



**DEMOCRATIC AND ELECTORAL SERVICES**

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Dear Councillor

**SUSTAINABLE DEVELOPMENT POLICY ADVISORY GROUP**

The next meeting of the Sustainable Development Policy Advisory Group will be held as follows:

**DATE: WEDNESDAY, 22ND JANUARY, 2014**  
**TIME: 6.00 PM**  
**VENUE: ROOM 6, CAPSWOOD, OXFORD ROAD, DENHAM**

**Please note that this meeting is not open to the public**

Yours faithfully

Jim Burness

**Director of Resources**

To: The Sustainable Development Policy Advisory Group

Mr Reed  
Mr Bagge  
Mr Denyer  
Mr D Dhillon  
Mr Egleton  
Mr Lidgate  
Mr Samson  
The Earl of Stockton



## Declarations of Interest

Any Member attending the meeting is reminded of the requirement to declare if he/she has a personal interest in any item of business, as defined in the Code of Conduct. If that interest is a prejudicial interest as defined in the Code the Member should also withdraw from the meeting.

## A G E N D A

- |  | (Pages)            |
|--|--------------------|
| 1. <b>Apologies for absence</b>  |                    |
| 2. <b>Minutes</b>  |                    |
| To receive the minutes of the meeting of the PAG held on 17 December 2013.             | <b>(To Follow)</b> |
| <i>A. REPORTS LIKELY TO LEAD TO PORTFOLIO HOLDER DECISION / RECOMMENDATION</i>         |                    |
| 3. <b>Western Rail Access to Heathrow WRAtH</b>  |                    |
| To consider report of the Director of Services.  | <b>(1 - 4)</b>     |
| 4. <b>HS2: Update and Possible Petitioning Issues</b>                                  |                    |
| To consider report of the Director of Services.  | <b>(5 - 14)</b>    |
| 5. <b>A shared framework for the Buckinghamshire Councils on Duty to Cooperate etc</b> |                    |
| To consider report of the Director of Services.  | <b>(15 - 22)</b>   |
| <i>Appendix 1</i>  | <b>(23 - 24)</b>   |
| <i>Appendix 2</i>  | <b>(25 - 26)</b>   |
| <i>Appendix 3</i>  | <b>(27 - 28)</b>   |
| 6. <b>Any other business</b>   |                    |
| Any other business which the Portfolio Holder considers is urgent.                     |                    |

The next meeting is due to take place on Thursday, 13 March 2014

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<b>SUBJECT:</b>	Western Rail Access to Heathrow WRAtH	
<b>REPORT OF:</b>	Officer Management Team- Prepared by	Director of Services - Head of Sustainable Development

## 1. Purpose of Report

1.1 The purpose of the report is to provide information to Members on this project.

## 2. Links to Council Policy Objectives

2.1 Sustainable environment and thriving local economy.

## 3. Background

3.1 This project will provide a new rail service (four times an hour) from Reading and Slough directly to Heathrow Terminal Five. The service will not stop at Taplow or Iver.

3.2 The project is mentioned in the National Infrastructure Plan, the Rail High Level Output Specification (HLOS) for 2014-2019 and is in the Department for Transport's Aviation Policy Framework.

3.3 The project will be progressed via a development consent order (DCO) which will encompass CPO powers. This will involve a government Minister approving what is termed a *Nationally Significant Infrastructure Project (NSIP)*. There are also special procedures relating to cases such as those involving land protected under the Green Belt (London & Home Counties) Act 1938. The DCO will combine a grant of planning permission with a range of other separate consents. It is intended that construction will start after 2017 (the Crossrail completion date) and be completed by 2021.

3.4 Core Policy 7 Accessibility and Transport supports the greater use of rail services, including improvements to parking at train stations. Local Plan Policy TR12 safeguards the West Drayton to Poyle Railway line - a single track rail freight siding identified as having potential for improving public transport access to Heathrow. The scheme was a key project in the former South East Plan (para 21.23).

## 4. Benefits

4.1 The project will provide benefits in terms of:

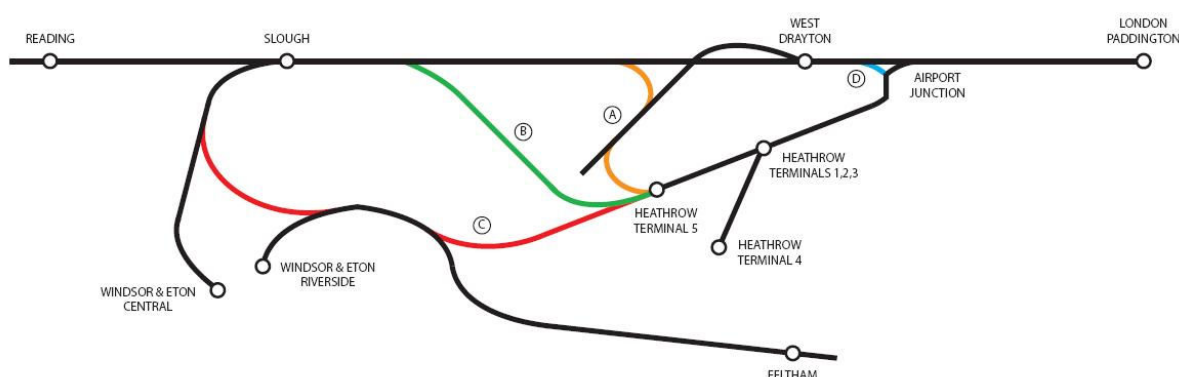
- Quicker, more reliable, access to Heathrow; journey time from Slough to Heathrow will be six minutes giving a reduction of 35 minutes from the current timing.
- It will also provide improved access to those travelling from the West who can interchange at Reading and avoid the need to change trains in London.
- The project is supported by businesses, including BAA Heathrow and local authorities and is being promoted by the Thames Valley Berkshire LEP.
- Making the Thames Valley and South Bucks more attractive as a business location (potentially creating 6,000 jobs)
- Reduced congestion (estimated at 20,000 fewer journeys a day), particularly on the motorways and thus reduced CO2 emissions;

- The scheme will use existing tracks (Option A) or will be in tunnel for the majority of the journey, (Option B) therefore reducing the impact on the environment.
- Two spare platforms already exist at T5 Heathrow built in anticipation of the now defunct Airtrack scheme.

## 5. Options

5.1 Four options for proposed routes to Heathrow from the Great Western Main Line (GWML) were considered. (See map in Appendix 1)

- A Via the Colnbrook freight branch
- B Via tunnel from south of the track between Langley and Iwer
- C Via Datchet
- D Via the Heathrow Branch



5.2 Options C and D have now been discarded. Option C is too difficult to construct and would have a major impact on Windsor and Eton. Option D joins the easterly end of the GWML increasing journey times and there is insufficient capacity on the existing branch rail line into Heathrow (Heathrow Connect and Express services). The two remaining options both affect Green Belt land within our district.

