

HAZLEMERE NEIGHBOURHOOD PLAN

2023 - 2033



**REFERENDUM
VERSION OF THE
PLAN**

August 2023

A Guide to Reading this Plan

Of necessity, this Neighbourhood Plan is a detailed technical document. The purpose of this page is to explain the structure and help you find your way around the plan.

1. Introduction & Background

This section explains the background to this Neighbourhood Plan and its purpose.

2. The Neighbourhood Area

This section details many of the features of the designated area.

3. Planning Policy Context

This section relates this Plan to the National Planning Policy Framework and the planning policies of former Wycombe District Council, notably its District Local Plan adopted in 2019 and its Wycombe District Delivery & Site Allocations Plan adopted in 2013. References to policies such as 'DM12', 'DM34' or 'HW8' in this Neighbourhood Plan are references to sections of the District Local Plan.

4. Community Views on Planning Issues

This section explains the community involvement that has taken place.

5. Vision, Objectives & Land Use Policies

This section forms the most important part of the document. Firstly, it provides a statement on the Neighbourhood Plan Vision and Objectives. It then details Policies which are proposed to address the issues outlined in the Foreword and in Section 4. These Policies are listed on page 5. There are Policy Maps at the back of the plan and additional information in the Appendices to which the policies cross reference.

6. Implementation

This section explains how the Plan will be implemented and future development guided and managed. It suggests local projects which should be prioritised for investment from the Parish Council's proportion of the Community Infrastructure Levy collected from developers in the Parish. Finally, it deals with a number of issues which although relevant are outside the scope of a Neighbourhood Plan.

HAZLEMERE NEIGHBOURHOOD PLAN

2023 - 2033

AUGUST 2023

CONTENTS

Foreword	4
List of Policies	5
1. Introduction & Background	6
2. The Neighbourhood Area	9
3. Planning Policy Context	12
4. Community Views on Planning Issues	17
5. Vision, Objectives & Land Use Policies	19
6. Implementation	43
Policies Map & Insets	45
Appendix A: Green Infrastructure	46

FOREWORD

I wish to thank the many people from inside and outside the Parish who have contributed towards the production of this plan; local residents who have, sometimes passionately, shared their views on the plan as it has developed, the volunteers of the Planning Strategy Working Party and the members of the Planning Strategy Committee, my fellow Parish Councilors and the Parish Clerk and Officers.

Work on this plan started in October 2020 and rapid progress has helped the community to maintain its focus on the challenges facing the area. It also reflects the dedication of those working directly on the plan.

Paul Fleming
Chair of Planning Strategy Committee, Hazlemere Parish Council

Why produce a Neighbourhood Plan? Commenting on planning applications is an important part of our responsibilities at Hazlemere Parish Council, and one we take very seriously. A Neighbourhood Plan allows us to set out some principles which our local Planning Authority, Buckinghamshire, must take into account when it makes planning decisions; and the process itself has allowed us to take a more strategic approach to planning, and to really think about the future of our community. This is particularly timely as Buckinghamshire Council is itself in the process of developing its own Local Plan.

Inevitably, the process of developing our plan has highlighted some issues that are not within the scope of Neighbourhood Planning, but this also helps set the Parish Council agenda for future years, and you can find some of these related issues in Section 6 of the Plan.

So, I would like to join Paul Fleming in thanking all of those who were involved in the creation of this plan, and particularly members of the Planning Strategy Committee, and Paul himself. I hope that the Plan will be a useful addition to the local planning process for the years ahead.

