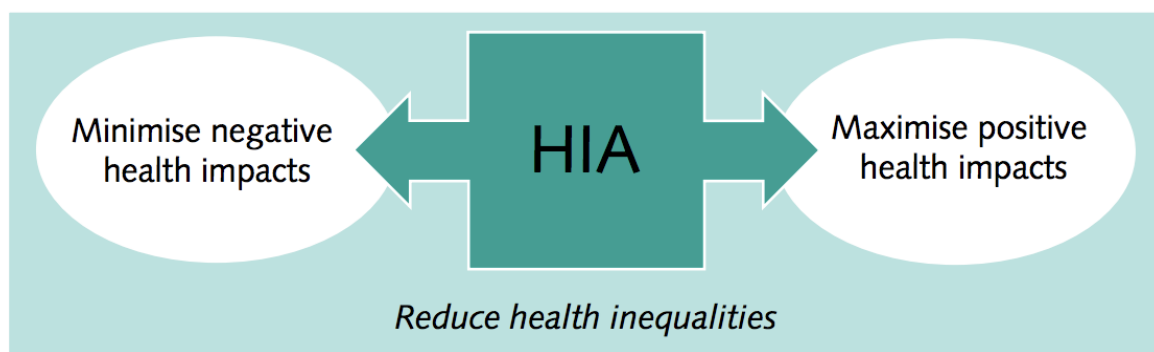
- ensuring that proper consideration has been given to potential health impacts when preparing, evaluating and determining development proposals.
- ensuring developments contribute to the creation of a healthy society.
- ensuring the needs of local people have been assessed and addressed.
- maximising potential beneficial health and wellbeing impacts of a particular development, and taking action to minimise potential negative health impacts.

When is a Health Impact Assessment Required?

A HIA is required for development proposals of 10 or more homes, homes or other development of 1,000 square metres or more and on sites of 0.25 hectares or more and should be submitted as part of the pre-application stage or the later planning application submission.

How to undertake a Health Impact Assessment

A HIA is defined as a combination of procedures, methods and tools by which a project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.



A HIA will produce a set of evidence-based practical recommendations that will inform developers and decision-makers on how best to promote and protect the health and wellbeing of local communities. The HIA should maximise the positive

impacts and minimise the negative impacts of the development and address health inequalities and mental health.

Health is defined by the World Health Organisation as: A state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity, and this definition is used in HIA. It covers both the factors that support health and the determinants of health and ill health.

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Appendix DP3 – Conservation Areas

There are 42 Conservation Areas in the Plan area. Architectural styles and landscape qualities are diverse but they all have the common element of containing features that contribute to appreciation of the historic past. It is the protection of these elements that needs to be properly managed, ensuring future generations will value and enjoy their special qualities.

Chiltern District	South Bucks District
Amersham Old Town (Amended 1992)	Beaconsfield Old Town
Shardeloes Parkland	Boveney
Elm Close	Burnham
Weller Estate – (The Drive, Woodside Road, Green Lane, Grimsdells Lane and Highfield Close)	Denham Village
Chalfont St Giles Village Centre	Dorney
Chalfont St Peter Gold Hill Common East Side	Farnham Royal
North Park and Kingsway	Framework Road
The Firs Estate	Fulmer
Chesham Bois The Common, Village Centre and area around St Leonard's Church	Gerrards Cross Centenary
Chenies Village and Chenies Bottom (Amended to join with Latimer 1992)	Gerrards Cross Common (Re-designated with revised boundaries 2009)
Chesham Old Town and Town Centre (Areas extended and linked by the Chesham Town Centre and Waterside Local Plan 1987)	Hampden Hill
Coleshill Village Centre	Hedgerley Green
Cholesbury & Hawridge Main villages	Hedgerley Village
Great Missenden Village Centre (Amended & Missenden Abbey Parkland added 1992)	Huntercombe
Jordans Old Jordans and part of village surrounding The Green	Iver
Latimer Village Centre (Parkland added and amended to join with Chenies 1992)	Stoke Green
Little Missenden Village Centre	Stoke Park
Penn & Tylers Green Village and Church Road area (part in Wycombe District) (Formerly in two parts, amended to form one area 1992)	Taplow Village
Penn Street Part of Village, the Common and the Church	Taplow Riverside
The Lee Old Church and The Green (Minor amendment to boundary 1992)	Uxbridge Lock

Appendix DP4 – Privacy, Daylight and Sunlight: the 45 and 25 Degree Guideline

Many factors are significant in assessing whether new homes will enjoy adequate sunlight and daylight, both internally and externally, and the same factors must be taken into account when assessing the impact of new development on existing homes.

Reflected light and the amount of sky visible affect daylight within a room or garden. Applicants must consider the function of the room or that part of the garden, and also whether other windows serve the affected room. Existing features including boundary walls, trees, proposed buildings and any change in ground level between sites are all relevant factors which also need to be taken into account.

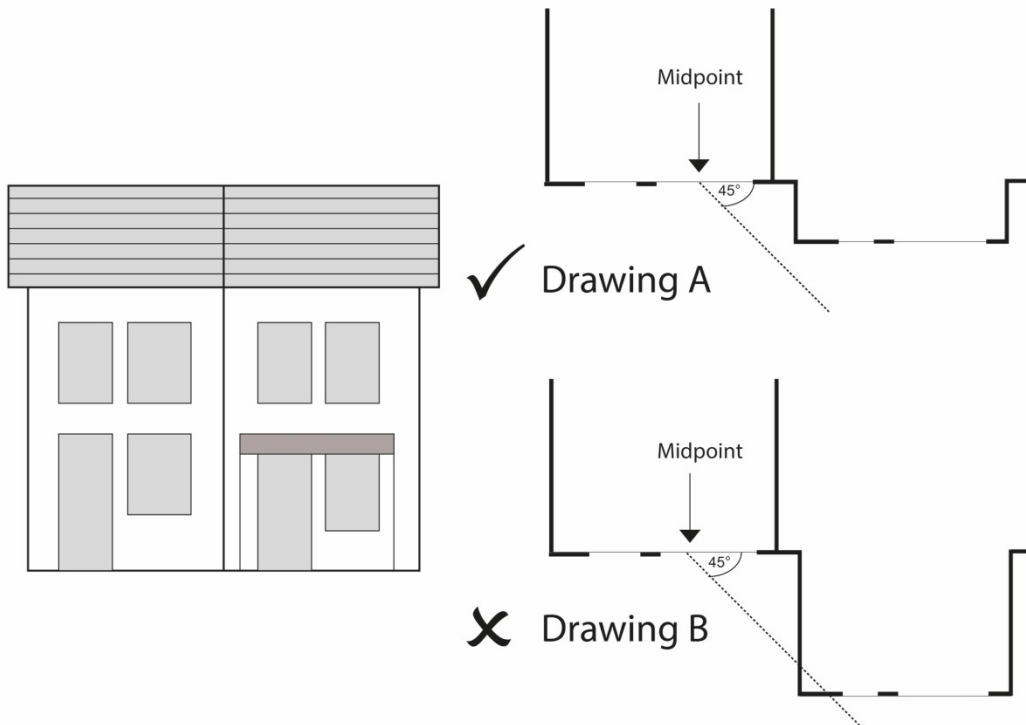
Applicants must also consider the impact on outlook – it is important not to create conditions which are overbearing (oppressive or claustrophobic) for existing or future occupiers.

While development proposals will consider these factors, as a guideline to assess their impact on daylight, sunlight and outlook, the Council will use the guidelines illustrated below. In normal circumstances, no development should intrude over a line drawn at an angle of 45° in the horizontal plane from the midpoint of the nearest window of a habitable room and rising at an angle of 25° in the vertical plane from the cill. If a main window to a habitable room in the side elevation is affected, development will not normally be allowed to intrude over a line drawn at an angle of 45° in the vertical plane from the cill.

For the purpose of these guidelines, patio doors and glazed French doors will also be treated as windows. Cill level will be judged in accordance with other principal windows in the same part of the home, or in neighbouring homes. For the purpose of these guidelines, habitable rooms include kitchens as well as living rooms, dining rooms, studies, bedrooms and playrooms.

Example 1

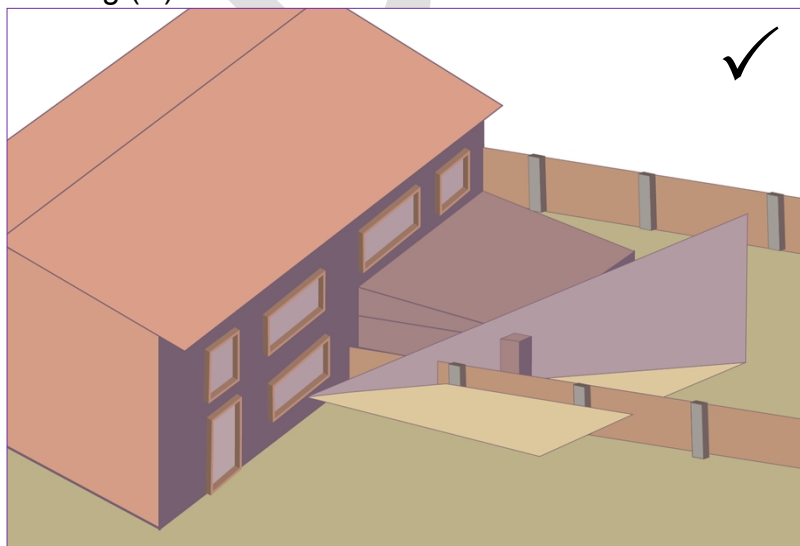
A single storey extension as shown below is generally acceptable if the projection is limited as shown in Drawing (A). It may not be acceptable if the projection intrudes beyond the 45° line as shown in Drawing (B).



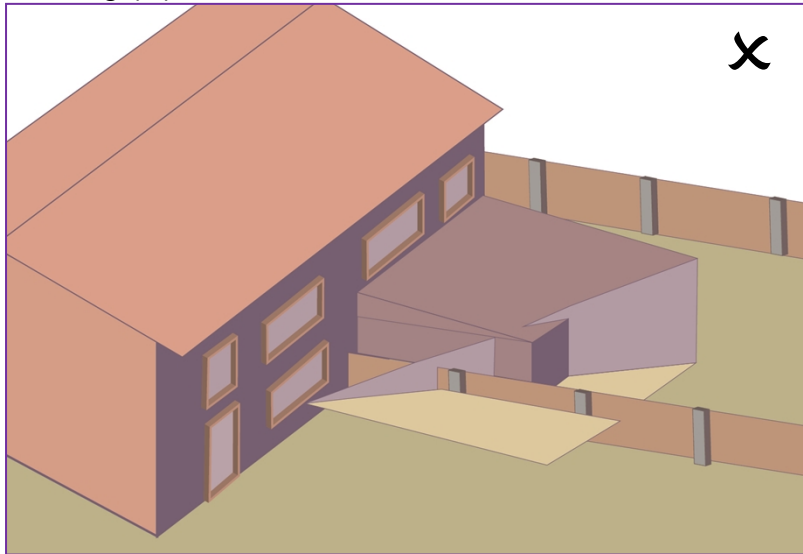
Example 2

If the 45° rule is broken, generally the proposal will still be acceptable if the line drawn outwards at 45° is tilted upwards at 25° from the cill level, and is unbroken by the highest part of the extension. This is shown as Drawing (C). The example shown as Drawing (D) is unlikely to be acceptable.

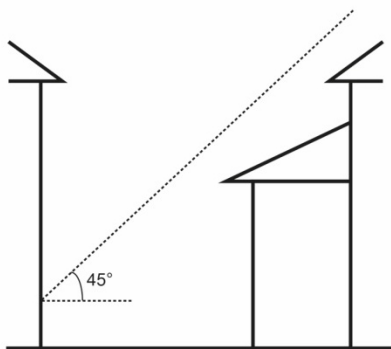
Drawing (C)



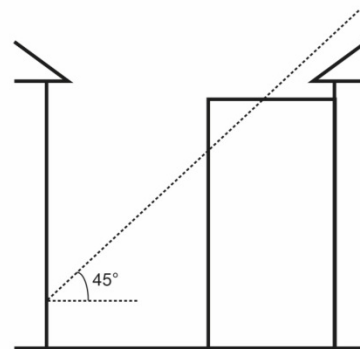
Drawing (D)



Example 3



Drawing (E) cross-section showing side elevations ✓



Drawing (F) cross-section showing side elevations ✗

Appendix DP5 – Cycle Parking Standards

Cycle Parking Standards

These standards cover the provision of parking for manual and electric cycles. The emergence and increasing popularity of electric cycles means that they become an increasingly attractive alternative to the private car. It is important the appropriate provision is made for cycle parking and safe storage.

The standards are intended as minimum standards for new development and where appropriate, change of use. One space means that one cycle can be secured. A cycle stand, for example, a Sheffield-style stand, can provide two cycle parking spaces.

Cycle parking should be future proofed to ensure that the infrastructure to support the charging of electric cycles is supported.

Cycle parking provision should be made on the site. If there is a shortfall of on-site parking provision, a contribution may be sought towards off-site cycle parking or associated facilities, based on the standards set out in this appendix.

These standards acknowledge rights of permitted development and changes of use, particularly from B2 and B8 uses to B1 business use. The standards will be applied to ensure that there would be adequate provision if permitted development were carried out, unless applicants are willing to accept a condition restricting their permitted developments rights in this respect.

The reference to staff should be taken to mean the peak number of staff expected to be on site at any one time, whether part-time or full-time.

Residential:

Houses and flats up to 2 bedrooms	At least 2 spaces per home
Houses and flats of 3 or more bedrooms	At least 3 spaces per home
HMOs	At least 1 space per occupant
Hotel / Guest Houses	At least 1 space per 5 non-resident staff (or other people), plus 1 space per resident staff

Non-residential:

Shops (A1) other than non-food retail warehouses / financial and professional services (A2)	1 space per 113 square metres
Businesses (B1)	1 space per 90 square metres or 1 space per 5 staff (or other people)
Food and drink (A3–5)	1 space per 40 square metres public floor space
Non-food retail warehouses including	1 space per 400 square metres

garden centres (A1)	
General industry (B2) / warehousing/distribution (B8) / trade counters (A1)	As B1 up to 250 square metres. 1 space per 5 staff (or other people) thereafter.
Places of assembly including cinemas, theatres, stadiums and concert halls.	4 spaces per 10 seats up to 1,000 seats; 1 space per 100 seats thereafter.
Places of worship / community centres / public halls	2 spaces per 20 square metres of seating/assembly floor space
Libraries	1 space per 200 square metres.
Medical clinics / dentists	1 space per treatment room, plus 1 space per 5 staff (or other people)
Hospitals	1 space per 5 staff (or other people)
Public sports facilities	1 space per 5 staff (or other people), plus 1 space per 100 square metres
Primary / junior schools	1 space per 10 pupils, plus 1 space per 3 staff (or other people)
Secondary / senior schools	1 space per 2 pupils. Plus 1 space per 3 staff (or other people).
Non-residential higher / further education	1 space per 2 students (based on anticipated peak number of students on- site at any one time), plus 1 space per 5 staff
Other developments	To be treated on their individual merits, guided by the general principle of 1 space per 5 people.

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Living Places

Homes – Needs, Supply and Shortfall

The Chiltern and South Bucks population is projected to grow over the period to 2036. This means that new homes need to be built. This Plan, together with the Vale of Aylesbury Local Plan, provides for a sufficient amount of land to come forward to meet the area's identified housing needs.

The Council will encourage a range of tenancies and household types, with no one group being dominant over others. This will help build sustainable, lifelong communities. Within this context, the Living Places policies identify the size, type and tenure of homes required for different groups in the community. This includes, (but is not limited to), those who require starter homes, affordable homes, families with children, older people, people with disabilities, the travelling community, people who rent their homes and people wishing to commission or build their own homes.

The site allocation policies for homes and economic development provide for an approximate number of homes and amount of business floorspace. All sites over 100 homes will be subject to Planning Performance Agreements and the development of masterplans with the Council. All sites with more than one developer / land interest will be developed through a consortium arrangement with the developers and the Council agreeing the lead for the developer consortium. In the event that the developers cannot agree a consortium lead that the Council is satisfied with, the Council will decide on the consortium lead.

Homes – The Need

The need for more homes and the constrained supply in Chiltern and South Bucks is documented within the Plan's evidence base. The constrained housing supply and increasing unaffordability of homes in Chiltern and South Bucks have had significant impacts on those living and working in the area.

The main evidence for housing need in Chiltern and South Bucks is provided by the national standard methodology for calculating local housing need (LHN), the Housing Needs Assessment (HNA) for Chiltern and South Bucks, and the Buckinghamshire Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (ORS 2019). The combined LHN from 2016 to 2036 is 15,260 homes or 763 homes each year. The HNA provides evidence for development management policies on how the LHN should be broken down into affordable housing need and type, specialist elderly accommodation and home size and mix.

Homes – The Supply

Supply from net Completions of Homes (2017/18 Authorities' Monitoring Report)

Table LPa below sets out the annual completions of homes since the start of the Plan period on 1 April 2016. These are offset from the total amount of housing needed over the Plan period.

Table LPa: Completions 2016–2018

Monitoring year	Chiltern	South Bucks
2016/17	247	431
2017/18	286	299
Sub Totals	533	730
Total	1,263	

The Chiltern and South Bucks Housing and Economic Land Availability Assessment (HELAA) assesses the availability, suitability and likely economic viability of land to meet the identified need for new homes over the Plan period. This Plan takes account of the April 2019 HELAA which will be regularly updated to take account of the Authorities' Monitoring Reports.

Supply from the HELAA

The HELAA includes:

- 'Hard' Commitments (sites with full planning permission / reserved matters permitted) at a total of 2,240 homes;
- 'Soft' Commitments (sites with only outline planning permission) at a total of 155 homes;
- Other identified HELAA sites, including previously developed land, amounting to 1,791 homes. Of these 1,457 could be delivered within 5 years.

The HELAA in total potentially provides for 4,186 homes.

Supply from Windfalls

Over the past 10 years, there has been an annual average net gain in supply of 90 homes from land that was not allocated in a Development Plan. This supply rate of 90 homes each year has been counted towards the requirement for five years only, given that years 6–15 of the Plan period have identified HELAA sites.

NPPF - Indicative Homes Requirement for Designated Neighbourhood Areas:

There are 8 designated Neighbourhood Areas in South Bucks and 3 in Chiltern. The Council is required to provide a housing requirement figure for designated Neighbourhood Areas. This requirement is not in excess of the established Local Housing Needs. To meet this requirement the Council recognises the relevant HELAA sites counted within the supply for this Plan and falling individually within the eleven designated Areas as the indicative requirement. These can be viewed in Appendix LP1.

NPPF - 10% Homes Requirement on sites no larger than 1 hectare

There are 363 sites in the HELAA that are below 1 hectare in size. These sites have the capacity to deliver up to 1,456 homes over the Plan period. In addition, the supply of 450 homes from windfall sites, the majority of which based on past trends, are likely to be on sites no larger than 1 hectare. The Council can therefore potentially exceed the 10% (1,526) homes requirement through the supply of these homes and provide up to 1,906 homes.

Duty to Co-operate - Supply from Vale of Aylesbury Local Plan

The Plan area has extensive areas that are designated for protection. This includes the Chilterns AONB, the Metropolitan Green Belt, a Special Area of Conservation and Sites of Special Scientific Interest. In addition, further areas are restricted for development, including land within a flood plain and the Colne Valley Regional Park.

In a Memorandum of Understanding (July 2017¹) it was agreed that, following a Green Belt review, if housing and employment needs could not be fully met in Chiltern and South Bucks, the Vale of Aylesbury Local Plan (VALP) could meet up to 5,725 homes and contribute an element of economic growth. These have been included within the VALP.

¹ Buckinghamshire Memorandum of Understanding between Aylesbury Vale District Council, Wycombe District Council, Chiltern District Council, South Bucks District Council, and Buckinghamshire Thames Valley Local Enterprise Partnership (July 2017)

Homes – The Shortfall

As can be seen from ‘The Supply’ section above, the Council has assessed the number of net completions of homes from the start of this Plan, along with land likely to come forward from windfall and identified HELAA sites. However, this land supply falls short of meeting the identified needs of the Plan area.

The Council has undertaken a Green Belt review and has identified the land that least meets the purposes of the Green Belt and could be removed to help meet the housing and economic needs. These Green Belt releases have the potential to deliver approximately 5,200 homes. As can be seen in Table LPb (row M), this still leaves a shortfall. This shortfall of approximately 4,161 homes will be met through the VALP.

Table LPb: Homes – Requirement and Supply

	Homes – Need and Supply	No. of homes
A	Local Housing Need 2016-2036	15,260
B	Completions 2016 - 2018	1,263
C	Net Housing Need	13,997
D	‘Hard’ Commitments – sites with full planning permission / reserved matters permitted	2,240
E	‘Soft’ Commitments – sites with only outline planning permission	155
F	Sites in previous Development Plan Documents which have not yet come forward for development – e.g. Wilton Park	0*
G	Neighbourhood Plan sites	0**
H	Identified HELAA sites over 5 homes	1,791
I	Windfalls	450
J	Site Allocations	5,200
K	Total Supply	11,099
L	Local Plan requirement	15,260
M	Shortfall against Local Plan requirement	4,161
N	Additional 10% to account for potential non-delivery of homes (taken from Vale of Aylesbury Local Plan)	1,526
O	Overall supply needed	16,786
P	Overall shortfall	5,687

Q	Requirement needed from Vale of Aylesbury Local Plan	5,687
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* This site forms part of site SP BP9 which supersedes the South Bucks Core Strategy Wilton Park allocation.

** The relevant HELAA sites are already included in row H.

Homes – Site Allocations

Policy SP LP1 allocates eleven sites to assist with the provision of new homes, some of which are for mixed use. The site-specific allocation policies are within the Building Places section of this Plan.

Policy SP LP1

Homes – Site Allocations

Provision is made for approximately 5,200 homes through the following site allocations:

SP BP2 – Chesham	500
SP BP3 – Holmer Green	300
SP BP4 – Amersham Old Town – London Road West	40
SP BP5 – Amersham Old Town – South East of Whielden Street	50
SP BP6 – Little Chalfont	700
SP BP7 – Chalfont St Peter – North East	360
SP BP8 – Chalfont St Peter – South East	200
SP BP9 – Beaconsfield	1,600
SP BP10 – Iver Heath	360
SP BP11 – North of Iver Station	1,000
SP BP12 – East of Ridgeway Business Park, Iver	90
Total supply	5,200

Policy SP LP2

Homes – Gypsies, Travellers and Travelling Showpeople’s Pitches and Plots

Provision is made for 60 pitches for Gypsies and Travellers within site allocations SP BP2, SP BP6, SP BP9 and SP BP11, with each allocation providing 15 pitches.

Provision is made for 4 plots for Travelling Showpeople within site allocation SP BP3.

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Homes – Development Management Policies

Homes – Providing Choice in Home Sizes

This Plan makes provision for a mix of homes based on current and future demographic trends, markets trends and the needs of different groups in the community. A guide to the needs by tenure and type of home can be found in Appendix LP1.

Policy DM LP1

Homes – Providing Choice in Home Sizes

Planning permission will be granted for residential development provided that it delivers a balanced mix of homes to meet a range of housing needs.

Residential development within Use Class C3 of 20 or more homes (gross) or on sites of 0.5 hectare or more will be expected to provide a mix of homes in the following ranges:

- 1 bedroom homes: 0–10%
- 2 bedroom homes: 10–20%
- 3 bedroom homes: 35–50%
- 4+ bedroom homes: 25–40%

Homes – Affordable Homes – Major and Minor Developments

The provision of affordable homes is a key element of creating and maintaining balanced communities. One of the biggest issues facing residents in the Plan area is the unaffordability of homes to rent or to buy. As housing is expensive in absolute terms and compared to average salaries, many people are priced out of the market. As such, delivering homes that are genuinely affordable is a priority to help to ensure that Chiltern and South Bucks is a sustainable and inclusive place to live.

Social rent (the most discounted form of affordable housing to rent) is the priority option for many people. It is the form of housing targeted at those in greatest housing need. If this option is unavailable, people who are unable to afford alternative tenures may resort to living in sub-standard or overcrowded housing conditions or may have to move out of the area altogether in order to find more

suitable and affordable accommodation. The 2019 HENA estimates the overall housing need as 763 additional homes each year between 2016 and 2036 (15,260 homes). Of these, 217 homes each year need to be affordable (4,340 over 20 years) which equates to approximately 28% of all new homes.

Up to 4,161 of the overall homes needed, approximately 27% of the housing requirement, will be delivered through the Vale of Aylesbury Local Plan. The Vale of Aylesbury Local Plan has a policy which requires 25% of all new homes to be affordable. In turn, this could provide up to 1,040 affordable homes and leaves 3,300 affordable homes to be delivered by this Plan.

The supply from the non-strategic housing (Table LPb rows D, E, H and I) is 4,636 homes. At 28%, these will deliver approximately 1,318 affordable homes, leaving 1,982 affordable homes to be delivered through the site allocations. This equates to approximately 38% of homes on allocated sites being affordable. The majority of the allocated sites are large and may therefore not start delivering affordable homes in the first years of the Plan period. To ensure affordable homes are delivered at the required rate, the percentage of affordable homes needed on allocated sites is rounded up to 40%.

The Government defines affordable homes as comprising social rent, affordable rented, and intermediate housing (such as shared ownership, starter homes and rent to buy) provided to eligible households whose needs are not met by the open market. However, the high land values and the affordability gap in Chiltern and South Bucks is so extreme that many of the models used elsewhere for making housing more affordable do not achieve genuine affordability for people looking to rent or to buy.

The HENA benchmark for affordability is that rent should be 35% or less of net household income. Some affordable home ownership models may not be genuinely affordable in Chiltern and South Bucks or may only benefit a very small portion of households. The Government's definition of Affordable Rent is up to 80% of market rents, but in Chiltern and South Bucks this percentage exceeds affordability for many on low incomes.

Where the number of homes proposed falls below the relevant thresholds set out in the policy, the Council will consider whether or not the site might reasonably have the capacity to provide the number of homes that would trigger a requirement to make a contribution towards affordable homes. In such cases, the Council will apply the policy accordingly to ensure that developers do not circumvent it by artificially subdividing sites or by an inefficient use of land.

Policy DM LP2

Homes - Affordable Homes from Major Developments

Planning permission will be granted for residential development provided that the minimum percentages of affordable homes are delivered:

Sites Allocated in this Plan	40%
Non-allocated sites with a capacity of 10 or more homes or an area of 0.25% hectares or more (outside the AONB)	30%
Non-allocated sites with a capacity of 5 or more homes or an area of 0.12 hectares or more (inside the AONB)	30%

The above thresholds relate to the gross housing capacity for the proposal site. The threshold of 0.25 hectares relates to the gross area of the proposed development taking into account any adjacent land which might have been capable of being part of the development and subsequent or earlier phases of development or subdivisions.

Of the affordable homes, the following proportions must apply:

- at least 10% must be available for shared ownership;
- at least 25% must be provided for Social Rent; and
- the remainder to be provided for Affordable Rent.

This policy applies to all types of residential development including conversions and changes of use.

Policy DM LP3

Homes – Affordable Homes from Minor Developments

Planning permission will be granted for residential development on sites with a capacity for 5 to 9 homes provided that a minimum of 30% affordable homes are delivered on site or, exceptionally, if agreed by the Council, a financial contribution is provided towards delivering affordable housing off site.

The above thresholds of 5 to 9 homes relate to the gross home capacity of the site.

The contribution required will be 15% of the gross development value of the development, plus an administrative charge, and will be calculated using the formula set out in Appendix LP2.

This policy applies to all types of residential development including conversions to residential and changes of use.

Homes – Rural Exception Sites

Rural exception schemes can only be used for affordable housing that remains for the community in perpetuity. To justify a local need, the parish council, scheme promoter or developer will need to provide evidence such as a housing survey. If the survey establishes a need, the policy below allows the local planning authority to grant planning permission exceptionally for a small development of homes, available in perpetuity for those parishioners who are unable to afford to buy or rent on the open market.

Exceptionally, market housing may subsidise the delivery of the affordable housing if it is demonstrated by means of a viability assessment and agreed with the Council that an element of cross-subsidy is required to secure the affordable housing provision.

Legal agreements will be applied to restrict the occupation of the affordable housing to those who can prove a local connection through family, residence or work and can demonstrate need.

For the purposes of the policy below, a Local Connection means one or more of the following connections in priority order in respect of the parish:

- people who have been permanently resident therein for a continuous period of three years out of the five years immediately prior to the affordable home being offered to them;
- being permanently resident therein for a continuous period of five years at some time in the past;
- having their place of permanent work (normally regarded as 16 hours or more a week and not including seasonal employment) therein for a continuous period of at least 12 months immediately prior to being offered the affordable home;
- people who can demonstrate a close family connection to the Plan area in that their mother, father, son, daughter or sibling has been permanently resident therein for a continuous period of five years immediately prior to the affordable housing being offered to the person and where there is independent evidence of a caring dependency relationship.

The specific criteria for establishing who has a local connection will be included in a legal agreement. These should provide that if there is a vacant house and no one with a connection local to the parish itself is in need of housing, then an applicant who has similar connections with a neighbouring parish has the next priority. After that, applicants can be sought from the Plan area as a whole. When that house becomes vacant again, priority must revert to people with a close connection to the parish within which the rural exception scheme has been built.

Rural exception schemes are exceptions to the general presumption against inappropriate development in the Green Belt and applicants will have to demonstrate robustly how the criteria set out below have been met.

Policy DM LP4

Homes – Rural Exception Sites

Planning permission will exceptionally be granted for development of affordable homes held in perpetuity and within the Green Belt adjacent to a built-up area or within Green Belt villages (as defined on the Policies Map) provided that applicants are able to demonstrate that the following criteria have been met:

- a) the development comprises 100% affordable housing provision or contains an element of market housing where it can be demonstrated that the market housing is necessary to secure the delivery of affordable housing;
- b) there is an identified local need for affordable housing, evidenced by active registered providers;
- c) the housing is for people with a strong and demonstrable local connection;
- d) the development is of a small-scale and no greater than required to meet the current local need;
- e) the development respects the overall setting, form and character of the settlement and surrounding landscape; and
- f) where the development is on the periphery of settlements, it would not result in the coalescence of two separate settlements.

Homes – Rural Workers

One of the few circumstances in which isolated residential development in the countryside may be justified is when accommodation is required to enable agricultural, forestry and certain other full-time workers to live at, or in the immediate vicinity of, their place of work. In certain cases, the nature and demands of the work concerned make it essential for one or more people engaged in the enterprise to live at, or very close to, their workplace.

Policy DM LP5

Homes – Rural Workers

Planning permission for homes for rural workers will be granted, provided that all the following criteria are met:

1. Permanent homes for rural workers

New permanent homes will be permitted to support existing agricultural, horticultural, forestry and equine activities providing:

- a) there is a clearly established existing functional need i.e. essential for the proper functioning of the enterprise for one or more workers to be readily available at most times, e.g. in cases where animals or agricultural, horticultural or forestry processes require essential care at short notice or in order to deal quickly with emergencies that could otherwise cause serious loss of crops, livestock or products;
- b) the need is for a full-time worker;
- c) the planning unit and the rural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
- d) the functional need could not be fulfilled by the conversion or subdivision of an existing building within the unit, another existing home within the unit or any other existing accommodation within a radius of 6km which is suitable and available for occupation by the workers concerned;
- e) homes for rural workers must be of a size commensurate with the established functional requirement. Homes that are unusually large in relation to the needs of the planning unit will not be permitted;
- f) homes for rural workers should be sited within close proximity to the functional need and be well-related to existing work buildings or other homes within the unit;
- g) any planning permission granted will be subject to an occupancy condition, limiting occupation to a person solely or mainly employed in the locality in agricultural, horticultural, forestry or equine activities.
- h) occupancy conditions will only be removed if it can be demonstrated that the home is no longer required for the specified purposes or by any person solely or mainly employed in agricultural, horticultural, forestry or equine activities and that reasonable attempts have been made to market the home for those uses; and

- i) Where appropriate, permission may be subject to a legal agreement preventing the future alienation of any farmhouses within the unit from any associated farm buildings or land.