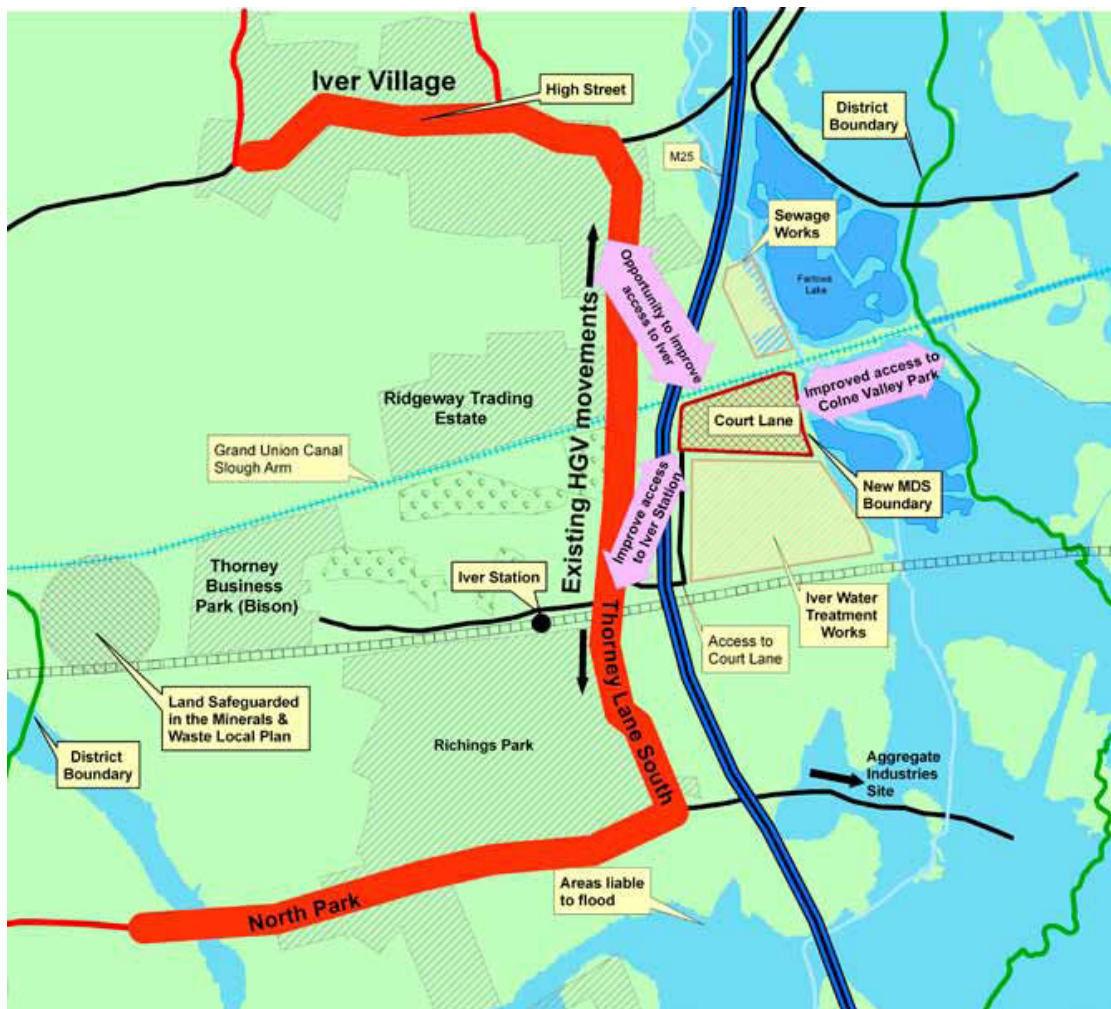
5.3 Option A uses the freight line safeguarded in the Local Plan. However it has severe limitations in terms of only being single track -and it is not west facing when it joins the GWML so a new west facing chord (thus reducing the line speed) on a viaduct would need to be built over the River Colne, and be contained in a tight box under the M4/M25 junction.

5.4 Option B is a 5km tunnel coming up south of the GWML halfway between Langley and Iwer stations. It provides the best journey time but has the highest capital cost. It also has considerable implications for a safeguarded minerals and waste site to the north of the track and potentially to the residents of Richings Park to the east. This option is seen as the most likely option to be selected.

5.5 Network Rail has announced that it will decide on the preferred option by the end of January 2014 and will make a public announcement about the scheme in February. Network Rail will make a presentation on the scheme to the next Council Meeting on 25<sup>th</sup> February.

6. Implications for South Bucks

- 6.1 If Option B is selected, the concerns that are immediately apparent are principally to do with construction impacts in the Iver and Richings Park area, including HGV traffic, the impact on the safeguarded waste transfer station and noise and vibration during the tunnelling works. In the longer term there may be visual impacts from Richings Park. Network Rail state that the tunnel waste will be largely removed by train but due to capacity pressure on the WCML is likely to be stored before removal. These issues will be covered in the Environmental Statement which will accompany the DCO process. These issues are examined in more detail below.
- 6.2 **HGV traffic.** Core Policy 16 details five sites in proximity to Iver Village that collectively generate a significant number of HGV movements - Court Lane, Thorney Business Park (formerly the Bison Estate), the Ridgeway Trading Estate, the Aggregate Industries Site and the Cape Boards Site in Uxbridge. The HGV vehicles travelling to and from these sites have limited routing options, using either Iver High Street heading north or Richings Park heading south. There are two options for resolving the impacts on Iver and Richings Park, either a relief road or seeking a reduction in HGV numbers (most likely through change of use). Network Rail in discussions has said that it will need to replace Hollow Hill Lane railway bridge (just to the west in Slough Borough) which is currently too narrow and too low for HGV's to pass through safely. This could facilitate a new route south towards the A4/M4 and potentially a new route to the north (M40) bypassing Iver Village for some HGV traffic.



Map 6 from Core Strategy

- 6.3 Safeguarded Waste transfer station.** The Buckinghamshire Minerals and Waste Core Strategy safeguards land immediately to the west of Thorney Business Park for use as a rail transfer facility to serve the Strategic Waste Complex at Calvert, by despatching collected household wastes by rail. This site would be used as part of the arrangements for management of household waste agreed between the Districts and County Council. The new rail line would involve land take to the north of the GWML (impacting on this safeguarded site) and it is likely that material from the tunnelling will be stored (and possibly sorted) on the site before removal. The owner of the Thorney Business Park also owns this land and has had discussions with Network Rail. His land could be acquired by compulsory purchase thus putting the safeguarded allocation into jeopardy. Buckinghamshire County Council has expressed a desire to retain the site for the allocated use, since it would assist in the management of municipal waste. The loss of the waste transfer facility in this location would mean that the opportunity to shift the transport of municipal waste from road to rail would be lost. It is also the development of this site which has the potential to provide the new relief road and without it that opportunity would also be lost.
- 6.4 Impacts on Richings Park.** In the short term there could be construction impacts on the residents in Richings Park, including noise and vibration from tunnelling works and visual intrusion depending on the location of the tunnel portal. Unless the HGV routing is resolved there could also be an increase in HGV traffic. In the longer term there will be additional train noise in addition to the new Crossrail services. There could also be additional pressure on parking in the vicinity of Iver station as local people start to use the new service (involving a change at Slough) in addition to new Crossrail passengers. Consideration could be given to the provision of a new car park, although clearly this could raise Green Belt issues.
- 6.5 Loss of Green Belt.** Some Green Belt will be lost as a result of this proposal. The promoters are likely to argue that due to its national significance the project will most likely demonstrate the Very Special Circumstances that are needed to overcome the objection to the loss of Green Belt.
- 6.6** Officers from this Council and Bucks County Council will pursue these issues in negotiations with the scheme promoters in the interests of residents and businesses of South Bucks.

## **7. Resources, Risk and Other Implications**

- 7.1** This project could have considerable implications in terms of Member and officer time as the scheme progresses.

## **8. Recommendation**

- 8.1** To note concerns and to support continued negotiations with appropriate parties to achieve the best outcome for the District.

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<b>Background Papers:</b>	None.



<b>SUBJECT:</b>	<b>HS2: Update and Possible Petitioning Issues</b>		
<b>REPORT OF:</b>	<b>Officer Management Team</b>	-	<b>Director of Services</b>
	<b>Prepared by</b>	-	<b>Head of Sustainable Development</b>

## 1. Purpose of Report

1.1 The purpose of this report is to:

- Provide an update on the HS2 Project
- Outline the impact of the scheme on South Bucks, taking account of the project's Environmental Statement (ES)
- Note the comments that have been made on the ES
- Recommend the matters which should be considered as possible petitioning points.

## 2 Links to Council Policy Objectives

2.1 This particularly links to the Council's aim of "sustainable and clean environment, protecting our heritage, protecting our future."

## 3 Background and Update

3.1 The Supreme Court hearing relating to the application for judicial review of HS2 was heard on 15th and 16th October 2013 and judgement is awaited.

3.2 At the Cabinet held on 16th July 2013, authority was given for the Chief Executive, in consultation with the portfolio holder for Sustainable Development and the Head of Legal and Democratic Services, to appoint a parliamentary agent to advise and represent the Council in respect of any Petition opposing the HS2 Bill. In addition, Members were appointed to a CDC/SBDC HS2 Member Steering Group.

3.3 On 25 November 2013, the HS2 Hybrid Bill was laid before Parliament. We have been advised that each local authority with concerns about the project should prepare and present its own Petition by the end of March 2014 and, where appropriate, prepare to give evidence to a Parliamentary Select Committee next summer. In addition, pooled evidence should be prepared to cover route-wide issues. A Petition would not in itself have to go into great detail but further work would be required if petitioning points were pursued to the point of presenting evidence to the Select Committee. Even if petitioning points were not pursued to that point, they would provide a basis for discussion with the promoters of HS2 who would most likely wish to seek to minimise areas of disagreement by providing additional mitigation measures.

3.4 The Hybrid Bill was accompanied by a formal Environmental Statement (ES). The determining authority on HS2 (i.e. Parliament) is required to take account of the public views on the ES when deciding whether or not to authorise HS2. This of course presupposes that MPs will read, not only the consultation responses (which are likely to number in their hundreds, if not thousands), but also the ES itself (extending to 55,000 pages). Comments on the Statement are required by 24 January 2014. Our parliamentary agents have suggested that, given the short period of time to respond and the limited resources, the exercise of responding to the ES should be one which focuses on major deficiencies, rather than very detailed points (unless it can be demonstrated that there is a pattern of detailed errors).

3.5 Section 4 below describes the scheme. Section 5 deals with the ES and Section 6 sets out the issues which officers suggest could be the subject of petitioning.