Catherine Oliver
Chair, Hazlemere Parish Council

LIST OF POLICIES

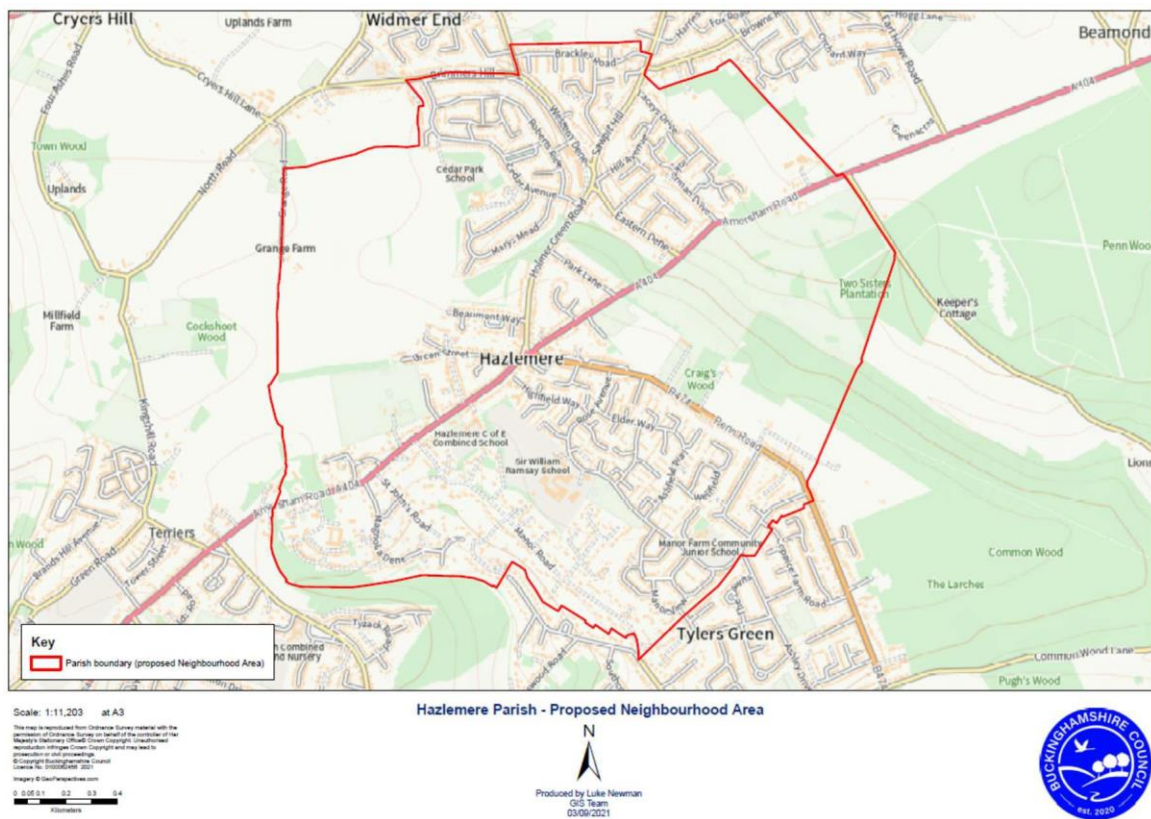
POLICY NO.	POLICY TITLE	PAGE NO.
HAZNP1	Delivering Homes for First Time Buyers & Downsizers	21
HAZNP2	Protecting and Improving Green Infrastructure	22
HAZNP3	Delivering Zero Carbon Buildings	26
HAZNP4	Promoting Sustainable Transport	29
HAZNP5	Planning for Sustainable Development at Amersham Road/Tralelee Farm	30

1. INTRODUCTION & BACKGROUND

1.1 Hazlemere Parish Council has prepared this Neighbourhood Plan for the area designated by the local planning authority, Buckinghamshire Council, on 28 September 2021 and in accordance with the Neighbourhood Planning (General) Regulations of 2012 (as amended).

1.2 The area coincides with the Parish boundary (see Plan A below), which comprises the urban area of Hazlemere up to its boundaries with neighbouring High Wycombe, Tylers Green and Holmer Green. It also includes part of the extensive woodland ('Common Wood') towards Penn Street to the south and a series of open fields to its north towards Widmer End. The urban area lies astride the busy A404 main road between High Wycombe and the M40 to its west with Amersham and the M25 to its east. All of the countryside in and adjoining the Parish lies within the Metropolitan Green Belt and the Chilterns Area of Outstanding Natural Beauty (AONB).

1.3 The purpose of the Neighbourhood Plan is to set out a series of planning policies that will be used to determine planning applications in the area in the period to 2033. The Plan will form part of the development plan for the Parish, alongside the adopted Wycombe District Local Plan of 2019 (which also covers the period to 2033) and the Wycombe District Delivery & Site Allocations Plan of 2013. It is anticipated that some or all of those Wycombe District plans will be replaced by the emerging Buckinghamshire Local Plan in 2025, to cover the period to 2040.



Plan A: Designated Hazlemere Neighbourhood Area (Source: Buckinghamshire Council)

1.4 Neighbourhood plans provide local communities, like Hazlemere, with the chance to manage the quality of development of their areas. Once approved at a referendum, a Neighbourhood Plan becomes a statutory part of the development plan for the area and will carry full weight in how planning applications are decided, provided they are kept up to date. Neighbourhood plans must therefore contain only land use planning policies that can be used for this purpose. This often means that there are important issues of interest to the local community that cannot be addressed in a plan if they are not directly related to the use and development of land.

1.5 Although there is considerable scope for the local community to decide on its planning policies, Neighbourhood Plans must meet some 'basic conditions.' In essence, the conditions are:

- Is the Plan consistent with the national planning policy?
- Is the Plan consistent with local planning policy?
- Does the plan promote the principles of sustainable development?
- Has the process of making the plan met the requirements of European law?

1.6 In addition to meeting the basic conditions, Parish Councils need to demonstrate successful engagement with the local community in preparing the Plan. Following an independent examination of the plan and the Examiner's recommendations, Buckinghamshire Council as decision maker decides whether the plan proceeds to referendum on the basis that it has met all the relevant legal requirements. Once at referendum, if a simple majority of the turnout votes in favour of the Plan, then it becomes part of the Development Plan.

Hazlemere Parish Council

1.7 The Parish Council is defined as a 'Qualifying Body' by the Regulations that enable it to lead the preparation of the Plan. It forms the second tier of local government in the Parish, with Buckinghamshire Council, formed in 2020, as the Unitary Authority.