2. Temporary homes for rural workers

If a new home is essential to support a new rural worker's activity, whether on a newly-created planning unit or an established one, it shall, for the first three years, be provided by a caravan or other temporary accommodation and will satisfy the following criteria:

- i. there is clear evidence of a firm intention and ability to develop the enterprise concerned;
- ii. there is clear evidence that the proposed enterprise has been planned on a sound financial basis;
- iii. there is a demonstrated functional need, i.e. essential for the proper functioning of the enterprise, for one or more workers to be readily available at most times, e.g. in cases where animals or agricultural, horticultural or forestry processes require essential care at short notice or in order to deal quickly with emergencies that could otherwise cause serious loss of crops, livestock or products; and
- iv. the functional need could not be fulfilled by the conversion or subdivision of an existing building within the unit, another existing home within the unit or any other existing accommodation within a radius of 6km which is suitable and available for occupation by the workers concerned.

Planning conditions or obligations will be used to limit the duration of the proposed use.

Homes – Accessibility and Adaptability

Achieving mixed and balanced communities requires the Council to plan for people's different needs. The Council wishes to see new homes built that are accessible to all who may wish to live in them, or visit them, including those with disabilities.

It is important to consider the demands and requirements which people will have from their homes, and how these may change over the Plan period. In particular, addressing how homes can be made adaptable to the changing needs of their inhabitants is an important consideration. These changes include adaptations in the size and composition of households, the potential for adult children and older parents to move back into the family home, and an ageing population. Ensuring all new

homes are adaptable is a more efficient use of resources, as a home that is adaptable will have a longer functional life.

People are living longer and there will be an increase in the number of older people resident in the Plan area, particularly those over 75. Providing opportunities for residents to maintain their independence is very important and can considerably alleviate pressure on health and social care providers. Some of those residents will need specialist adaptations to their homes, so providing housing that is adaptable will play an important role in ensuring that these people have an adequate choice of homes available to them.

The HENA identifies a need for homes to be adaptable to cater for long term illness or disability. The policy below provides for enhanced accessibility or adaptability in line with the optional Building Regulation M4(2) Accessible and Adaptable Homes and M4(3) Wheelchair User Homes.

Policy DM LP6

Homes – Accessibility and Adaptability

Planning permission for residential development will be granted provided that it delivers:

- a) non-specialist housing – all affordable homes and 25% of general market homes on the site are constructed to the Category M4(2) standard, of which 10% must be provided to Category M4(3) standards, (or at least one home for sites below 20 units); and
- b) specialist housing for older people – all homes on the site are constructed to the Category M4(2) standard, of which at least 25% must be constructed to the Category M4(3) standards.

Homes – Older Persons, Specialist and Supported Living

Some households may require specialist housing designed to meet their needs, which may include extra-care or Registered Care Homes. Needs for particular groups such as those requiring care homes offering specialist nursing for people with dementia could potentially be met by provision of specialist units within any new extra care scheme. All specialist and supported living homes must be integrated as part of balanced and mixed communities. Care must be taken to ensure access to amenities and to avoid isolation.

Specialist housing may be self-contained Use Class C3, non-self-contained Use Class C2 or sui generis, and can include:

- retirement housing – usually new build housing focussing on older owner-occupiers (and including affordable homes), suitable for those who wish to downsize;
- sheltered housing – self-contained accommodation with an emergency alarm system, communal facilities and sometimes a resident warden;
- extra-care housing – this has additional care support for residents who may be less independent and can be delivered as affordable housing and also be available for owner-occupiers;
- residential care schemes – such as nursing homes. These may be for older people, or other groups requiring specialist nursing, for example people with dementia.
- supported living schemes – such as those provided for people who have mental or physical disabilities and who require a resident support worker.

Over the 2016–2036 Plan period, the HENA identifies an increase in the need for older persons' homes and a shortfall in existing provision.

Given the existing shortfall, such accommodation will be protected unless it is to be replaced elsewhere or unless it can be shown that it is surplus to requirements. The provision of new extra-care and elderly persons' accommodation is generally supported. It is important it is well designed, with good access to local facilities, and that it is well integrated into a mixed community.

Policy DM LP7

Homes – Older Persons, Specialist and Supported Living

Planning permission for older persons' and supported specialist care accommodation will be granted provided that the development:

- a) is located with good access to local facilities and services including public transport, shops and healthcare facilities; and
- b) is located close to or as part of a mixed community and will contribute positively to the creation and maintenance of mixed and balanced communities.

Planning permission will not be granted for the loss of existing specialist care accommodation unless it can be demonstrated that the accommodation is to be replaced or that there is no longer a need for the accommodation.

Homes – Self-Build and Custom-Build

Self-build and custom housebuilding are defined in the Housing and Planning Act 2016 as: ‘...the building or completion by— (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.’

The Council maintains a register of individuals and associations who have expressed an interest in acquiring serviced plots for self and custom build.

The aim of the policy below is to help encourage sufficient self-build and custom housebuilding to come forward to meet demand, to support community-led housing, and to guide decisions on applications that come forward for these housing types.

Policy DM LP8

Homes – Self-Build and Custom-Build

Planning permission will be granted for residential developments provided that:

- a) on residential sites of 100 homes or more (excluding flats), at least 5% of the residential part of the development will be made available as self-build plots. Plots will be part of the market housing element of the scheme; and
- b) self-build plots are provided with services (water, foul drainage, telecommunications and energy supply) and access to the road network.

Homes – Accommodation for Gypsies, Travellers and Travelling Showpeople

The Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (ORS 2019) shows the number of pitches and plots needed up to 2036. These needs will be accommodated either through planning permissions or as defined within the relevant site allocations.

Policy DM LP9

Homes – Accommodation for Gypsies, Travellers and Travelling Showpeople

Existing Gypsy, Traveller and Travelling Showpeople’s sites will be protected from

other forms of development as they form an important part of the existing supply of pitches and plots for both the current and future travelling communities.

Planning permission will be granted for new residential pitches or plots for Gypsies, Travellers and Travelling Showpeople if all of the following criteria are met:

- a) sites have access to facilities and services including shops, healthcare, education and employment;
- b) there is adequate access to or provision of facilities and services, including water supply, electricity and disposal facilities for sewage and waste;
- c) sites are located, and can be managed, so as not to result in any significant conflict with existing land uses; and
- d) the proposed development will not cause any significant adverse visual impacts.

Homes – Protecting the Built Stock

Given the scale of the Local Housing Need, it is important to ensure that the existing stock of homes is protected, otherwise the benefits of building new housing would be undermined. The Council will resist the net loss of self-contained homes.

The Council wishes to support small, home-grown enterprises and small-scale community facilities such as local shops and childcare provision. Where an applicant proposes changing the use of part of any residential building in Use Classes C3, C4 or Sui Generis Houses in Multiple Occupation (HMOs) to a use not falling within one of these same uses, it must be demonstrated that there would remain at least the same number of good-quality self-contained homes (or, in the case of HMOs, homes that could become self-contained without significant alteration).

Policy DM LP10

Homes – Protecting the Built Stock

Planning permission will only be granted for development that results in the net loss of one or more self-contained homes on a site, if one of the following circumstances applies:

- a) where essential modernisation is proposed to make living accommodation acceptable and it can be shown that the loss of a home is essential for operational reasons or to secure space standards; or
- b) a change of use of a C3 home or homes to a non-self-contained C2 extra

care, specialist or supported housing, sheltered accommodation or care home is proposed; or

- c) a change of use of a home to form a primary health care facility, children's nursery or community hub providing community benefits and for which the applicant can demonstrate a local need.

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Appendix LP1 – Housing Supply

Supply – Designated Neighbourhood Plan Areas

Designated Neighbourhood Areas	Potential Housing Numbers from HELAA Sites
Burnham	TBD
Chalfont St Giles	
Chalfont St Peter	
Denham	
Farnham	
Fulmer	
Gerrards Cross	
Hedgerly	
Iver	
Seer Green	
Taplow	

Supply – Windfall

Year	Chiltern			South Bucks			Overall			
	Windfall (Net)	All completions	Windfall as %	Windfall (Net)	All completions	Windfall as %	Windfall (Net)	All completions	Windfall as %	
2008/09	26	89	29.2	21	194	10.8	47	285	16.5	Year 1
2009/10	13	74	17.6	6	110	5.5	19	185	10.3	Year 2
2010/11	27	80	33.8	12	82	14.6	39	162	24.1	Year 3
2011/12	28	177	15.8	36	128	28.1	64	305	21	Year 4
2012/13	35	309	11.3	37	226	16.4	72	535	13.5	Year 5
2013/14	52	148	35.1	36	142	25.4	88	290	30.3	Year 6
2014/15	41	114	36	23	139	16.5	64	253	25.3	Year 7
2015/16	37	158	23.4	54	80	67.5	91	236	38.6	Year 8
2016	68	221	31	96	411	23	164	632	26	Year

/17										9
2017/18 Total	124	286	43	117	299	39	241	585	41	Year 10 Total
	451	1656	27.62	438	1811	24.68	889	3468	25.63	

Average over last ten years	45.1	165.6	27.62	43.8	181.1	24.68	88.9	346.8	25.63
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Supply – HELAA Sites less than 1 hectare

TBD

The Housing and Economic Needs Assessment (HENA, 2019) identifies that the housing mix required (by percentage) is broadly as follows:

		Chiltern	South Bucks	Total (Plan Area)
Market	Flat	4	4	4
	House	83	76	79
Affordable	Flat	2	8	5
	House	11	12	12
Total % Rounded		100	100	100

Proportional Split between Housing/Flats (% overall need)

			Chiltern	South Bucks	Total (Plan Area)
Market	Flat	1 bed	1	1	1
		2+ bed	2	3	3
	House	2 bed	4	3	4
		3 bed	37	32	35
		4 bed	27	24	25
		5+ bed	14	16	15
Affordable	Flat	1 bed	1	4	2
		2+ bed	2	4	3
	House	2 bed	4	4	4
		3 bed	5	7	6
		4+ bed	2	2	2

Total % Rounded		100	100	100
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Proportion of Home Type (% of overall need)

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Appendix LP2 – Method for Calculating Affordable Housing Financial Contributions

Policy DM LP3 requires that sites that provide (or have capacity to provide) 2 to 9 homes make a financial contribution towards delivery of affordable housing to achieve mixed and balanced communities. The Council considers that a clear and simple approach is appropriate for calculating this contribution, which relates to the scale and kind of development on the site.

Calculating the amount based on 15% of the sale value allows the payment to reflect current market conditions. During less buoyant periods, the amount payable will be less, thereby improving the viability of the scheme.

The timing of payment, at the point when 50% of homes are sold or occupied, improves the cashflow by allowing capital from the sold homes to support the additional cost of the affordable housing contribution.

The sale value will be derived from marketing information (this will usually be publicly available) or from actual sales based upon information from the Land Registry if this is available. If the developer considers that this does not reflect the actual sale value, they must demonstrate this by providing a copy of the contract of sale for each home, as soon as the sales of half the homes have been completed. The sum will be calculated and must be paid prior to the sale or occupation of more than 50% of the homes.

Given that any site is likely to have different-sized homes (in terms of floorspace) the existing sales should be broken down into a value per square metre. This can then be multiplied by the total floorspace to create a gross development value (GDV) for the site: in other words, the combined sale of all of the homes on the site on completion.

If some or all of the homes are privately rented, the rental of the homes will be used to calculate a value of the site.

The following formula will be used to calculate the financial contribution. In addition to this, a 5% administration charge will be levied on the calculated sum payable.

The combined sale value of all homes on the site on completion multiplied by 0.15 equals The sum payable

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Enterprising Places – Retail Strategic Policies

Promoting balanced economic growth is one of the key elements of delivering sustainable development. This Plan adopts a positive approach to development proposals which contributes towards building a strong, responsive and enterprising economy and ensures that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. Economic growth sits comfortably alongside other objectives of the Plan, such as protecting and enhancing the environment and planning positively to meet the social needs of our local communities.

Retail and Town Centres

The Plan area has a network of town centres that offer retail and service provision. Higher order shopping, particularly for comparison goods, is provided in the main by a series of larger centres that are outside the Plan area, including High Wycombe, Maidenhead, Slough and Uxbridge. The presence of higher order retail and leisure facilities in these centres provides an established retail hierarchy, within which this Plan aims to retain the position of Chiltern and South Bucks town centres. Out of town retail within Chiltern and South Bucks includes one retail park, the Bishop Centre in Taplow, anchored by a large format Tesco and two other large format supermarkets, Tesco in Old Amersham and Sainsbury's in Taplow.

The Chiltern and South Bucks Economic Development Strategy sets out an objective to enhance the competitiveness and vitality of town centres so they continue to develop as places of employment and commerce with a varied retail offer complementing their leisure and recreation and cultural offers. The policies in this section support that objective.

Enterprising – Retail Hierarchy

The retail hierarchy includes town, district and local centres to reflect the extent and type of retail provision across Chiltern and South Bucks. The retail hierarchy is shown in Policy SP EP1 below.

Chiltern and South Bucks retail strategy is to encourage an appropriate level of development across the centres. The expectation is that small scale development to serve local needs can occur across the hierarchy, while larger developments that would attract customers from further afield will be concentrated within the higher order centres. Proposals for main town centre uses that are appropriate in scale and type to the centre within which they are proposed, will be supported.

Many parades and individual shop units exist across the plan area. These provide for day-to-day shopping needs. These do not form part of the retail hierarchy and proposals for any new sites or any loss of sites will be assessed on their merits.

Policy SP EP1

Enterprising – Retail Hierarchy

Town Centres within the plan area are listed below and their boundaries are defined on the Policies Map.

The Council recognises that these centres play an important economic and social role and will aim to retain and enhance main town centre uses in these centres in order to promote their vitality and viability.

Retail Hierarchy

Town Centres:

- Amersham on the Hill
- Beaconsfield New Town
- Chesham

District Centres:

- Amersham Old Town
- Beaconsfield Old Town
- Chalfont St Peter
- Gerrards Cross

Local Centres:

- Burnham
- Chalfont St Giles
- Denham Green
- Farnham Common
- Great Missenden
- Holmer Green
- Iver Village
- Little Chalfont
- Prestwood

Main town centre uses will be permitted within town centre boundaries on the Policies Map. Mixed use development schemes that include main town centre uses at ground floor level will be supported where they would enhance the vitality and viability of the centre.

When determining applications for new development or alterations to existing development, the starting point will be whether the scale and type of the proposal is compatible with the position of the centre within the retail hierarchy. Large developments that would attract customers from a wide area will be supported within a town centre but would be inappropriate elsewhere. Proposals for small scale

development serving local needs will be supported in local centres.

Where a proposal is appropriate in scale and type to the centre, account will also be taken of:

- a) compatibility with the land uses within the existing centre;
- b) the extent to which the proposed development supports the vitality and viability of the centre; and
- c) where required, the findings of a retail impact assessment.

Retail Development Outside Defined Centres

Proposals for retail development (Use Class A1) not exceeding 500 square metres (gross) will be permitted where a local need has been demonstrated provided that they accord with the sequential approach set out in national policy

Proposals for retail development (Use Class A1) outside defined centres, consisting of a net increase of 1,000 square metres or more (gross), will be required to be accompanied by a retail impact assessment.

Existing shops (Use Class A1) outside defined centres should be retained. Changes of use or redevelopment of such shops will only be permitted where it can be shown that a retail shop is no longer commercially viable and the marketing requirements outlined in Appendix EP1 have been followed.

Enterprising – Retail Need

The Nexus Retail and Leisure Study in 2017, as updated by Lichfields in 2019, provides the retail and leisure trends, a health-check assessment of the main town centres and estimates of future changes in floorspace requirements for convenience, comparison, food and beverage and other main town centre uses.

The 2019 study also assessed how much retail growth might reasonably be accommodated within vacant floorspace within the town centres and assessed potential development opportunities.

The retail market has experienced significant changes in recent years. As a result, the role and character of the town centres is changing and will continue to change over the Plan period. Larger centres that attract customers from a wide area and smaller centres that fulfil a local community role are likely to be more successful in future. Mid-sized centres, such as are found in the market towns, will need to adapt and diversify in order to thrive. The Plan is therefore designed to be supportive of diversification of town centres, while providing protection to the key retail provision within those centres.

One key conclusion from the studies is that the Plan area has a lack of large sites that would be available and suitable for the development of any sizeable retail provision. Heritage and conservation aspects are both important constraints in

almost all of the key settlements and their surrounding countryside. The studies note that the town centres are characterised by a high proportion of in-town centre trade, relative to out-of-centre trade. It is relevant to consider the desirability of the potential impact on such in-town centre trade if there is more competition from outside the town centres. As a result, bringing forward any sizeable retail floorspace that is not in-centre would have potentially significant adverse impacts on any or all of the existing centres which are, in the main, characterised by high footfall and low vacancy rates.

Both studies recommend a cautious approach to planning for retail capacity over a 10 year period, rather than for the whole development Plan period. This approach accords with advice in national policy. Long-term floorspace capacity forecasts beyond 10 years are susceptible to unforeseen circumstances, and must be treated with caution and kept under review.

The 2019 study observes that, in relatively affluent areas such as the Plan area, food stores can trade comfortably above national average sales densities. Affluent areas have much higher than average expenditure per capita, because households are likely to buy higher value or luxury products rather than just purchasing a higher volume of products. This is borne out by the average convenience goods expenditure per capita in the study area at 2017 being £2,399 per annum, which is 10.3% higher than the national average (£2,174 per annum). This has an important implication for retail floorspace provision in the area, in that providing new floorspace would not reduce trade in existing stores down to their company average sales density.

The 2019 study concludes that there is retail capacity for both new convenience and, to a much lesser extent, comparison goods floorspace and identified capacity up to the year 2026 for 6,517 square metres (gross) for convenience goods and 1,793 square metres (gross) for comparison goods. For food and beverage, a capacity is identified for 2,551 square metres (gross) by 2026.

The overall identified retail capacity for A1 retail and food & beverage is 10,861 square metres (gross). In terms of accommodating retail capacity, the 2019 study identifies a number of influencing factors. These include new retail developments in town centres, the re-occupation of vacant floorspace, the effect of online shopping on the demand for retail property and the level of operator demand for floorspace in town centres. All these factors influence whether centres within the Plan area can or should maintain their current market share of expenditure.

New local centres planned within strategic site allocations have the scope to provide approximately 2,400 square metres of new floorspace. The re-use of vacant floorspace has the potential to provide for a further 1,600 square metres of identified needs. Together these reduce the required level of provision to approximately 6,500 square metres.

Organic change within existing centres is likely to make up a proportion of the remaining provision. In addition, the studies identify a number of possible locations for new retail-led development within town centres. Not all will be delivered; not all sites are immediately available and some would require land assembly or other

preparatory work before they could come forward. In total, 16 sites have been identified which together have a theoretical capacity of some 25,200 square metres (gross). This is significantly in excess of the identified need and so, even if only one in four of the sites was to come forward, there is scope to meet the floorspace needs identified in the study.

The sites that appear to have the best prospects of delivery during the Plan period are:

1. East Building Supplies, Amersham (3,000 square metres gross);
2. Postal Sorting Office, Amersham (700 square metres gross);
3. Star Yard Car Park / Darvell's Bakery, Chesham (5,500 square metres gross);
4. Coal Yard and Station Car Park, Station Approach, Chesham (2,500 square metres gross); and
5. Library / Ambulance Station, Chalfont St. Peter (500 square metres gross).

In respect of opportunities for a large food store, the study identifies that the only potential development sites that would be physically capable of accommodating a large food store of between 2,000 and 4,000 square metres gross are:

1. East Building Supplies, Amersham (up to 3,000 square metres gross);
2. 31 Red Lion Street, Chesham (up to 2,500 square metres gross);
3. Burkes Road / Gregories Road, Beaconsfield (up to 3,000 square metres gross);
4. Mercedes Benz, Station Rd, Beaconsfield (up to 3,000 square metres gross).

Regarding leisure provision, the studies conclude that the Plan area provides well for the existing and projected population, particularly in terms of restaurants, pubs, bars and clubs. The studies conclude that there is notable leakage in terms of health and fitness, indoor sports, cinemas and ten-pin bowling trips. This is mainly due to the number of larger towns surrounding Chiltern and South Bucks that can more readily cater for the more substantial leisure facilities.

The studies identified demand for 3–4 extra health and fitness facilities across the Plan area. The Chiltern Pools site will take up some of this capacity in Amersham. No significant demand or operator desire was found to deliver new cinema, bingo, ten pin bowling or cultural facilities. The studies recommend that the development strategy should be flexible to respond to emerging opportunities for new cultural facilities, potentially as part of mixed use developments.

Changes to shopping and leisure patterns and the way that town centres operate will be kept under review and will influence future floorspace demands during the Plan period. The Plan provides an enabling and supportive policy environment that allows for emerging needs and trends to be met in appropriate locations, and there are development opportunities identified within town centres and new local centres that could help to contribute towards improving the retail offer of Chiltern and South Bucks.

Policy SP EP2

Enterprising – Retail Need

Planning permission will be granted for retail development within the town centre boundaries of the centres listed in Policy SP EP1. The Council will:

- a. promote, protect and enhance the retail and service functions of centres in the retail hierarchy;
- b. support proposals for main town centre uses in these locations where they are appropriate to the size, scale, function, catchment area, historic and architectural character of the centre; and
- c. support the creation of new local centres within this Plan's site allocations.

To ensure the centres maintain their role and market share, provision for up to 10,861 square metres (gross) of additional Class A floorspace over the period up to 2026, including the reoccupation of vacant floorspace, consisting of:

- i. 1,793 square metres (gross) comparison goods (e.g. clothes, shoes, furniture, carpets);
- ii. 6,517 square metres (gross) convenience (e.g. food, drink, toiletries); and
- iii. 2,551 square metres (gross) food and beverage outlets under Use Classes A3–A5 (restaurants, takeaways, pubs and bars).

The 10,861 square metre (gross) figure is derived from the retail capacity projections for four areas, as indicated below. These areas are part of the polycentric relationship of centres and so it should not be assumed that a need identified in a particular location should necessarily be met in that location.

Retail Capacity by Area	2017 (square metres)	2021 (square metres)	2026 (square metres)
Chesham / Great Missenden / Prestwood	901	1,294	1,812
Amersham / The Chalfonts	592	1,381	2,385
Beaconsfield	672	1,593	2,606
Gerrards Cross / Denham / Iver	1,611	2,905	4,058
Total	3,776	7,173	10,861

Enterprising – Retail Allocations

There are a number of opportunities within town centre boundaries that could accommodate the additional Class A floorspace. In each case the amount of floorspace to be provided should be subject to an up-to-date assessment of retail capacity and supply and should maximise the efficient use of the site.

Policy SP EP3

Enterprising – Retail Allocations

Town / District Centre Allocations

Planning permission will be granted for retail development falling within Use Classes A1–A5, subject to an up-to-date assessment of retail capacity and supply, at the following locations:

- a) East Building Supplies, Amersham.
Approximately 3,000 square metres (gross);
- b) Postal Sorting Office, Amersham.
Approximately 700 square metres (gross);
- c) Star Yard Car Park / Darvell's Bakery, Chesham.
Approximately 5,500 square metres (gross);
- d) Coal Yard and Station Car Park, Station Approach, Chesham.
Approximately 2,500 square metres (gross);
- e) Library / Ambulance Station, Chalfont St. Peter.
Approximately 500 square metres (gross), subject to the reprovision of the library;
- f) Burkes Road / Gregories Road, Beaconsfield
Approximately 3,000 square metres (gross).

Redevelopment will provide approximately 10,861 square metres (gross) retail floorspace, from the potential supply of 15,200 square metres (gross), subject to an up-to-date assessment of retail capacity and supply; and subject to the following:

- i. Class A1–A5 uses being at ground floor level;
- ii. Main Town Centre Uses or residential on upper or basement floorspace where these can additionally be accommodated in design, layout and transport terms; and
- iii. Other Main Town Centre Uses at ground floor level where these can additionally be accommodated in design, layout and transport terms.

Enterprising Places – Development Management Policies

Enterprising – Main Town Centre Uses

Retail operations and the way that people use town centres have changed considerably in recent years and future trends are uncertain. The growth of online and mobile commerce has changed the way that people interact with town centres and to some extent diluted the importance of traditional bricks and mortar retailing. Nevertheless, current evidence and market predictions indicate that retail development in the form of destination shopping will continue to play an important role in town centres. Crucially, shopping trips will now often form part of a broader day out that sees shopping linked with eating out and leisure activities. Food & beverage and leisure uses are also playing an increasingly significant role in town centres and in many cases are driving visits to retail uses.

The Council is committed to maintaining and improving the attractiveness, vitality and viability of the area's network of town centres. Part of this approach is to protect the right balance between ground floor retail uses and other uses in different parts of the centres. Primary shopping areas are defined where necessary to guide the appropriate mix of uses within centres, and are shown on the Policies Map.

Primary Shopping Areas indicate the part of a centre where retail development is concentrated. Any future large scale retail development will be guided towards these areas. Primary Shopping Areas should include a large proportion of retail uses falling within Use Class A1 so as to provide for a critical mass of comparison goods retailing.

These uses are important as they often include prominent high street chains and other shops with active daytime frontages. This in turn generates high pedestrian flow which is important to the vitality and viability of the centre as a whole. Supporting uses such as food & beverage and health & wellbeing (e.g. beauty treatments) also play a key role in sustaining pedestrian flows and extending dwell time in the centre. Such uses will also be appropriate within primary shopping areas as long as Class A1 retail remains the dominant use.

Non-retail services that are also important to a centre, such as restaurants, banks, estate agents, leisure uses and other uses that contribute to the overall success of a centre will be appropriate elsewhere within the centre. If no primary shopping area is designated, main town centre uses will be appropriate throughout the centre.

In order to maintain the vitality and viability of the centres in which they are situated, developments will be required to maintain or provide active ground floor frontages.

Policy DM EP1

Enterprising – Main Town Centre Uses

Planning permission will be granted for Main Town Centre Uses that provide active ground floor frontages, provided that the criteria below are met.

Primary Shopping Areas

Within primary shopping areas, the Council will permit developments that maintain or enhance retail activity on ground floor levels and will encourage the development of mixed uses at upper floor levels. Proposals for non-retail uses at ground floor level will only be permitted where they would comprise services and facilities that would support the main retail uses.

The Council will only permit changes of use or redevelopment of ground floor units within primary shopping areas from shops (Class A1) to other uses where such proposals would:

- a) contain supporting services and facilities that would enhance the character and function of the centre;
- b) not result in adverse impacts on existing retail uses within the centre; and
- c) not result in the loss of a prominent* retail unit.

When determining a) to c) above, the applicant will be required to justify the proposed loss of A1 shop(s) by demonstrating that they have carried out an assessment of the unit's existing or potential contribution to the vitality and viability of the centre, and that the alternative use would make an equally positive contribution or provide sustainability benefits to the centre.

Parts of Town Centres not within Primary Shopping Areas

Within town centres but outside primary shopping areas, or in centres where no primary shopping area is defined, main town centre uses will be permitted where they would contribute to the overall success of the centre and would not adversely impact on the existing character, function, vitality and viability of the centre as a whole.

*When determining whether a retail unit is 'prominent', judgement will be informed by its size, permanence, position in the streetscene and ability to generate footfall within the centre or part thereof. Whether a unit is occupied or vacant will have no bearing on this consideration.

Enterprising – Markets

Many of the markets (including car boot sales) operate for more than 14 days in a year and form an important part of the character and overall retail economy. High Street markets provide a more varied shopping experience and also benefit local

producers by enabling them to sell their produce. A variety of car boot sales, farmers' markets and other events (such as food festivals and arts and crafts fairs) operate sporadically throughout the year. These often generate significant levels of traffic and require large areas for parking provision. The Council will consult the Highways Authority in cases which could potentially impact on highways matters.

Where permission is required, the policy below will ensure that proposals for new market uses or changes to existing market uses and other events will be supported where they do not adversely impact on the surrounding area. Provision should also be made for temporary small-scale amenities and supporting infrastructure such as bins, storage areas and power supplies.

Policy DM EP2

Enterprising – Markets

Where planning permission is required, proposals for new markets and changes to existing temporary markets will be permitted provided that the following matters can be satisfactorily addressed:

- a) the impact on traffic generation and highway safety;
- b) the overall scale of the proposed use and any impacts on the character of the area;
- c) the hours, days and frequency of operation;
- d) accessibility by public transport;
- e) the provision of operator and visitor parking; and
- f) the provision of temporary small-scale amenities and supporting infrastructure.

Enterprising Places – Economic Development

Planning helps to support a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. Policies help create the conditions in which businesses can invest, expand and adapt, with significant weight afforded to the need to support economic growth and productivity.

The Plan area has an extremely productive and prosperous economy and, as a part of the prosperous south east, plays a key role in supporting the national economy. As set out in the Chiltern and South Bucks Economic Development Strategy 2017–2026, employment and economic activity levels are above the English average, with the majority of residents employed in highly skilled, well remunerated, knowledge intensive occupations. Levels of entrepreneurialism are high and, whilst micro and small businesses make up around 98% of the local business base, the Plan area is also home to major employers including GE Healthcare, Bosch and Pinewood Studios. There are recognised strengths in the creative industries, life sciences and professional services sectors.

Sustainable growth needs to be achieved whilst ensuring that Chiltern and South Bucks unique heritage and high quality environment is protected.

To ensure that Chiltern and South Bucks continue to grow and thrive economically, it is essential that new and growing businesses have access to appropriate commercial space and a skilled labour force, and that the infrastructure is in place to support both physical and digital connectivity.

The Chiltern and South Bucks Economic Development Strategy 2017–2026 sets out the strategic objectives and activities to ensure Chiltern and South Bucks has ‘prosperous and diverse economies that encourage local employers and small business so we can protect the areas’ economy for the future and achieve a better balance between the jobs available and the people to fill them’. This includes actions around connectivity, business growth, space for business and skills.

At the sub-regional level, the emerging Local Industrial Strategy for Buckinghamshire is being prepared by the Buckinghamshire Thames Valley Local Enterprise Partnership (LEP) and proposes a focus on driving economic growth through four key economic assets. Of these, the inclusion of Pinewood Studios and the National Film and Television School as one of the assets is particularly relevant to Chiltern and South Bucks. Also relevant is the emphasis upon skills, digital infrastructure and business scale-up, all of which need to be successfully addressed to support the continued growth of the local economy.

Background

The Housing and Economic Development Needs Assessment (HEDNA) indicates a demand for Class B floorspace, (between 2016 and 2036) as follows:

- B1a / b floorspace of 40,000 square metres;
- B8 floorspace of 48,000 square metres; and
- a surplus of B1c / B2 floorspace of 34,000 square metres.

The need for more economic floorspace over the Plan period emphasises the strong need to protect existing economic sites. The Plan area is very tightly constrained with competing demands on the limited land supply. The Plan allocates additional economic sites. The allocations comprise site allocations at Denham, Taplow, Beaconsfield, Ridgeway and a re-provision in Iver. Additional economic floorspace could also be provided through the intensification of uses at existing economic sites including Pinewood Studios.

While the available evidence and research focusses mainly on B Use Classes, it is acknowledged that other sources of employment are also important locally and will play a major part in the future economic prosperity of Chiltern and South Bucks, providing a wide choice of jobs for local people. Employment in other sectors such as retail or education will be facilitated by the Local Plan.

The pressure on economic sites to be lost to other uses is high and, once lost, they are unlikely to revert back to their economic use. The Council will consider the introduction of an Article 4 Direction to remove permitted development rights to change economic floorspace to residential use on Key Protected Economic Sites. This would mean that such proposals would require planning permission.