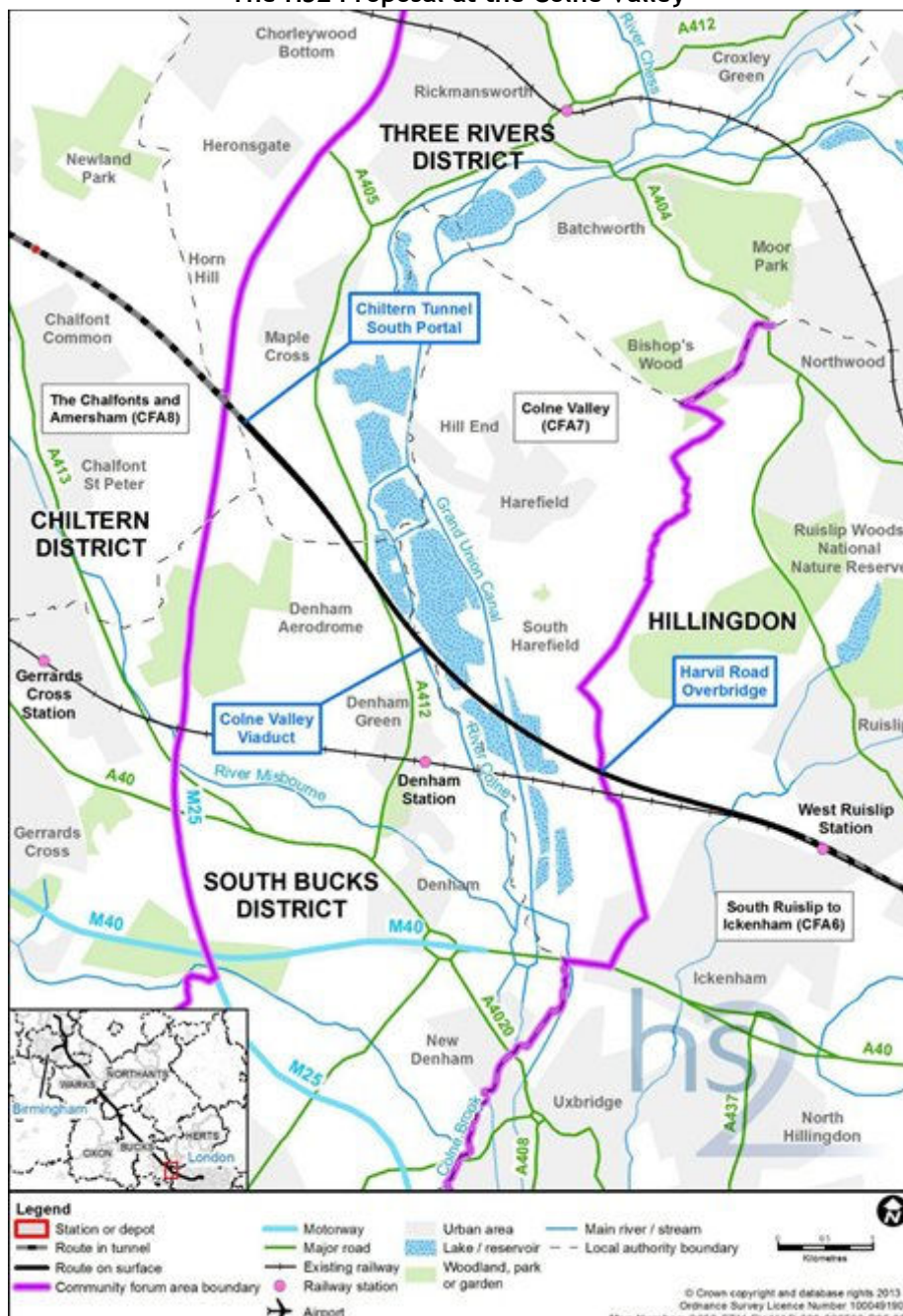
## 4 Description of Scheme

4.1 Only about 2km of the 225km of track in Phase 1 of HS2 would run through South Bucks, although there are also implications for South Bucks from sections of track beyond this section, which would particularly affect the communities of Denham Green and Denham. There are also likely to be implications over a wider area due to the impact of construction traffic. The dominant feature in the locality would be a viaduct across the Colne Valley. This would take the new railway over the Grand Union Canal south of Harefield. It would then run over an area containing a mosaic of water features, the product of gravel abstraction in the valley bottom, including Savay Lake, Korda Lake and Long Lake and Broadwater Lake. The lakes are divided by spurs of land, many of which are heavily wooded. The majority of these water

features are now used for leisure activities, including sailing, fishing, water skiing, walking and bird watching.

4.2 As the proposed viaduct approaches South Bucks from the south east it would run about 350m from Savay Farm, a Grade 1 dwelling dating back to the eleventh century. It would then cross Moorhall Road, then run to the north east of commercial buildings at Broadwater Park and Denham Laboratories. The viaduct would cross the River Colne (proposed for realignment) near Battlesford Wood, thus entering South Bucks and running north east of the A412 Denham Way (North Orbital Road). The viaduct would remain on the north east of the A412 in the vicinity of Wyatts Covert, a Caravan Club/static home site and would run 150m from the closest home on that site. The viaduct would cross over the A412 about 100m from Weybeards Cottages and would then run about 150m from Denham Grove and Tilehouse Lodge in Tilehouse Lane before heading into Three Rivers District. At this point, it is intended to carry out works which would facilitate a link on HS2 with a future (as yet uncommitted) railway spur to Heathrow. The route would then continue in a north-westerly direction passing west of West Hyde in a series of cuttings and embankments before entering the Chiltern tunnel via the Chiltern tunnel south portal, immediately east of the M25 and running into Chiltern District.

The HS2 Proposal at the Colne Valley



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## The Environmental Statement

5.1 Officers have considered the ES as it applies to South Bucks and to relevant route-wide issues and we have a number of concerns about the ES, the key points of which can be summarised as follows:

- The shortage of time allowed to comment on a document which runs to thousands of pages;
- The lack of detail about design, including, most significantly, of the viaduct;
- A general lack of mitigation measures in South Bucks in relation to the impact of the viaduct, including landscape mitigation at ground level and on the viaduct itself;
- Vagueness, lack of commitment and inadequacy of mitigation measures relating to biodiversity;
- Inappropriateness of comments in the ES that because the Colne Valley Regional Park is large, the construction works will not affect the ability of the park to function;
- Concern about the accuracy of the noise baseline assessment in the vicinity of the North Orbital Road and the adverse effect of the scheme, and lack of mitigation measures, in relation to properties at Wyatts Covert;
- The apparent lack of any real mitigation measures in relation to an expected decrease in the quality of the public water supply;
- Inadequate consideration of cumulative impacts arising from HS2, the permitted gravel extraction at Denham Park Farm (which is included in the ES) the impact of the proposed Heathrow spur railway and the consequences of possible expansion of Heathrow Airport and realignment of the M25.

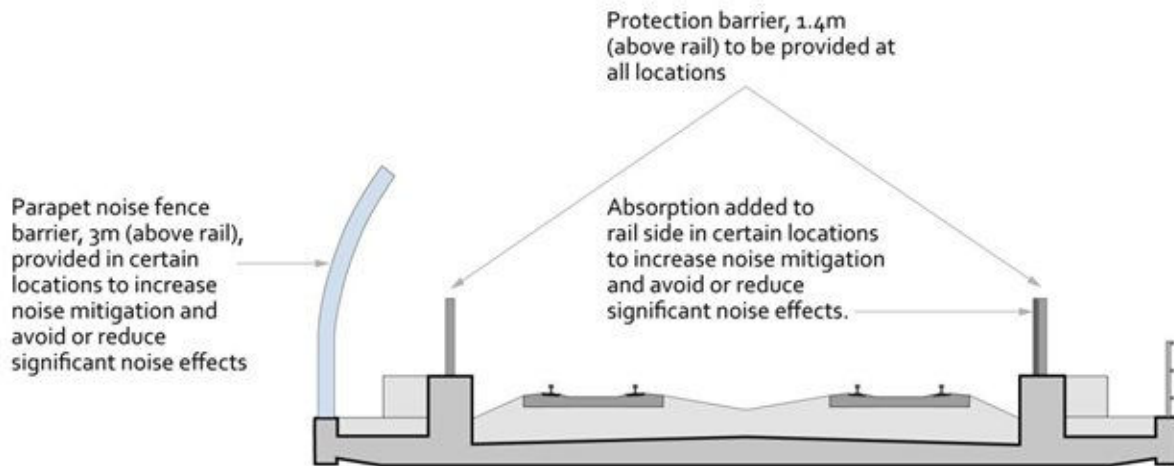
5.2 In addition, we have stressed that the absence of representations on any aspect of the ES does not imply acceptance of either the HS2 project as a whole, or any individual element of it. We have stated that a Petition is likely to be deposited against the Bill, that the response to the ES is without prejudice to anything that may be said in the Petition, and that additional points relating to the ES may be raised in the Petition and at other stages.