The Parish Council has its own aims and objectives:

- To provide effective and accountable local government for the Parish, achieving best value for our community
 - To increase public involvement in the community by ensuring the Parish Council and its activities are open, transparent, and accountable to residents
 - To ensure that Councillors and Staff have access to high quality training and development opportunities and that they meet all required standards
- To be a strong voice for residents and local businesses ensuring that development of our built and natural environment is driven by the needs and ambitions of the community it represents
 - To understand and communicate the views, needs and aspirations of residents and businesses by engaging the community to create a Neighbourhood Plan
 - To respond to planning applications and other statutory consultations on time, ensuring that recommendations made to Buckinghamshire Council adhere to the

Neighbourhood Plan, any statutory regulations, and the interests of the community

- To be a cleaner, greener (net zero), more attractive Parish that is a safe and healthy place to learn, live and work
 - To promote, within our community, activities which support the net zero 2030 target
 - To work with Buckinghamshire Council to provide safe, healthy, and timely opportunities for recreation, leisure, and education
 - To provide, improve and maintain play equipment, allotments, and public recreation spaces
 - To support the work of village voluntary organisations through grants and practical support (council working parties / Community boards)

Strategic Environmental Assessment & the Habitats Regulations Assessment

1.8 Buckinghamshire Council has confirmed in its screening opinion of the Plan that a Strategic Environmental Assessment is not required, as per the Environmental Assessment of Plans & Programmes Regulations 2004 (as amended). It has consulted the statutory bodies, which have confirmed they are in agreement with its opinion. Instead, the Basic Conditions Statement will show how the plan proposals 'contribute to the achievement of sustainable development' at the submission stage. The Parish Council has been mindful of this obligation in drafting the policies and is confident that this condition is met.

1.9 Buckinghamshire Council has also confirmed that the plan contains no proposals that have the potential for harmful effects on any international nature conservation site or habitat, as per the Conservation of Habitats and Species Regulations 2017 (as amended). It has consulted Natural England on this opinion, and it has agreed. As a result of this screening there is no requirement for an Appropriate Assessment of the plan policies.

1.10 In both cases, given that the Submission version of the plan only contained modest modifications to the wording of the draft version and none of a spatial nature, it was considered that there was no requirement for re-screening.

Further information

- 1.11 Further information on the Plan and its evidence base can be found on the project website at www.hazlemereparishcouncil.gov.uk; there is more general information on neighbourhood plans on YouTube at: <https://youtu.be/SvAHrKNVt0>.

2. THE NEIGHBOURHOOD AREA

- 2.1 Hazlemere is a large village and civil parish in Buckinghamshire, England, 2.5 miles northeast of High Wycombe on the A404 leading to Amersham. The village lies at the crossroads of several other routes connecting to Loudwater, Penn and Beaconsfield to its south and with villages in the rural Parishes of Hughenden and Little Missenden to its north.
- 2.2 In the 2011 Census (the most recently available), the Parish had a population of 9,623. The average age of residents was 42 years. The ethnicity was 93% white, 2% mixed race, 4% Asian, 1% black and 1% other. The economic activity of residents aged 16–74 was 41% in full-time employment, 16% in part-time employment, 13% self-employed, 2% unemployed, 3% students with jobs, 4% students without jobs, 17% retired, 4% looking after home or family, 1% permanently sick or disabled and 1% economically inactive for other reasons. The industry of employment of residents was 18% retail, 12% education, 11% health and social work, 9% professional, scientific and technical activities, 9% manufacturing, 8% construction, with 44% of residents in employment working in other fields.
- 2.3 Although over ten years old, it is not thought likely that this profile will have changed considerably when the Census 2021 data is published. As with other relatively affluent areas surrounded by Green Belt, the population will likely have aged and remained broadly similar in scale, though this will change significantly over the next ten years as the two major housing schemes on its edge are built and occupied.
- 2.4 As of August 2020, Hazlemere has two electoral wards. However, the new Buckinghamshire Council does not use the existing ward boundaries, and instead has a single unitary ward for Hazlemere; this ward elects three councilors in total. Hazlemere North and Hazlemere South are part of the Wycombe Parliamentary constituency. This is currently under review by the Boundary Commission. Hazlemere has had its own Parish Council since 1987, with 12 Parish councilors.

A Brief History of the Parish

'A scattered parish surrounded by a dense woodland of great beauty.' Kelly's Directory, 1868

- 2.5 'Hazlemere' first appears in the written record in 1223 as one of the hamlets on the boundary of what was then 'Wycombe Heath', but it was probably inhabited many centuries before. King Offa of Mercia acquired land in the Chilterns in 767, and it remained in Saxon royal ownership, probably as a hunting chase, until the Norman Conquest. The commoners of Wycombe Heath grazed their pigs on the heath and in the dense woodland round about and commoners' rights to graze remained vital to the local community, and a source of local disputes, right up till the enclosures of the 19th century.