Enterprising – Economic Site Allocations

To support economic growth the Council has:

- Put in place policies to support the redevelopment of existing economic sites to provide a greater intensity of use or different types of development and for spaceless growth (economic growth without a commensurate increase in floorspace);
- Revisions to Green Belt boundaries to enable the development of economic floorspace; and

- Reached agreement with Aylesbury Vale District Council that a proportion of the Chiltern and South Bucks housing and economic needs will be met outside the Chiltern and South Bucks Plan area.

The Plan's strategy for meeting employment needs is a mix of the above factors. Site allocations have the potential to provide some 56,000 square metres of new floorspace, of which the bulk would be office floorspace. This is shown in the table below.

Policy SP EP4

Enterprising – Economic Site Allocations

Planning permission will be granted for approximately 56,000 square metres (gross) of economic floorspace, provided that the criteria in the relevant policies are met in the following allocations:

- SP BP9 Beaconsfield – 20,000 square metres (gross);
- SP BP11 North of Iver Station – 12,000 square metres (gross);
- SP BP12 East of Ridgeway Business Park, Iver – 4,000 square metres (gross);
- SP BP13 North of Denham Roundabout – 16,000 square metres (gross); and
- SP BP14 Land Adjacent to Taplow Station – 4,000 square metres (gross).

Enterprising Places – Development Management Policies

Enterprising – Economic Land

The Strategic and Key Economic Sites, as shown on the Policies Map, will be safeguarded to ensure that the growth required from the site allocations is not undermined by the loss of other economic floorspace.

Strategic Economic Sites are those considered to be of prime importance for the national or regional economy or are significant employers or sectors in the Plan area. They are primarily offices, often with elements of industrial and warehousing floorspace. Some are large and contain a variety of sites and uses while others are occupied by a single important employer.

Key Economic Sites are those of importance to the local economy. This could be for reasons of the type of floorspace provided or the presence of an important employer. In some cases, they represent the only significant example of a particular type of floorspace in an area. The sites have been assessed as having the ability to perform well and have long-term potential for economic uses.

Businesses within the Plan area make a significant contribution to the regional and national economy. For this reason, it is important to protect Strategic and Key Economic Sites, both for the current roles and for the potential for intensification. This would help to meet the demand for new economic floorspace and respond to future development requirements and technological change. Equally it is important to allow some flexibility within policy to allow for potential changes in circumstances and ensure the strongest possible economic base. For this reason, the policy supports small-scale and ancillary development on these sites that would help to support existing economic uses.

Other economic sites mainly comprise smaller sites and those not performing as well as those that are defined as Key Economic Sites. This could be for reasons of location or access difficulties, or because they do not perform such an important economic function, or it is considered unlikely they will be able to do so in the future. Should these sites become available for development, it will be first required to explore the potential for other economic uses, and then, subject to criteria, to explore alternative uses that would help deliver the broader aims and strategy of the Local Plan. This approach affords a suitable degree of flexibility about the future of economic sites, allowing for alternative uses where these can be properly justified.

Town centres provide a further category of sites that can accommodate economic development. They do not fall within the categories of economic sites described above.

Policy DM EP3

Enterprising – Economic Land

Intensification of Uses

Planning permission will be granted for the intensification, modernisation or regeneration of any economic site provided that it can be demonstrated that the proposed development:

- a) is for economic uses; and
- b) provides an equal or higher-density development than the current provision (with more economic floorspace or jobs per hectare) and seeks to make the best and most efficient use of land; and
- c) does not cause unacceptable environmental impacts.

Economic Site Categories

In order to meet the needs for economic growth over the Plan period the Council will protect the economic land at the Strategic and Key Economic Sites shown on the Policies Map.

Strategic Economic Sites

Within Strategic Economic Sites the Council will permit development proposals to secure new B Use Class premises, and extensions and alterations to make them more efficient and desirable locations for economic uses. Planning permission will not be granted for development that would result in the net loss of economic floorspace on Strategic Economic Sites. No non-economic uses will be permitted on Strategic Economic Sites except for ancillary uses that directly support the main economic function of the site.

Key Economic Sites

Within Key Economic Sites the Council will permit development proposals for B Use Class and other economic uses. Planning permission will not be granted for development that would result in the net loss of economic floorspace on Key Economic Sites.

Other Economic Sites

Planning permission will only be granted for the net loss of economic floorspace on

other economic sites subject to the following criteria:

- a) the site or building is no longer suitable for its existing or last economic use; and
- b) evidence is produced to show that the site and building have been marketed both for their present use and for potential modernisation or regeneration for alternative economic uses for a period of at least twelve months and that the marketing has been unsuccessful in identifying future occupiers (see Appendix EP1 for details of marketing evidence required).

Strategic Economic Sites and Key Economic Sites are listed in Appendix EP2 and shown on the Policies Map.

Enterprising – Pinewood Studios

Pinewood Studios is a film and television studio complex of international importance which makes a significant contribution to the UK film industry and the national economy. The Council will support film studio and media use on the site.

Policy DM EP4

Enterprising – Pinewood Studios

Planning permission will be granted for extensions, new buildings and conversions within the Pinewood Studios site provided that it can be demonstrated that the proposals are for uses directly connected with film production or associated media industries and would not cause unacceptable transport or environmental impacts or effects.

The Pinewood Studios site is shown on the Policies Map.

Enterprising – Smart Economic Growth

National policy encourages new and flexible working practices such as live-work accommodation. This is in order to meet the economic development needs of business and support an economy fit for the 21st century.

Smart growth is a strategy to drive economic growth through knowledge, innovation and creativity. It is about extracting 'more for less' and means using technology and innovative ways of working to increase productivity without damaging people's

quality of life or the environment. Innovation is synonymous with working smarter and is a major driver in the development of this approach.

Smart growth can lead to increased efficiency in the use of floorspace, through the introduction of new technology or through more flexible working practices including agile working. This is sometimes called 'spaceless growth', in other words it means that the local economy can develop and grow without the need for a commensurate increase in economic floorspace.

The Council will encourage flexible working patterns, agile working and home working. This includes taking a positive approach towards development that encourages efficiency in the use of floor space. This could be through the introduction of new technology or enabling more flexible working practices. This type of development will be supported, as will the provision of live-work accommodation.

Many small businesses are started by people working in their own homes. Home working is likely to increase as high speed broadband has become faster and more readily available and as flexible working becomes more prevalent. Small and micro businesses make up a significant part of the economic base of Chiltern and South Bucks and are likely to play an important role in facilitating and sustaining economic growth throughout the Plan period.

High quality communication infrastructure is an essential part of sustainable development and will be a key contributor to achieving a number of the Plan's strategic objectives including those relating to supporting economic activities, promoting inclusive communities and delivering services to best meet local needs.

The Council supports the objectives of Government, local organisations and service providers to deliver high speed communication technology to all parts of Chiltern and South Bucks in the most efficient and effective ways. This includes requiring new developments to assist in providing opportunities for residents, users of and visitors to their developments, to have the best access available to technological communication services and infrastructure. The use of the latest Government standard for technology is required for such infrastructure.

Policy DM EP5

Enterprising – Smart Economic Growth

Planning Permission for new live-work accommodation will be granted provided that it does not cause unacceptable environmental impacts or effects.

Planning permission will be granted for development that provides efficiencies in floorspace to create additional capacity through the introduction of new technology or enabling more flexible working practices.

Enterprising – Partial Change of Use of a Home to a Commercial Use

Permission is not normally required where the use of part of a home for business or non-residential purpose (such as the use of a room as an office) does not change the overall character of the property's use as a home. Where the business use (such as selling goods or services to people who visit the property) increases to the extent that it has created a material change in the property's character, permission may be required. Those considering working from home are advised to seek prior advice from the Council to determine whether planning permission is required.

The policy below facilitates and supports flexible and agile working patterns, especially home-working, where planning permission is required.

Policy DM EP6

Enterprising – Partial Change of Use of a Home to a Commercial Use

Planning permission will be granted for development consisting of the partial change of use of a home or the change of use of outbuildings within the curtilage of the home to a use falling within Use Classes A2, B1a, B1b or D1 provided that:

- a) the occupiers of the proposed use are also the residents of the home;
- b) the proposed change of use is of a small scale and the home remains mostly in use as a home;
- c) parking provision in accordance with the Plan's parking standards is provided based on the scale of the proposed business use;
- d) the proposed use will not generate unacceptable impacts in relation to noise, waste, traffic or visitor movement that would adversely impact the amenity of neighbouring properties; and
- e) the proposed use is compatible with the character of the surrounding area.

New outbuildings or alterations/extensions to existing homes to be used as a business falling within the Use Classes listed above will also be assessed based on criteria a) to e) above.

Enterprising – Tourism

Tourism is an important element of the Plan areas economy. Significant tourist attractions within the area include: the Roald Dahl Museum in Great Missenden, Chiltern Open Air Museum, Milton's Cottage, the Chilterns AONB, Bekonscot Model Village, Odds Farm, Cliveden (National Trust), country parks and the historic parks. Business tourism – travelling to and staying in an area for business purposes – is also important for the local economy.

The Chiltern and South Bucks Economic Development Strategy 2017–2026 includes the promotion of tourism and town centres as one of its strategic objectives. The Strategy recognises the strong and established tourism offer, particularly for the Chilterns, but also recognises that few day visits are converted into overnight stays. Consequently, the Strategy seeks to promote and support tourism uses to help convert day visits to overnight stays, with the associated uplift in local spending as well as improvement of town centres. The Council will encourage the provision of overnight accommodation such as hotels, bed & breakfast accommodation and campsites so as to increase visitor numbers for both business and leisure tourism.

The Council will support proposals which can demonstrate that they will improve tourism locally within the urban or rural areas where they would comply with the sequential test and would not severely impact the surrounding area or the factors that draw visitors to the area. This includes:

- Expansion of existing tourism businesses;
- Provision of new or upgraded tourist accommodation; and
- Introduction of new tourist facilities and infrastructure to support tourism.

Proposals for tourism development in locations that are well related to existing or proposed tourist and leisure related areas will be particularly encouraged.

Policy DM EP7

Enterprising – Tourism

Tourist attractions

Planning permission will be granted for new tourist attractions provided that:

- a) they are realistically and easily accessible by a choice of modes of transport; and
- b) they will not cause unacceptable environmental or traffic impacts.

Tourist accommodation

Proposals for short-stay accommodation must meet all the following criteria:

- a) it is acceptable in terms of access, parking, highway safety and traffic generation;
- b) there is no loss of a home; and
- c) it will not result in an unacceptable level of noise and disturbance to nearby residents.

Planning permission will be granted for a change of use from holiday and other short-stay accommodation provided that either of the following criteria is met:

- i. no other occupier can be found following a realistic effort to market the premises as set out in Appendix EP1 for continued use as holiday and other short-stay accommodation (whether or not of the same form as the existing use); or
- ii. evidence of non-viability is submitted.

Enterprising – Local Employment, Training and Businesses

Securing employment, training and business opportunities from new developments can contribute towards sustainable and inclusive economic growth. Through the construction phase, there are opportunities for local employment and apprenticeships, for engagement with schools to raise awareness of careers within the sector and for local procurement.

New development offers a significant opportunity to secure real benefits for the local community beyond those directly related to the use provided. The construction phase of a development offers the chance for local people to be employed in the building industry; Community Employment Plans (CEPs) linked to legal agreements can make provision, for example, for apprenticeships and training, or links to local schools and colleges. Similar mechanisms can be used to secure commitment from the developer to procuring material and labour locally, keeping the income in the local community which then gets recycled in local shops and services. This approach can be extended into the operational phase of development with agreements to secure a proportion of the longer-term workforce or supply chain locally, for example.

The Council is keen to make sure that every opportunity to secure community employment training and procurement benefits from new development is explored and pursued where possible. Much of this will be employer-led and the approach

taken will vary according to the size of the scheme, the type of development, and the long-term ownership / management regime. Community Employment Plans have an important role in securing the opportunities that arise from new development. These issues should be considered in all major developments, and the Council will require information demonstrating the applicant's approach alongside planning applications. The level of detail and commitment to such social clauses will vary according to the scale and type of development. Where appropriate, the Council will secure these commitments through a legal agreement.

Policy DM EP8

Enterprising – Local Employment, Training and Businesses

Planning permission will be granted for development of 40 homes or more, 4,000 square metres (gross) or more of non-residential floorspace or sites of 1 hectare or more provided that a legal agreement commits the applicant to:

- a) securing construction jobs for local people;
- b) providing construction apprenticeship opportunities;
- c) linking with local schools and colleges;
- d) procuring a proportion of construction materials locally;
- e) securing jobs for local people in the operational phase (if appropriate); and
- f) procuring a proportion of the operational supply chain needs locally.

Enterprising – Cultural and Social Activities

The Plan area has a rich infrastructure of cultural and social activities and venues, from museums, cinema, galleries, sports and other venues to restaurants, social clubs and pubs. These uses help to keep the centres vibrant and active and add greatly to the local quality of life. However, such uses can be vulnerable to redevelopment pressures from higher land value uses. The Council wishes to protect cultural and social venues and encourage such uses to develop, modernise and adapt for the benefit of the communities they serve.

The Council will encourage new proposals for cultural and social uses in the Town, District and Local centres that add vibrancy and activity. Existing facilities will be protected in accordance with the policy.

Policy DM EP9

Enterprising – Cultural and Social Activities

Planning permission will be granted for proposals which add to the cultural and social scene of town, district and local centres provided that the use is appropriate to the scale and function of the centre.

Planning permission will be granted for cultural, entertainment, leisure and tourism uses provided that the following criteria are met:

- a) they are realistically and easily accessible by walking, cycling or public transport for the majority of people expected to travel to and from the site; and
- b) they will not cause unacceptable environmental or traffic impacts, or adversely affect residential amenity.

Enterprising – Public Houses, Social Clubs and Community Facilities

Public houses and social clubs make a valuable contribution to the community and cultural life of the Plan area. At a neighbourhood level, they offer a source of identity and distinctiveness, provide opportunities for social interaction and provide places to meet which supports community cohesion. Public houses and social clubs are part of that fine grain mix of uses, which provides not only historical continuity, but contributes economically to the vitality of residential communities and the character of an area. They are an essential ingredient for promoting healthy communities and maintaining diverse, strong, secure and accessible neighbourhoods

Policy DM EP10

Enterprising – Public Houses, Social Clubs and Community Facilities

Planning permission will be granted for the change of use of a public house falling within Use Class A3 or A4 or a social club or other community facility provided that all of the following criteria are met:

- a) all reasonable efforts have been made to market the premises for its existing use as set out in Appendix EP1 and no other potential occupier can be found;
- b) all reasonable efforts have been made to improve the operation and management of the business or facility;
- c) evidence of non-viability is submitted;
- d) it is demonstrated that, in the case of the loss of a public house, suitable alternative public houses exist to meet the needs of the local community; and
- e) it is demonstrated that, in the case of the loss of a social club or community facility, suitable alternative clubs or facilities exist to meet the needs of the local community.

Appendix EP1 – Standard Marketing Requirements

Standard Marketing Requirements

In all cases, land or buildings should be marketed for its existing use or, if vacant, its last authorised use, for a minimum period of twelve months. The applicant should then submit a supporting statement to accompany a planning application for change of use that contains:

- Evidence to confirm: the length of time for which the land or building has been marketed; details of the agent used; and information to show where and how the marketing has taken place;
- Confirmation of the price and terms at which the land or building was advertised and demonstration that it has been offered at a rate that would generate interest from potential buyers or tenants; and
- A summary of the interest received and the reasons why any offers received have not been accepted.

Specific Marketing Requirements

In addition to the above standard requirements, the following extra, specific requirements will apply to the uses specified below:

- For employment sites: both the site freehold and the current building must be marketed;
- For public houses and social clubs: marketing must be on a freehold and free of tie basis;
- For sport, recreation or leisure sites: marketing must include alternative sport, recreation or leisure purposes.

Appendix EP2 – Hierarchy of Economic Sites

Hierarchy of Economic Sites***Strategic Economic Sites***

The following sites are defined as Strategic Economic Sites and are shown on the Policies Map.

Code	Town	Site
SE1	Amersham	King George V House
SE2	Amersham	Raans Road
SE3	Amersham	St George Industrial Estate
SE4	Chesham	Chess Business Park
SE5	Chesham	Asheridge Road
SE6	Chalfont St Peter	Chiltern Hill
SE7	Chalfont St Peter	Chalfont Grove
SE8	Chalfont St Peter	Chiltern Park
SE9	Denham	Broadwater Park
SE10	Denham	Martin Baker Engineering
SE11	Iver	Ridgeway Trading Estate
SE12	Iver Heath	Pinewood Studios
SE13	Little Chalfont	GE Healthcare (Amersham Place)
SE14	New Denham	Rivermead
SE15	New Denham	Uxbridge Business Park
SE16	Stoke Poges	Sefton Park
SE17	Stoke Poges	Wexham Springs

Key Economic Sites

The following sites are defined as Key Economic Sites and are shown on the Policies Map.

Code	Town	Site
KE1	Amersham	Decimal Place
KE2	Amersham	Anglo Office Park
KE3	Burnham	Grenville Court
KE4	Burnham	The Priory
KE5	Chesham	Alma Road Industrial Estate
KE6	Chesham	Crown and Mead Business Centres
KE7	Chesham	Higham Mead
KE8	Denham	Chalfont House
KE9	Iver	Thorney Mill Road
KE10	Little Chalfont	Boughton Business Park
KE11	Little Chalfont	GE Healthcare (Grove Centre)

KE12	Little Chalfont	GE Healthcare (Pollards Wood)
KE13	Old Amersham	Broadway
KE14	Old Amersham	St Mary's Court
KE15	Old Amersham	Badminton Court
KE16	Penn Street	De Havilland Court
KE17	Tatling End	Capswood Business Centre
KE18	Tatling End	Phoenix House

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Connected Places

Sustainability can be achieved through creating an environment where the activities important to the quality of day-to-day life are within easily accessible locations and which minimise the need to travel. An environment where homes, employment, education, recreation, retail, leisure, community facilities and cultural attractions are all easily accessible from each other.

When planning for movement, there should be a hierarchy of preference of walking, cycling and then public transport, before reliance on the use of a private car.

The Plan area is a principally rural area with a number of town centres, village centres and dispersed communities. The town centres act as service points for their surrounding communities. This creates a polycentric structure with no single centre providing all the services.

Whilst the Plan area is well served by railway stations with fast and efficient travel in to London, there is limited north-south public transport connectivity.

It is essential that this Plan maximises the opportunities to promote alternatives to the private car through a variety of measures to ensure the long-term sustainability of the area. New development in the right places can make towns and villages more sustainable in transport terms and help to support a range of facilities.

Safe routes and facilities for cyclists will need to be provided or improved to make it a realistic travel mode. Such measures will help accommodate much-needed growth without the need for costly and environmentally unsustainable road building.

Over the Plan period there will be changes in the way people and goods move around and new development will need to anticipate and provide for this, such as driverless vehicles, drones, on-demand buses and electric bikes. Over the Plan period it is anticipated there will be a reduction in petrol and diesel fuelled vehicles with a resultant benefit to the Air Quality Management Areas.

Connected Places – Development Management Policies

Connected – Transport Assessments and Travel Plans

Key tools used to appraise and determine the transport impacts of a development proposal are Transport Assessments (TA - see Appendix CP1) and Travel Plans (TP - see Appendix CP2). A TA is a comprehensive and systematic process to ensure that the transport impacts of development are properly considered and, where

appropriate, mitigated. A TP is a package of measures tailored to the needs of an individual site and focused on reducing dependence on the private car.

TPs offer opportunities to reduce the carbon footprint of new development as occupants of a new building are expected to shift away from their reliance on using the private car, thus reducing congestion and emissions. TPs should demonstrate how the occupants of a proposed building are actively encouraged to use sustainable modes of transport. If the proposal includes employment activities, employers need to ensure that employees abide by the TP with appropriate sanctions for non-compliance.

Developers must demonstrate through their TPs what incentives are being offered to facilitate a shift of travel mode from the private car. The TP will be set out in a legal agreement and will be reviewed, monitored and enforced as required.

The movement of goods and materials by road can have a significant impact on the quality of the environment and the health and wellbeing of residents, in terms of noise, congestion and air pollution.

Policy DM CP1

Connected – Transport Assessments and Travel Plans

Where a proposed development would exceed the thresholds set out in Appendix CP1, a Transport Assessment must be submitted with a planning application.

Transport Assessments must meet the requirements of Appendix CP1 and assess the multi-modal impacts of development proposals and demonstrate the measures which would be used to mitigate the development's impact.

A Travel Plan with specific, measurable and achievable objectives, accompanied by a target and monitoring review procedure, must be submitted to the Council as part of planning applications for development that are likely to have significant transport implications in accordance with the requirements in Appendix CP2.

Delivery and Servicing Management Plans are required to be submitted for proposals that may affect a Town or District Centre and also for sites in close proximity to residential areas. They should set out measures that will be introduced to minimise impacts, such as managing delivery times and vehicles.

Connected – Pedestrian Routes and Cycleways

Virtually everybody is a pedestrian at some point in their day-to-day activities such as when walking to the bus, from their car, along the road or into a building. The Council will seek to improve facilities, access arrangements and the public realm to make it easier and safer for pedestrians and cyclists to go about their activities.

The Council encourages walking and cycling as a means of access to and from new development and to and from that development to public transport interchanges. The Council will seek to improve accessibility for pedestrians and cyclists through its planning powers. Such measures will particularly include improvements along routes serving the Town and District Centres and major travel generators. These measures will improve the transport network throughout the Plan area.

Whilst the Council will seek to segregate motorised vehicles from cyclists, and cyclists from pedestrians, it recognises that this may not always be appropriate, for example where space is limited or where it may compromise personal safety, particularly in quieter areas. Shared-use surfaces for pedestrians and cyclists may be appropriate but only if other options are impractical. Streets should not be dominated by space provided for vehicles. Cyclists and pedestrians must be prioritised.

Policy DM CP2

Connected – Pedestrian Routes and Cycleways

Where a proposed development would exceed the thresholds set out in Appendix CP2, a Travel Plan must be submitted with a planning application which should include measures to create and implement direct, safe and secure pedestrian routes and cycleways.

All development on allocated sites must provide for safe and secure pedestrian routes and cycleways with appropriate lighting and cycle locking facilities.

Connected – Car Parking Standards

The Designing Places section provides policy on alternatives to the use of the private car. This car parking policy provides for parking for new development with reference to the Car Parking Standards in Appendix CP3.

Policy DM CP3

Connected – Car Parking Standards

Planning permission will be granted provided that car and cycle parking is implemented in accordance with the parking standards set out in Appendix CP3.

The provision of parking should take account of the:

- a) accessibility of the site;
- b) type, mix and function of the end use or uses;
- c) promotion of sustainable modes of transport; and
- d) adequate and safe manoeuvring of vehicles within the site.

Non-residential development should not result in increased on-street parking in residential areas.

Parking provision within developments must be well-designed and landscaped. Garages and other spaces designated for car parking will only be regarded as parking spaces if they are of at least the minimum size as set out in Appendix CP3.

Connected – Reducing Heavy Goods and other Commercial Vehicle Impacts in the Ivers and the Iver Relief Road

There are four sites in proximity to Iver Village that collectively generate a significant number of HGV movements: Ridgeway Business Park, Court Lane, Thorney Business Park and the former Aggregate Industries UK site in Thorney Mill Lane. There are also several sites within the London Borough of Hillingdon which generate HGV movements within Iver. In addition, planned major infrastructure projects such as High Speed Two, the Western Rail Link to Heathrow, motorway improvements and a third runway at Heathrow Airport are likely to generate significant heavy construction traffic in the Iver area.

Policy DM CP4

Connected – Reducing Heavy Goods and other Commercial Vehicle Impacts in the Ivers and the Iver Relief Road

Planning permission will be granted for development within the existing industrial sites in Ridgeway Business Park, Court Lane, Thorney Business Park and the former Aggregate Industries UK site in Thorney Mill Lane that would reduce or not increase the impact of HGV and other commercial vehicle movements locally.

Planning permission will be refused where additional heavy goods and other commercial vehicle traffic generated would adversely affect residential areas within the Ivers and Richings Park areas.

Any development proposal which has an additional impact on traffic in the Ivers and Richings Park areas will be required to contribute to the delivery of the Iver relief roads and associated traffic mitigations.

Connected – Development within the High Speed Two (HS2) Safeguarded Area

The Government has commissioned a new high-speed rail route known as High Speed Two (HS2) that will pass through Chiltern and South Bucks from London to Birmingham. The railway falls outside normal planning powers and outside the remit of this Plan.

The Government has issued a Safeguarding Direction for HS2. The purpose of this is to prevent any development which could impact on the proposed route. The Safeguarding Direction requires that a Safeguarded Area be included on the Policies Map and the following statement to be made:

The Safeguarding Directions have been made by the Secretary of State for Transport. They are not proposals of the Local Planning Authority and the routes in question will not be determined through the development plan process.

The Safeguarding Direction lists the forms of development on which HS2 Limited must be consulted.

The Council will continue to work with HS2 Limited to encourage exemplary standards in the design and construction of HS2 through the Plan area, including development associated with tunnelling and the Colne Valley Viaduct, in order to minimise adverse impacts and maximise any benefits.

Policy DM CP5

Connected – Development within the High Speed Two (HS2) Safeguarded Area

Where development proposals fall within the HS2 Safeguarded Area the Council will consult HS2 Limited (or any successor companies appointed by the Government) and will take into account duly received consultation responses in accordance with the Safeguarding Direction.

The HS2 Safeguarded Area is defined on the Policies Map.

Connected – Areas of Change

The required transport measures for this Plan's site allocations are set out in the Living Places and Prosperous Places sections. The Chesham, Amersham, Gerrards Cross and Iver proposals below are supported by the Council but the Plan is not dependent on their delivery.

Policy DM CP6

Connected – Areas of Change

The Council supports transport proposals which will enhance movement and accessibility, including within Amersham, Chesham, Gerrards Cross and Iver. Whilst these are not fundamental to the delivery of the Plan, subject to feasibility, design and funding, the following proposals are supported:

a) Amersham-on-the-Hill Gyratory System

Creation of a one-way traffic gyratory system utilising Hill Avenue and Sycamore Road, including traffic calming measures with pedestrian and cyclist priority, increased opportunities for on-street parking, landscaping and an improved public realm.

b) Chesham Town Centre Transport Interchange

Creation of a public, cycle and pedestrian transit interchange at Chesham Station with improved facilities and connectivity to the High Street.

c) Gerrards Cross Gyratory System

Creation of a gyratory system to improve traffic flow within the town centre.

d) Iver Village Environmental Improvements

Creation of a traffic-calming scheme, streetscape improvements, highway de-cluttering and public realm enhancements to Iver Village linked to the delivery of the Iver Relief Road.

During the Plan period, it is anticipated that proposed major developments will occur which may impact on a future update to this Plan. The new strategic plan for the whole of Buckinghamshire, to be prepared by the new unitary authority, is the appropriate mechanism in which to consider the following:

- Heathrow Airport Runway 3
- Western Rail Link - Heathrow

- Oxford - Cambridge Arc

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Appendix CP1 – Transport Assessments

Transport Assessments

Where a Transport Assessment (TA) is required for a development proposal, it should be submitted with the planning application. The Council may agree to the scope of the TA being reduced if the development proposal is in a suitable location and in line with planning policy. The TA should address the desirable modal split and provide for a package of measures designed to reduce the role of car travel to the site. If the potential modal split is difficult to predict, the TA will need to consider whether and how far it may vary. A TA should be easy to understand to the general public.

Thresholds

Proposals of over 1,000 square metres, or on sites of 0.5 hectares or more or which may generate more than 200 vehicle movements or 10 freight movements per day will require at least a Basic TA.

Proposals over the following thresholds will require a Detailed TA:

Food Retail	2,000 square metres
Non-food retail	2,000 square metres
Leisure	2,000 square metres
Cinemas and conference facilities	2,000 square metres
Stadia	3,000 seats
B1 including offices	4,000 square metres
B2 industry	4,000 square metres
B8 distribution and warehousing	4,000 square metres
Hospitals	4,000 square metres
Higher and further education	4,000 square metres
Residential	40 homes
Freight movements	20 per day

For mixed-use schemes, a Detailed TA will be required where the combined effect of the uses proposed exceeds 20 freight or 400 vehicle movements a day, based on the general assumption that 100 vehicle movements are generated by 500 square metres of commercial floorspace or 40 homes (or as otherwise agreed by the Highway Authority).

All TAs must include a non-technical summary and must address:

- location and layout including on-site parking and access points;

- size: in terms of site area and floorspace per activity; number of homes and number of bedrooms per home; and use of the site for example by staff, students, patients or visitors;
- proposed uses and activities; and
- issues such as timing and type of access requirements.

Where a Detailed TA is required, it must additionally address the following:

- Potential travel characteristics: accessibility by all modes and predicted modal split. A TA should consider ease of access and catchment areas by travel-to-site times for each mode.
- Measures: influencing travel patterns and minimising the need for parking by using measures to improve access by walking, cycling or public transport. A TA should consider appropriateness of location, scale, density and uses of the site and development.
- Impact appraisal and mitigation: maximising accessibility by sustainable transport modes such as through minimising the prominence of car parking, management of access and parking, and organisational policies. A TA should determine whether or not the development is acceptable in terms of the transport impacts, and propose measures to mitigate the impacts in terms of accessibility, integrating modes of travel, reducing environmental impact and promoting safety.

Appendix CP2 – Travel Plans

Travel Plans

Where a Travel Plan (TP) is required for a development proposal, it should be submitted with the planning application.

Thresholds

Proposals over the following thresholds will require a TP:

Residential	20 homes
Food Retail	2,000 square metres
Non-food retail	2,000 square metres
Leisure	2,000 square metres
Cinemas and conference facilities	2,000 square metres
Stadia	3,000 seats
B1 including offices	4,000 square metres
B2 industry	4,000 square metres
B8 distribution and warehousing	4,000 square metres
Hospitals	4,000 square metres
Higher and further education	4,000 square metres
Freight movements	20 per day

TPs must recognise the potential for modal shift and therefore the early stages of the TP are likely to focus on those car drivers ‘most able’ or ‘most likely’ to change their mode of travel. This does not mean that other categories should be neglected. Greater effort in terms of more measures will be needed in the longer term to address the needs of those less likely to switch from driving.

For example, people living within 2km of a site may be able to walk, cycle or catch the bus. Car drivers living between 2km and 8km from a site may reasonably be able to change to cycling or the bus, and those living between 8km and 16km may be able to use public transport. Car sharing may be a realistic option for longer journeys or journeys where alternative modes are not possible.

The reasons for car use, the distances travelled, and where journeys start and finish must be assessed. There are many ways that information could be assessed and represented in the TP.

For example, on a proposal to expand an existing site, surveys of current staff would be useful. For a relocated organisation, current staff surveys could indicate travel habits at the new site. An isochrone map can be useful in indicating distances from a site, accessibility by various modes, or potential catchment areas.

Modal split targets are normally displayed as percentages. However, this does not address the issue of rising staff numbers, for example, and over time may in fact hide an increase in the number of cars being brought to a site. Targets should be stated as actual numbers as well as percentages.

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There is no right or wrong way to present a useful and effective TP. However, the following guidelines should be considered:

Background:

Information about the organisation must be stated clearly, including:

- a) Staff details such as numbers (for example, full-time / part-time, staff on payroll / full-time equivalents), times of travel (for example, Monday to Friday at 9am and 5pm or shift pattern), where they travel from, and how they currently travel;
- b) Site assessment including current links (pedestrian / cycle / vehicular) into and within the site, cycle facilities, accessibility by public transport, accessibility of nearby shops and services, and car parking;
- c) Assessment of non-staff travel (for example, visitors, deliveries, fleet vehicles);
- d) Attitudes of staff towards travel to and from the site and towards their travel needs.