## 6 Potential Petitioning Issues

### 6.1 Impact of the Viaduct on the Landscape

6.1.1 The 3.4km long viaduct would be a hard engineered and dominant structure with a height varying between 11m to 15m above the ground/water level. This structure could not be screened in such an open landscape. It would be extremely intrusive when viewed from public areas such as local footpaths, the 'Colne Valley Trail', bridleways, the canal towpath and residential, leisure and commercial sites within South Bucks District. Assuming there would be electric power lines and supporting structures and lighting, the impact would be even greater than shown. It is proposed that the viaduct would have a solid 1.4m high protection barrier adjacent to the tracks on each side. The south west barrier would be modified along the stretch running from the south approach embankment as far as the Grand Union Canal to act as an absorptive noise fence barrier. For the remainder of the south western side of the viaduct, there would be a 3m high noise fence barrier alongside the 1.4m high protection barrier. There may be good reasons for such barriers to be included in the scheme to increase safety and reduce noise, but they are unlikely to enhance the appearance of the viaduct.

Cross Section of Proposed Viaduct (Source: HS2 Environmental Statement Nov 2013)



Proposed Viaduct in the Colne Valley (Source: HS2 Environmental Statement, Nov 2013)



Proposed Viaduct in the Colne Valley (Source: HS2 Environmental Statement, Nov 2013)



6.1.2 The illustrations in the ES are helpful but they provide no evidence that any real thought has gone into the design. The award-winning Millau Viaduct in the Tarn Valley, France shows that quality in modern railway engineering is possible, admittedly in a different topography. In this equally sensitive location in the Colne Valley, [there is a need to create a World Class design and it is recommended that the Council should petition along these lines and require HS2 to arrange an international architectural competition.](#) This would increase the cost of the project, by anything between £10,000 and £20,000. The precise costs would depend on the way such a competition were organised, but using such an arrangement should help to improve the quality of design.

6.1.3 It would seem from the cross sections in the ES that no room has been left for landscaping of the upper levels of the proposed viaduct. Planting would greatly help to soften the appearance of the barriers without diminishing safety or noise reduction. In addition a significant amount of landscaping at the foot of those piers which are driven into land rather than water should be required. [It is recommended that the Council should petition for an integrated landscaping scheme for the viaduct at both high and low levels.](#)

## 6.2 Impact of the Project on Biodiversity

6.2.1 The River Colne and adjacent lakes support important populations of breeding birds and waterfowl as well as wetland and woodland habitats. They also provide a nationally significant habitat for bats that use the river and open waters for feeding. The river and lakes contain diverse fish populations, important in their own right, but also crucial to the wetland ecosystem of the Colne Valley as they also provide food for birds and mammals such as otters. The construction of the viaduct would lead to the loss of woodland, including some Ancient Woodland, and many plant species. There are four Sites of Special Scientific Interest (SSSIs) within 500m of the land required for the proposed scheme, and, the viaduct would actually run through one of those, the Mid Colne Valley SSSI, partly in South Bucks. The ES acknowledges that wildlife would be disturbed during construction and that there would be a loss of breeding grounds and a general reduction in the amount of wildlife. The ES is also clear that “the combined effects of woodland and wetland loss and decrease in numbers of breeding birds will result in a permanent adverse impact on the integrity of the Mid Colne SSSI that will be significant at the national level.” Proposed mitigation involves the creation of new areas of woodland and wetland, the construction of gravel islands and design of areas for bat roosting. Soil from parts of Ancient Woodland which would be disrupted or removed would be used to create new woodland habitats. Animals, such as water voles, would be moved from areas affected by works. Whilst these proposals are welcome, they would be unlikely to replace what would have been lost and ancient woodland is irreplaceable.

6.2.2 It is submitted that the mitigation measures set out in the ES do not go far enough, particularly given the huge impact that the construction and operation of the project would have on existing designated sites. Some of the mitigation measures stated are vague and appear to lack real commitment given the use of phrases such as “are also possible” and “likely to be created”. In addition, the mitigation measures do not compensate for the losses; for example, 30 ha of woodland would be required for HS2 in the Colne Valley area, but only 19.5ha are intended for new woodland planting. There is very little by way of new planting or management proposals within South Bucks District. [The Council should petition for offsetting funding to be provided by HS2 Ltd that could go into improving the management of existing Colne Valley habitats like Northmoor Hill Wood and Wyatts Covert that are not directly affected by construction. An endowment should also be provided for the future management of newly planted habitats which are receiving soil, woodland wildflowers or animals moved from disturbed habitats. The Colne Valley Community Interest Company is likely to make representations on these points and, with the assistance of Groundwork, it should be possible to quantify the costs involved.](#)

6.2.3 If more landscaping were incorporated into the viaduct design (as suggested above) there would be improved opportunities for wildlife to nest and roost along the route. It is also essential that [the viaduct should be designed to minimise impacts on the SSSI by minimising direct land take, overshadowing and by taking care in construction. This would include careful determination of the exact design and siting of piers. The Tilehouse Lane over-bridge \(just outside South Bucks\) should include a green element along both sides of the road for ecological connectivity purposes. Measures should also be implemented to minimise disturbance to the important bird populations in the area and to minimise the chances of collisions with birds when flying over, taking off and landing.](#)

### 6.3 Impact of the Project on Recreation

6.3.1 The ES misrepresents the impact of the project on the Colne Valley Regional Park. It states: "Although land within the park will be required for two and a half years, it is considered that the park is sufficiently large that the construction works will not affect the ability of the park to retain its function. Therefore it is considered that there will not be a significant effect on the Colne Valley Regional Park." This glosses over the fact that the whole of the Colne Valley Park is an important habitat and the part of the Colne Valley Regional Park through which the proposed route runs contains some of the most attractive landscapes in its entire 43 square miles. This part of the park offers valuable recreational opportunities, and the loss of any part of the park is detrimental. The land required for the construction of the viaduct and associated structures would be damaged and mitigation is essential.

6.3.2 HS2 would adversely affect many recreational pursuits in the Colne Valley. The Colne Valley area is crossed by a number of well-used public rights of way (PROW). These include the Colne Valley Trail, the Old Shire Lane Circular Walk and the South Bucks Way. A number of footpaths also cross the spurs of land that separate the Colne Valley lakes, linking recreational facilities with local populations. Temporary alternative routes for some public rights of way would be required, including two bridleways in Denham, adding extra length temporarily and, in one case, permanently. [Loss of or damage to existing footpaths, cycle paths, bridleways, canal towpaths and amenity land should be mitigated by more improvements to the public right of way network and by the provision of replacement amenity land where land is lost. As things stand, the scheme includes very little mitigation within South Bucks, even though the viaduct runs through the District Council area.](#)

6.3.3 Informal and formal recreation spaces are present at most of the lakes in the Colne Valley Regional Park. Recreational facilities affected include Hillingdon Outdoor Activity Centre (HOAC) a water sports and activity centre for all ages, the Denham Waterski Club and several playgrounds and informal open spaces. Existing lakes are used for recreational purposes and some of these will be impacted by the proposals. This is particularly true of the Hillingdon Outdoor Activities Centre (HOAC) which is extensively used by sailing enthusiasts and schools from South Bucks and further afield. The facility is run by an outdoor and environmental education charity, focussing on disadvantaged and disabled youth, serving well over 20,000 visits each year. HS2 will essentially obliterate this site, with possession required from as early as mid-2015. HS2 may seek to fund a temporary re-location of HOAC during the construction phase, but the quality of the site and its fitness for purpose will be permanently lost and relocation is accordingly a necessity. [The objective would be to secure an equivalent site within the Colne Valley Park, easily accessible for current user communities.](#) Relocation costs are inevitably tentative given the individual site 'unknowns', but have been estimated at circa £7.5m for an equivalent facility. A suitable lake elsewhere in the Colne Valley should be considered. [Other lakes, which currently provide leisure facilities for fishing and water-skiing, should be improved by sensitive planting, natural screening and improvements to the infrastructure to enable their continued viability.](#)

6.3.4. The construction of the piers for the Colne Valley viaduct would require land to the north-east of the A412 Denham Way/North Orbital Road, off which the Denham Waterski Club is accessed. The construction works would be undertaken to enable access to be maintained to the water ski club through the implementation of traffic management measures. The nearby jetty used to construct the Colne Valley viaduct would require a small amount of land that forms part of the car park for the club. The clubhouse is used for instruction and tuition, as well as being the focus for events and the adverse noise impact and the damage to views to the south, west and north from the club of the construction activity for at least one and a half years will, as the ES acknowledges, significantly affect the club. In spite of these combined impacts, no mitigation is proposed in the ES. [It is considered that the Council should petition that compensation should be paid to the owners of the Denham Water Ski Club to enable them to remain in business during what would be a difficult time.](#)

### 6.4 Noise Impact from the Railway Operation

6.4.1 Noise impact will result from both construction and operation of the proposed scheme. The impact of construction work is dealt with in 6.5 below. Clearly the noise emanating from the operation of the high speed railway would constitute a permanent change to the acoustic environment. Passenger services would start from terminal stations at or after 0500 and trains would run until midnight so the noise from the railway would be a feature of the greater part of each day and a significant part of each night. The impact of the additional noise has to be judged in relation to the existing situation. In relation to the assessment of noise impact in the vicinity of the North Orbital Road, the Council is not convinced about

the accuracy of the baseline assessment. The ES appears to have a 10db difference between one section of the North Orbital and a section a few hundred yards along it without clear explanation. Also the community risk assessment for Wyatt's Covert is very weak, cumulative issues are dismissed and the ES appears to be solely looking at noise and vibration. The ES does not seem to have considered the 60 to 70 static homes and makes no proposals for mitigation.