- 2.6 Early Hazlemere was a humble place, but many local names that are still with us today made their appearance in late medieval times, for example the de Pirenore family who owned land in what is now Grange Farm. More substantial buildings - Grange Farm, Cedar Barn and the (now demolished) Hill Farm – started to appear in the 16th century and 17th centuries. One early building was the Old Post Office on Barnes Lane, which still exists, and a kiln at Hazlemere is shown in a 1774 map. A turnpike road from Hatfield to Reading (now the A404) was established in 1768, with tollhouses in Terriers and Hazlemere, and it was probably as a result of this road that the Three Horseshoes pub came into being, with a blacksmith conveniently at hand.
- 2.7 Hazlemere started to grow in the early 19th century, and Four Ashes, Grange Farm, Copes Grove (now Copes Shrove), Hazel Moor (later Hill) Farm, the Old Kiln and Green Street were all clearly marked on Bryant’s map of 1824. The first official census (1841) showed 75 adults and 113 children living in Hazlemere. In 1845 Holy Trinity church was established, in 1847 the first school, and in 1867 a Methodist chapel. By the end of the century there were four pubs, and the Crown and the Three Horseshoes are still pulling pints today.
- 2.8 As well as farm work, there was work in the cherry orchards for which Hazlemere became famous, in the furniture industry (both in the chair factories of High Wycombe, and as ‘bodgers’ turning chair legs in the local woods), in local brick kilns, and in the service of the Leadbetter family at Hazlemere Park (a grand Georgian mansion which boasted a private menagerie).
- 2.9 Despite the growing population, by the time of the establishment of civil parish councils in 1894, Hazlemere was still too small to have its own council, even though it had its own ecclesiastical parish. The result was that part of the village fell into Hughenden Parish Council, part within Penn, and the remainder in Chepping Wycombe. Even at the time, effectively splitting the village into three was regarded as unsatisfactory – although it was only in 1987 that Hazlemere Parish Council was first established, following sustained local pressure.
- 2.10 After the First World War, in which 40 local men died, the twenties and thirties were a period of fast and uncontrolled housing growth. They also saw the introduction of a bus service, electricity and gas, and the opening of shops at the Crossroads (still looking very much the same today).
- 2.11 After the Second World War, pressure on accommodation was such that Hazlemere Park (which had been used by the Royal Engineers during the war) was demolished; a Polish Resettlement Camp was later set up in the grounds. Hazlemere was earmarked for housing growth by the local Council, and the Cedar Park estate was developed in the early 1960s, followed in 1966 by the Park School and Park Parade shopping Centre. Development in the Manor Farm area began in the late 1960s, and Manor Farm School opened in 1968.

- 2.12 However, the infrastructure for such a level of development was insufficient, and it was not until the 1980s that Hazlemere had adequate schools (including the Cedars and Sir William Ramsay), a community centre, a library and retirement flats. Plans in 1969 to build in the Terriers area (including Grange Farm and Four Ashes) and to drive a new road through the centre of the village caused a storm of protest and were not dropped until 1983.

With thanks to David Gantzel, local historian, for his book on Hazlemere from which this information is drawn.

Recent Local Planning Issues

- 2.13 The allocation of two major sites for development at HW7 (Terriers Farm and Terriers House, 500-541 dwellings) and HW8 (Land off Amersham Road including Tralee Farm, 350 dwellings), plus HW14 (Highbury Works) (14 dwellings) by the adopted Local Plan was very controversial with many local objections raised. Local concerns included the piecemeal approach to development; the case for releasing Green Belt land; concerns about the lack of accompanying infrastructure, e.g., roads, schools, healthcare; and the loss of biodiversity. These concerns remain relevant three years on.
- 2.14 There has also been a trend in planning applications towards building larger homes locally – extending rather than moving, and many garage conversions, with an impact on parking etc. There is growing local community interest in the Parish helping to mitigate and adapt to climate change through local action, reflected in Hazlemere’s ambition to reach net zero by 2030 in our planning policy. For example, we wish to ensure that planning applications do not reduce biodiversity or increase carbon emissions or increase water run-off.

3. PLANNING POLICY CONTEXT

3.1 The Parish lies within but on the edge of the former Wycombe District area in the county of Buckinghamshire. Local government reorganisation in April 2020 created a new Buckinghamshire Council which is now the Local Planning Authority.

National Planning Policy

3.2 The latest iteration of the National Planning Policy Framework (NPPF) was published by the Government in 2021 and remains an important guide in the preparation of Neighbourhood Plans. The following paragraphs of the NPPF are considered by the Parish Council as being especially relevant to the contents of this Neighbourhood Plan:

- Achieve sustainable development including environmental objectives to mitigate and adapt to climate change (§8)
- Size, type, and tenure of housing (§62)
- Networks of high-quality open space and Local Green Spaces (§98 - §103)
- Promoting active travel networks (§104 and §106)
- Achieving well designed places (§126 - §132)
- Protecting Green Belt land (§137 - §151)
- Planning for climate change (§153 and §154)
- Conserving and enhancing landscape beauty of AONBs (Area of Outstanding Natural Beauty) (§176)
- Protecting and enhancing biodiversity (§179)

3.3 The Government published its first National Design Guide in autumn 2019 to encourage an improvement in design standards in development proposals. The Guide encourages local communities to engage in understanding the character of their areas and, where preparing Neighbourhood Plans, to prepare design policies specific to their local areas.