Objectives:

The statement of objectives should identify the motivation behind the TP and clearly state its purposes. For example, reasons for a TP include reductions in car usage (especially single occupancy journeys at peak times), and increased use of walking, cycling and public transport. It may be relevant to address:

- a) Reducing traffic speeds, improved road safety and personal security (especially for people on foot or cycle); and
- b) More environmentally friendly delivery and freight movements, including home delivery services.

Measures:

The TP must identify what needs to be done to achieve its objectives and what measures need to be implemented.

Targets:

Targets must be specific, measurable, realistic and split into identifiable time frames based on the short term (two years), medium term (five years) and long term (10 years) and preferably dated by month and year.

Monitoring and Review:

The effects of TPs must be monitored and they must state clearly how monitoring will take place, for example, by stating what will be monitored by whom and when. Baseline data must therefore be provided, for example, as part of the background information. The outcome of monitoring may suggest that a review of the measures or targets is necessary. For example, it is not necessarily a bad thing to discover through monitoring that a measure is no longer feasible, but new measures will then need to be set in order to meet the objectives of the TP.

Enforcement:

The TP must set out arrangements for appropriate enforcement action in case agreed targets are not met.

Appendix CP3 – Parking Standards

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Parking Standards

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1. Standards

1.1 Cycle parking

Safe and secure cycle parking is an important component in encouraging cycling. For new developments, the councils aim to ensure that developers make efficient use of land and promote sustainable travel choices. Therefore, cycle parking must be considered early on in the planning process.

1.2 Number of spaces required:

Table 1 sets out the minimum number of cycle parking spaces required at different development types.

Table 1. Cycle parking spaces

Land use – new developments		Recommended number of cycle Space(s)
Residential Dwelling	1 Bedroom	Storage Space for 1 bicycle
	2 Bedroom	Storage Space for 2 bicycle
	3 Bedroom	Storage Space for 2 bicycle
	4 Bedroom	Storage Space for 3 bicycle
	5+ Bedroom	Storage Space for 4 bicycle
	Flats/Apartments	1 space per flat/apartment
	Sheltered and retirement accommodation	1 space per 10 residents, plus 1 space per 5 on duty
	Multiple Occupancy	0.5 spaces per bedroom, plus 1 visitor space per 10 bedrooms
A1. retail		1 space per 150 sqm (<1000sqm) 1 space per 250 sqm (>1000sqm)
Storage/distribution warehouse		1 space per 500 sqm up to 10,000 sqm. After 10,000sqm 1 additional space per 20,000 sqm
Garden centre		Case by case
A3/A4 – food and drink/Pub		1 space per 100 sqm
A5		Case by case
Business	B1 Business	1 space per 250 sqm
	Industrial unit	1 space per 500 sqm
	Industrial Estate	1 space per 500 sqm
C1 Hotels and Hostels		1 space per 15 bedrooms plus one space per 7 staff
D1 Surgeries/health centres		1 space per 5 staff

Land use – new developments		Recommended number of cycle Space(s)
D2 Assembly and Leisure	Cinema	1 space per 100 seats
	Leisure Centre/ pools	1 space per 400 sqm
Schools (standards reflect use of scooters and bikes)	D1e Primary	1 space per 10 staff and students
	D1f Secondary	1 space per 7 staff and students
D1e Colleges		1 space per 7 full time staff and students
D1 Libraries		1 space per 200 sqm
Sui Generis Theatres		1 space per 100 seats
Transport	Bus station	Case by case
	Train station	Case by case

- A minimum of two cycle spaces (i.e. one Sheffield Stand) must be provided at all non-residential developments
- At residential developments, space for cycles could be in the form suitable garage space, shed space or separate cycle space. Cycle parking which is provided in back gardens must be easily accessible.
- All values for cycle spaces required should be rounded up to the nearest whole figure.
- In many cases it will be suitable to have cycle parking distributed around a development than in one location, particularly if there are a number of entrances to the site. The distribution of cycle parking should reflect the proportion of people using each entrance.

The use of this guidance is additional to the evidence which is expected to be provided within the developer's Transport Assessment. By providing Travel plans, developers should further be able to demonstrate that they have applied the appropriate levels of monitoring in the area, especially if they are permitted to provide lower levels of parking spaces below the optimum recommendations.

1.3 Cycle parking design:

- **All developments**
- Cycle parking should be sited in a manner that encourages the use of cycling as a first choice for short trips. It should be placed as close as possible to the main entrance and exit points on ground level. It should not be sited where it will be obstructed by pedestrians or vehicles.
- Cycle parking should be easily accessible, visible and in locations where it will be well used. They should be covered, and where possible and appropriate, in

specially constructed cycle sheds (particularly for workplaces and educational institutes where bikes are likely to be left for long periods of time).

- The recommended choice of rack is the 'Sheffield' stand (inverted U-shaped metal tube). Sheffield stands are recommended as they are popular with users; two cycles can be locked to one stand; they are non-damaging to cycles; and they are easy to maintain. Where other racks or support systems are used, they should provide good support and allow the cycle frame and both wheels to be secured.
- Where additional space can be provided at the end of a row of Sheffield stands, the end spaces can be used by handcycles or other modified bikes that require extra space (including those used by people with mobility impairments). Where sufficient demand is expected these spaces could be reserved for this type of bike.
- The minimum spacing between Sheffield stands should be 1000mm. If stands are arranged in more than one row, these rows should be a minimum of 2000mm apart. This should be extended to 3100mm where an aisle is required to access the stands (where there are more than two rows, for example). It is also necessary to make sure there is adequate turning space to allow cyclists to access all stands provided (see figure 1, as produced by Cambridge City Council (2010))
- The design of cycle parking should be in keeping with the surroundings and be attractive to the user.

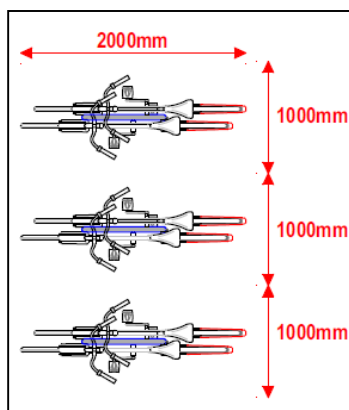


Figure 1. Cycle parking, as produced by Cambridge City Council (2010)

- **Additional guidance for flats/apartments**
- Cycle parking for residents should always be covered, and where possible, this should also be the case for visitor cycle parking.
- Cycle parking must be secure and in a well-lit area creating a sense of personal safety. It should be included in premises' CCTV surveillance systems (if provided), and where possible in lockable cycle sheds. If cycle parking cannot be housed inside, it should be overlooked by dwellings.
- Cycle parking should be sited within 20m of the relevant entrance of the building. If multiple entrances are used, cycle parking should be distributed throughout the site at each entrance.
- **Additional guidance for other residential dwellings**

- The guidance aims to encourage cycling by providing the space needed to store bicycles; therefore developers must bear this in mind within their planning applications. This doesn't have to be in a special / separate area. For example it could be included within garages (by increasing the stated garage dimensions) or in a suitable shed. The key thing is that an appropriately safe, secure and easy to use space is provided. Cycle parking in back gardens needs to be easily accessible.
- **Additional guidance for non-residential developments**
- Provisions for cycle parking at schools and colleges should reflect proposals for safer routes to school and Travel Plans, and may need to be increased to reflect the aspirations of these plans.

1.4 Motorcycle and scooter parking provision

Table 2 sets out the requirements for motorcycle parking in both residential and non-residential developments.

Table 2. Motorcycle parking standards

Non residential	Minimum of 1 space for all new developments
	Plus 1 space per 30 car parking spaces
Residential	Minimum of 1 unallocated space for all residential developments
	Plus 1 unallocated space per 30 car parking spaces

When providing motorcycle/scooter spaces, it is recommended that 2.0m by 1.0m is allowed per space. Spaces should be secure, well lit, and situated in prominent, accessible locations, ideally in a site that benefits from surveillance of some sort. For security, the use of anchor points (such as steel rails or hoops) is a minimum.

2. Residential car parking standards

Table 3. Residential car parking standards

Property Type	Average Number of Spaces per Dwelling	Additional Unallocated spaces per dwelling
1 Bed Flat	1.5	0.3
1 Bed House	2	0.4
2 Bed	2	0.4
3 bed	2.5	0.5
4 Bed	3	0.6
5 bed	3.5	0.7

Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking for

property redevelopments based on the standards specified. It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

2.1 Residential car parking design

Below are the minimum design requirements criteria for residential parking standards and must be considered within all planning applications:

- Size of allocated parking spaces Length 5.0m x Width 2.8m
- Parallel parking dimensions – 6.0m x 3.0m is recommended
- Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot
- Street width design to be considered and amended to accommodate on-street parking. Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used to allow cars to park on either side of the street, leaving at least an appropriate width carriageway.
- The design of unallocated parking should make it clear where it is appropriate to park and prevent inappropriate parking (particularly on footways).
- To add appropriate planting to soften the visual impact of cars
- Wherever parking is provided it needs to be more attractive than inappropriate parking opportunities. It should be accessible, well lit, overlooked and attractive. Where a parking court is considered it must be part of a coherent overall layout, be small and overlooked by dwellings.
- Parking design should consider its impact on the carriageway, particularly on the turning movements of larger vehicles, such as refuse vehicles.

2.2 Non-residential car parking standards

As described previously, non-residential car parking standards have been derived using TRICS. Table 6 sets out the resulting standards. Each use class parking standard is based on Gross Floor Area (GFA), or by staff/consultation room where indicated. Due to the limitations of the data available to us, there are a number of exceptions to these standards, and these are outlined below Table 7.

Table 4. Non-residential car parking standards (see Appendix 1 for maps)

Land use – new developments	Zone 1 (more accessible)	Zone 2 (less accessible)
Retail		
A1. Retail (GFA < 1000 sqm) See additional guidance below.	1 space per 23 sqm	1 space per 22 sqm
A1. Non-food retail (GFA >1000 sqm) See additional guidance below.	1 space per 38 sqm	1 space per 26 sqm
A1. Food retail (GFA > 1000 sqm) See additional guidance below.	1 space per 17 sqm	1 space per 14 sqm
Retail warehouses (DIY, Garden Centre)	1 space per 67 sqm	1 space per 38 sqm
Retail warehouse w/o garden centre	1 space per 65 sqm	1 space per 40 sqm
A2. Financial and professional services	1 space per 25 sqm	1 space per 21 sqm
A3. Restaurant – single	1 space per 16 sqm	1 space per 10 sqm
A3. Public houses, restaurant	1 space per 17 sqm	1 space per 12 sqm
A3/A4. Pub restaurants + hotel	Case by case	Case by case
A4. Public houses without restaurant (although site may sell bar food)	1 space per 25 sqm	1 space per 8 sqm
A5. Takeaways	1 space per 23 sqm	1 space per 8 sqm
Business		
B1. Business – offices See additional guidance below.	1 space per 25 sqm	1 space per 21 sqm
B2. General Industrial	1 space per 64 sqm	1 space per 39 sqm
B2. Industrial Estate	1 space per 87 sqm	1 space per 41 sqm
B8. General Warehouse, Industrial Units	1 space per 130 sqm <i>Please see additional guidance below on servicing arrangements and operational guidance.</i>	1 space per 120 sqm <i>Please see additional guidance below on servicing arrangements and operational guidance.</i>

Land use – new developments	Zone 1 (more accessible)	Zone 2 (less accessible)
Other use classes		
C1. Hotels and hostels	1 space per bedroom	1 space per bedroom
C2. Hospitals	Case by case	Case by case
C2. Care Homes	1 space per 3 residents (unallocated)	1 space per 3 residents (unallocated)
C3. Sheltered accommodation	1 space per 4 units (unallocated)	1 space per 3 units (unallocated)
Retirement flats	1 space per 4 units (unallocated)	1 space per 3 units (unallocated)
D1*a. Art galleries/museums	1 space per 89 sqm	1 space per 40 sqm
D1*a. Exhibition centre	1 space per 25 sqm	1 space per 18 sqm
D 1* (g & h). Place of worship/public assembly buildings	1 space per 25 sqm	1 space per 8 sqm
D1*b. Health surgeries	1 space per 20 sqm	1 space per 14 sqm
D1*e. Primary schools See additional guidance below.	1 space per f.t.e staff	1 space per f.t.e staff
D1*f. Secondary schools See additional guidance below.	1 space per f.t.e staff	1 space per f.t.e staff
D1*e. Higher, further education, college	1 space per 1 f.t.e staff + student parking to be assessed individually	1 space per 1 f.t.e staff + student parking to be assessed individually
D1*. Library	1 space per 50 sqm	1 space per 42 sqm
D2. Bingo Hall	1 space per 21 seats	1 space per 15 seats
D2. Cinema	1 space per 12 seats	1 space per 6 seats
D2. Leisure Centre – swimming pool	1 space per 62 sqm	1 space per 26 sqm
Tennis courts	2 spaces per court or individual assessment	2 spaces per court or individual assessment
B1/B2. Motorist centre/car servicing	1 space per 53 sqm	1 space per 38 sqm
B2. Repair Garage	1 space per 35 sqm	1 space per 23 sqm
Sui Generis. Theatres	1 space per 12 seats	1 space per 6 seats

The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.

Additional guidance:

A1 shops – In all cases, adequate provision should be made for the parking and turning of service vehicles serving the site, off the highway.

B1 Business – These optimum standards are designed to provide an appropriate level of parking across the county. However recent developments suggest higher levels may be required in certain areas. This may be due to specific to local circumstances and/or the geography of the district. Where this is the case, the flexibility allowed by the standards should be applied.

Houses in Multiple Occupation (HMO's) – see guidance in Table 3.

Shared use facilities – When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use. However, where visitors will use more than one of these facilities the impact of this on the parking spaces required must also be taken into account.

All schools and colleges - All school and colleges should provide appropriate drop off areas as well as car parking. Drop offs can reduce the need for parking, improve circulation and ultimately reduce congestions problems on local roads around the school.

Secondary schools – where there is a 6th form, student parking should be assessed individually.

Residential schools – to be assessed individually.

Warehouse – Consideration should be given to the requirement for overnight parking and facilities. Also due to variability of the sites, the standard will need to be considered carefully and greater flexibility may be needed here.

Parking For Service Vehicles - The provision of spaces for goods vehicles to load and unload will be assessed for each development proposal on its merits. It is essential to make adequate provision to ensure that servicing can be accommodated without detriment to the safety of other road users, or the free flow of all-modes of transport on the highway. Car sales/showrooms will be expected to ensure that deliveries by car transporters can be appropriately accommodated.

2.3 Exceptional situations

For some land uses, the approach used to calculate parking requirements does not provide appropriate results, either due to the data available or the nature of their parking requirements.

Table 5. Dealing with exceptions

Land use	Approach
Houses in Multiple Occupation (HMO's), including	HMO's should provide the same number of spaces as other residential dwellings. As with all developments the standards allow for flexibility where there is evidence that they would not be appropriate. Where a local planning authority considers that other rooms are likely to be used as bedrooms, they may wish to consider including these within the calculation for parking provision.
relevant student accommodation	HMO's come in a wide range of forms and there is scope to utilise the flexibility in these standards to make this provision in a way that is appropriate for the situation. Where a property is converted into a HMO, developers will need to agree with the local planning authority on how sufficient parking will be provided. For example the local planning authority may wish to explore the potential for an agreement that allows equivalent parking facilities to be provided or funded elsewhere by the developer.
Care home/sheltered housing accommodation	Care home and sheltered housing properties should provide a minimum of 0.5 spaces per dwelling in Zone 1, and 1 space per dwelling in Zone 2, of which all must be provided as unallocated parking. However, similarly to HMO's, where properties are converted into care homes/sheltered housing accommodation, developers will need to agree with the local planning authority (following appropriate discussion with BCC) on how sufficient parking will be provided for these uses, particularly where districts have a policy on this.
A2. Financial and Professional services	TRICS database has no data for this use class. The existing standards between two districts are similar, and similar to those for 'B1 (a) (b) (c) Business – Offices'. As the existing B1 standards fits well with observed data, and the two land uses have a number of similarities, the standard has been suggested to be the same as B1.
Pub restaurant with hotel	TRICS does not include sufficient data for this land use to provide a robust basis for a standard. Therefore the parking requirement for pub restaurants with hotels attached will be considered on a case by case basis.
Hotels	TRICS does not include sufficient data for this land use to provide a robust basis for a standard. Therefore, the hotel standards have been based on the existing district standards.

Hospitals	<p>Parking at hospitals is an important issue. However, there are a number of barriers to the creation of a hospital car parking standard. Hospitals are often complex, multi-occupancy developments catering for more than just the general hospital; the NHS is constantly evolving, with different ways of managing staff, patients and visitors; and hospitals are often developed in a phased way, meaning that long terms plans are not always clear. These factors combine to make the identification of a standard based on historic data inappropriate.</p> <p>Therefore, it is considered appropriate that car parking at hospitals is considered on a case-by-case bases (including, where appropriate, discussion between local authorities, health trusts, staff and patient groups). A number of points should be considered when determining parking requirements, including existing issues such as lack of capacity, overspill and neighbourhood issues; existing parking provisions; use and demand; long term development plans; accessibility by public transport; the overall sustainability and accessibility of the site; type of hospital; and number and timing of users.</p>
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2.4 Dimensions for car parking

Evidence shows that the size of vehicles has increased over time. As a result, the size of parking spaces has been reviewed, and the size increased for both residential and non-residential parking, to better reflect the current size of vehicles. Table 8 sets out the minimum bay size for cars.

Table 6. Minimum car parking dimensions

Length	5.0m
Width	2.8m

The minimum bay size must be used unless developer evidence suggests otherwise. If spaces are smaller than the minimum bay size, the bay will no longer be considered a usable parking space. Where spaces are constrained by a wall on one side, which may consequently prevent a door from opening, the space may need to be larger. Increasing the length of an on-street parking bay may also need to be considered for parallel parking.

Table 7. Minimum parallel parking dimensions

Length	6.0m
Width	3.0m

Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot

There should be a distance of 6.5m between rows for access where the parking spaces are at right angles to the traffic lane. The distance between rows can be reduced where the parking spaces are at angles to the traffic lane.

Wider car parking spaces should be provided for blue badge holders.

Unallocated on-street parking spaces (kerbside parking or marked bays) may be considered for adoption by the Highway Authority subject to operational and safety considerations. However, where there is allocated parking provision for individual dwellings which is not adopted by the Highway Authority, the developer will have to provide the appropriate arrangements for their future management and maintenance. In some cases, the District Councils may also be delegated the management of on- street parking where appropriate.

2.5 Garage provision and size

It is clear that some garages within Chiltern and South Bucks are not used for parking of vehicles, but instead are used for storage or other purposes. Garages are often too small to accommodate most modern family cars, a bicycle and other domestic goods - contributing to this problem. Garages are, therefore, required to provide enough space for all functions they are planned to accommodate. Where a garage is to be used for cycle or motorcycle parking, a suitable area must be provided on top on the dimensions set out here. This area must meet the minimum dimensions set out for cycle and motorcycle parking in Sections 2.1 and 2.2 respectively.

Table 9 sets out the minimum dimensions for a garage. These dimensions have been checked against the current top-selling cars to ensure they are fit for purpose.

Table 8. Minimum garage dimensions

Length	6.0m
Width	3.0m

For the purposes of the Joint Local Plan it is considered that a garage should not count as a parking space unless the developer can demonstrate that vehicles can access the garage without interference from vehicles parked in proposed parking spaces, and that the garage is sufficiently large to also accommodate other family requirements such as bike storage, utilities and workshop (an additional 18sqm).

2 Blue badge parking

Many people with reduced mobility are dependent on cars for getting around. Therefore, when developers make plans, blue badge parking should be a priority.

The positioning of blue badge parking is critical if it is to serve its purpose

successfully and help blue badge users to access services independently. Blue badge parking should be located within 50 metres of the entrance of the service it is provided for, on firm, level ground, in well-lit areas. If the distance between the parking facility and the entrance is (unavoidably) greater than 50 metres, no more than 50 metres should be uncovered. Where ramps are used to provide level access it is important to consider that these can be difficult to negotiate for some ambulant disabled people. Therefore, it may be appropriate to provide ramps alongside alternatives such as steps. If all blue badge parking spaces cannot be located immediately next to an entrance, developers should consider distinguishing 'high priority' blue badge holders (such as those with a 'nil value tax disc'). Spaces closest to the entrance could be reserved for 'high priority' blue badge holders' whose needs are most acute.

The route between the parking facility and the service should be direct and suitable for wheelchairs and those with limited mobility, with no steps, bollards, or heavy doors. Developers should be aware of the impacts of glare on people with visual impairments, particularly where there are bright or shiny surfaces. In multi-storey car parks blue badge parking should be on the same level as pedestrian access, or positioned close to a lift with wheelchair access. Where possible, blue badge parking should be located where it allows people to do a number of things at once and access facilities such as accessible toilets. In all cases, blue badge parking should be positioned to protect users from moving traffic.

The marking of blue badge parking is also vital to ensure spaces are clearly visible. In car parks, blue badge parking should be clearly sign posted from the entrance, and the spaces themselves clearly labelled with a sign at eye level, a yellow wheelchair symbol within the space, and areas between the bays hatched in yellow. Signage should indicate the distance between the parking spaces and nearby facilities.

Where machines with audio capabilities (such as ticket machines and entrance and exit gates) are present, a loop system should be in place to help users with limited hearing to use these.

Table 12 sets out the number of blue badge parking spaces required, and Table 13 sets out the size of blue badge spaces. Both tables set out minimum recommendations; however, additional needs may be identified for specific developments and it is important that blue badge parking is monitored regularly to ensure the needs of people with disabilities are being met. Where sufficient demand is likely developers should also consider providing areas to park and lock mobility scooters, particularly in large developments such as shopping complexes.

3.1 Blue badge parking: number of spaces

Table 9. Blue badge parking standards

Where the public do not normally have access (including employment sites)	1 bay per disabled employee; Plus 3 bays or 5% of total capacity (whichever is greater)
Where the public normally have access (e.g. shopping areas, leisure facilities, railway stations)	3 bays or 6% of parking capacity (whichever is greater)
Residential	Where a dwelling is to be built to Mobility Standards a minimum of 1 bay per dwelling (of the overall optimal standards for car parking) should be built to the blue badge parking dimensions set out in Table 10.
C3 Sheltered and retirement accommodation	30% of parking capacity (of the overall standards for car parking) should be allocated to blue badge users.

All decimals should be rounded up to the nearest whole space.

More spaces may be required for certain land uses (e.g. doctor's surgeries) than the standards set out above.

Hospital car parking is considered on a case-by-case basis through negotiation between local authorities, health trusts, and staff and patient groups. This should include consideration of existing issues, neighbouring areas, time variations and the demands from all potential users.

3.2 Blue badge parking: dimensions

Table 10. Blue badge parking dimensions

The following dimensions are based on the current district parking standards, and the recommendations set out in the Traffic Advisory Leaflet 5/95 (DfT, 1995).

Off-street parking	
When bays are adjacent	5.1 X 3.8m (1.2m of this may be shared between two adjacent spaces)
Parallel bays	6.6 X 3.8m
Height (if applicable)	2.6 m
On-street parking	
At an angle to the access aisle	5.1 X 3.3m
Parallel to the access aisle	6.6 X 3m If cannot access footway from vehicle, width should be 3.3m

4 Impacts on surrounding areas and parking management

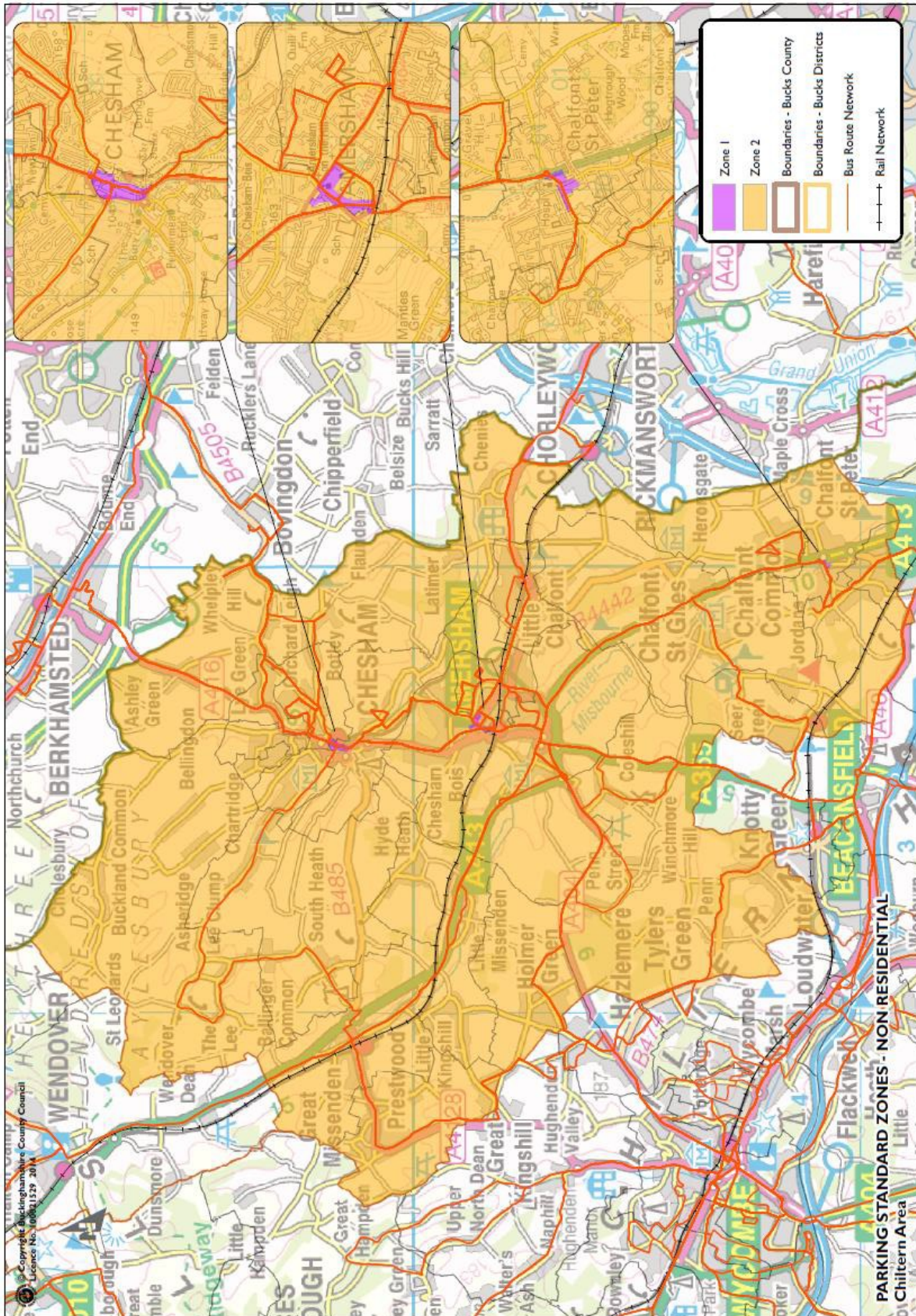
These standards endeavour to ensure new developments provide the right amount (and type) of parking. However, there will be situations where a risk remains that developments could cause parking problems in surrounding areas. Developers remain responsible for mitigating this impact of their development.

These issues should be considered through the normal development management processes. The bullet points below provide guidance on some of situations where this may be particularly important. This guidance is provided purely to assist the aforementioned process and is not intended to be exhaustive.

- Developments in areas subject to existing parking management measures (such as restrictions or residents' parking zones) will be responsible for funding any changes to these arrangements they necessitate.
- Developments which risk causing a spill over of parking into neighbouring areas (including through the imposition of parking charges) will be responsible for funding any parking management measures required to prevent this as part of their mitigation works.
- Schools may require additional parking management measures to ensure safe access to pedestrians and cyclists, and to prevent obstructions to traffic at peak times. This may include (but may not be limited to):
 - Keep clear markings at school entrances
 - Controlled parking zones
 - Loading and waiting restrictions
 - Pavement parking controls
 - Speed limits
 - Walking and cycling infrastructure
- Where there is capacity available in other existing or planned developments, and appropriate arrangements can be made, this can be an effective way to provide parking. This would need to be agreed with the car park's operator, and be consistent with the development's Travel Plan and/or Transport Assessment. Arrangements for permits and the payment of (potentially reduced) fees may be appropriate.
- Although unallocated parking can be very effective, developments that include high proportions of unallocated parking may require parking management measures. This may include (but may not be limited to) residents permit zones or Traffic Regulation Order's (TRO).

Appendix 1. Non-residential zone maps

Chiltern zone map



South Bucks zone map

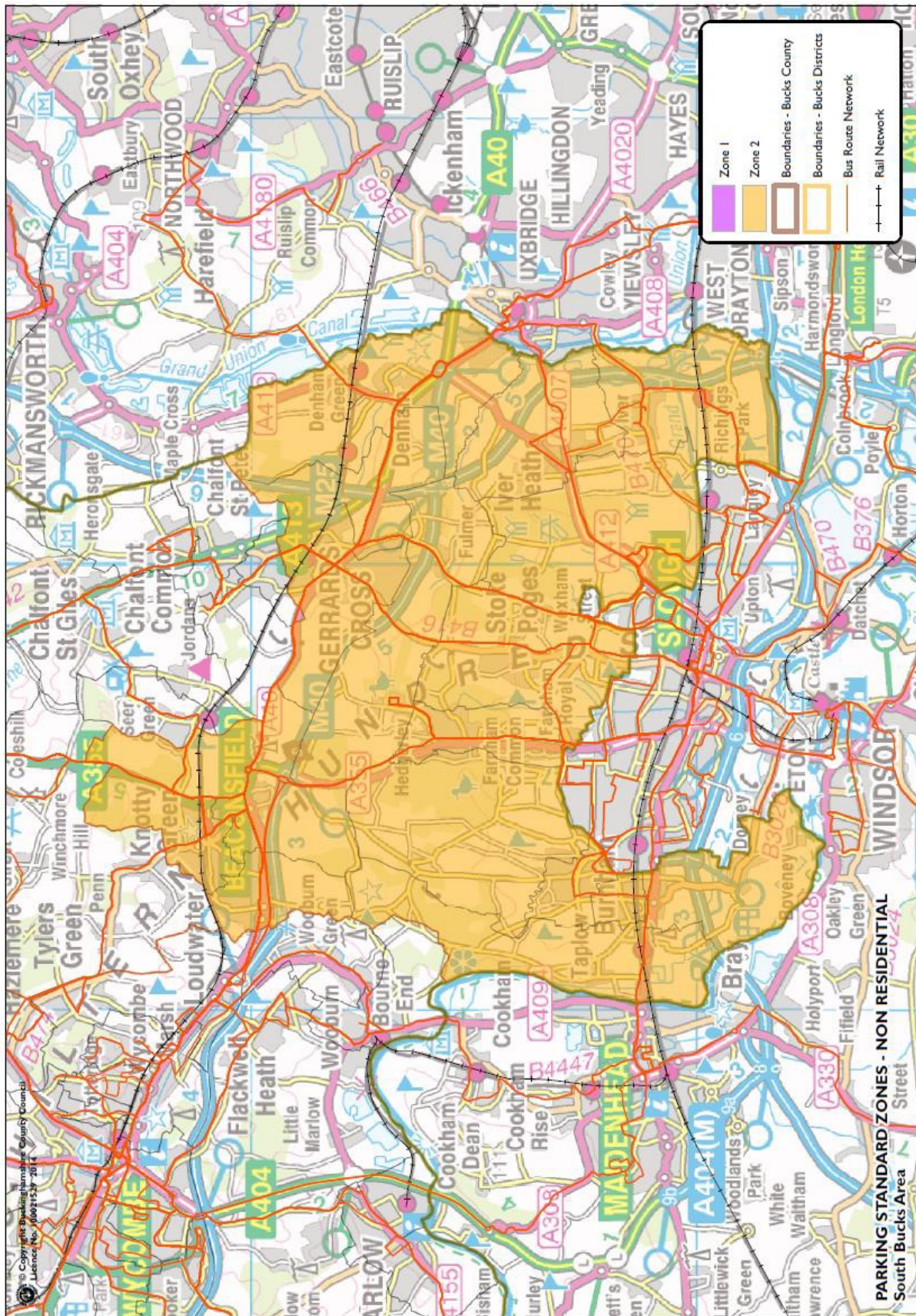


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Healthy Places

Healthy neighbourhoods are places where people live, work, play and have a sense of belonging. The design of a neighbourhood can contribute to the health and wellbeing of the people living there. Several aspects of neighbourhood design (including walkability and mixed land use) can also maximise opportunities for social engagement and active travel. The design of neighbourhoods impacts on our day-to-day decisions and therefore has a significant role in shaping our health behaviours.