6.4.2 Low-level barriers on the viaduct close to the rails would be designed to provide noise reduction equivalent to a 2m high absorptive noise fence barrier located on the parapet of the viaduct. The scheme would also include taller barriers on the viaduct over the Colne Valley to reduce noise effects on Denham Green, Denham Grove (De Vere Hotel) and Wyatt's Covert. Noise insulation would be offered for qualifying buildings as prescribed in Regulations. The ES suggests that noise from the railway would be likely to cause a "moderately adverse effect" to:

- approximately fifteen dwellings and external amenity space in the vicinity of Savay Lane, Denham Green
- some of the 85 dwellings (caravans and park houses) and external space in the vicinity of Wyatt's Covert.
- dwellings in the vicinity of Denham Grove (De Vere Hotel), Tilehouse Lane.

There would also be some risk of disturbance of hotel activities at Denham Grove.

6.4.3 Given the existing noise from the A412, it may be that the additional noise from railway operations would be less apparent than in an area with low background noise. The ES notes that HS2 Ltd will continue to seek reasonably practicable measures to further reduce or avoid these significant effects. HS2 Ltd intends to engage with stakeholders to fully understand the receptors, their use and the benefit of any measures. The outcome of these activities will be reflected in the Environmental Minimum Requirements. Council officers would like to commission independent consultancy advice to establish whether the noise impact has been accurately assessed in the ES, particularly in relation to Wyatt's Covert and buildings in the vicinity of Denham Grove. It would be useful to use the HS2 ES modelling to predict the noise inside the homes and compare the results with the relevant guidelines (including the new WHO Night Noise Guidelines for Europe, which may not yet be included in the HS2 ES). The Council's Environmental Health manager has been advised that such advice would cost about £5,000, but there is no budget for this work. [An alternative it is suggested that we should petition that HS2 Ltd should be required to carry out additional noise assessment along the lines suggested here and to implement measures to reduce or avoid noise effects in line with the commitment set out in the ES.](#)

## 6.5 Construction Impact

6.5.1 In addition to the land that would be required permanently by the proposed scheme, land would be required on a temporary basis for construction, comprising two broad types of engineering work:

- civil engineering works such as earthworks and erection of bridges and viaducts; and/or
- railway installation works such as laying ballast or slabs and tracks and/or installing power supply and communications features.

The construction of the scheme would be subdivided into sections, each of which would be managed from compounds. Compounds would either be main compounds or satellite compounds, which are generally smaller. In the Colne Valley area there would be two main compounds, seven civil engineering satellite compounds and two railway installation satellite compounds (using compounds previously established for the civil engineering works). Main compounds would be used for core project management, commercial and administrative staff and would contain:

- space for the storage of bulk materials (aggregates, structural steel and steel reinforcement);
- space for the receipt, storage and loading/unloading of excavated material either onto or off the site;
- an area for the fabrication of temporary works equipment and finished goods;
- fuel storage;
- plant and equipment storage; and
- operational parking.

6.5.2 Satellite construction compounds would be used as the base to manage specific works along a section of the route. They would usually provide office accommodation for limited numbers of staff, local storage for plant and materials, limited car parking for staff and site operatives and welfare facilities. In addition, areas adjacent to some compounds would be used for the temporary storage of topsoil. Movements between the construction compounds and the worksites would be on designated haul roads within the site, often along the line of the Proposed Scheme or running parallel to it.

The principal impact of construction would be traffic flows, adverse visual impact of construction compounds and cranes and noise from operations such as piling.

6.5.3 The viaduct and approach embankments would take approximately four years to construct and would be constructed in three sections. Construction of the viaduct and approach embankments would be managed from a number of satellite compounds (some with confusingly similar names), the ones most affecting South Bucks being:

- Colne Valley Viaduct Main Compound near West Hyde
- Colne Valley viaduct storage satellite compound off Moorhall Road;
- Colne Valley viaduct jetty storage satellite compound off Moorhall Road;
- Colne Valley viaduct laydown satellite compound near Weybeards Cottages
- Colne Valley viaduct north launch satellite compound and Colne Valley viaduct north embankment satellite compounds near Denham Grove, largely in S Bucks District

a). Colne Valley Viaduct Main Compound near West Hyde: This compound to the north of South Bucks District would be operational for just over five years. It would support about 75 workers each day throughout much of the civil engineering works period but would increase to a maximum of 200 workers each day during the peak period of activity; it would provide overnight accommodation for between approximately 55 to 90 people for over four years. According to the ES, access from the west would be expected to be via the M40, A40 and A412. Access from the east would be via Chalfont Lane and the temporary M25 slip roads. [It is recommended that the Council should petition for the latter means of access to be used by all vehicles, including those coming from the west.](#)

b) Colne Valley Viaduct Storage Satellite and Colne Valley Viaduct Jetty Storage Satellite Compounds: These compounds between south of South Harefield and the north of Denham Green would be used for civil engineering works only. The compounds would be operational for 45 and 33 months respectively. They would each support about 40 workers each day. They would be accessed via the M40, A40, A412 Denham Way/North Orbital Road and Moorhall Road.

c) Colne Valley Viaduct Laydown Satellite Compound, Colne Valley Viaduct North Launch Satellite and Compound Colne Valley Viaduct North Embankment Satellite Compound: These compounds between the north of Denham Green and south of Tilehouse Lane would be used for civil engineering works only, each accommodating between 15 and 40 workers and operational between two and four years. [It is recommended that the Council should petition for all vehicles to achieve access via Chalfont Lane and the temporary M25 slip roads.](#) Adjacent to the Colne Valley Viaduct Launch Satellite Compound, it is proposed to construct new retaining wall structures to the west and east of the Proposed Scheme, between the HS2 Phase One railway and the (as yet unagreed) Phase Two Heathrow spur alignment. The retaining wall would be required where the difference in level between the Heathrow Spur and the Proposed Scheme was such that normal grading of earthworks was insufficient. This construction would ensure the future provision of the Phase Two Heathrow spur without impacting on the operational capacity of Phase One of HS2. However, given that no approval for the Heathrow Spur exists, [it is considered that the Council should petition against this additional work being incorporated at this stage, particularly given the additional impact the works would have on properties in South Bucks.](#)

Parts of South Bucks District would be affected by works planned for areas beyond the District. In spite of the ES running to many thousands of pages, it is incredibly difficult to identify precisely how much of the incoming construction material (such as concrete) and how much of the excavated material from the Chiltern tunnels and from cuttings and other works will be taken in lorries on routes across the District. It is reassuring that over 90% of excavated material generated by the proposed scheme would be used in engineering and environmental mitigation earthworks along the length of the scheme. It is very unclear as to the extent to which material that emerges from tunnelling in the Chilterns will have to be transported across South Bucks on its way to whatever destination is planned. The ES traffic and transport section states that there would be a substantial increase in traffic flows (defined as more than 30% for HGV or all vehicle movements) on the A355 between the A413 Amersham bypass and the M40 and as stated above, there will be a considerable amount of movement in the vicinity of the Colne valley compounds. At this stage, it is suggested that [the Council should petition that inadequate information has been given about the movement of material within the District.](#)



## 6.6 Impact on Water Supplies

The Proposed Scheme could give rise to a significant adverse effect to groundwater quality and flow and thereby on water supplies that depend on groundwater. The Colne Valley viaduct would be built on foundation piling that would penetrate the chalk Principal aquifer, with some shallower footings for temporary supports. The groundwater table at this location is close to the surface. The foundation piling would be likely to disrupt groundwater flow. If significant flow horizons within the Chalk were obstructed this could lead to a reduction in flow to abstractions which contribute to the public water supply that are close to the route. One source is located approximately 25m north-east of the route. It is predicted that the drawdown of groundwater levels at that source are likely to increase; or there could be a reduction in yield by the same proportion. This potential additional drawdown or decline in yield could give rise to a major impact on the operation of this very high value receptor, particularly during times of drought. The ES acknowledges that this would then be a very large and significant effect. The ES stresses the importance of monitoring, but a concern must be that monitoring might only identify a problem after it has occurred. *It is considered that, given the seriousness of this issue, the Council should petition that urgent talks should be held with the Environment Agency and Affinity Water and that measures should be taken to ensure that the HS2 scheme and its construction does not adversely impact public water supply.*

## 7 Summary of Petitioning Points

### Impact of Viaduct on Landscape

- An architectural competition is required in order to achieve world-class design
- An integrated landscaping scheme is required for the viaduct at both high and low-levels.