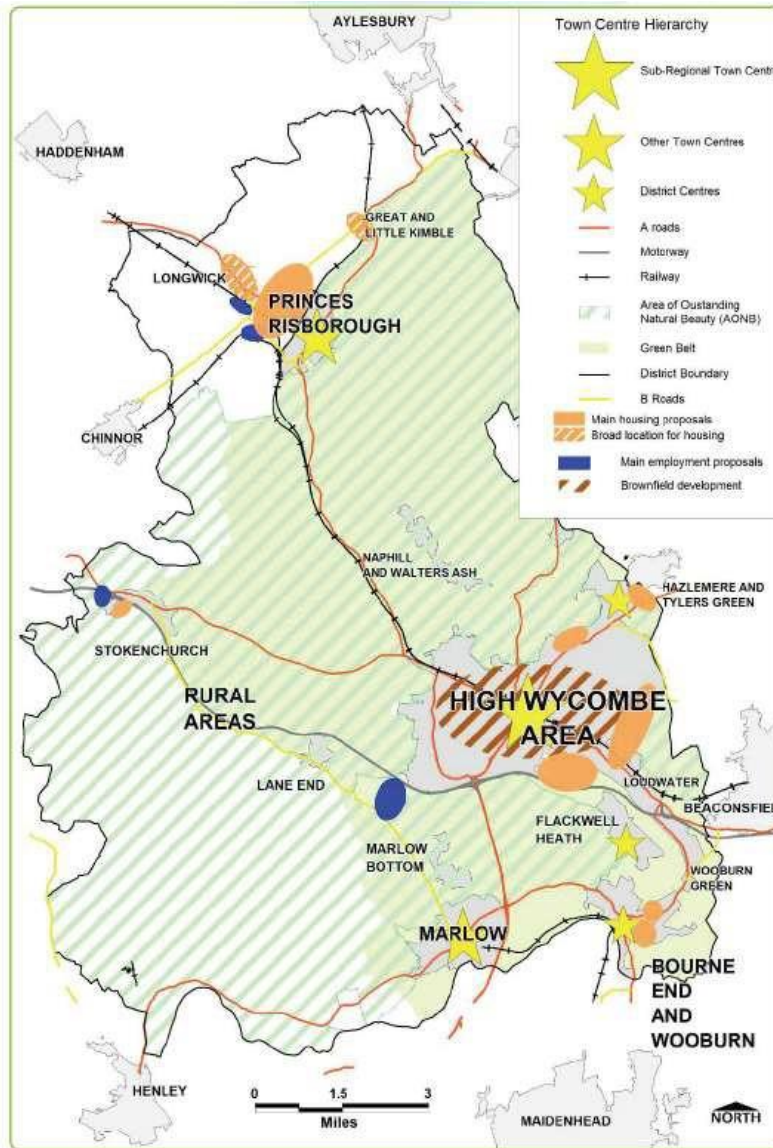
3.4 The Government has also published statements on its broad goals for tackling climate change and brought in the Environment Act 2021, which includes new provisions for delivery biodiversity net gain and local nature recovery. The Government is also expected to incorporate some proposals for changing how the planning system operates in its 'Levelling Up' policy programme.

Strategic Planning Policy

- 3.5 The Neighbourhood Plan must be in general conformity with the strategic policies of the development plan. Strategic policies are those which address strategic priorities in line with the requirements of Section 19 (1B-1E) of the Planning and Compulsory Purchase Act 2004. The adopted Wycombe District Local Plan of 2019 specifically identifies policies CP1 to CP12 as being strategic in nature, but other Local Plan policies are also considered to be strategic, for example policies HW7, HW8, HW20 and DM34
- 3.6 The key policy provisions relating to Hazlemere are:

Wycombe District Local Plan

- CP3 Settlement Strategy – with the village being part of the much larger High Wycombe area, focusing on change in the existing built-up area, maintaining and respecting the physical and community identity of adjoining settlements and removing land at Terriers Farm and Amersham Road/Tralee Farm from the Green Belt
- CP6 Securing Vibrant & High-Quality Town Centres – identifying Hazlemere (the Crossroads and Park Parade) as a District Centre in the Wycombe retail hierarchy
- CP7 Delivering Infrastructure to Support Growth – seeking to achieve a modal shift from private car use through more integrated and smart public transport provision and upgrades in social and green infrastructure provision
- CP8 Protecting the Green Belt – identifying all of the Parish outside its built-up area as lying within the Green Belt for national policy protection (notwithstanding the decision to remove land at Amersham Road/ Tralee Farm from the Green Belt)
- CP9 Sense of Place – setting out the requirements for new development to deliver a distinctive and high-quality sense of place
- CP10 Green Infrastructure & the Natural Environment – identifying a green infrastructure network for protection and improvement, including assets within the Parish
- CP12 Climate Change – promoting generic measures to mitigate and adapt to climate change
- DM30 Chilterns AONB – restating the NPPF provisions for managing development in the AONB that covers part of the Parish, with the remainder of the Parish lying within its setting