Access to, and engagement with, the natural environment is associated with positive health outcomes, including improved physical and mental health, and reduced risk of cardiovascular disease and other chronic conditions.

Public Health England's report *Spatial Planning for Health* (June 2017) provides evidence that:

- having access to recreational infrastructure, such as parks and playgrounds, is associated with reduced levels of obesity and an increase in physical activity;
- living close to green space, such as parks and other open spaces, can improve health;
- aesthetic park improvements can increase the number of visits and improve physical activity; and
- participation in physical activity in a natural setting is associated with more improved mental health outcomes than participation in physical activity in an indoor setting.

Open spaces therefore play a key role in achieving healthier and more active communities whilst aiding mental wellbeing and are therefore promoted and protected by this Plan.

Healthy – Appropriate Development in Local Green Spaces

Local Green Spaces can be designated by local or neighbourhood plans. The level of protection afforded to Local Green Spaces is consistent with the level of protection afforded to the Green Belt.

Local Green Spaces can be identified for their local significance, such as historic importance, recreational value or biodiversity value. The policy below defines what type of development would constitute appropriate development for outdoor recreation in Local Green Spaces.

Policy DM HP1

Healthy – Appropriate Development in Local Green Spaces

Planning permission will be granted for recreation and leisure development in Local Green Spaces provided that it would:

- a) enhance the use of the space;
- b) be appropriate for the size and type of space; and
- c) have no detrimental impact on biodiversity.

Local Green Spaces are defined on the Policies Map or on neighbourhood plan policy maps.

Healthy – Appropriate Development in Public Open Spaces

Public Open Spaces provide important amenity, recreational, biodiversity and townscape / landscape benefits. There are many types of open space, including:

- Accessible countryside on the urban fringe
- Allotments
- Amenity greenspace
- Cemeteries and churchyards
- Civic spaces
- Facilities for children and young people
- Natural and semi-natural greenspace
- Public parks and gardens
- Recreation grounds

The Council has carried out an audit of open space provision, the Open Space and Recreation Study. This assessed open space provision based on quantity, quality and accessibility and by type of open space. This has shown that there are some deficiencies for certain types of open space and that these deficiencies will get worse, without additional provision as the population rises over the Plan period. More details are available in the open space report annexes. Applicants are expected to consider the most up-to-date assessment when proposing new open space or improvements/alterations to existing provision.

Much of the Plan area is characterised by the openness of the rural areas and the open spaces within the settlements. The policy below sets out the criteria for development within public open spaces.

Policy DM HP2

Healthy – Appropriate Development in Public Open Spaces

Planning permission will be granted for development which enhances the quality or use of public open space provided that it can be demonstrated that it:

- a) will be appropriate to the type of space, by way of the intended use;
- b) will improve biodiversity or amenity value of the space;
- c) will improve rural or townscape character;
- d) will not result in a net loss of open space provision unless it can be demonstrated that the benefits outweigh the loss; or
- e) is a proposal in a neighbourhood plan.

When determining whether development is appropriate under criterion (a) the Council will consider the function of the open space, the intended use of the development and whether it is compatible.

Public Open Spaces are shown on the Policies Map.

Healthy – Equipped Play Areas

Site allocations and other development that includes the provision of homes will provide equipped play areas according to the amount of new homes and the distances children will need to walk as follows:

- Local Areas for Play (LAPs) – aimed at very young children, within 100 metres of new homes;
- Local Equipped Areas for Play (LEAPs) – aimed at children who can go out to play independently, within 400 metres of new homes; and
- Neighbourhood Equipped Areas for Play (NEAPs) – aimed at older children, within 1,000 metres of new homes.

Policy DM HP3

Healthy – Equipped Play Areas

Planning permission will be granted for the development of homes which provides equipped play areas and secures their management in perpetuity as follows:

Scale of	Local Area for	Locally Equipped	Neighbourhood
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Development	Play – each within 100 metres	Area for Play – each within 400 metres	Equipped Area for Play – each within 1,000 metres
5–9 Homes	✓		
10–199 Homes	✓	✓	
200–499 Homes	✓	✓	✓
500+ Homes	✓	✓	✓

Healthy – Sports, Recreation and Leisure Facilities

The Plan area contains a range of local sporting and recreational facilities which are enjoyed by a wide variety of users. Ensuring that these facilities remain a key part of community life is essential to delivering healthier, more active communities.

Facilities within schools and colleges can provide a useful contribution to the leisure requirements of the communities in which they are located. Where new facilities are provided as part of school improvements or expansion the council will encourage their use by the wider community.

In addition to local facilities, the Plan area is home to the world-class Eton Dorney facility which served as the rowing venue during the 2012 London Olympics. The main feature of the complex is a 2,200 metre flat water rowing lake. In addition to its use as a rowing and canoeing facility the complex also hosts other events and competitions such as triathlons and open water swimming.

The Hillingdon Outdoor Activity Centre (HOAC) is expected to be relocated once development associated with HS2 necessitates the closure of its existing Colne Valley site. The site is anticipated to be relocated to New Denham Quarry in 2020 and will provide facilities for outdoor and water-based sports, activities and events.

Policy DM HP4

Healthy – Sports, Recreation and Leisure Facilities

Planning permission will be granted for the redevelopment of land or buildings in use or last used for sport, recreation or leisure provided that they are no longer required* or if the development involves a new facility which would be at least equal in quality and quantity to the existing or former use.

The Council encourages the provision of new leisure facilities where these can help to meet an identified deficiency in the local area.

Land for sports, recreation and leisure uses is shown on the Policies Map.

* (See Appendix EP1 within the Enterprising Places section for details of marketing evidence required.)

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Natural Places

The Plan area has international, national, regional and locally designated natural assets. These include the Chilterns Area of Outstanding Natural Beauty (AONB), Burnham Beeches Special Area of Conservation and the Colne Valley Regional Park. In addition, there is a wide range of green spaces such as Local Wildlife Sites, country parks, local parks, children's play spaces, designated Local Green Spaces, historic gardens and functional green spaces (such as floodplain). There are lakes, chalk streams, the rivers Alder Bourne, Chess, Colne, Jubilee, Thames, Misbourne and the Grand Union Canal. These green and blue spaces perform important functions both individually and as part of a wider network:

- Social Functions – contributing to health and wellbeing, leisure and recreation, education, heritage, sense of place and tranquillity
- Environmental Functions – supporting biodiversity, water management, air quality and helping to address the impacts of climate change.
- Economic Functions – supporting tourism and providing an attractive business environment.

The green and blue infrastructure contributes locally to quality of life and also plays an important strategic function offering leisure and recreational opportunities within the wider area and as such is also of strategic importance.

The National Planning Policy Framework (NPPF) requires the planning system to contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity. This Plan has been prepared to positively meet development needs whilst also protecting and enhancing green infrastructure and biodiversity.

Natural – Chilterns Area of Outstanding Natural Beauty

The Chilterns AONB is a national designation within which great weight should be given to conserving and enhancing landscape and scenic beauty.

AONBs are designated for the purpose of conserving and enhancing the natural beauty of the area, which includes its flora, fauna, and geological and natural physical features. The presumption in favour of sustainable development does not apply in an AONB and the Council has a duty to conserve and enhance its natural beauty.

The Chilterns AONB was designated in 1965 and extended in 1990. It stretches across 13 local authorities which work to safeguard its future through the Chilterns Conservation Board. 43% of the Plan area is covered by the Chilterns AONB: 71% of Chiltern and 3% of South Bucks.

The Chilterns Conservation Board produces a Management Plan for the AONB and updates it every five years. This is a statutory document under the Countryside and Rights of Way Act 2000 and can be a material consideration in making decisions on individual planning applications, where they raise relevant issues.

The Chilterns Management Plan contains a number of broad aims for the management of the Chilterns AONB, as well as detailed policies. It is based on three overarching visions:

- a) Conserve and enhance natural beauty;
- b) Increase understanding and enjoyment; and
- c) Foster social and economic well-being.

The Chilterns Conservation Board has produced the Chilterns Buildings Design Guide (2010). This provides detailed guidance on how to achieve high quality design which respects the natural beauty of the Chilterns and its traditional built character, and reinforces the sense of place and local character.

Policy DM NP1

Natural – Chilterns Area of Outstanding Natural Beauty

Planning permission will be granted for development within the Chilterns Area of Outstanding Natural Beauty (AONB) provided that it:

- a) conserves and, where possible, enhances the special qualities, distinctive character and natural features which contribute to the natural beauty of the AONB;
- b) has regard to the AONB Management Plan;
- c) has regard to the Chilterns Buildings Design Guide and technical notes by being of high-quality design which respects the natural beauty of the Chilterns and its traditional built character, and reinforces the sense of place and local character; and
- d) avoids adverse impacts from individual proposals and any cumulative effects, unless these can be satisfactorily mitigated.

There is a presumption against major development in the AONB unless it can be demonstrated that there are exceptional circumstances and the development is in the public interest. Whether a development constitutes a 'major development' will be assessed on a site-by-site basis taking account of the scale of the proposal and its relation to the local context.

Natural – Colne Valley Regional Park

The Colne Valley Regional Park covers over 10,000 hectares and straddles many local authority boundaries. It includes the eastern part of the Plan area from the east of Chalfont St Peter and Gerrards Cross, extending southwards to include the areas around the Ivers and Richings Park.

The Colne Valley Regional Park was established in 1967 for recreation and leisure purposes. The Colne Valley Park Community Interest Company was established in 2012 to manage and enhance the landscape, safeguard the countryside, conserve and enhance biodiversity, provide opportunities for countryside recreation, achieve a vibrant and sustainable rural economy and encourage community participation.

Policy DM NP2

Natural – Colne Valley Regional Park

Planning permission will only be granted for development in the Colne Valley Regional Park provided that it would make a positive contribution towards:

- a) maintaining and enhancing the landscape, historic environment and waterscape of the park in terms of its scenic and conservation value and overall amenity;
- b) conserving and enhancing biodiversity within the Park through the protection and management of its species, habitats and geological features;
- c) providing opportunities for countryside recreation and ensuring that facilities are accessible to all; and
- d) seeking to achieve a vibrant and sustainable rural economy within the Park.

Natural – Burnham Beeches Special Area of Conservation

Burnham Beeches is a Special Area of Conservation (SAC), a Natura 2000 designation to conserve flora and fauna. It is also a National Nature Reserve (NNR) and a Site of Special Scientific Interest (SSSI). It covers 383 hectares, of which 220 are publicly accessible, and is managed by the City of London Corporation. It is characterised by a diverse mixture of ancient woodland, wood pasture, coppice, ponds and streams, grassland, moor and heathland and is also one of the richest sites for *saproxylic invertebrates* beetles in the UK.

The reasons for designation as a Natura 2000 / European site (i.e. a SAC) are the acid beech forest with its shrub layer, together with some nationally rare invertebrates and epiphytes (plants that live on other plants). These species and habitats are vulnerable to hydrology changes, air pollution and impact from recreational visits and domestic animals.

The Habitats Regulations Assessment shows that without mitigation there are likely to be significant effects on the SAC from increased visitor pressure and a deterioration in air quality due to increased vehicle movements in the locality. Development within the hydrological catchment areas of the SAC, as shown in Image NP1, could particularly impact on the health of the trees by causing changes to the surface and ground water flows as well as changes to water quality. Development proposals within the hydrological catchment areas will therefore need to demonstrate that avoidance measures are incorporated into schemes.

Image NP1: Hydrological Catchment Areas of Burnham Beeches SAC

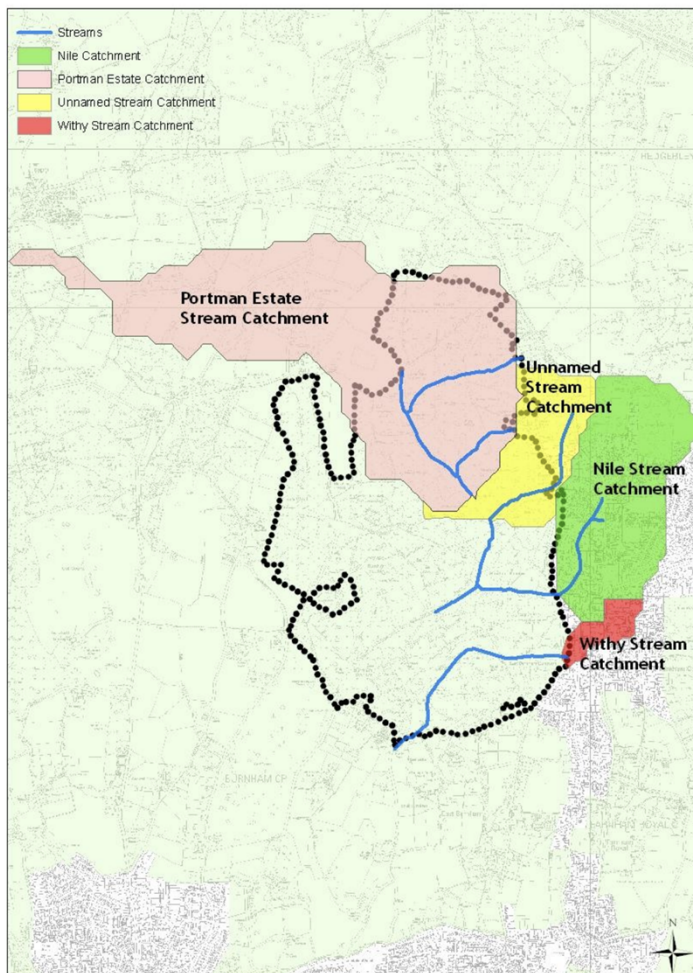


Image NP1

Recreation within Burnham Beeches has resulted in an adverse impact on the health of the site. Impacts include trampling and soil compaction, climbing damage to trees, dog fouling, the spread of disease and an import of non-native species. Visitor surveys have shown that the majority of visitors to Burnham Beeches live within the surrounding settlements, but that the site also draws visitors from further afield. It is understood that any additional development within 5km of the site is likely to result in a level of additional recreational visits that cannot be adequately mitigated through current management arrangements. Therefore development resulting in any net additional homes within this zone of influence would be likely to result in a significant

adverse impact on the integrity of the SAC. The policy below seeks to avoid these impacts by restricting development within 500 metres of Burnham Beeches.

Development sites outside this area, but within 5km of the SAC, are still likely to result in additional recreational visits. An Access Management and Mitigation Scheme has been agreed with Natural England, the Highway Authority and the City of London Corporation in order to provide on-site mitigation for these additional visits. The effectiveness of this scheme will be monitored and the scheme reviewed if necessary. Development within this wider zone of influence will need to make financial contributions towards this or any subsequently agreed mitigation scheme.

Site allocations within this wider zone of influence are likely to generate significant numbers of additional recreational visits to the SAC and therefore will need to demonstrate that they would not result in an adverse impact on the integrity of Burnham Beeches, through pre-application discussions with Natural England. This may include the provision of suitable alternative natural greenspace as part of the proposed development in order to encourage fewer visits to Burnham Beeches.

Air quality modelling work has also identified that there is likely to be an exceedance of certain pollutants within the SAC as a result of increasing vehicle movements within the surrounding road network. The Council has worked with Natural England and the City of London Corporation to develop an Air Quality Mitigation Scheme to avoid significant impacts on the SAC due to decreases in air quality. The effectiveness of this scheme will be monitored and the scheme reviewed if necessary.

The policy below ensures that development within the Plan area does not adversely affect the integrity of Burnham Beeches SAC.

Policy DM NP3

Natural – Burnham Beeches Special Area of Conservation

Planning permission will not be granted for development which results in net additional homes within 500 metres from the Burnham Beeches Special Area of Conservation (SAC).

Beyond 500 metres a precautionary approach will be taken for the protection and conservation of the SAC. Planning permission will only be granted provided that the Council is satisfied that this will not give rise to significant adverse effects upon the integrity of the SAC in view of its conservation objectives. A full Habitats Regulations Assessment of the potential impacts of development and, if appropriate, proposed mitigation measures must be submitted prior to the determination of the planning application(s) and suitable mitigation measures, as approved by the Council, will be implemented prior to the completion / occupation of development as appropriate.

Hydrology

Development proposals within the hydrological catchment areas will be required to demonstrate that they would not adversely impact on the SAC, during both construction and operational phases, by meeting the objectives and requirements in the guidance note 'Hydrology in Burnham Beeches' (South Bucks District Council, February 2014), or any subsequent study. Development will not be permitted within 10 metres of the streams in Image NP1.

Open Space Requirements and Mitigation for Recreational Impacts

Major residential developments that would result in a net increase in homes located between 500 metres and 5 kilometres from the Burnham Beeches SAC will be required to:

- a) make financial contributions towards the Burnham Beeches Access Management Scheme, or any subsequent scheme which replaces this; and
- b) demonstrate that no adverse impacts on the SAC will arise as a result of additional visitors to the SAC from the development. This might require the provision of bespoke mitigation, such as Suitable Alternative Natural Greenspace, as part of the development in order to offset visitor pressure to the SAC. Such mitigation will need to be determined in agreement with Natural England.

Air Quality

Development must contribute towards the Burnham Beeches Air Quality Mitigation Scheme, or any subsequently agreed scheme, unless it can be demonstrated that the development would not result in any adverse impact on air quality at Burnham Beeches either alone or in combination with other development.

The Burnham Beeches Special Area of Conservation, the hydrological catchment area and the zones of influence are defined on the Policies Map.

Natural – Biodiversity and Geology

Biodiversity

'Biodiversity' is the variety and number of plant, insect and animal species in a particular habitat. The higher the number of species in a given habitat, the greater the biodiversity. Within Chiltern and South Bucks there are several levels of designation to protect sites of particular biodiversity interest. However, biodiversity is not restricted to protected areas; it can be found everywhere. Any reduction in the number or variety of species on a site is a loss of biodiversity.

Sites of national or international importance for biodiversity or geology within the Plan area include 3 Sites of Special Scientific Interest (SSSIs) in Chiltern with a total area of 106 hectares, 16 SSSIs in South Bucks with a total area of 545 hectares, and Burnham Beeches Special Area of Conservation (SAC).

Biodiversity Opportunity Areas (BOAs) have been identified across Buckinghamshire as areas where the greatest opportunities for habitat creation lie, enabling the efficient focusing of resources where they will have the greatest positive effect. BOAs provide a focus for co-ordinated biodiversity action across the county, enabling a more strategic approach to the conservation, enhancement and management of biodiversity networks in Buckinghamshire. BOAs are also protected sites.

Development should conserve and enhance the natural environment and provide an increase in biodiversity. New development should provide links between biodiversity features and the surrounding landscape and existing habitats through green and blue infrastructure, as covered in the Connected Places section.

Consideration must be given to the existing features, habitats and known species and targeted measures introduced to improve habitats, sites of importance for biodiversity and wildlife corridors. For example, appropriate landscaping can help to reduce habitat fragmentation and sensitive lighting can avoid disruption to various species. Sustainable Drainage Systems (SuDS) can support wildlife. Incorporating biodiversity features into buildings, such as living roofs and walls and the use of special bricks / boxes, can provide nesting or roosting sites for bats and birds such as swifts.

Development proposals that are likely to affect biodiversity will be required to provide an appropriate level of ecological survey or report. Further detail on biodiversity and planning is provided in the document 'Biodiversity and Planning in Buckinghamshire' (revised 2014).

Geodiversity

'Geodiversity' is defined as the range of rocks, minerals, fossils, soils and landforms. There are a small number of Local Geological Sites (LGS) in the Plan area, largely comprising active or former quarry workings. SSSIs can be designated for reasons of geological importance, where they comprise or include exposure of important geological features, and several of these exist within the Plan area.

Policy DM NP4

Natural – Biodiversity and Geodiversity

Planning permission will only be granted for development proposals affecting designated sites and non-designated sites that include important habitats or species provided that the development:

- a) provides a net gain in biodiversity, achieved through the long-term management, enhancement, restoration or creation of natural or semi-natural habitats and connected ecological networks to sustain wildlife;
- b) Is supported by an ecological survey that is commensurate with the scale and location of the development and the likely impact on biodiversity and the legal protection of the site; and
- c) demonstrates how existing site specific factors have been considered and incorporates design features aimed at sustaining and increasing the quality of natural habitats.

Planning permission may be refused where development would result in a loss of biodiversity and geodiversity. The level of protection afforded to sites of importance to biodiversity or geodiversity, and therefore the level of mitigation or compensation required, will be proportionate to the significance of the impact.

Many species are legally protected and the applicant must demonstrate that appropriate investigation has been undertaken. Where a proposal would result in harm to sites of importance for biodiversity or geodiversity the Council will require applicants to demonstrate that no suitable alternative site exists, and that a sufficient level of mitigation and compensation can be provided such that the proposal will achieve an overall net gain in habitat for the interest feature and a net gain in biodiversity for the site.

Natural – Trees and Woodlands

Trees and woodlands contribute to the improvement of people's health and wellbeing by modifying microclimates and reducing pollution. They are important in providing visual amenity and opportunities for outdoor recreation and other wellbeing benefits.

Trees provide screening, perspective, focal points, privacy and seclusion. They help define the landscape and create natural linkages within the green Infrastructure network. They provide valuable habitats for a range of wildlife and form a 'carbon sink', helping to absorb and store carbon dioxide. Trees and woodlands are an integral part of the typical wooded landscape of the Chilterns.

The Council will prevent the loss or damage of good quality trees or woodlands, especially those which are protected such as ancient woodlands, or have a high public amenity value. The policy below ensures that trees are not considered in isolation and that they are integral to the overall design of a scheme and contribute to the wider objectives of securing biodiversity and green infrastructure on new developments.

Policy DM NP5

Natural – Trees and Woodlands

Planning permission for development will be granted provided that:

- a) it includes appropriate mitigation measures to compensate for any loss or damage to protected trees in line with the latest Forestry Commission and Natural England advice;
- b) good quality trees which contribute to the visual amenity and character of the area are preserved; and
- c) retained trees and new trees provide integration within the existing green infrastructure network or help to join up areas of existing but separated green infrastructure.

Natural – River Character and the Water Environment

The main rivers in the Plan area are the Alder Bourne, Chess, Colne, Jubilee, Thames and Misbourne. The Slough branch of the Grand Union Canal also runs through South Bucks.

These rivers and the canal are important habitats. The Misbourne, Chess and Colne provide internationally-rare and important chalk stream habitats that are identified as priority habitats in the Buckinghamshire Biodiversity Action Plan.

Most people who live in the Colne catchment rely on groundwater for their water supply. As the catchment's population increases so does the demand for water, placing immense pressure on the groundwater resource, and causing the Colne's headwaters to suffer increasingly from low flows.

96% of the water used within the catchment is used by households, with the remainder being used by activities such as agriculture, horticulture and quarrying. The average daily water use in households in the Colne catchment is 182 litres per person per day in properties without a water meter, the highest in Europe. This amount is some 32 litres above the national average and 42 litres above the UK Government's target for water use. Reducing per capita demand is key to improving flows in the catchment's chalk streams to ensure their survival for future generations.

Another important feature of rivers, lakes and watercourses is the opportunity they provide for recreation. For instance, Dorney Lake provides opportunities for a variety of events including rowing, triathlon, running and swimming. The Council will look to safeguard the amenity value of rivers, lakes and watercourses.

Proposals adjacent to watercourses should incorporate measures necessary to improve, restore or reach 'good' ecological status / potential, as defined in the Water Framework Directive.

Natural flood and watercourse management methods should be promoted and encouraged.

The Thames River Basin Management Plan contains details of the waterbodies in Chiltern and South Bucks. Developers are advised to consult this document (or subsequent versions) prior to applying for planning permission.

The Council will work with the Environment Agency and its partners to help deliver schemes which improve the water environment. The Jubilee River 25 Year Landscape Management Plan includes advice on landscape enhancements with potential to be incorporated into schemes where appropriate.

Policy DM NP6

Natural – River Character and the Water Environment

To ensure the long-term protection and enhancement of all rivers, river landscape corridors and water environments and to assist in meeting the Water Framework legislation, the Council, in consultation with the Environment Agency and Local Lead Flood Authority will permit development which:

- seeks, through good design, to conserve and enhance the biodiversity and landscape value of any affected watercourse and its corridor;
- seeks to encourage opportunities for recreation where that would not have

wider impacts on water quality, the water environment or habitats;

- does not adversely affect the character, flow potential, and water quality of rivers and river banks or adjoining land within 10 metres of the ‘top of bank’ of the river watercourse; and
- retains the special character, landscape or amenity of any affected river.

Opportunities for de-culverting of water courses should be taken unless it can be demonstrated that it would not be safe or would increase flood risk on or off the site.

For the purposes of this policy the term ‘river’ includes any adjoining marshland, or other related water feature.

Natural – Chesham Flood Alleviation

Much of the surface water drainage through Chesham is managed by an underground culvert that runs through the town centre and down to the River Chess. The culvert was built in the 19th century and today has insufficient capacity to carry the town’s surface water runoff. The Environment Agency is working in partnership with the Council, the Lead Local Flood Authority and Chesham Town Council to consider options which will manage drainage in a sustainable way into the future.

The Chesham Surface Water Management Plan supports this approach by providing information on site-specific opportunities and measures which could be taken to improve the storage of surface water in Chesham, both within the town itself and on the outskirts.

Policy DM NP7

Natural – Chesham Flood Alleviation

Planning permission will be granted for development within Chesham provided that it improves the management of surface water and reduces the risk of localised flooding, as identified in local strategies such as the Chesham Surface Water Management Plan.

Development which lies across the route of the Vale Brook Culvert or adjoins its route will need to demonstrate that it:

- a) does not reduce the culvert capacity;
- b) does not adversely affect the culvert's current flow regime;
- c) does not affect the structural integrity of the culvert, and
- d) where possible, provides opportunities for improvements, for example with upstream attenuation or by restoring the natural watercourse.

Criteria a) to d) must be demonstrated by means of a Site-Specific Flood Risk Assessment accompanying the planning application.

Natural – Flood Protection and SuDS

Three different types of flooding exist: river or fluvial flooding where a river bursts or flows over its banks; groundwater flooding where levels of water in underground aquifers rise to such a degree that they cause flooding; and surface water flooding where the volume of water falling overwhelms the existing natural or man-made drainage systems. All three need to be managed.

Within Chiltern and South Bucks the main sources of flood risk are from rivers, groundwater and surface water but there have been incidences of flooding from sewers.

Requirements for site-specific flood risk assessments on individual applications for planning permission (and certain prior approval applications) are set out in National Planning Practice Guidance. Applicants will be required to submit a site-specific flood risk assessment with any application meeting these criteria and show how they have considered the most up-to-date assessment for flood risk.

Strategic Flood Risk Assessment (SFRA)

Areas at risk of different types of flooding are identified in the Council's Level 1 Strategic Flood Risk Assessment (SFRA) which was prepared in consultation with the Environment Agency and the Lead Local Flood Authority.

The SFRA sets out the areas with a probability of river flooding based on four categories (zones 1, 2, 3a and 3b) with zone 1 being the areas with the lowest fluvial risk and zone 3b (functional flood plain) being the areas with the highest fluvial risk. The SFRA has incorporated the latest Government advice on climate change allowances and provides information on flood risk issues by settlement.

The SFRA also identifies Areas of Critical Drainage (ACDs) which are locations likely to be most at risk of flooding from local sources (such as surface water, groundwater and ordinary watercourses) and where sustainable drainage solutions should be a priority.

A Level 2 SFRA covers the flood risk within the site allocations. Both SFRA's contain detailed development management guidance relating to the types of development and the differing levels of flood risk. The latest advice should be considered as part of the application process.

Applicants are also encouraged to consult the most up to date flood risk maps from the Environment Agency and Lead Local Flood Authority.

Sustainable Drainage Systems (SuDS)

Sustainable Drainage Systems (SuDS) are drainage systems which, through their planning and design, mimic natural drainage. SuDS include (but are not limited to) a variety of measures such as green roofs, rain gardens, retention/attenuation ponds, soakaways and permeable surfaces. SuDS can also provide additional habitat and biodiversity benefits to a development.

The inclusion of SuDS in flood high risk areas is unlikely to overcome the risk of flood inundation, therefore development should not be located in such areas. Development should only be considered appropriate in areas at lower risk of flooding if priority has been given to the use of SuDS that are designed to suit the site.

The Lead Local Flood Authority can advise on the most suitable forms of SuDS. Applicants should look to maximise the use of SuDS at the top of the hierarchy and look to deliver townscape / landscape and green infrastructure improvements through their implementation wherever possible.

Further guidance on SuDS is available from the Lead Local Flood Authority.

Policy DM NP8

Natural – Flood Protection and SuDS

Planning permission for development will be granted provided that it is designed to ensure that flood risk is not increased locally and avoids development on areas of flood risk.

Applicants proposing development requiring a site-specific flood risk assessment are required to demonstrate how flood risk has been considered as part of the development.

All planning applications will need to demonstrate that:

- a) the development is designed to ensure that flood risk is not increased locally or elsewhere;
- b) the development passes the Sequential Test and the Exception Test if required in accordance with national policy through a Site-Specific Flood Risk Assessment (FRA);
- c) within sites that have different areas of flood risk, the more flood vulnerable development is steered towards the areas of lowest flood risk on the site with only appropriate land uses sited in higher-risk flood zones;
- d) the development will prioritise the use of Sustainable Drainage Systems (SuDS) in order to mitigate flood risk, prioritising SuDS measures that offer multiple benefits;
- e) the development will include measures to ensure that the design is resilient and resistant in areas of flood risk, e.g. safe access and egress from a site; and
- f) the development will not impact on proposed or existing flood defences.

The Council will support development which incorporates the safeguarding of land for future flood alleviation schemes.

Areas of Critical Drainage

Areas of Critical Drainage are shown on the Strategic Flood Risk Assessment (SFRA) mapping. In these locations development must not exacerbate localised flooding and will need to include appropriate Sustainable Drainage Systems

(SuDS). Where applicants can demonstrate that their proposals will reduce surface water run-off in these locations they will be supported.

Sustainable Drainage Systems (SuDS)

All SuDS must be integrated within the overall design of the development. SuDS should also integrate with existing green infrastructure wherever possible.

Developments incorporating large-scale SuDS must be accompanied by a maintenance and management plan detailing how these will be maintained throughout the lifetime of the development.

Permitted Development and Use of Conditions

In locations at a high risk of flooding the Council will use conditions which withdraw permitted development rights if permitted development would otherwise lead to increased flood risk.

Natural – Reducing the Risk of Pollution

Pollution

Pollution can come in many forms: air, land, water, light and noise. The Council works closely with landowners and the Environment Agency (EA) to safeguard environmental health and public safety from forms of pollution.

Contaminated Land

There are a number of sites within the Plan area which could potentially be contaminated due to previous land uses. New developments can also produce or increase the risk of contamination unless appropriately controlled and managed. Developers are responsible for ensuring that unacceptable risks from contamination and land instability are not present on site. If necessary, any risks will be successfully addressed through the remediation of contaminated land without environmental impact on groundwater and surrounding land during and following the development.

To ensure that a site is suitable for a proposed new use, the implications of contamination will be considered by the Council when determining planning applications, working alongside and not duplicating other pollution control regimes.