### Impact on Biodiversity

- Offsetting funding must be provided by HS2 that could go into improving the management of existing Colne Valley habitats like Northmoor Hill Wood and Wyatts Covert that are not directly affected by construction. An endowment should also be provided for the future management of newly planted habitats which are receiving soil, woodland wildflowers or animals moved from disturbed habitats;
- The viaduct should be designed to minimise impacts on the SSSI by direct land take, overshadowing and construction;
- Tilehouse Lane over-bridge should include a green element along both sides of the road for ecological connectivity purposes;
- Measures must be implemented to minimise disturbance to the important bird populations in the area and to minimise the chances of collisions with birds.

### Impact on Recreation

- Loss of, or damage to, existing footpaths, cycle paths, bridleways, canal towpaths and amenity land should be mitigated by more improvements to the PROW network and by the provision of replacement amenity land where land is lost;
- A new site should be provided for HOAC within the Colne Valley Park, easily accessible for current user communities;
- Lakes which provide leisure facilities for fishing and water-skiing should be improved by sensitive planting, natural screening and improvements to infrastructure;
- Compensation should be paid to the owners of the Denham Water Ski Club to enable them to remain in business.

### Noise Impact

- HS2 should carry out additional noise assessment along the lines suggested here and to implement measures to reduce or avoid noise effects in line with the commitment in the ES.

### Impact of Construction

- Access to, and egress from, specified compounds should be via Chalfont Lane and the temporary; M25 slip roads
- Works that might link HS2 to a Heathrow Spur at this stage should not be part of the scheme;

- Further information about the movement of material across the District is required.

#### Impact on Water Supplies

- Require discussions with agencies and measures to avoid deterioration of the public water supply.

### 8. Resources, Risk and Other Implications

8.1 The Council has previously committed up to £20,000 in relation to legal proceedings. Members and officers of South Bucks DC and Chiltern DC have been working together on HS2 as well as with representatives of other Councils in Buckinghamshire and beyond. This pooling of resources and knowledge is important and will continue and the ability of local authorities to speak with one voice on most key issues is crucial. Advice from parliamentary agents and from Counsel has been important in assisting South Bucks DC and Chiltern DC prepare responses to the ES and in establishing petitioning points. The fee of £20 for submitting a petition can be met within budget. Taking the petitioning process to the stage of presenting evidence to Parliament could incur additional unbudgeted costs up to £25,000 requiring the approval of full Council.

### 9. Conclusion

It is recommended that the Portfolio Holders should make the following recommendations to Cabinet:

- 1) That it is expedient for the Council to oppose the High Speed rail (London-West Midlands) Bill introduced in the Session of parliament 2013-14;
- 2) That Cabinet should note the responses prepared by officers and experts to the formal Environmental statement on behalf of the Council;
- 3) That Cabinet should note the issues raised in the report as matters of concern for the Council and that these reflect current thinking which will be developed by the officers/experts in the lead-up to the submission of the Petition to the Select Committee in April/May 2014;
- 4) That the Chief Executive, in consultation with the Cabinet Member for Sustainable Development, the Head of Legal and Democratic Services and the Head of Sustainable Development, should take all necessary steps to finalise the matters of concern and carry the foregoing Resolution into effect;
- 5) That the Common seal of the Council be affixed to any necessary documents and that confirmation be given that Sharpe Pritchard (Parliamentary Agents) be authorised to sign the Petition of the Council against the Bill.

<b>Officer Contact:</b>	<b>Paul Geehan, Interim Planning Policy Manager, 01895 837298</b>
<b>Background Papers:</b>	Available to download at <a href="https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents">https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents</a>

<b>SUBJECT:</b>	<b>A Shared Framework for the Buckinghamshire Councils on Duty to Co-operate and Alignment of Local Plan Timetables and Shared Evidence Base</b>
<b>REPORT OF:</b>	<b>Officer Management Team - Director of Services Prepared by - Head of Sustainable Development</b>

## 1. Purpose of Report

- 1.1 To advise Members of a draft Shared Framework and to seek agreement for the Cabinet member for sustainable Development to sign the Shared Framework subject to resolution of some final wording changes to address matters set out in this report

## 2. Links to Council Policy Objectives

- 2.1 Links to the following in particular:-

- Corporate Plan Aims:-
  - Thriving Economy
  - Sustainable and clean environment
- Corporate Plan Priorities:-
  - Enable people to live and work locally
  - Support a local economy which balances availability of labour with types and levels of employment
  - Increase affordable housing for local people, key workers and an ageing population
  - Conserve and enhance towns and villages whilst safeguarding the Green Belt

## 3. Background

- 3.1 The Shared Framework is the outcome of discussions between the Heads of Service and Cabinet Members responsible for planning at the Buckinghamshire Councils.
- 3.2 Paragraph 179 of the National Planning policy Framework (NPPF) requires councils to work together to address strategic priorities across boundaries and development requirements which cannot be wholly met within their own areas. The NPPF goes on to set out the strategic priorities which might well be appropriate for co-operation as including the homes and jobs needed in the area; retail leisure and other commercial development; infrastructure such as transport, telecommunications, water and flooding; the provision of health community and cultural infrastructure; and climate change, the conservation of the natural and historic environment and landscape.
- 3.3 Strategic planning was previously addressed in the regional Spatial Strategies (e.g. the South East Plan - SEP), but following the revocation of SEP in March 2013 this is now to be addressed by Local Planning Authorities themselves through the Duty to Co-operate. Duty to Co-operate is a legal requirement and is the first test of soundness at an Examination into a Development Plan Document.
- 3.4 There are a number of very significant challenges to meeting the Duty, including the need for mechanisms to address areas of conflict between different authorities; different

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political views from one authority to another; differing plan preparation timetables; differing issues; different decisions makers; different forms of engagement with the same key stakeholders; different operational priorities of the different authorities; and different resources and skills for strategic planning.

3.5 Accordingly given the new requirements and these challenges the Buckinghamshire authorities commissioned, at nil cost, the Planning Advisory Service (PAS) to deliver a series of workshops to provide a basis for discharging the Duty to Co-operate in future. Three Workshops were held involving the relevant Cabinet Members from the authorities, together with Heads of Planning (Sustainable Development) and Planning Policy Managers. Following the series of workshops PAS prepared a report. Subsequent to that, a Shared Framework was prepared taking on board PAS's key recommendations. This was the subject of discussion at the Bucks Planning Group (Cabinet Members and Heads of service), and that Shared Framework is now present to Members.

#### 4. Discussion

4.1 In essence the Shared Framework deals with three main areas, a vision, alignment of future plan making timetables, and the evidence base.

4.2 **Vision** - The Vision is set out as an Appendix to the Shared Framework, and is also set out in diagrammatic form. The Vision was prepared by basing it on the existing suite of Sustainable Community Strategies prepared and adopted by each of the Buckinghamshire authorities in September 2009. These were used as all of the authorities had already signed up to these, and they could therefore readily provide an immediate base for agreement.

4.3 **Plan timetable alignment** - One of the most significant issues at present is that all of the Buckinghamshire authorities are at different stages in plan preparation. That was not such a major issue when strategic issues were addressed and resolved in the South East Plan. It is a much greater issue now that strategic planning is required to be undertaken through direct cooperation between all of the Local Planning Authorities.

4.4 Comparison of the existing plan preparation timetables has indicated that it will be 2016 before it is likely to be possible to co-ordinate the preparation of new Local Plans across Buckinghamshire with each of these dealing with the bigger strategies issues. Some strategic issues, such as those that arise where an authority is not able to meet all of its needs due to fundamental constraints in its area, can only be addressed through cooperation with other authorities. Accordingly, the Shared Framework seeks to agree on the convergence of Local Plan timetables from 2016, with the plans covering the 20 year period to 2036. There is no implicit suggestion that this would involve joint plans themselves, but rather plans which had been prepared by each of the authorities at the same time, and their preparation co-ordinated with each other, so that the big strategic issues were addressed.