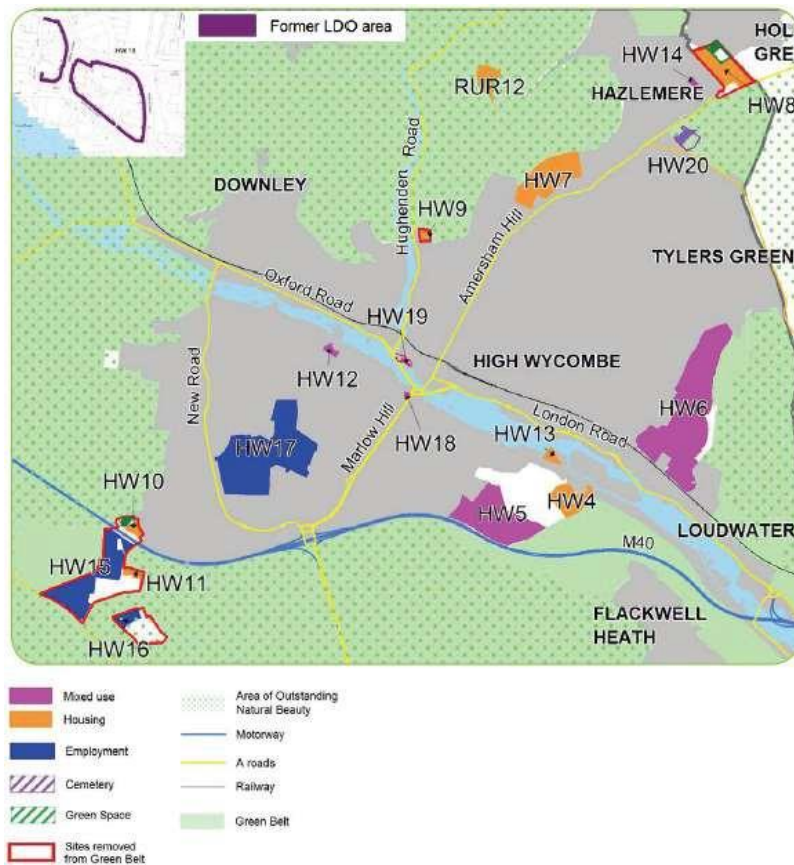
© Crown copyright and database rights 2023 Ordnance Survey 0100062456

Plan B: Wycombe District Local Plan Key Diagram (Source: Buckinghamshire Council)

3.7 The Wycombe District Local Plan contains four specific, non-strategic, site allocation proposals in the Parish:

- Policy HW7 at Terriers Farm for 500-541 homes
- Policy HW8 at Amersham Road/Tralee Farm for 350 homes (also releasing the land from the Green Belt)
- Policy HW14 at Highbury Works for 14 homes (a brownfield site in the built up area)
- Policy HW20 at Queensway for a Cemetery

3.8 Each allocation policy sets out the key development principles to guide master-planning activities (including development briefs) and planning applications. The plan also contains several non-strategic, development management policies that apply across the Parish dependent on the nature and location of proposals. They cover a comprehensive range of environmental, housing, economic and placemaking policy matters.



© Crown copyright and database rights 2023 Ordnance Survey 0100062456

Plan C: Wycombe District Local Plan – High Wycombe Area (Source: Buckinghamshire Council)

Wycombe District Delivery & Site Allocations Plan 2013

3.9 This plan includes a number of site-specific proposals – none in the Parish – and another set of development management policies, that have been supplemented by the Local Plan. Of special relevance to Hazlemere are those policies relating to District Centres (DM9), Green Networks and Infrastructure (DM11), Green Spaces (DM12) and Biodiversity in Development (DM14).

Other Development Plan Matters

3.10 Buckinghamshire Council has begun work on its first countywide Local Plan, which should be adopted in 2025 to cover the period to 2040. Its scope is not yet known but this may become clearer before the end of 2023.

- 3.11 There are other waste and minerals development plans that apply in the Parish, but they are not considered relevant in the preparation of this Neighbourhood Plan. There are no made Neighbourhood Plans in the immediate vicinity of the Parish, but both Penn Parish Council and Beaconsfield Town Council to the southeast of Hazlemere, and Little Missenden Parish Council to the north, are in the process of bringing forward draft plans for their respective designated areas and other nearby Parishes are considering the possibility of starting Neighbourhood Plan projects.

Chilterns AONB

- 3.12 The Chilterns AONB was designated in 1965 for the natural beauty of its landscape and its natural and cultural heritage. In particular, it was designated to protect its special qualities which include the steep chalk escarpment with areas of flower-rich downland, woodlands, commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment of hillforts and chalk figures.
- 3.13 The Chilterns Conservation Board is a statutory independent corporate body set up by Parliamentary Order in 2004 under the provisions of Section 86 of the Countryside and Rights of Way (CRoW) Act 2000. Like all public bodies, including ministers of the Crown, local authorities and parish councils, the Chilterns Conservation Board is subject to Section 85 of the CRoW Act which states that “in exercising or performing any functions in relation to or so as to effect land in an AONB, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB”. To this end, the Parish Council has been mindful of the latest iteration of the Board’s AONB Management Plan covering the period 2019 – 2024, especially in terms of its provisions on priority habitats and orchards.