Noise

Noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.

Noise should not be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development, but the Council will endeavour to ensure that appropriate land uses do not conflict with each other and cause undue disturbance.

Noise can have a significant effect on the environment and on quality of life. There are a number of ways of reducing the impact of noise, particularly in residential developments, and these can be taken into account in the overall design and internal layout of new buildings and spaces.

In some areas, such as industrial areas, noise will be inevitable, but the Council will endeavour to ensure that appropriate land uses do not conflict with each other and cause disturbance.

Applicants should take into account existing sources of noise and overall ambient noise levels for both the current exposure and that which may be reasonably expected in the foreseeable future.

Light Pollution

Floodlighting and other forms of artificial lighting can, when poorly designed, have a significant detrimental impact on surrounding areas, amenity and wildlife. Excessive amounts of light can cause distraction. The negative effects of light pollution can be experienced in a number of ways, such as sky glow, light trespass, light glare and light clutter.

Policy DM NP9

Natural – Reducing the Risk of Pollution

Pollution

Planning permission will be granted provided that the development:

- a) does not produce unacceptable levels of pollution; or

- b) where sustainable mitigation measures are provided to control or manage the impact of pollution to an appropriate environmental standard.

The Council will permit development that secures alleviation of existing pollution sources and the remediation of contaminated land. Development proposed on land where contamination may be present will be required to submit appropriate assessments regarding the contaminated condition of the site and any necessary remediation.

Contaminated Land

For development proposals where there is potential for land contamination, or where there are known contaminants, the Council will require evidence as part of any application to show that unacceptable risks from contamination and land instability will be successfully addressed through remediation without environmental impact on groundwater or surrounding land during and following the development. In particular, the developer must carry out an adequate investigation to inform a risk assessment.

Noise and Light Pollution

The Council will restrict or control development which would result in adverse impacts from noise or light which would affect:

- the amenity of residential areas;
- the character of town and local centres;
- protected and notable species and wildlife habitats; or
- the countryside generally, particularly the Chilterns Area of Outstanding Natural Beauty and Burnham Beeches.

When determining the effects of noise the Council will have regard to the cumulative impact of noise arising from the proposed development in conjunction with existing land uses.

When determining the effects of light the Council will have regard to the design of the proposed development, the level of luminance and its effect on the surrounding area.

Planning Conditions and Obligations

The Council may secure appropriate remediation, mitigation or improvement measures through the use of planning conditions or obligations where they are appropriate to make the development acceptable.

Natural – Air Quality

The main sources of air pollution in the Plan area are motor vehicles. Their emissions include nitrogen oxides (NO_x), in particular nitrogen dioxide (NO₂) and particulate matter.

There are three Air Quality Management Areas (AQMAs) in the Plan area:

- Chesham, encompassing buildings along parts of Broad Street and Berkhamsted Road;
- an area of land encompassing the M4, M40 and M25 motorways; and
- Iver Parish, with specific problems along Iver High Street.

Applicants should check for the latest information about Air Quality Management Areas.

Given the scale of development planned for over the Plan period, it is likely that there will be an increase in the amount of car emissions and other airborne pollutants being produced. Regardless of their scale, all developments can contribute to air pollution through road traffic and may also place more people in areas where there are pollutants present. The Council will require applicants to submit an assessment of air quality as part of applications requiring a Travel Plan or Transport Assessment.

Iver Clean Air Zone

A voluntary Clean Air Zone exists in Iver. Applicants should consider the requirements set out in Government policy and legislation when considering development in the Iver Clean Air Zone, as defined on the Policies Map.

The Clean Air Zone supports: Ultra Low Emission Vehicles (ULEVs) in developments; requirements to support parking and recharging of Clean Air Zone compliant vehicles; and design and support for public transport, walking and cycling accessibility.

Electric Vehicle Charging Points

The Government's UK plan for tackling roadside nitrogen dioxide concentrations includes ending the sale of all new conventional petrol and diesel cars and vans by

2040. As the Plan period is from 2016 to 2036, there will be an increased demand for electric vehicles and therefore an increased requirement for electric vehicle charging provision. As a result, the Council is actively encouraging the provision of electric vehicle charging points in small-scale developments and requiring them in all new major residential developments.

Policy DM NP10

Natural – Air Quality

Within Air Quality Management Zones, developments must minimise any impacts on local air quality during both construction and operation. All developments likely to have an impact on air quality must be accompanied by an Air Quality Impact Assessment.

All developments requiring a Travel Plan or Transport Assessment will also be required to submit an Air Quality Assessment as part of the application (see Appendix NP1). The Assessment should be appropriate to the nature and scale of development and consider local circumstances. Where it is demonstrated that the development will impact on air quality the Council will require measures to mitigate these impacts.

The Council will permit development which seeks to improve air quality, especially within declared Air Quality Management Areas and Clean Air Zones.

Air Quality Management Areas

Development in Air Quality Management Areas defined on the Policies Map must not add to the existing level of emissions and should support the objectives of any adopted Air Quality Action Plan.

Clean Air Zones

Developments within the Iver Clean Air Zone as defined on the Policies Map (and any subsequently declared Clean Air Zones) should contribute to the actions and objectives set out in the relevant implementation strategy or action plan for the Clean Air Zone.

Electric Vehicle Charging Points

In order to meet the expected demand for electric cars by 2040 the Council will:

- a. support the provision of electric vehicle charging points in all new small-

scale residential developments;

- b. require an electric vehicle charging point for each new home in all major residential developments, unless the development is proposing fewer off-street parking spaces than required under the parking standards, in which case each off-street parking space provided will have an electric vehicle charging point; and
- c. require major non-residential development to provide electric vehicle charging points equivalent to the number of off-street parking spaces required as part of the development.

For major mixed use developments consisting of residential and non-residential elements, the required number of electric vehicle charging points will be equivalent to the requirement of each element.

The Council will require development in the declared AQMAs and the Iver Clean Air Zone (and any subsequently declared Clean Air Zones) to provide an electric vehicle charging point for each parking space required, regardless of the development's scale.

For the purpose of this policy an 'electric vehicle charging point' is considered as a plug-in, charging pad or other technology used to charge an electric car or van.



Appendix NP1 – Air Quality Assessments

Air Quality Assessments

There are three levels of development classification which are used to determine: whether an assessment will be required; the likely impact of development; and the level of mitigation required when considering the site-specific circumstances.

Air Quality Assessments should be proportionate to the nature and scale of development proposed. They should also assess the likely impact of the development on air quality and address the site-specific and cumulative impacts of air pollution arising from development. The assessment should follow a three-staged approach:

- i. Development Classification – as above;
- ii. Impact Assessment – depending on the development scale (small, medium or large) and location, to identify whether there will be impacts on air quality when considering the local circumstances;
- iii. Mitigation and Compensation – depending on the impact, appropriate measures must be incorporated.

Applicants are encouraged to consult the Council's Environmental Health Service, especially when identifying the baseline air quality in a specific area.

Development Classifications for Medium-Scale and Large-Scale Developments

Criteria for Medium-Scale Development		
Proposed Use	Description	Assessment Required
Food Retail (A1)	Retail sale of food goods to the public – supermarkets, superstores, convenience food stores	>800 square metres
Non-Food Retail (A1)	Retail sale of non-food goods to the public; includes sandwich bars or other cold food purchased and consumed off-site	>1,500 square metres
Financial and Professional Services (A2)	Banks, building societies and bureaux de change, professional services, estate agents, employment agencies, betting shops	>2,500 square metres
Restaurants and Cafes (A3)	Use for the sale of food for consumption on the premises.	>2,500 square metres
Drinking Establishments (A4)	Use as a public house, wine-bar or other drinking establishment for consumption on or off the premises.	>600 square metres
Hot Food Takeaways (A5)	Use for the sale of hot food for consumption on or off the premises	>500 square metres
Business (B1)	(a) Offices other than in use within Class A2 (b) Research & development – laboratories, studios (c) Light industry	>2,500 square metres
General Industrial (B2)	General industry (other than B1)	>4,000 square metres
Storage and Distribution (B8)	Storage or distribution centres – wholesale warehouses, distribution centres & repositories	>5,000 square metres
Hotels (C1)	Hotels, boarding houses and guest houses	>100 bedrooms
Residential Institutions (C2) – Care Accommodation	Hospitals, nursing homes used for residential accommodation and care	>50 beds
Residential Institutions (C2) – Education	Boarding schools and training centres	>150 students

Residential Institutions (C2) – Other	Institutional hostels, homeless centres	>400 residents
Homes (C3)	Homes for individuals, families or not more than six people in a single household	>50 homes
Non-Residential Institutions (D1)	Medical & health services, museums, public libraries, art galleries, non-residential education, places of worship and church halls	>1,000 square metres
Assembly and Leisure (D2)	Cinemas, dance & concert halls, sports halls, swimming, skating, gym, bingo, and other facilities not involving motorised vehicles or firearms	>1,500 square metres
<p>Other Criteria for Medium-Scale Developments</p> <ol style="list-style-type: none"> 1. Any development generating 30 or more two-way vehicle movements in any hour. 2. Any development generating 100 or more two-way vehicle movements per day. 3. Any development proposing 100 or more parking spaces. 4. Any relevant development proposed in a location where the local transport infrastructure is inadequate. 5. Any relevant development proposed in a location adjacent to an Air Quality Management Area (AQMA). 		
<p>Criteria for Large-Scale Development (in addition to above)</p> <ul style="list-style-type: none"> • Where the proposed development falls within the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 and includes air quality or transport as a specific likely impact. • Proposals located within an Air Quality Management Area (AQMA). • Proposals that could increase the existing traffic flow on roads of >10,000 Average Annual Daily Traffic (AADT) by 5% or more. • Proposals that increase traffic by 5% on road canyons with >5,000 AADT. • Proposals that could introduce or significantly alter congestion (DfT Congestion) and include the introduction of substantial road infrastructure changes. • Proposals that reduce average speeds by more than 10kph. • Proposals that include additional HGV movements of more than 10% of total trips. • Where significant demolition and construction works are proposed. 		

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Protecting Places

Metropolitan Green Belt within Chiltern and South Bucks

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.

Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, the Council will ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

National policy allows for Green Belt boundaries to be altered through the preparation of a Local Plan, where exceptional circumstances exist. The Council has reviewed its housing and employment needs up to 2036 and has concluded that the locally identified needs cannot be met without some Green Belt release.

The Council undertook a Green Belt review in two parts. The first was county-wide and this recommended that a number of areas be further considered for Green Belt release. These areas were selected for further consideration because they least met the purposes of including land in the Green Belt. The second part of the Green Belt review focused on those areas in Chiltern and South Bucks which had been recommended for further assessment.

Following this part of the review, consideration was given to the settlement pattern and the capacity of infrastructure and services to take new growth. In addition, villages 'washed over' by the Green Belt were assessed to consider whether they met the criteria in national policy for continued inclusion in the Green Belt. This assessment concluded that twelve villages should be removed from the Green Belt because they did not contribute to its openness.

The review of the Green Belt has been used to inform the revision of the Green Belt boundaries within Chiltern and South Bucks. The new Green Belt boundaries are shown on the Policies Map. Chiltern has xx % of its area within the Green Belt and South Bucks has xx of its area within the Green Belt.

Protected – Green Belt

Policy SP PP1

Protected – Green Belt

To help meet identified housing and employment needs xx hectares of land has been removed from the Metropolitan Green Belt. The Green Belt boundary is defined on the Policies Map.

Green Belt land has been released to:

- 1) enable development at the locations referred to in Policies SP DP2 to SP DP14;
- 2) enable minor windfall development within the defined boundaries of the following villages that have been removed from the Green Belt:
 - Botley
 - Denham
 - Dorney Reach
 - Higher Denham
 - Hyde Heath
 - Jordans
 - Ley Hill
 - Little Kingshill
 - South Heath
 - Tatling End
 - Wexham Street
 - Winchmore Hill

Planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances have been demonstrated or where the criteria in Policies DM PP1, DM PP2 or DM PP3 are met.

Protected – Infilling within Villages in the Green Belt

The Plan area contains villages which are ‘washed over’ by the Green Belt as listed in the policy below. Only limited infilling of residential, commercial or community buildings will be granted within them provided that certain criteria are met.

Policy DM PP1

Protected – Infilling within Villages in the Green Belt

Planning permission will be granted for infilling within the listed villages washed over by the Green Belt provided that the infilling is:

- for residential or economic development;
- of a similar plot size, building width, scale and massing to surrounding development; and
- is not on the edge of the village.

Infilling on open land which contributes to the openness of the Green Belt will be refused.

The villages to which this policy applies are:

- Ashley Green
- Ballinger Common
- Bellingdon
- Buckland Common
- Chartridge
- Chenies
- Cholesbury
- Coleshill
- Dorney
- Fulmer
- Hawridge
- Hedgerley
- Hedgerley Hill
- Little Missenden
- Penn
- Penn Street
- Taplow
- The Lee – Lee Common
- The Lee
- Whelpley Hill

Protected – Replacement of a Building in the Green Belt

Replacement of buildings within the Green Belt can be an effective use of land. The policy below sets out the criteria to be met to replace buildings within the Green Belt.

Policy DM PP2

Protected – Replacement of a Building in the Green Belt

Planning permission will be granted for the replacement of a building* in the Green Belt outside the defined washed over villages, where the replacement building would be in the same use and not be materially larger than the building it is to replace, provided that it:

- a) is situated on the same footprint as the existing building, unless siting the replacement elsewhere within the curtilage would result in no additional harm to the openness of the Green Belt;
- b) does not materially exceed the height of the existing building which is to be replaced; and
- c) does not exceed the size of the footprint of the existing building, unless it can be demonstrated that the replacement building does not harm the openness of the Green Belt when considering its overall scale, layout, width and design when compared to the building being replaced.

In the event of fire-damaged buildings, the footprint will be taken as the land developed through the last implemented planning permission or as it existed at 1 July 1948, whichever is the later.

Permitted development rights will be removed to bring subsequent extensions which could be harmful to the openness of the Green Belt within planning control.

* A building as developed at the last implemented planning permission or as it existed on 1 July 1948, whichever is the later.

Protected – Previously Developed Land in the Green Belt

Redevelopment of land within the Green Belt can be an effective use of land. The policy below sets out the criteria to be met for development on previously developed land.

Policy DM PP3

Protected – Previously Developed Land in the Green Belt

Planning permission will be granted for the infilling and redevelopment of previously developed land within the Green Belt where the development would not result in a greater impact on the openness of the Green Belt, provided that:

- a) the massing and siting of the development would maintain important views of and through other parts of the Green Belt; and
- b) in the case of redevelopment, the ratio of built area to open space should not be materially increased and the opportunity should be taken

to reconfigure the site so as to reduce or not make worse impacts on the openness of the Green Belt, through careful siting of buildings, their layout, heights and landscaping.

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Building Infrastructure

Building – Developer Contributions to Support Growth

In order to deliver the vision in this Plan, its spatial strategy and plan objectives, the provision of infrastructure will need to be funded and delivered in a timely manner to support development.

Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. New development should also make best use of infrastructure demand management. In some cases, the cumulative impact of individual applications may be considered when assessing infrastructure requirements, taking account of other planning obligations such as affordable housing.

The Community Infrastructure Levy (CIL) is a tariff in the form of a standard charge on new development, which the Council will implement to help the funding of infrastructure. The principle behind CIL is that those who benefit financially from gaining planning permission must pay towards the cost of funding the infrastructure needed to support such development. Since most development has some impact on infrastructure, it follows that all applicable developments should contribute to the cost of providing or improving infrastructure. The Council will use CIL as the main way of collecting contributions from developers to fund infrastructure to support growth.

Where Section 106 (S106) legal agreements are used, contributions from a particular development will be fairly and reasonably related in scale and kind to the contribution to the cumulative impact from the relevant scheme.

Some of the site allocations are excluded from CIL and will be required to deliver infrastructure directly or make financial contributions towards mitigation of the development's impact through legal agreements.

The thresholds for developments to be excluded from CIL are:

- Sites of 10 hectares and greater; or
- Developments of 400 homes and greater; or
- Development of 10,000 square metres and greater

Mixed use developments will be considered with the different elements on a pro rata basis. The Council will publish and regularly update a list of infrastructure which will be funded by CIL.

The provision of affordable housing is an essential element of creating mixed and balanced communities. The provision of affordable housing will be secured through a S106 planning obligation.

Policy BP SP1

Building – Developer Contributions to Support Growth

Planning permission will be granted provided that the infrastructure necessary to support the development is secured. Developer contributions will be used to ensure the necessary physical, social and other infrastructure is in place, at an appropriate time, to support development. Contributions will be used to mitigate the adverse impacts of development, including a proportional contribution to address the cumulative impact of development proposals. Once the Community Infrastructure Levy (CIL) is adopted developments caught by the thresholds below will be secured through Section 106 and Section 278 planning obligations.

The thresholds for developments to be excluded from CIL are:

- Sites of 10 hectares and greater; or
- Developments of 400 homes and greater; or
- Development of 10,000 square metres and greater.

Pooled contributions will be used, where appropriate, to facilitate the necessary infrastructure in line with the development.

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Building Site Allocations

The Plan allocates sites for homes and economic space to meet identified needs. The following 13 site-specific policies will be used to help create masterplans for the allocations and to determine Planning Applications.

Policy SP BP2 – Chesham

Land nearest the urban edge of Chesham is allocated for residential-led use to provide approximately 500 new homes and associated facilities. Land at the boundary of the allocation towards Lye Green is protected from development to maintain the openness between Chesham and Lye Green.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure.

Junction improvements have been identified through modelling work; however, the master planning and further assessment of the development impacts may provide alternative solutions provided that these result in the same reduction of vehicular impacts as those mitigation measures already identified in the strategic modelling.

There is an Air Quality Management Area (AQMA) within Chesham encompassing buildings along parts of Broad Street and Berkhamstead Road arising from vehicle emissions. Whilst the AQMA is in place, development of the site will need to demonstrate that it will not increase existing levels of pollution within the AQMA.

The site is located adjacent to the Chilterns Area of Outstanding Natural Beauty (AONB) and currently lies within open land between Chesham and Lye Green. A detailed landscaping scheme will be required to ensure that the site is developed sensitively to its location and existing landscape features. In addition, site specific issues around drainage will need to be addressed and net gains in biodiversity delivered. Part of the site has surface water flood risk areas. The level 2 Strategic Flood Risk Assessment (SFRA) includes guidance for flood risk assessments which will be necessary to demonstrate that the risk from this source is mitigated. Flood risk assessments should show that a sequential approach to locating development within the site has been followed; especially that vulnerable uses are not located in inappropriate locations and that flood risk from all sources is mitigated.

The policy requires the development to make provision for Gypsies and Travellers of 15 new pitches. This is likely to require 0.75 hectares, based on a pitch size of 500 square metres per pitch.

Policy SP BP2

Building – Chesham

Land to the north-east of Chesham, as shown on the Policies Map, is allocated for approximately 500 homes, other facilities and 15 pitches for Gypsies and Travellers. Planning permission for a residential-led development will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) sustainable transport provision to improve sustainable transport options between employment, services, housing and onward travel options; including but not limited to bus stop infrastructure and financial contributions towards the extension or diversion of existing bus routes;
- c) transport mitigation to include improvements to the A416 corridor. Mitigation will need to be assessed through local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved;
- d) upgrade footpath CHS/37/1 to a bridleway to enable cycling from the site to Hilltop and the creation of a bridleway to Hillcroft Road;
- e) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- f) on-site provision of a community hub which includes at least a one form entry primary school within a one hectare site with a safe drop off / pick up point in addition to the school site allocation;
- g) financial contributions to secondary school places as agreed with the Local Education Authority;
- h) provision of a Use Class A1 convenience store and other units, provided alongside the community hub, within Use Classes A3–A5 within a shopping parade of at least 500 square metres;
- i) Green Infrastructure, including the creation of new links between woodlands, and improvements to the public rights of way network between the development site and the AONB;

j) a comprehensive Landscaping Scheme to include:

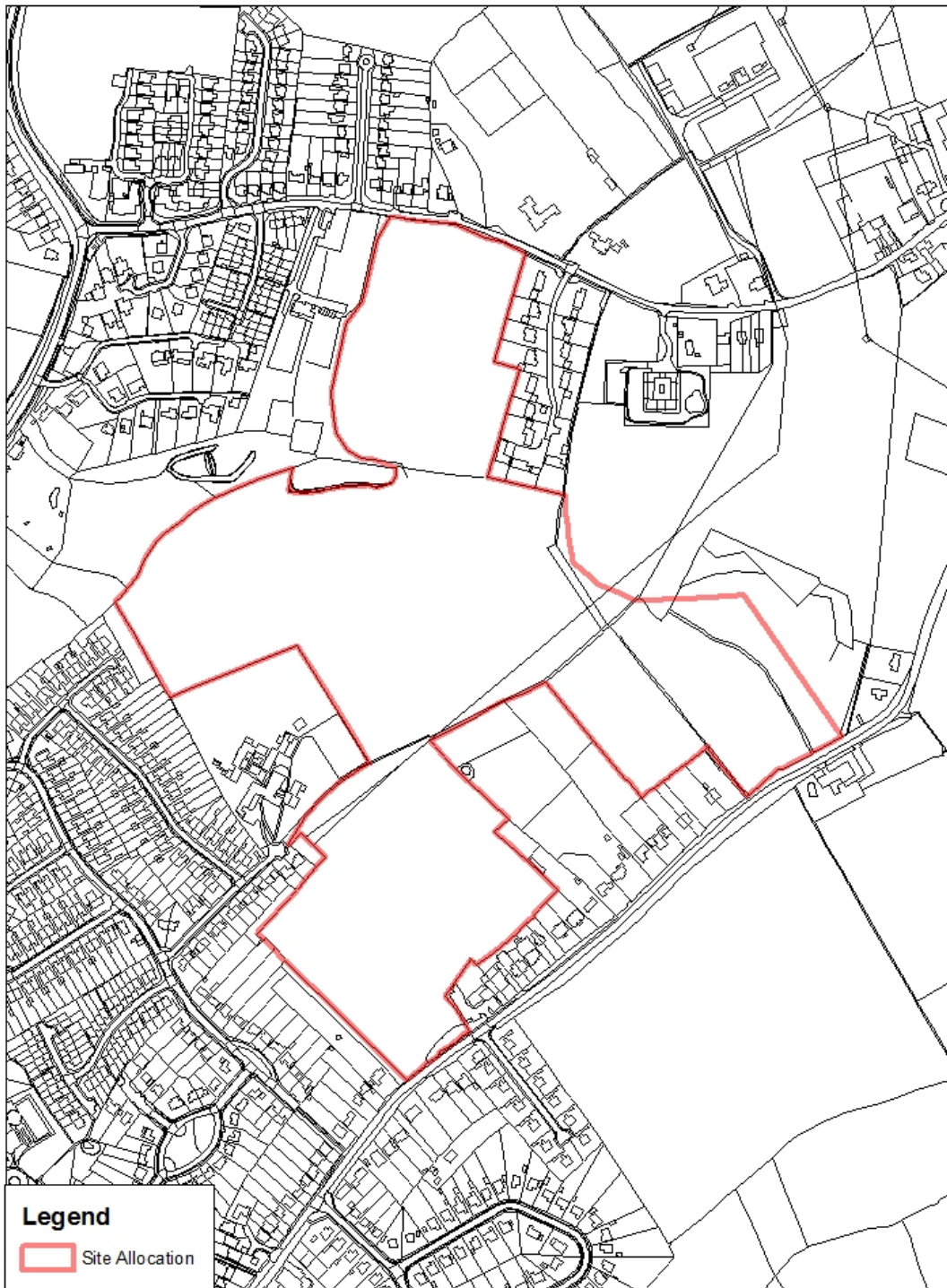
- i. a clear visual open space separation between any development and Lye Green with the open space being characteristic of the surrounding countryside;
- ii. the retention of characteristic views across the site;
- iii. the conservation of the existing woodland blocks, trees and hedgerows;
- iv. mitigation and enhancement to include orchard planting, native woodland planting and a strong planted edge adjacent to the open fields;

k) a site-specific Flood Risk Assessment and appropriate mitigation; and

l) provision of 15 pitches for Gypsies and Travellers, with access and provision of utility services.

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Chesham, BP SP2, 20.3 ha



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Not to Scale

Policy SP BP3 – Holmer Green

Land in Holmer Green is allocated for residential-led use to provide approximately 300 new homes, associated facilities and four Travelling Showpeoples' pitches.

A comprehensive approach to the development of the land is essential for good planning on this site and the adjacent allocation in the Wycombe Local Plan. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Junction improvements have been identified through local plan modelling work; however, the master planning may provide alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified.

This policy works in tandem with the adjoining Local Plan allocation in the Wycombe District Local Plan (Policy HW8). This is to ensure that a comprehensive approach is taken with the allocations and their supporting infrastructure, which is in accordance with a Memorandum of Understanding between the Councils.

The site includes traditional orchards listed as Priority Habitats which should be protected and enhanced. Other key measures to provide mitigations for the landscape impact of the development include: the protection of the setting of the AONB and the protection of wider views from adjacent areas of the AONB.

As this site is closely related to that in Wycombe District, the local transport mitigation requirements need to take account of modelling evidence from both authorities. This will need to be refined through the Transport Assessment in consultation with the Highway Authority. The key locations for potential improvements are likely to be at the Hazlemere Crossroads and its associated links and the junction at each end of Eastern Dene. This will need to be resolved as part of liaison with the Highway Authority on specific matters for the Transport Assessment.

The policy requires the development to make provision for Travelling Showpeople of 4 new plots. This is likely to require 0.2 hectares, based on a plot size of 500 square metres per plot.

For flood risk, the masterplan should include Sustainable Drainage Systems (SuDS), which should show that areas of proposed residential development will be located outside areas affected by surface water ponding. This should also include consideration of impacts on adjoining land, in particular the area susceptible to surface water flooding within the Tralee Farm.

Policy SP BP3

Building – Holmer Green

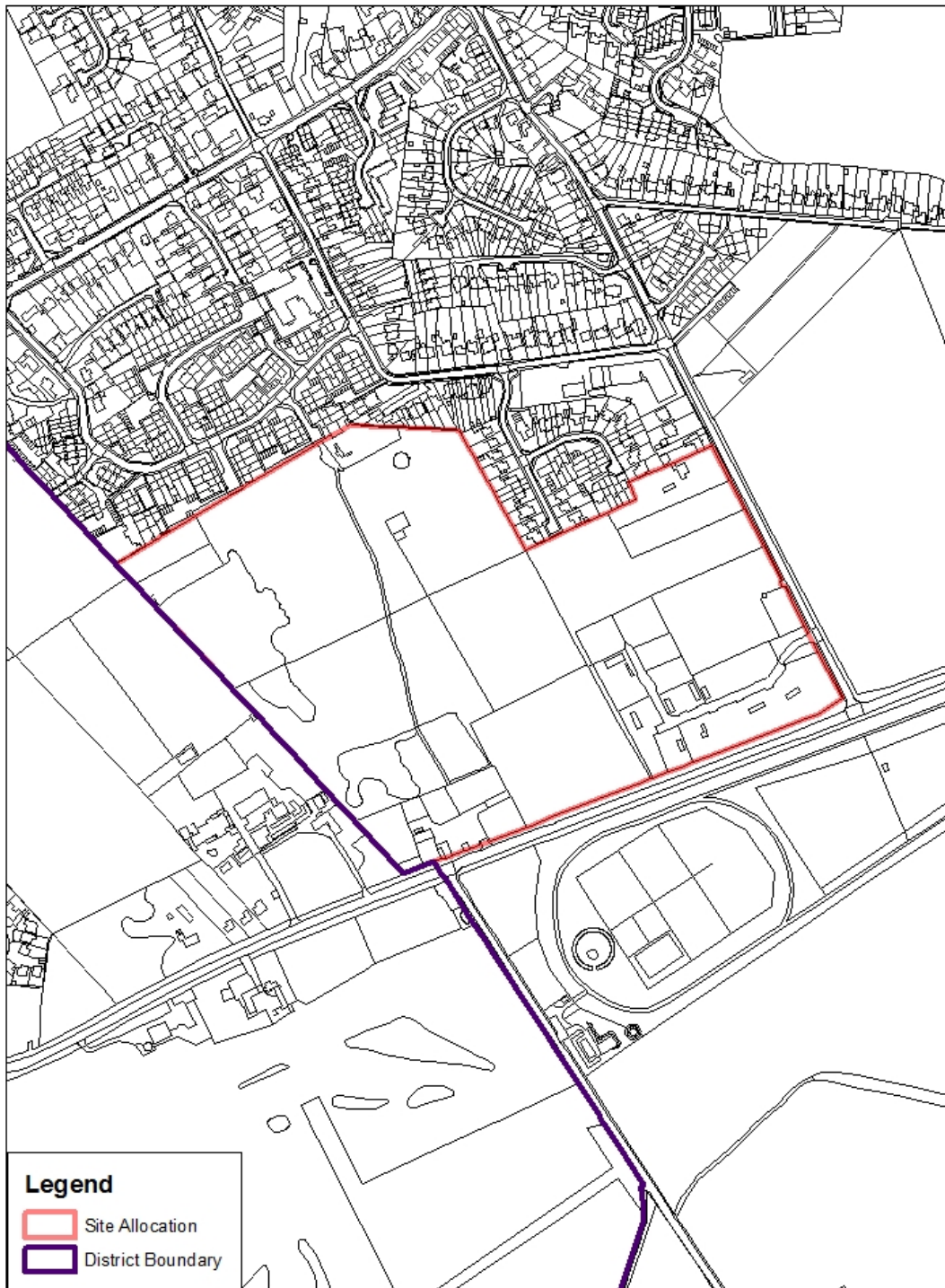
Land in Holmer Green, as shown on the Policies Map, is allocated for residential-led use to provide approximately 300 new homes, associated facilities and four plots for Travelling Showpeople. Planning permission for a residential-led development will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The allocation will require a single masterplan to ensure this is delivered and a high quality design outcome achieved. Connectivity between this allocation and the adjoining allocation (Policy HW8, Land off Amersham Road including Tralee Farm, Hazlemere, in the Wycombe District Local Plan) must be maximised, including vehicular routing;
- b) sustainable transport provision to improve sustainable transport options between employment, services, housing and onward travel options; including but not limited to bus stop infrastructure, financial contributions towards the extension or diversion of existing bus routes and measures to encourage cycling and walking;
- c) safe and suitable access points and routes for cycle, pedestrian and vehicular, access and linkages to the public rights of way network;
- d) improvements to highway junctions to reduce congestion and improve safety on the local road network with particular attention to the junctions on the A4040;
- e) mitigation will need to be assessed through local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved;
- f) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- g) primary school provision in conjunction with the Wycombe Local Plan site. The joint requirements are the on-site provision of a one form entry primary school with a 26-place pre-school, on a one hectare site with a safe drop off / pick up point, in addition to the school site allocation;
- h) financial contributions to secondary school places as agreed with the Local

Education Authority;

- i) contributions towards the improvement of facilities at the Holmer Green Sports Association site;
- j) provision of structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary;
- k) measures to protect the setting of the Chilterns Area of Outstanding Natural Beauty and adjoining countryside; this could include the provision of landscaped buffers to create a wooded edge to the adjoining countryside and an open area adjacent to the A404 to protect the rural character of the A404 as well as an open setting for Holmer Green;
- l) protection and enhancement of the remnant Orchards. The Orchards are required to be protected from impacts of construction and a management plan for protecting these retained areas is required to be agreed by the Council;
- m) retention of important trees and hedgerows, with the presumption that trees will be retained and hedgerow losses will be kept to a minimum. Enhanced tree planting/landscaping within the site with particular attention to boundary areas to the countryside;
- m) Green Infrastructure, including the creation of new links and improvements to the public rights of way network between the development site, the AONB, Holmer Green and Hazelmere;
- n) design to mitigate the impacts of the development on the amenities of the residential properties along the southern edge of Holmer Green;
- o) a site-specific Flood Risk Assessment for the whole of the masterplan area and appropriate mitigation; and
- p) retention of the existing Travelling Showpeople site and provision of 4 new accessible plots with utility services, the new plots to be appropriately located and linked into the existing community living on the site.