4.5 **Evidence base** - The Shared Framework identifies those areas where it would be appropriate to undertake future evidence gathering and technical work through joint working. In particular the issue of housing needs (via Strategic Housing Market Assessments) and infrastructure would be major areas where there would be a need for joint working and evidence gathering. Other areas are also identified, such as the economy and employment needs.

4.6 It is understood that the Cabinet Members at Aylesbury Vale DC and Wycombe DC have already agreed to sign up to the Shared Framework. The draft Shared Framework was considered by Chiltern's Cabinet at its meeting on 17<sup>th</sup> December. Chiltern's Cabinet has resolved that authority be delegated to the Cabinet Member for Sustainable Development

in conjunction with the Head of Sustainable Development and the Chief Executive to agree the final wording and sign the shared framework agreement.

4.7 The two issues where some adjustment to the text and the text on the map are needed are:-

- a) The current wording in paragraph 14. 1 of the Shared Framework needs to be made clearer as to the fact that relevant development plans (Local Plans) have been agreed by those authorities responsible for them, rather than collectively agreed, as could currently be inferred (e.g. that South Bucks has agreed its Core Strategy [its “Local Plan”] but it has not agreed the Core Strategies/Local Plans/growth strategies of the other Buckinghamshire local planning authorities.
- b) The legend on the map needs to be made clear that whilst HS2 is a Government proposal, it does not enjoy the Council’s support. Accordingly, the legend needs to be made less ambiguous.

4.1 It is considered that subject to these matters being resolved satisfactorily, that the Cabinet Member signs the Shared Framework.

## 5. Resources, Risk and Other Implications

5.1 The authority is under a statutory Duty to Co-operate with adjacent Councils, and accordingly the Framework will assist in this. As such the Framework reduces the risk of the authority not meeting its future statutory duties. There are no specific financial implications in relation to the Framework since the Council is in any case required to keep the proper planning of its area under review, and accordingly it would at some future stage be necessary to commence work on the preparation of a new Local Plan to replace the current adopted Core Strategy. Joint working with other authorities on the evidence base would be likely to reduce some costs. The future preparation of a Local Plan will involve the preparation of a Sustainability Appraisal as an integral part of the plan making process. The Framework itself has no direct sustainability implications since it is not determining policy, but rather putting a framework in place to ensure that the Duty to Co-operate on strategic matters can be met.

## 6. Recommendation

6.1 It is recommended that authority be delegated to the Cabinet Member for Sustainable Development in consultation with the Head of Sustainable Development and the Chief Executive to agree the final wording and sign the shared framework agreement.

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<b>Background Papers:</b>	<b>A Shared Framework for the Buckinghamshire Councils on Duty to Co-operate and Alignment of Local Plan Timetables and Shared Evidence Base (attached)</b>

## Shared Framework for the Buckinghamshire Councils on Duty to Co-operate and Alignment of Local Plan Timetables and Shared Evidence Base

### Background

1. Amongst the actions arising from the PAS/ Arups facilitated Duty to Cooperate workshop (July 2013) was to work across Bucks to:
  - a) Prepare a Vision for Buckinghamshire for the local authorities and the LEP as a framework for the Duty to Co-operate discussions within Buckinghamshire and for conversations with adjacent authorities and other duty to co-operate organisations. For the vision to be spatially represented.
  - b) Align programmes for future evidence gathering and understanding opportunities for sharing evidence
  - c) Work towards aligning programmes for plan making in the longer term.
2. This note sets out key points and recommendations arising from that work.
3. Appendix 3 comprises a simple chart showing the current state of play for plan making by the Bucks Local Planning Authorities (LPAs) from 2012-2016.

### Vision

4. At the PAS/ Arups workshop a discussion document was tabled which drew on agreed vision documents in the County such as the Sustainability Strategy. The purpose being as set out in 1a above.
5. Attached at Appendix 1 is this 'vision', reworked following the workshop discussions along with, in Appendix 2, a diagram representing the spatial vision in diagrammatic terms.

### Evidence Base

6. Key strategic areas of evidence gathering and technical work that require alignment and joint working/ evidence gathering include:
  - Identification of Housing Need, including agreement on Housing Market Area definition.
  - Economy and Employment needs and opportunities
  - Strategic Infrastructure – with strong links to work with the LEPs and their funding bids/ programmes
  - Development of Strategic Growth Options across the wider area (principally, housing integrated with jobs and required infrastructure/ services).
7. It is considered that the Bucks authorities should seek to align evidence with effect from 2016. It was felt that there may be scope for joint working on other technical studies – e.g. Strategic Flood Risk Assessment , retail assessment etc.. As a matter of principle/ agreed protocol it was felt that before commissioning any further technical studies Bucks authorities should explore with the other authorities, the LEPs and NEP (Natural Environment Partnership) whether there is scope for joint studies.
8. Infrastructure – it is considered that this should be split between strategic infrastructure coordinated at a Bucks wide/ LEPs/ NEP level, and local infrastructure that each

authority should continue to pursue locally, working in partnership as appropriate. Work is in progress to identify the strategy elements, led by the County Council. It is valuable that work is underway by the LEP on infrastructure mapping (and related bidding) in Bucks. For credibility and collaboration this will need to connect closely with, and support, the existing local plans rather than pre-empt spatial planning decisions which have yet to be taken by the LPAs – but which can evolve from a partnership approach with the LEP. . It is suggested that discussion takes place between the BPG and the LEP to craft in more detail this partnership approach to the development of spatial growth and infrastructure strategies in new local plans.

9. Housing Market Areas – it is noted that there are already several Strategic Housing Market Area Assessments (SMHAs) either underway or completed – notably AVDC (complete), Wycombe and Milton Keynes (well underway) and Windsor and Maidenhead (also progressing) as well as Central Bedfordshire/Luton (also progressing) – these would form a good basis to review the degree of consensus from a technical point of view on the housing market areas in the sub-region. The timing for agreement on the extent of Housing Market Areas needs to be determined. It is concluded that there may be overlapping SHMA's for some districts and that these may change over time (for example changes as a result of new infrastructure provision such as Cross Rail).

#### **Plan Timetable Alignment**

10. Discussion on respective timetables for existing plan-making activities across Bucks identified that existing plans would generally be complete by 2016 and that this would provide the best opportunity for future alignment having regard to current work programmes/ Local Development Schemes (LDSs). Appendix 3 summarises the LDSs' content up to 2016.
11. It is not considered practical to pursue a faster alignment of plan timetables before 2016 in view of work already programmed and the need to maintain 5 year land supply in line with the NPPF.
12. If Local Plans addressing the scale/ direction of growth in Buckinghamshire (i.e. effectively Core Strategy reviews) are brought forward from 2016 onwards, it implies a plan preparation period of 2016-19. Plans would need convergent timetables and whenever practicable this is expected to involve joint evidence gathering, and consultation on emerging plans in the 2016-18 period, followed by possible submission/ examination in 2019. It is recognised however that we all have an equal duty to co-operate in a similar manner with Local Planning Authorities beyond Buckinghamshire and that this work will need to be co-ordinated.
13. It is considered that this convergence in plan-making should also work to a common plan period, which is suggested as 2016 to 2036.
- 14.

**The Buckinghamshire Councils therefore agree to the following:**

Whilst recognising the “sovereignty” of individual Local Planning Authorities, we will work constructively actively and on an ongoing basis and agree:
1. The Vision (Appendix 1) and Spatial diagram (Appendix 2) as strategically representative of the Local Plans and growth strategies presently agreed by each Local Planning Authority and to use these as appropriate in discussions with adjacent local planning authorities, LEPs and NEPs under the Duty to Co-operate.
2. Note that these plans/ strategies are in some cases under review or subject to examination and that before 2016 additional plans/ strategies may be agreed in line with the timetable in Appendix 3.
3. To share the information in Appendix 1, 2 and 3 with the adjacent local planning authorities, LEPs, NEP and strategic infrastructure providers involved in the Duty to Co-operate workshops (PAS facilitated) as an output from our joint work and direction of travel.
4. To agree on the convergence of Bucks LPAs’ Local Plan timetables for the period after 2016, with those Authorities collaborating to address strategic growth issues covering the period 2016 to 2036, but recognising that each Bucks LPA has an equal duty to co-operate with other neighbouring Authorities outside of Buckinghamshire (and any other Authorities in their Housing Market Areas).
5. The key areas for joint evidence base work in the future and the underpinning technical methodology to follow paragraphs 6 and 7 in this report.
6. Each authority incorporate this into their Local Development Schemes at the next appropriate time, updated as necessary in partnership with other Duty to Co-operate LPAs outside Buckinghamshire..
7. To continue joint BPG/ LEP working on the development of infrastructure, growth and spatial plans over the coming years with the view to a partnership approach, building on the protocol considered by the BPG in July 2013 and the LEP in September 2013.