- 4.5 Three workshops were held in the Parish in November 2021, in 3 different locations at different times of the day and days of the week. The workshops took the views from the Placecheck data and used them to help to sift the issues and build an agenda of solutions. The workshops were advertised on social media and with posters in the library, community centre, Council noticeboards and shop windows.
- 4.6 Across the workshops 7 issues were identified. There were no obvious differences in the issues raised at the different workshops. The seven issues were:
- Overdevelopment
 - Traffic and parking
 - Truly affordable, older, and young people's housing
 - Environmental concerns – biodiversity, carbon
 - Retaining the semi-rural character of the village
 - A404 barrier, especially at the crossroads
 - Community spirit
- 4.7 The workshops identified potential policy areas for the Neighbourhood Plan. The solutions were:
- Understand the housing needs of the Parish better. This is both in terms of the size of houses needed – 2 not 4 beds, and affordability. It was felt that grown up children live at home because they cannot afford to buy, and older people cannot downsize in the Parish, although specialist housing is not always required.
 - Tackle traffic – by promoting, and making better provision for, alternatives to the private car. Linked to this, to tackle parking, including by car clubs/sharing.
 - The A404, especially at Hazlemere Crossroads, was identified as a barrier in the Parish. The need to tame it, with a particular opportunity at the Crossroads with the potential demise of the two petrol stations in the next 10 years or so.
 - Protect existing green space and green fields and take steps to significantly improve biodiversity. A local Nature Recovery Strategy was suggested.
 - Include renewable and low energy technologies and solutions in new dwellings. - Look for infill, brownfield, repurposing, in preference to greenfield development.
 - For the Parish to take a proactive 'marketing' role in promoting active and public transport, re-wilding projects, and the history of the village to reinforce identity.
 - Maintain and improve the good range of local shops and other businesses and look to the provision of co-working space for use by home workers particularly.
 - Ensure any development provides the necessary social (often public) infrastructure
- 4.8 The solutions offered by the community of Hazlemere were developed into policies by the steering group and are presented in section 5 of this document.
- 4.9 The Parish Council undertook a further questionnaire advertised on social media and with hard copies in the library and Council offices in March/April of 2022 to share the main policy areas. This provided information on the main themes to be included in the plan and refined the final policies presented in section 5.

5. VISION, OBJECTIVES & LAND USE POLICIES

Vision

5.1 The vision for Hazlemere in 2033 is:

Our vision is to create an interconnected community with a strong village identity where people want to live and stay, where our green spaces and environment are protected, and which retains its distinctively wooded character.

Objectives

5.2 The key objectives of the Neighbourhood Plan are:

- To ensure that homes better meet the needs of local residents
- To require movement towards a net zero whole life carbon approach for all developments
- To protect existing green spaces and achieve biodiversity net gain across the village
- To create better liveability and sense of wellbeing across the village

Land Use Policies

5.3 The following policies relate to the development and use of land in the designated Neighbourhood Area of Hazlemere. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to successfully integrate the new homes planned by the adopted Wycombe District Local Plan into Hazlemere.

5.4 Each policy is numbered and titled, and it is shown in bold italics. Where necessary, the area to which it will apply is shown on the Policies Map attached to the document. After each policy is some supporting text that explains the purpose of the policy, how it will be applied and, where helpful, how it relates to other development plan policies. Policies must be read in conjunction with the supporting text.

POLICY HAZNP1: Delivering Homes for First Time Buyers and Downsizers

Proposals for the development of new homes, on sites of under 10 dwellings within the built-up area of Hazlemere that are suited by their size, type and affordability to first time buyers and to households wishing to downsize to smaller homes in the village will be supported. In respect of their design, proposals should demonstrate they have had full regard to the Wycombe District Housing Intensification Supplementary Planning Document and the Wycombe District Residential Design Guide.

- 5.5 This policy is intended to encourage and enable the provision of well-designed, new homes on suitable sites within the built-up area of Hazlemere (i.e., not that part of the neighbourhood area lying in the Green Belt). Community engagement feedback has indicated a keenness for there to be an alternative to local people considering extending their existing homes to accommodate family members that may otherwise wish to occupy their own homes. Young adults who have grown up in the Parish have often told us that they need to move away because of unaffordable house prices and the size of available homes in the Parish. Similarly, older people who are ready to downsize find there is little housing choice to meet their needs in the Parish, such as bungalows. Families that want to accommodate multigenerational living extend their homes, which only leads to a stock of larger houses in the Parish.
- 5.6 The policy is consistent with Policy DM21 of the Wycombe District Local Plan, which supports housing on ‘windfall’ sites within settlement boundaries. It also connects the provisions of Policy DM35 directly to the Housing Intensification Supplementary Planning Document (SPD) and the Residential Design Guidance adopted by Wycombe District Council in 2011 and 2017, respectively. Both documents are relevant to guiding proposals for infill schemes to prevent ‘town cramming’ and over-development in urban areas like Hazlemere. The Parish Council may bring forward further guidance to the SPD for sites within Hazlemere depending on demand.