Holmer Green, BP SP3, 17 ha



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Not to Scale

Policy SP BP4 – Amersham Old Town – London Road West

Land to the south of London Road West, Amersham Old Town is allocated for residential use to provide approximately 40 homes.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application.

The site adjoins the existing built-up area of Amersham Old Town. The Old Town Conservation Area is close to the site. High quality of design will be required in order to respect this context. Views of Amersham Old Town and key buildings such as St Mary's Church are to be protected.

The site is located within the Chilterns AONB. Careful attention must be afforded to the scale, design and landscaping of the development to ensure that it respects this designation.

The A413 bypass will form a new urban edge to Amersham Old Town. It is important that development on this site is suitably connected to the adjoining built-up areas and that landscaping is retained and enhanced.

Development on the site is likely to lead to additional demand on local infrastructure including roads (affecting local junction capacities) and schools, and have other potential impacts. Given these possible effects, the policy includes criteria to ensure any such infrastructure impacts are assessed and adequately mitigated so the development has no unacceptable adverse impacts on the locality.

Policy SP BP4

Building – Amersham Old Town – London Road West

Land to the south of London Road West, Amersham Old Town, as shown on the Policies Map, is allocated for approximately 40 homes. Planning permission for residential-led development will be granted provided that the following site-specific requirements are met:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) sufficient road space capacity / network improvements to be secured, taking into account expected traffic demands as set out in a Transport Assessment, in particular any required improvements to Gore Hill roundabout to ensure safe and suitable access;
- c) noise mitigation measures are designed through landscaping and building

- design to offset background traffic noise from the A355 and the A413 bypass;
- d) retention and enhancement of connectivity with adjoining built-up areas, community facilities and transport access points with emphasis on walking and cycling;
 - e) suitable crossing facilities to reach the bus stops on Gore Hill and London Road West;
 - f) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
 - g) financial contributions to primary and secondary school places as agreed with the Local Education Authority;
 - h) retention of important trees, wooded areas and hedgerows; enhanced tree planting / landscaping within the site and provision of a landscaped buffer between the site and the A413 bypass;
 - i) design and layout to sensitively address the boundaries with existing residential development;
 - j) high quality design to complement the adjacent Amersham Old Town Conservation Area and preserve the setting of the listed buildings within the site;
 - k) a net gain in biodiversity and the provision of Green Infrastructure; and
 - l) a site-specific Flood Risk Assessment and suitable mitigation.

London Road West, Amersham Old Town, BP SP4, 2.1 ha



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Not to Scale

Policy SP BP5 – Amersham Old Town – South East of Whielden Street

Land south-east of Whielden Street, Amersham Old Town is allocated for residential use to provide approximately 50 homes.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application.

The site adjoins the existing built-up area of Amersham Old Town. The Old Town Conservation Area and various listed buildings are adjacent to the site and a high quality of design is required in order to respect this context. Important views of Amersham Old Town and key buildings such as St Mary's Church are to be protected.

The A413 bypass will form a new urban edge to Amersham Old Town. It is important that development on this site is suitably connected to the adjoining built-up areas and that landscaping is retained and enhanced.

Development on the site is likely to lead to additional demand on local infrastructure including roads (affecting local junction capacities) and schools, and have other potential impacts. Given these possible effects the policy includes clauses to ensure any such infrastructure impacts are assessed and adequately mitigated so the development has no unacceptable adverse impacts on the locality.

Policy SP BP5

Building – Amersham Old Town – South East of Whielden Street

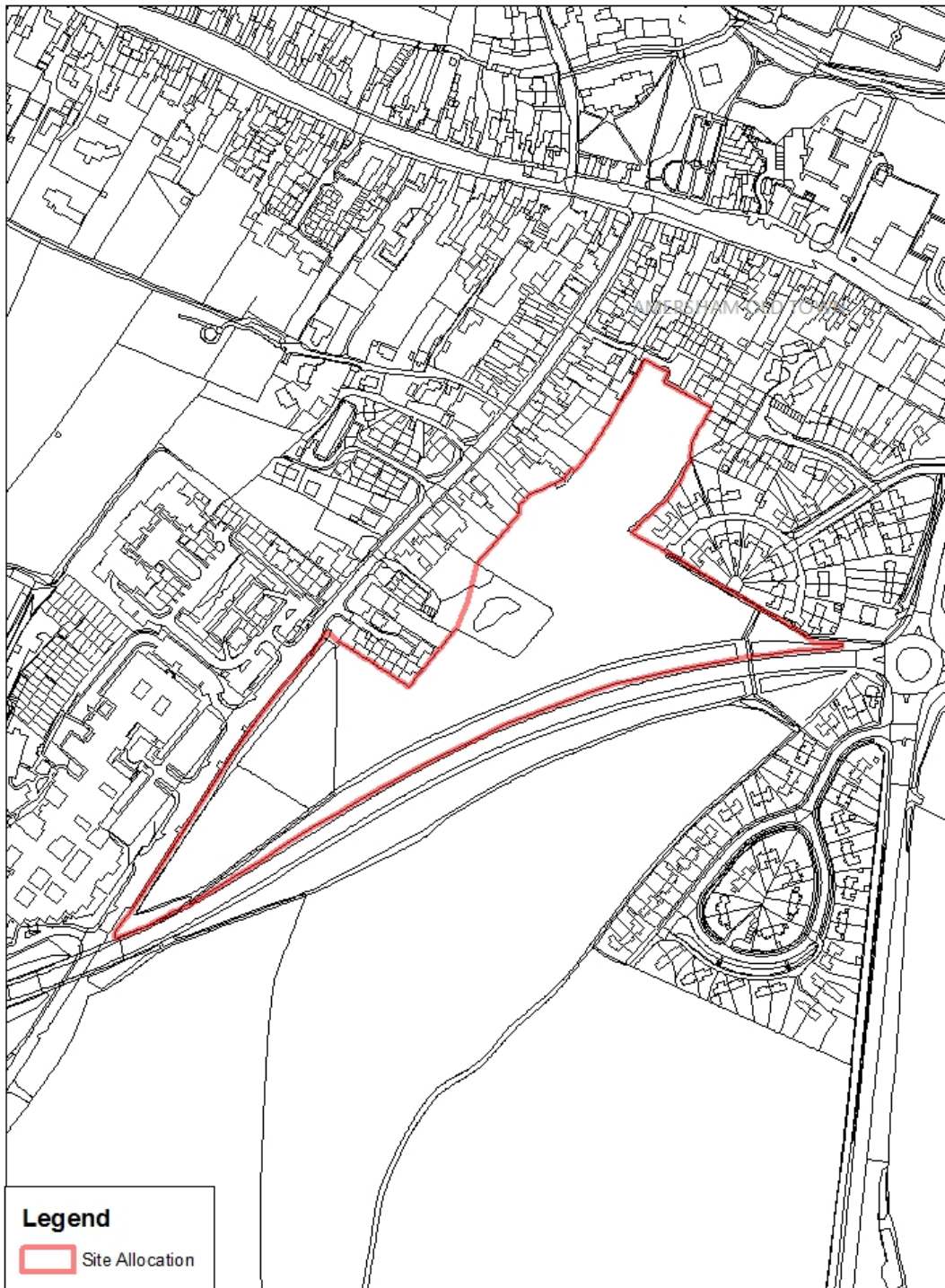
Land to the south-east of Whielden Street, as shown on the Policies Map, is allocated for approximately 50 homes. Planning permission for a residential development will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) main vehicular access to be taken from Whielden Street;
- c) sufficient road space capacity / network improvements to be secured, taking into account expected traffic demands as set out in a Transport Assessment, in particular any required improvements to Gore Hill roundabout;
- d) no net loss of on-street parking spaces on Whielden Street or suitable re-

provision of lost spaces;

- e) retention and enhancement of connectivity with adjoining built areas, community facilities and with safe and suitable transport access points with emphasis on walking and cycling;
- f) noise mitigation measures against background traffic noise from the A413 bypass;
- g) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- h) financial contributions to primary and secondary school places as agreed with the Local Education Authority;
- i) retention of important trees, wooded area and hedgerows; enhanced tree planting / landscaping within the site and provision of a landscaped buffer between the site and the A413 bypass, to include a footpath;
- j) built development to sensitively address the boundaries with existing residential development;
- k) high quality design to complement the adjacent Amersham Old Town Conservation Area and Listed buildings;
- l) a net gain in biodiversity and the provision of Green Infrastructure; and
- m) a site-specific Flood Risk Assessment and suitable mitigation.

South East of Whielden Street, Amersham Old Town, BP SP5, 5 ha



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Not to Scale

Policy SP BP6 – Little Chalfont

The site is allocated for residential-led use to provide approximately 700 new homes, a primary school as part of multi-functioning community hub and 15 pitches for Gypsies and Travellers.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application for the future development of the site.

The site is located adjacent to the Chilterns AONB and contains a number of landscape features including the dry valley and blocks of ancient woodland. A detailed landscaping scheme will be required to ensure that the site is developed sensitively to its location and existing landscape features.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Therefore, adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Junction improvements have been identified through local plan modelling work, although development may propose alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified. The Local Education Authority has identified a need for a one form entry primary school to be provided within the development site, and financial contributions will be required towards the provision of additional secondary school places.

In addition, site specific issues around drainage will need to be addressed and net gains in biodiversity delivered. Part of the site has groundwater flood risk areas. The level 2 SFRA includes guidance for flood risk assessments which will be necessary to demonstrate that the risk from this source is mitigated. As there is an existing sewage pumping station adjacent to the site, a noise and odour assessment will need to be undertaken in order to demonstrate that there will be no adverse impact on future residents.

The policy requires the development to make provision for Gypsies and Travellers of 15 new pitches. This is likely to require 0.75 hectares, based on a pitch size of 500 square metres per pitch.

Policy SP BP6

Building – Little Chalfont

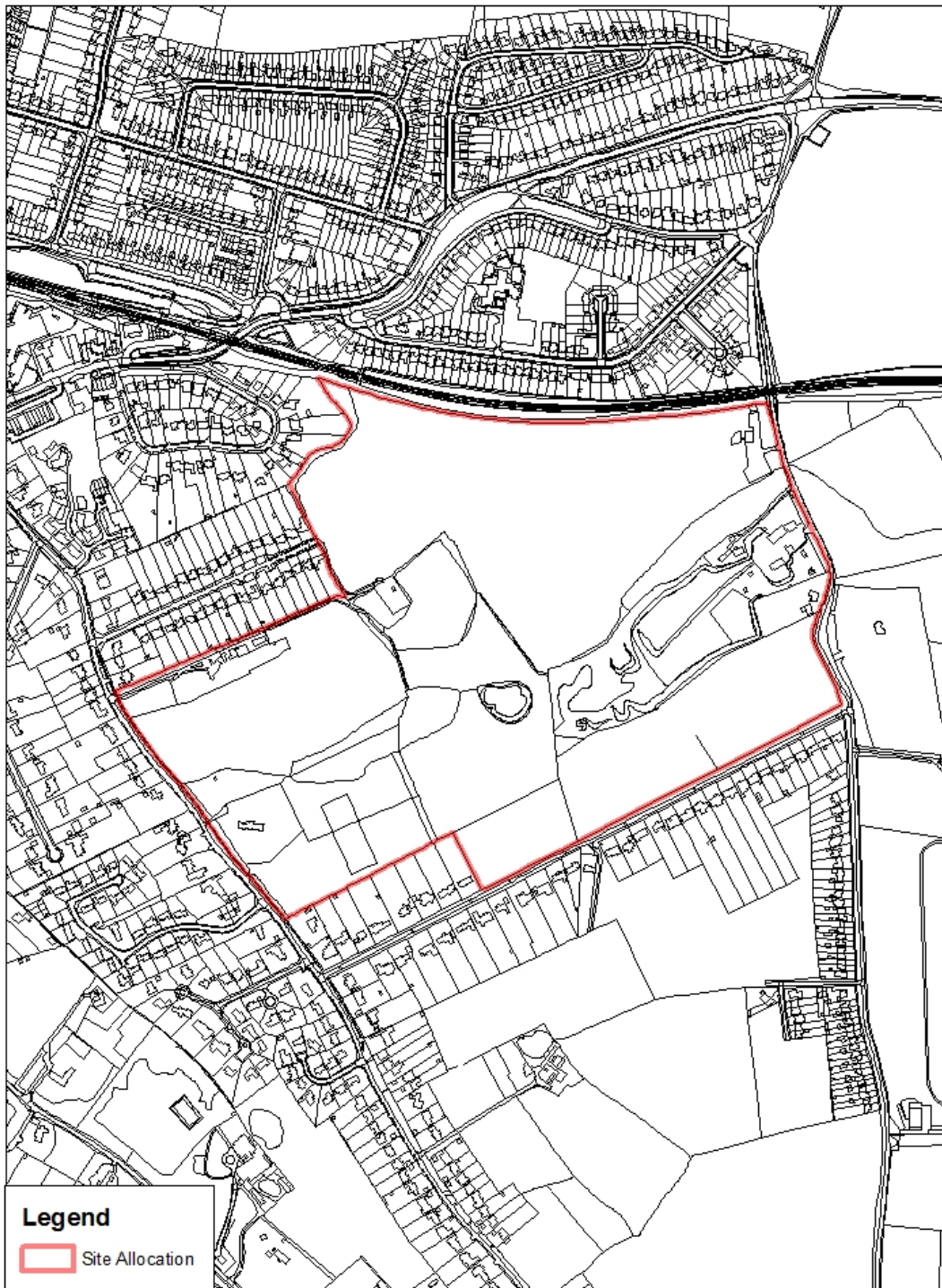
Land to the south-east of Little Chalfont, as shown on the Policies Map, is allocated for residential-led use for approximately 700 homes, a primary school as part of multi-functioning community hub and 15 pitches for Gypsies and Travellers. Planning permission for a residential-led development will be granted provided that the

following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) retention of employment uses on the existing employment land;
- c) sustainable transport, provision, where appropriate and required, to improve sustainable transport options between employment, services, housing and onward travel options, and highway improvement works including but not limited to:
 - i. improvements to the A404 / Burtons Lane junction;
 - ii. improvements to the A404 / Stony Lane/Church Grove junction;
 - iii. financial contribution towards improvements to the A413 / Stanley Hill / A355 roundabout;
 - iv. financial contribution towards improvements to the A413 / A355 / Gore Hill roundabout;
 - v. financial contributions towards improvements to local bus services;
 - vi. bus stop infrastructure; and
 - vii. provision of a suitable pedestrian/cycleway linking the site to Little Chalfont Centre and services including Chalfont & Latimer Railway Station;
- d) criteria (i) to (vii) along with the transport impacts of the development will need to be assessed through local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access by all modes can be achieved;
- e) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- f) a community hub, including provision of at least a one form entry primary school and a nursery within a one hectare site with a safe drop off / pick up point in addition to the school site allocation;
- g) financial contributions to secondary school places as agreed with the Local Education Authority;
- h) provision of a Use Class A1 convenience store and other units within Use Classes A3 – A5 within a shopping parade of at least 500 square metres;
- i) a comprehensive landscaping scheme to include:
 - i. retention of important landscape features such as woodland, hedgerows and the dry valley;

- ii. protection of Ancient Woodland through the provision of a minimum 30m buffer;
 - iii. strategic landscaping and open space to provide a buffer to the Chilterns AONB, particularly along the eastern edge of the site;
 - iv. replacement of exotic species in the former golf course;
 - v. long term management of landscape and open space features;
- j) Green Infrastructure, including the creation of new links between woodlands, and improvements to the public rights of way network between the development site and the AONB;
- k) a site-specific Flood Risk Assessment and appropriate mitigation; and
- l) provision of 15 pitches for Gypsies and Travellers, with access and provision of utility services.

Little Chalfont, BP SP6, 45.8 ha



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Not to Scale

Policy SP BP7 – Chalfont St Peter – North East

The site is allocated for residential and epilepsy research and care / retirement home uses. The site has a capacity of approximately 360 homes, some of which will be built out prior to adoption of this Plan.

The site adjoins the existing built-up area of Chalfont St Peter and will form a new urban edge. Given the prominent urban edge location it is important that the Green Belt boundary is protected and the development suitably screened to prevent damage to the wider countryside views, as such the policy includes a requirement for suitable landscaping.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site.

Development on the site is likely to lead to additional demand on local infrastructure including roads (affecting local junction capacities), schools, primary care and have other potential impacts including drainage issues.

Policy SP BP7

Building – Chalfont St Peter – North East

Land within the Epilepsy Society site north-east of Chalfont St Peter, as shown on the Policies Map, is allocated for approximately 360 homes (250 market and affordable housing and 110 retirement living / care home) with the retention of the Epilepsy Society functions in a remodelled estate. Planning permission for a residential-led development will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) transport mitigation to include provision of additional capacity on the A413 at the Joiners Land and Gravel Hill junctions. Transport impacts and mitigation will need to be assessed through local junction modelling as part of Transport Assessments as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved
- c) sustainable transport provision to improve sustainable transport options between employment, services, housing and onward travel options; including but not limited to:

- i. enhancement of the existing bus services and bus stop infrastructure;
 - ii. upgrade of existing rights of way – Footpaths CSP/7/1 and CSP/12/1;
 - iii. retain or provide alternatives to the current permissive path network across the site;
 - iv. provision of safe and suitable access arrangements;
- d) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- e) financial contributions to primary and secondary school places as agreed with the Local Education Authority;
- f) a landscape visual assessment to be undertaken to ensure no material negative visual impact on the nearby Chilterns AONB;
- g) provision of structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary to the north and east;
- h) Green Infrastructure, including the creation of new links between woodlands, and improvements to the public rights of way network between the development site and the AONB;
- i) sensitive treatment of heritage assets and their settings, including the re-use of existing listed buildings on site without harming their setting or reasons for listing;
- j) a site-specific Flood Risk Assessment and appropriate mitigation; and
- k) sustainable urban drainage systems to be included to prevent any unsatisfactory run-off reaching the River Misbourne.

North East Chalfont St Peter, BP SP7, 16.4 ha



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Not to Scale

Policy SP BP8 – Chalfont St Peter – South East

Land to the south-east of Chalfont St Peter is allocated for residential-led use to provide approximately 200 homes. The Paccar Scout Camp, which is used extensively for scouting outdoor activities and camping, does not form part of this housing allocation.

The site adjoins the existing built-up area of Chalfont St Peter and will form a new urban edge. Given the prominent urban edge location it is important that the newly established Green Belt boundary is protected and the development suitably screened to prevent harm to the wider countryside views, as such the policy includes a requirement for suitable landscaping.

In the past, the land forming the scout camp field was separated from the remainder of the land and a Leylandii hedge was planted. This has grown into an extensive tree line / hedge but is an alien feature in the Chilterns countryside. This should be replaced but, to maintain the screening elements of the scout camp from the wider site, this should be achieved in phases. The wording of the policy reflects this advice.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site.

Development on the site is likely to lead to additional demands on local infrastructure including roads (affecting local junction capacities), schools and health provision, and have other potential impacts including drainage issues. Given these possible effects, the policy includes clauses to ensure any such infrastructure impacts are assessed and adequately mitigated so the development has no adverse impacts on the locality.

Policy SP BP8

Building – Chalfont St Peter – South East

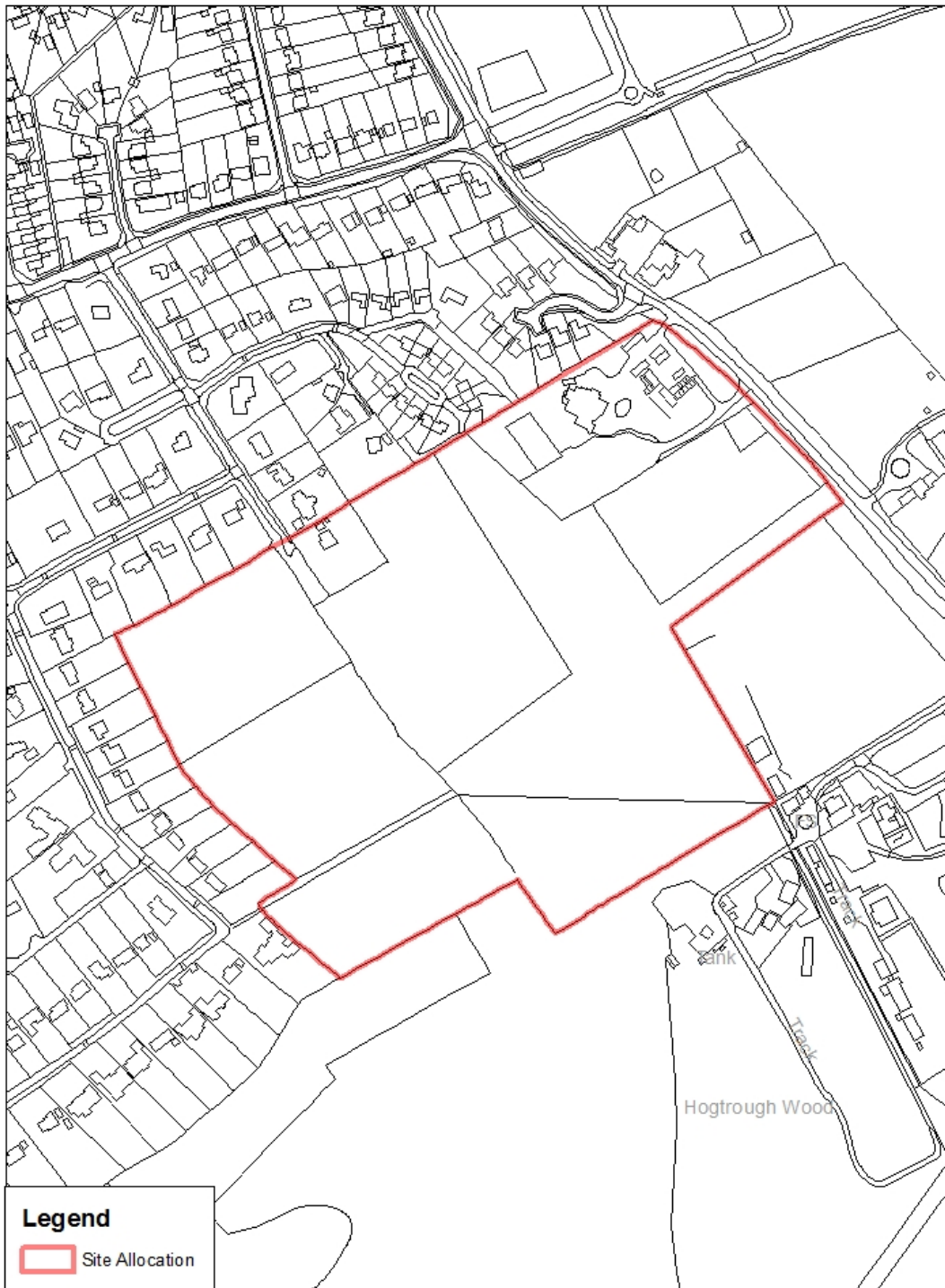
Land south-east of Chalfont St Peter, as shown on the Policies Map, is allocated as a residential-led site for approximately 200 homes. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) transport mitigation to include provision of additional capacity on the A413 at the Joiners Lane and Gravel Hill junctions. Mitigation will need to be assessed through local junction modelling as part of Transport Assessments as agreed by the Highway Authority, to accompany planning applications on this site and

to demonstrate that access and egress by all modes of transport can be achieved

- c) sustainable transport provision to improve sustainable transport options between employment, services, housing and onward travel options; including but not limited to:
 - i. enhancement of the existing bus services to ensure buses are accessible to the sites residents and bus stop infrastructure;
 - ii. upgrade of existing rights of way – Footpaths CSP/26/1 and CSP/47/1;
 - iii. retain or provide alternatives to the current permissive path network across the site and new footway links through the development and Denham Lane;
 - iv. provision of speed reduction features on Denham Lane;
 - v. widening of vehicular site access on Denham Lane;
- d) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- e) financial contributions to primary and secondary school places as agreed with the Local Education Authority;
- f) provision of structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary to the south and east;
- g) landscaped buffer to be provided to separate the new residential development from the existing Paccar scout camp use in the south-east corner of the site;
- h) phased replacement of existing Leylandii tree belts with locally appropriate species;
- l) a net gain in biodiversity and the provision of Green Infrastructure;
- m) a site-specific Flood Risk Assessment and appropriate mitigation; and
- n) incorporation of sustainable urban drainage systems within the site to avoid any additional run-off reaching the River Misbourne.

South East Chalfont St Peter, BP SP8, 11.5 ha



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Not to Scale

Policy SP BP9 – Beaconsfield

Land to the south and east of Beaconsfield is allocated for mixed use development for approximately 1,600 homes, 20,000 square metres (gross) of employment, other associated facilities and 15 pitches for Gypsies and Travellers.

The Wilton Park element of this allocation was shown as an Opportunity Site in the South Bucks Core Strategy for around 300 (net) homes and an application to develop this part of this site may be determined prior to the examination of this Plan.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted to the Council.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Therefore, adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Junction improvements have been identified through local modelling work; however, the master planning may provide alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified.

This allocation is required to mitigate its potential recreational disturbance on the Burnham Beeches Special Area of Conservation. The form of mitigation is through the provision of suitable alternative natural greenspace, the location of which will be determined through the masterplan.

The policy requires the development to make provision for Gypsies and Travellers of 15 new pitches. This is likely to require 0.75 hectares, based on a pitch size of 500 square metres per pitch.

Policy SP BP9

Building – Beaconsfield

Land south and east of Beaconsfield, as shown on the Policies Map, is allocated for approximately 1,600 homes, approximately 20,000 square metres (gross external area) of office floorspace, associated facilities and 15 pitches for Gypsies and Travellers. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning applications:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is

delivered and a well-connected and high quality design outcome achieved:

- b) completion of the Beaconsfield Relief Road prior to the completion of the 99th home;
- c) provision of a free-to-use public car park to provide additional capacity for Beaconsfield town centres for approximately 100 cars;
- d) sustainable transport measures and highway infrastructure improvements to include:
 - i. capacity improvements at the Ledborough Lane / Longbottom Lane junction and at the Pyebush roundabout;
 - ii. contributions towards junction improvements at Potklin Lane;
 - iii. on-site delivery of pedestrian footpaths and cycleways towards Beaconsfield Town Centres and railway station;
 - iv. upgrade footpath BEA/17/1 and BEA/44/1 to a bridleway to enable cycling;
 - v. improvements to bus services and bus stop infrastructure to ensure suitable access to public transport;

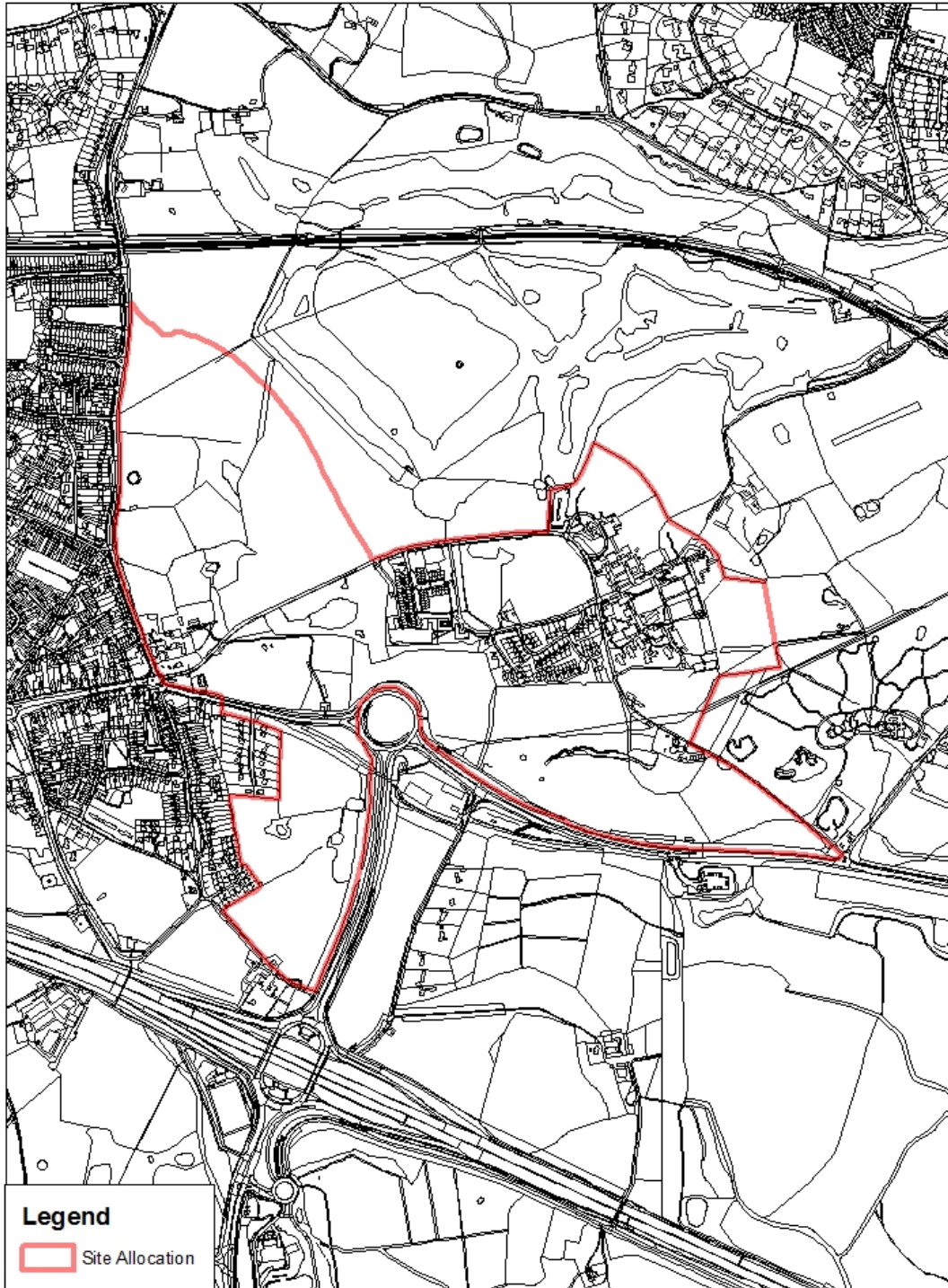
Criteria (i) to (ii) will need to be assessed through local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access by all modes can be achieved;

- e) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- f) community hubs to include on-site provision of a two form entry primary school plus a 52-place pre-school, on a site of up to 1.7 hectares, with a safe drop off / pick up point in addition to the school site allocation;
- g) financial contributions towards a one form entry expansion of Holtspur School;
- h) financial contributions to secondary school places as agreed with the Local Education Authority;
- i) provision of other community facilities within the development site, to be agreed with the Council through the master plan process;
- j) no net loss of formal and informal recreation facilities or suitable re-provision of lost recreational facilities;
- k) re-provision of facilities for the Air Training cadets;
- l) provision of a Use Class A1 convenience store and other units within Use Classes A3–A5 within a shopping parade of approximately 1,000 square metres;

- m) no more than 50% of the market housing to be occupied until the employment floorspace is complete;
- n) ancillary Use Classes A3, A4 or D2 floorspace, to support the office development on the site;
- o) structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary;
- p) suitable alternative natural greenspace for recreation to mitigate the potential disturbance from the additional recreational impacts on the Burnham Beeches Special Area of Conservation;
- q) provision of Green Infrastructure, including the creation of new links between woodlands and improvements to the Public Rights of Way network within the site and beyond;
- r) a site-specific Flood Risk Assessment with mitigation measures; and
- s) provision of 15 pitches for Gypsies and Travellers, with access and provision of utility services.