Signed:

**For Aylesbury Vale District Council**

Cllr Carole Paternoster  
Cabinet Member for Strategic Planning

**For Buckinghamshire County Council**

Cllr .....  
Cabinet Member for .....

**For Chiltern District Council**

Cllr Graham Harris



Cabinet Member for Sustainable Development

**For South Bucks District Council**

Cllr Roger Reed  
Cabinet Member for Sustainable Development

**For Wycombe District Council**

Cllr Neil Marshall  
Cabinet Member for Planning & Sustainability

Dated:

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## Appendix 1

### Duty to Co-operate: Vision for Buckinghamshire (October 2013)

*Note: This vision statement is drawn from existing plans and strategies within Buckinghamshire, which have been agreed by the respective authorities. It offers a strategic overview and more detail is to be found in each authority's plans. The accompanying Spatial Diagram (Appendix 2) illustrates key elements from these plans.*

1. Buckinghamshire occupies a strategically important position to the north west of London. Excluding the Borough of Milton Keynes, it is home to over 500,000 people. Buckinghamshire has a diverse range of settlements from small rural hamlets, to larger towns including High Wycombe, Aylesbury, Beaconsfield, Amersham and Gerrards Cross. Whilst there are some pockets of deprivation, the majority of Buckinghamshire is an affluent and prosperous place to live, which benefits from close links to London and strategically important infrastructure. It includes nationally significant facilities such as Stoke Mandeville Hospital, the Silverstone motor racing circuit, Pinewood film studios.
2. The county's prosperous business sector plays a key role in the national economy. The county is served by many strategically important roads, including the M1, M25, M40 and M4 and by key rail routes to the South West, Wales, Midlands, Northern England and Scotland.
3. Buckinghamshire's historic towns and villages and beautiful countryside are greatly appreciated by its residents and the area is home to many notable tourist attractions including a large part of the Chilterns Area of Outstanding Beauty. The southern section of the county is part of the Metropolitan Green Belt. Outside the large towns of Aylesbury and High Wycombe the County predominantly comprises a pattern of small settlements and market towns within an attractive landscape setting.
4. The five Buckinghamshire Councils (Aylesbury Vale District Council, Buckinghamshire County Council, Chiltern District Council, South Bucks District Council and Wycombe District Council) are working together (and with local agencies and neighbouring Councils) to create a Buckinghamshire which is economically prosperous and enterprising and in which all communities enjoy a high quality of life in a valued and enhanced environment.
5. The five Buckinghamshire Councils are committed to collaborating in the collection of evidence and the sharing of information and are working together in planning the future of their communities by considering options for growth, economic development and conservation/enhancement and by co-ordinating strategies and local plan-making programmes.
6. Working together, Councils and their partners are seeking to meet the challenges of an increasing and changing population and the need for growth. In planning for this we will work to ensure the right supporting infrastructure, whilst protecting and enhancing the high quality of life widely experienced and desired throughout the County.

Our plans aim to ensure that Buckinghamshire is a place with:

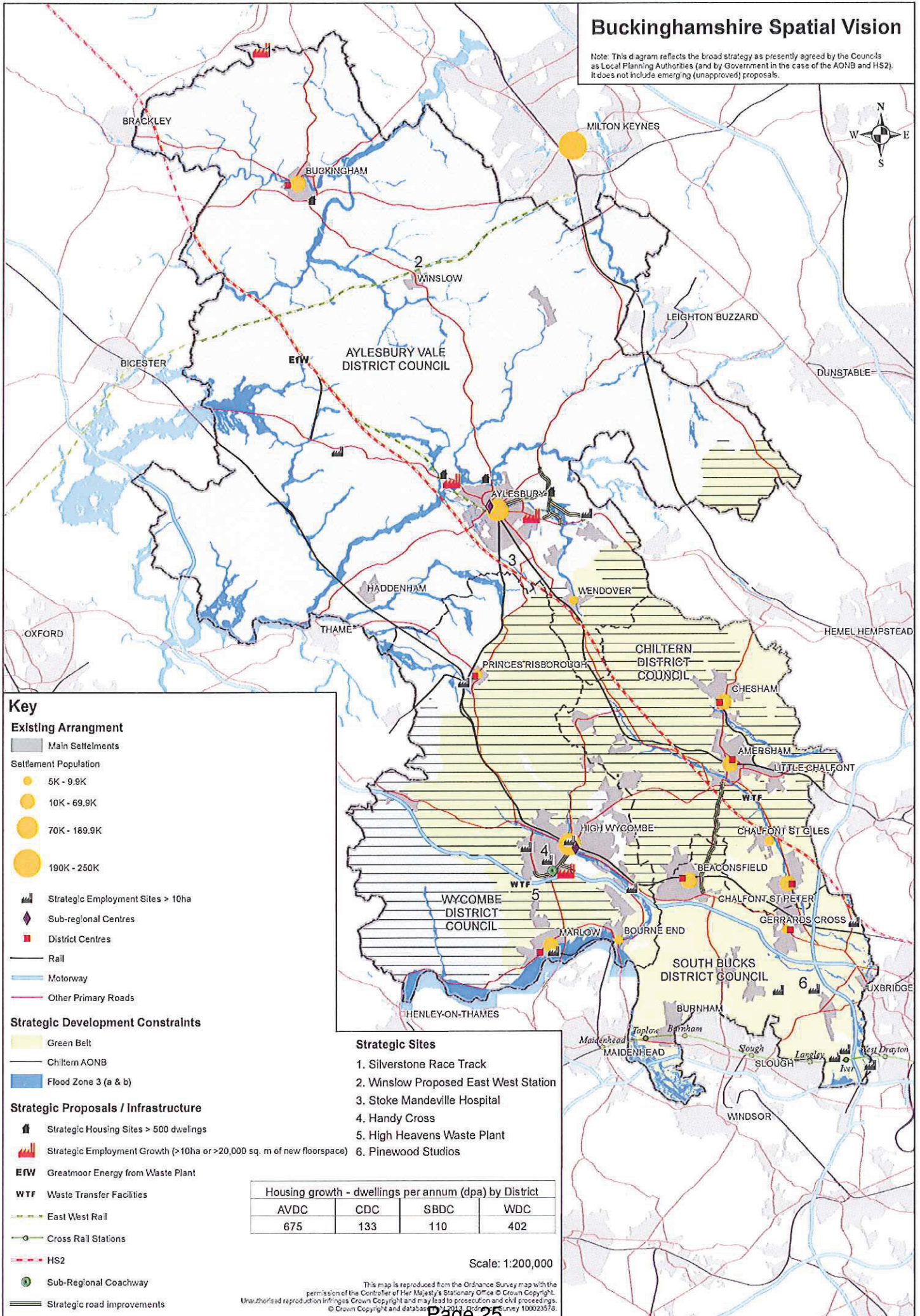
- A prosperous and diverse economy with thriving businesses and a good balance between the jobs available and the people to fill them;
- A wide range of high quality housing, including a good supply of affordable homes to help meet community needs;
- Beautiful countryside, high quality open spaces and a rich heritage;
- Attractive, distinctive and vibrant towns and villages;

## Appendix1

- A sustainable environment where people take pride in their community and live low carbon lives;
- Well-connected and well-maintained transport networks, including improved connections between the north of the County and the motorway network;
- Low levels of crime and anti-social behaviour;
- Active and healthy communities;
- High quality services, education and facilities and a wide range of accessible leisure opportunities for all sections of the community;

# Buckinghamshire Spatial Vision

Note: This diagram reflects the broad strategy as presently agreed by the Councils as Local Planning Authorities (and by Government in the case of the AONB and HS2). It does not include emerging (unapproved) proposals.



**Key**

**Existing Arrangement**

- Main Settlements
- Settlement Population
  - 5K - 9.9K
  - 10K - 69.9K
  - 70K - 169.9K
  - 190K - 250K
- Strategic Employment Sites > 10ha
- Sub-regional Centres
- District Centres
- Rail
- Motoway
- Other Primary Roads

**Strategic Development Constraints**

- Green Belt
- Chiltern AONB
- Flood Zone 3 (a & b)

**Strategic Proposals / Infrastructure**

- Strategic Housing Sites > 500 dwellings
- Strategic Employment Growth (>10ha or >20,000 sq. m of new floorspace)
- EW: Greatmoor Energy from Waste Plant
- WTF: Waste Transfer Facilities
- East West Rail
- Cross Rail Stations
- HS2
- Sub-Regional Coachway
- Strategic road improvements

- Strategic Sites**
1. Silverstone Race Track
  2. Winslow Proposed East West Station
  3. Stoke Mandeville Hospital
  4. Handy Cross
  5. High Heavens Waste Plant
  6. Pinewood Studios

Housing growth - dwellings per annum (dpa) by District			
AVDC	CDC	SBDC	WDC
675	133	110	402

Scale: 1:200,000

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