Permitted development rights for change of use from employment to any other uses will be removed.

Beaconsfield, BP SP9, 111.9 ha



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Not to Scale

Policy SP BP10 – Iver Heath

Land to the west of Iver Heath is allocated for residential-led development for approximately 360 homes and associated facilities.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted to the Council.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Highway improvements have been identified through local plan modelling work; however, the master planning may provide alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified.

The developments impact and mitigation will need to be assessed through Transport Assessment using the Iver strategic model as well as local modelling as agreed by the Highway Authority.

Policy SP BP10

Building – Iver Heath

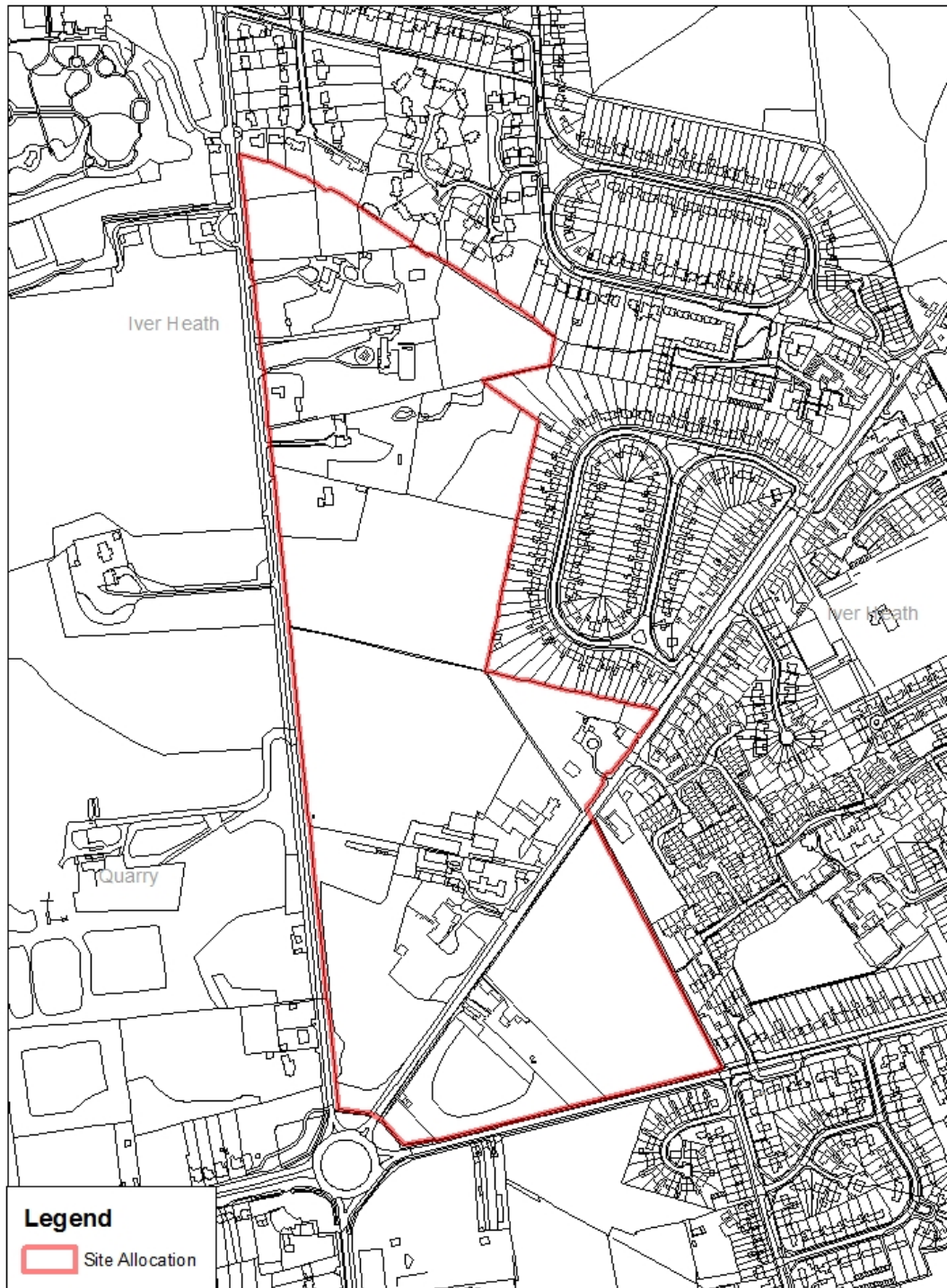
Land west of Iver Heath, as shown on the Policies Map, is allocated for approximately 360 homes, retail and associated facilities. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) safe and suitable access points for cycle, pedestrian and vehicular access;
- c) measures to encourage cycling and walking and improved linkages to the public rights of way network in the locality (including improvements to footpath IVE/4/2), links to local services and facilities and other public transport;
- d) financial contributions towards the Iver Relief Road, together with provision of landscaping and buffers as agreed by Highway Authority;
- e) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;

- f) financial contributions towards primary and secondary school provision as agreed with the Local Education Authority;
- g) provision of a Use Class A1 convenience store and other units within Use Classes A3–A5 within a shopping parade of at least 500 square metres;
- h) provision of strategic green infrastructure, planting and landscaping to create a biodiversity gain in partnership with the Colne Valley Regional Park and adjacent land owners including Pinewood Studios and Bucks Country Parks; and
- i) a site-specific Flood Risk Assessment with mitigation measures.

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West of Iver, BP SP10, 30.3 ha



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Not to Scale

Policy SP BP11 – North of Iver Station

Land to the north of Iver Station is allocated for mixed use development for approximately 1,000 homes, 12,000 square metres (gross) of employment, a community hub with primary school and 15 pitches for Gypsies and Travellers.

A comprehensive approach to the development of the land is essential for good planning on this site. This includes consideration of Crossrail, the Grand Union canal, the western rail link to Heathrow, the former landfill area and the existing commercial properties. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted to the Council.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Therefore, adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Junction improvements have been identified through local plan modelling work; however, the master planning may provide alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified.

The policy requires the development to make provision for Gypsies and Travellers of 15 new pitches. This is likely to require 0.75 hectares, based on a pitch size of 500 square metres per pitch.

Policy SP BP11

Building – North of Iver Station

Land north of Iver Station, as shown on the Policies Map, is allocated for approximately 1,000 homes, 12,000 square metres (gross) of office floorspace, a community hub with a primary school and 15 pitches for Gypsies and Travellers. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) measures to encourage walking and cycling and improved linkages to the public rights of way network in the locality, links to local services and facilities and other public transport;
- c) assisting the delivery of the Iver Relief Road and improvements to the Five Points roundabout in agreement with the Highways Authority;

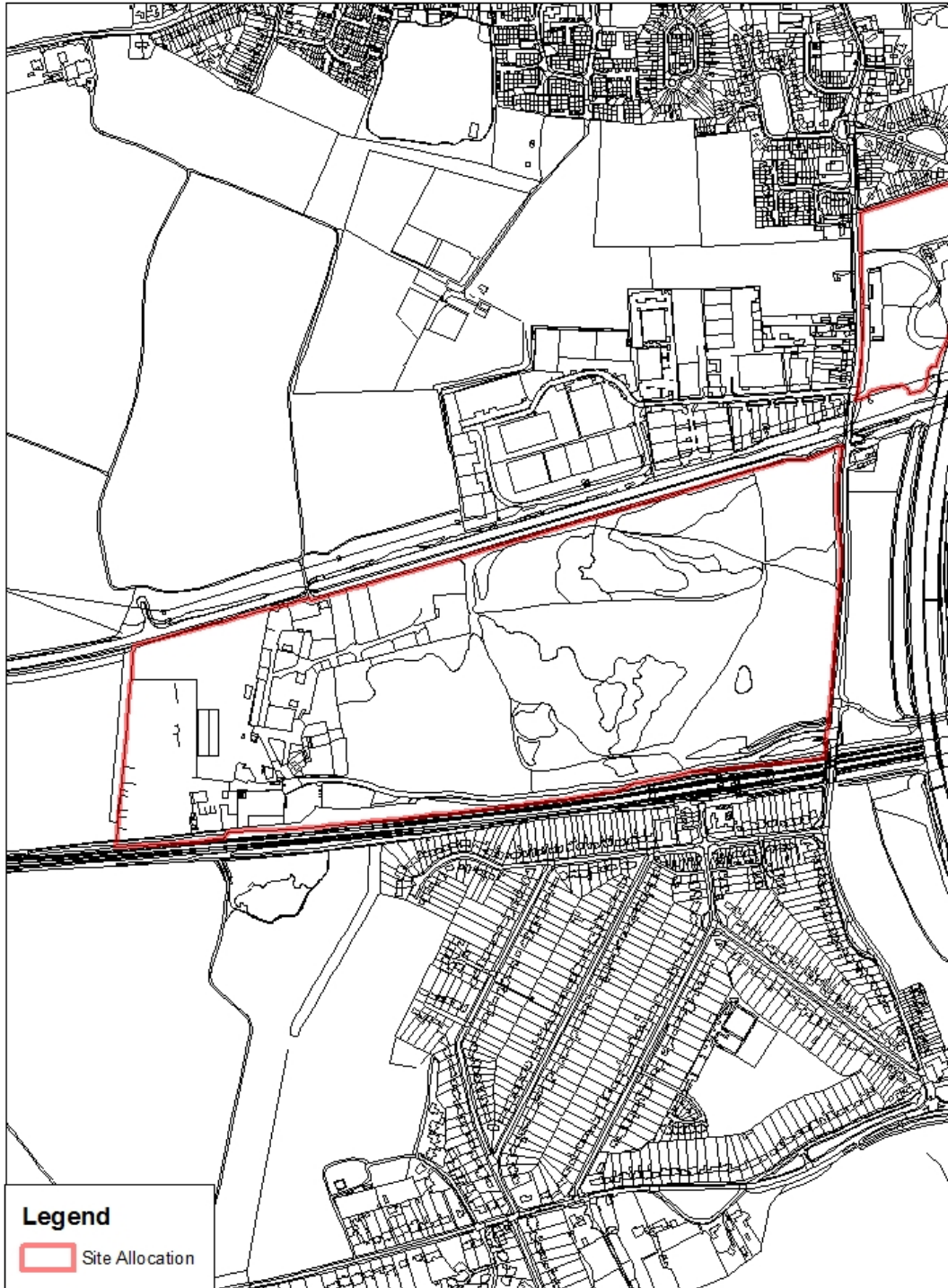
- d) an extended car and cycle park for Iver Rail Station with appropriate access, lighting and surrounding landscaping;
- e) on–street parking controls to avoid railway station parking in the residential streets;
- f) upgrade footpaths IVE/15A/1 and IVE/17/1;
- g) access, transport impacts and mitigation will need to be assessed through the use of the Iver strategic model and local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved;
- h) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- i) on-site provision of a community hub with at least a one and a half-form entry primary school within a 1.6-hectare site with a safe drop off / pick up point in addition to the school site allocation;
- j) financial contributions to secondary school places as agreed with the Local Education Authority;
- k) no more than 50% of market housing to be occupied until the employment floorspace is complete.
- l) provision of a Use Class A1 convenience store and other units within Use Classes A3–A5 within a shopping parade of approximately 1,000 square metres;
- m) ancillary Use Class A3, A4, C1 or D2 floorspace, to support the office development on the site;
- n) remediation of the former landfill site;
- o) development brought forward at this site should be designed to retain the residential moorings along the canal. Construction and operational phases of development should be sensitive to the moorings. The provision of a marina would be acceptable;
- p) the provision of accessible open space to the residents and commercial / mixed use of the site together with walking and cycle pathways allowing for connectivity through the site to the railway station, the shopping area and towards the airport;
- q) provision of structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary;
- r) provision of strategic green infrastructure, planting and landscaping to create a biodiversity gain in partnership with the Colne Valley Regional Park CIC, Network Rail, Cemex and The Canal and River Trust;

- s) a site specific Flood Risk Assessment and suitable mitigation; and
- t) the provision of 15 pitches for Gypsies and Travellers, with access and provision of utility services.

Permitted development rights for change of use from employment to any other uses will be removed.

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North of Iver Station, BP SP11, 45.2 ha



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Not to Scale

Policy SP BP12 – East of Ridgeway Business Park, Iver

Land to the east of Ridgeway Business Park, north of Iver railway station, is allocated for mixed use development for approximately 90 homes, 4,000 square metres (gross) of B1 floorspace and other associated facilities.

A comprehensive approach to the development of the land is essential for good planning on this site including consideration of its proximity to the Colne Valley Regional Park / Black Park Country Park and the M25. Preparation of a site masterplan is essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted to the Council.

Development of the site will place additional demand on local infrastructure including roads, schools and health provision. Therefore, adequate mitigation will need to be provided in the form of junction improvements, public transport improvements and the provision of school infrastructure and school places.

Junction improvements have been identified through local modelling work; however, the master planning may provide alternative solutions provided that these result in the same reduction of impacts as those mitigation measures already identified.

Policy SP BP12

Building – East of Ridgeway Business Park, Iver

Land to the east of Ridgeway Business Park Iver, as shown on the Policies Map, is allocated for approximately 90 homes, 4,000 square metres (gross) of Use Class B1 floorspace and other associated facilities. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

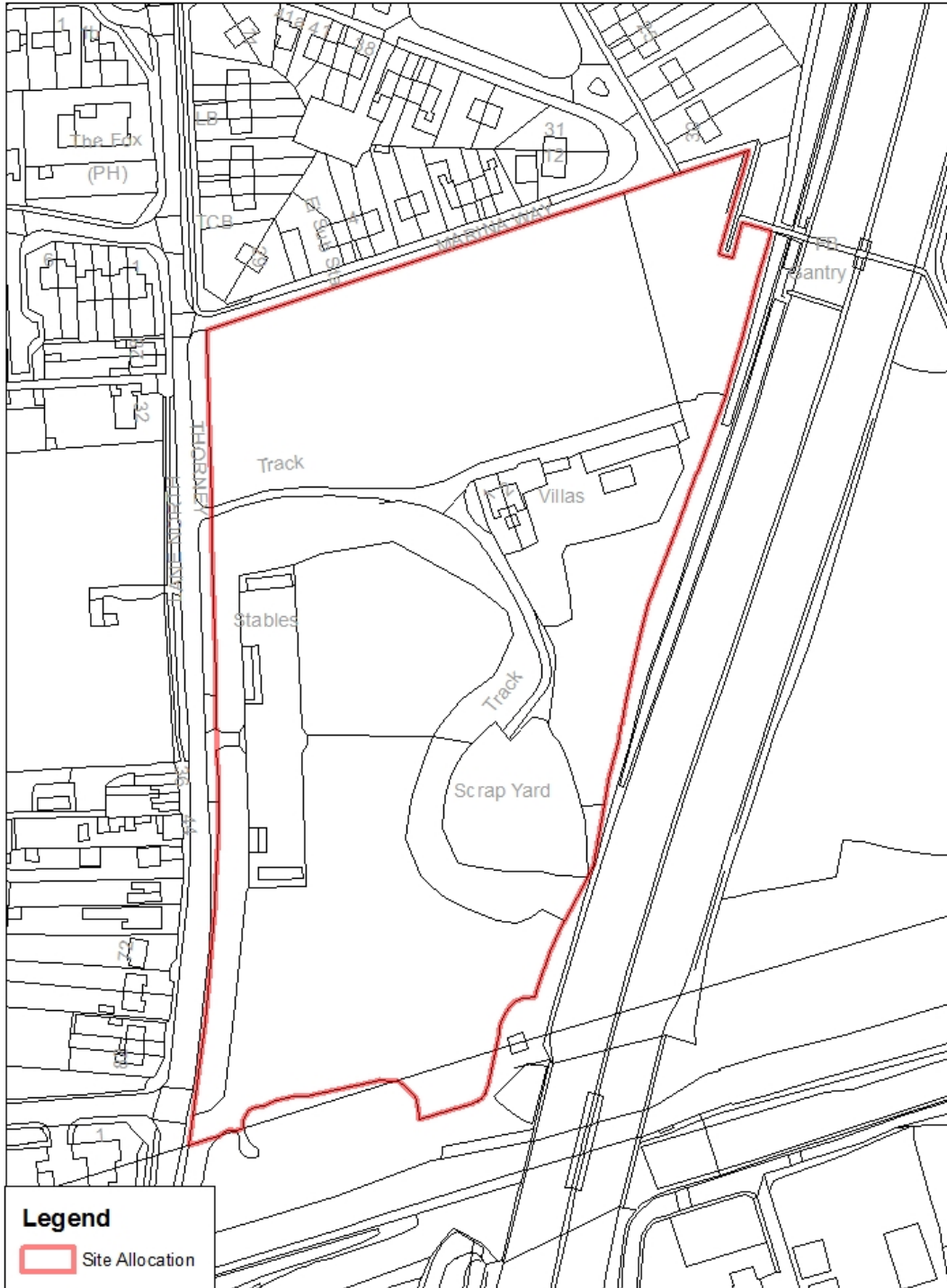
- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) the main vehicular access from Thorney Lane North to be at the Ridgeway Business Park junction. A further access may also be taken from elsewhere on Thorney Lane North, subject to there being no net increase in the number of junctions between the Ridgeway Business Park junction and Marina Way junction subject to a transport Assessment;
- c) sufficient road space capacity / network improvements to be secured, taking into account expected traffic demands as set out in a Transport Assessment;
- d) access, transport impacts and mitigation will need to be assessed through the use of the Iver strategic model and local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress

by all modes of transport can be achieved;

- e) financial contributions towards the Iver Relief Road as agreed by Highway Authority;
- f) retention and enhancement of connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking and cycling (including improvements to footpaths IVE/30/2);
- g) financial contributions for primary health care facilities within the local area as agreed with the Clinical Commissioning Group;
- h) financial contributions towards primary and secondary school provision as agreed with the Local Education Authority;
- i) no more than 50% of market housing to be occupied until the employment floorspace is complete;
- j) built development to sensitively address the northern boundary of the site and the existing residential development on Marina Way, including open space and tree planting; retention of the tree-lined character of Thorney Lane North; retention of existing tree planting within the south of the site adjacent to the Grand Union Canal; and creation of a landscaped buffer zone adjacent to the M25 motorway;
- k) provision of Green Infrastructure, including the creation of new links and improvements to the Public Rights of Way network within the site and beyond; and
- l) a site specific Flood Risk Assessment and suitable mitigation.

Permitted development rights for change of use from employment to any other uses will be removed.

East of Ridgeway Business Park, Iver, BP SP12, 4.8 ha



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Not to Scale

Policy SP BP13 – North of Denham Roundabout

Land to the north of Denham roundabout is allocated for 16,000 square metres of office space, a hotel and ancillary uses.

The site adjoins the existing built-up area of Denham. New development will need to sensitively address the relationship between this site and existing development immediately to the north at Priory Close, including appropriate landscaping.

The M40 motorway will form a new urban edge to the southern end of Denham. Views into the site from the flyover at Junction 1 should be taken into account in the design of new development and suitable landscaping should be provided within the site.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site.

Policy SP BP13

Building – North of Denham Roundabout

Land to the north of Denham Roundabout, as shown on the Policies Map, is allocated for approximately 16,000 square metres (gross) of office floorspace and a hotel of approximately 120 bedrooms and ancillary development. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) that the development sensitively addresses the northern boundary of the site and the existing residential development on Priory Close, including tree planting;
- c) improvements to the M40 Junction 1 and any associated roads and junctions required as a result of development of the site to be completed in accordance with a programme to be agreed with the Council in consultation with Highways England before any part of the development is occupied;
- d) access, transport impacts and mitigation will need to be assessed through the use of the Iver strategic model and local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved;

- e) main vehicular access to be taken from Denham Court Drive;
- f) provision of structural planting to create a sense of place, integration into the surrounding landscape and to reinforce a defensible Green Belt boundary;
- g) provision of Green Infrastructure, including the creation of new links improvements to the Public Rights of Way network within the site and beyond;
- h) a site-specific Flood Risk Assessment and suitable mitigation;
- i) provision of ancillary food, drink and retail within Use Classes A1 or A3–A5 to an overall maximum total of 500 square metres; and
- j) a phasing programme must be agreed before any planning permission is granted; this is to ensure the provision of the office floorspace and not just the hotel / ancillary uses.

Permitted development rights for change of use from employment to any other uses will be removed.

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North of Denham Roundabout, BP SP13, 4.6 ha



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Not to Scale

Policy SP BP14 – Land Adjacent to Taplow Station

Land adjacent to Taplow Station is allocated for 4,000 square metres of office space. The site adjoins the existing built up area of Burnham, although it falls within Taplow parish. It is located south of the Great Western Mail Line and north of the A4, adjacent to Taplow Station and close to the Bishop Centre.

A comprehensive approach to the development of the land is essential for good planning on this site. Preparation of a site masterplan for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site.

Development on the site is likely to lead to additional demand on local transport infrastructure. In particular, widening of the A4 Bath Road to two lanes in each direction and signal optimisation of the A4 / Huntercombe Lane Junction, Burnham are likely to be required.

Policy SP BP14

Building – Land Adjacent to Taplow Station

Land adjacent to Taplow Station, as shown on the Policies Map, is allocated for approximately 4,000 square metres (gross) of office floorspace. Planning permission will be granted provided that the following site-specific requirements are agreed through the masterplan process and form part of the planning application:

- a) an integrated, coordinated and comprehensive planning approach will be taken to the site. The site will require a single masterplan to ensure this is delivered and a high quality design outcome achieved;
- b) that vehicular access will be taken from the existing junction on Station Road;
- c) that no new vehicular access is created to the A4 Bath Road;
- d) access, transport impacts and mitigation will need to be assessed through the use of the Iver strategic model and local junction modelling as part of Transport Assessments, as agreed by the Highway Authority, to accompany planning applications on this site and to demonstrate that access and egress by all modes of transport can be achieved;
- e) sufficient road space capacity / network improvements to be secured, taking into account expected traffic demands as set out in a Transport Assessment, in particular any required improvements to the A4;
- f) enhanced public transport access and public car / cycling parking to serve Taplow railway station;
- g) provision of structural planting to create a sense of place, integration into the

surrounding landscape and to reinforce a defensible Green Belt boundary;

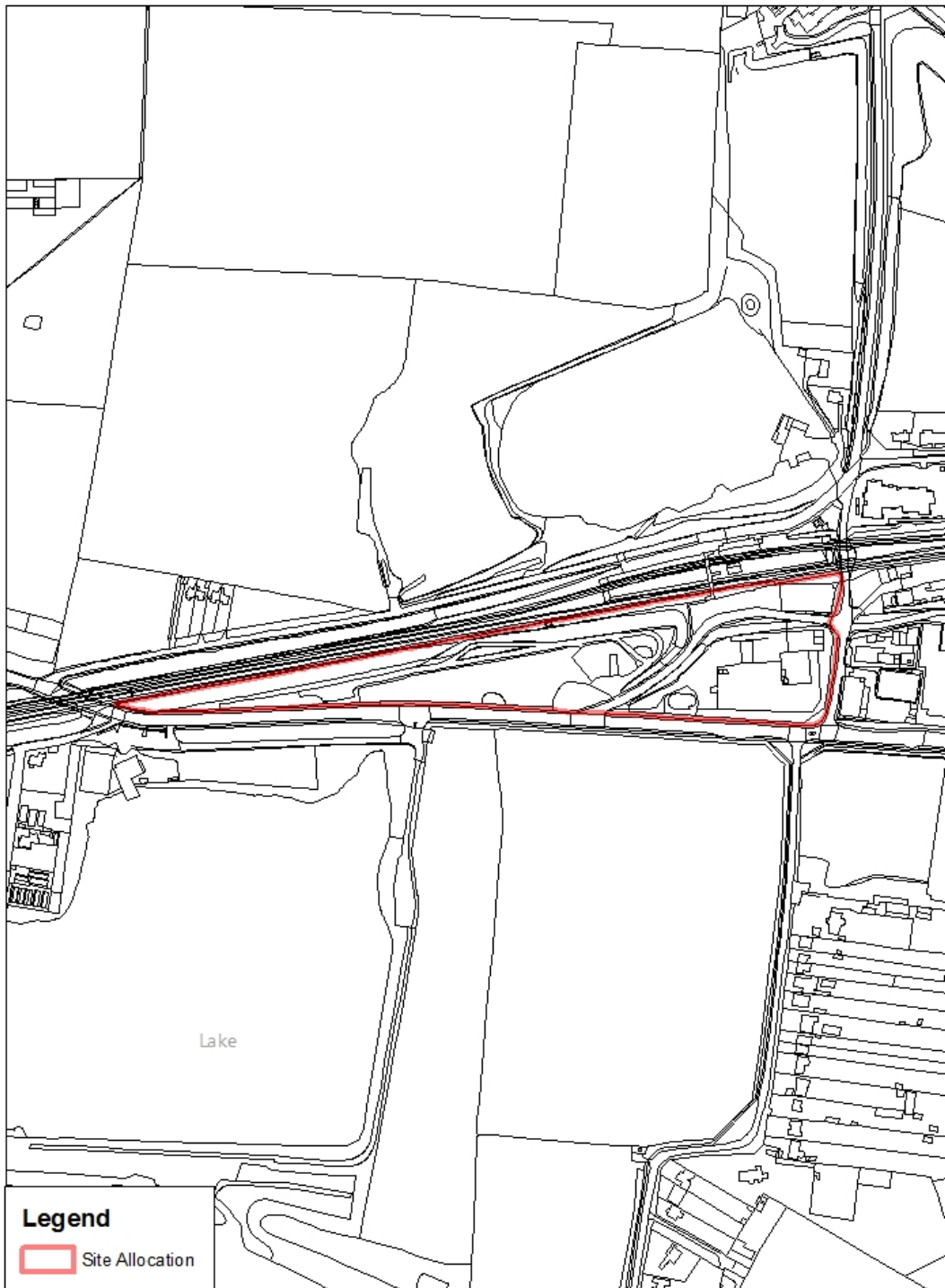
h) provision of Green Infrastructure, including the creation of new links and improvements to the Public Rights of Way network within the site and beyond; and

i) a site-specific Flood Risk Assessment and suitable mitigation:

Permitted development rights for change of use from employment to any other uses will be removed.

DRAFT

Land Adjacent to Taplow Station, BP SP14, 3.8 ha



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Not to Scale

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Motions require written notice, signed by at least 2 Members, to the proper officer at least 7 clear days before the meeting. They must be about matters for which the Council has a responsibility or which affect the District or a part of it.

Motion for Full Council – 14 May 2019

This Council recognises the hugely positive societal and economic impact that the thousands of European Union (EU) citizens living in South Bucks have on our local area; welcomes the reciprocal agreement between the United Kingdom (UK) and the Kingdom of Spain allowing EU citizens to retain voting rights for local elections in the UK if the UK leaves the EU; notes that citizens of the Republic of Ireland will retain voting rights in the UK if the UK leaves the EU; and calls on the Leader of the Council, in advance of elections to a new unitary authority in Buckinghamshire in 2020, to write to the Secretary of State for the Home Department to request that all other EU citizens resident in the UK retain their right to vote in local elections in the event that the UK leaves the EU before May 2020.

Proposed by Councillor M Bezzant

Seconded by Councillor P Kelly

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Date received	01 May 2019
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BUCKS HEALTH AND ADULT SOCIAL CARE SELECT COMMITTEE,**Update March 2019****The NHS Long Term Plan**

A 10 year plan published in Jan 19. Key areas of focus are prevention, population health, improving clinical outcomes and reducing health inequalities. There is a deadline of 6 months to implement a plan to deliver this in particular the engagement with communities and stakeholders. The Integrated Care System will be used as the platform for this. Mental health, cancer, cardiovascular diseases and maternity provisions are to be the key foci. The funding formula to aid delivery is based on health inequalities and therefore Bucks gets very little. An aspiration is to roll our urgent care centres across the County not exact locations are not available. It is not clear how this is going to work in the south of the county, in particular the co-ordination with Wexham Park/Frimley.

Primary Care Networks

In the integrated care system being put in groups of GP practices with similar geographies and population health needs are being developed to create multidisciplinary teams. GP practices started to consider working as Locality Networks. The publication of the NHS Long Term Plan means that Primary Care Networks (PCNs) will replace these Locality Networks. PCNs will put general practice at the heart of community.

The new GP contract has been published which is a 5 year framework to support the long-term plan and highlights the development of PCNs. The new contracts are not obligatory but DH are assuming 100% sign up! It provides for extra funding to deliver the new community models of care.

The PCNs will typically be around 30,000 to 50,000 patients and based together geographically. This size is based on evidence gathered by NHSE and is thought to be the correct size for group working. It will help relationships to be developed to support the transformation and integration needed to make community services sustainable.

Other services to be included in the networks include pharmacies, social prescribers for community provision, physiotherapists and community paramedics. It is envisaged that there will be a strong patient and community input with community connector roles being appointed.

Adult Social Care Transformation

Phase 1 of the ASC Transformation Plan focusses on “Living Independently” and has a number of work streams identified to deliver this including Early Help and

Prevention. A wide range of partners have been identified including the fire authority and ambulance service.

The current priority has been identified as social isolation and an early help social care team has therefore been set up. It is expected that there will be community capacity to assist with this such as local community organisations and street associations. A community hub pilot is soon to be rolled out and there will be one located in Iver.

Wendy Matthews

April 19

Report of the meeting of the Buckinghamshire Healthcare Trust on 27th March 2019

After the usual presentations of awards a film was shown of a patient's story this involved a lady who had many medical needs both mental and physical and rather than having to keep her in hospital a plan was set up to work with her at home. This meant that there were specially trained to be able to meet the patient's needs. It was reported that there were 2200 people in Buckinghamshire who are benefiting from communication staff and carers and this number will increase with people with learning difficulties living longer.

In the Chief Executive's Report he mentioned that they had a £3 K deficit which they hoped to fix in the next year. There were pressures on the nurse vacancy rate and he thanked the staff for their managing matters during the difficult Winter period. 100 new nurses were expected to start in September and concern was expressed over only 68% of the staff having had flu vaccinations.

The meeting were the advised of the corporate objectives for the year starting on 1st April. These were as follows:-

1. Continuing to improve their culture.
 2. The implement of new workforce models.
 3. To tackle inequalities and variation.
- Steps are being taken to deliver this plan.

A presentation was then given on the development of Primary Care Networks in Buckinghamshire. There were going to be changes in the contract with an expansion in General Practise and bring about the avoidance of always having to see a doctor. Use would be made of Clinical Pharmacists, First Contact Physiotherapists and Community Paramedics. There should be an expansion of the personalised care service and an earlier diagnosis of patients with cancer. 5 year contracts should replace those lasting 1 year.

A second presentation was given concerning the electronic observation system. This was ongoing and was due to be completed at the delayed date of 13th May. The system involves the use of Technology to observe the progress that patients are making. The delay in completion had been caused by staff shortages.

On the integrated Performance Report the Finance Officer reported that the forecast deficit for the year end was between £30K and £35k and was higher than expected because the Trust had not received some money they were expecting. There was concern over the financing of Specialist Services but were pleased that the expenditure on Agency Staff in November was the lowest ever. On Constitutional Performance they did not meet the target of 95% on performance in general with the attendance rate being 91.8% and 82% for cancer care. A new provider was being obtained for PET scans because the previous one's performance was poor. The waiting list for Scans smaller than in March 2018.

The infection Prevention Report showed that there had been 1 case of C difficile in February but no falls.

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Concerning the staffing situation a staff survey showed some improvements. The nurse vacancy rate was between 17.1 and 17.8% and new staff were arriving from the Philippines in March. There had been a reduction in the turnover of staff but there had been an increase in the sickness rate.

A report was received on the Flu Returns for staff. This showed that an average of about 70% had either refused to be vaccinated or had just not bothered. The board were not happy with these figures but it is understood that vaccination will start earlier this year and they will achieve better results this time.

David Pepler
25th April 2019