POLICY HAZNP2: Protecting and Improving Green Infrastructure

A. The Neighbourhood Plan identifies, on the Policies Map and on Plan D (page 26), a Hazlemere Green Infrastructure Network, comprising sites of biodiversity value, woodlands, significant trees and hedgerows, water courses and bodies, green spaces, and amenity land. Development proposals that lie within or adjoining the Green Infrastructure Network must demonstrate how they will maintain or improve the functionality of the Network.

B. Proposals will be required to deliver a 10% biodiversity net gain. Any proposal that can demonstrate that off-site compensation to mitigate biodiversity loss is necessary must follow a sequential approach to its delivery. The gain should be delivered within or adjoining the Network, where the land is suited in principle for delivering the necessary gain. If this is not practical, then the gain should be delivered on land within an adjoining Parish that is suited in principle for delivering the necessary gain. Only if it can be shown that this is not practical, may the gain be delivered on other land.

C. The Neighbourhood Plan designates as Local Green Spaces the following sites that are part of the defined Network, as shown on the Policies Map:

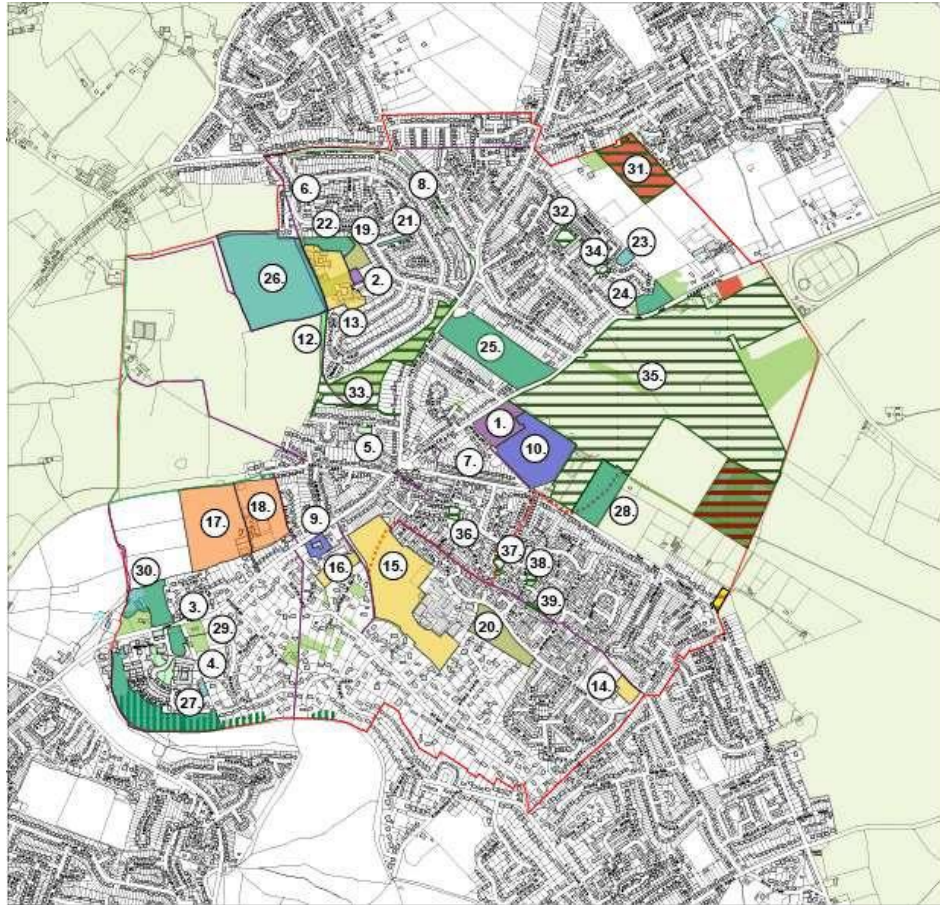
- 1. Queensway Pond area***
- 2. Highfield Way space***
- 3. Maple Close space***
- 4. Lowfield Way space***
- 5. Beechfield Way space***

Proposals for development on a Local Green Space will only be allowed if it is satisfactorily demonstrated that they are consistent with policies for managing development in Green Belts.

D. Throughout the Neighbourhood Area, proposals that will lead to the felling of one or more trees including any that are subject to a Tree Preservation Order will be refused unless it can be demonstrated it is unavoidable and satisfactory mitigation measures are put in place. The landscape schemes of all proposals must achieve an increase of canopy cover from the existing level of the site. In addition, on sites of 0.5 ha or more, future canopy cover of at least 25% of the site area within an agreed timetable should be achieved.

- 5.7 In Hazlemere we are all aware of the value of green space – both seeing it and being able to access it for recreation. The biodiversity crisis means there is an imperative to help wildlife thrive across the Parish, not only in the designated green spaces, but in many other places such as hedgerows, gardens, and verges. Many of these green spaces have been identified in Policy DM12 of the Wycombe District Delivery and Site Allocations Plan as noted in Appendix A. Other parts of the network have been identified through site and plan observations of features most likely to contain biodiversity value, e.g., copses, mature trees, hedgerows, and water bodies, as well as from published sources (e.g., Magic Map and the BBO Wildlife Trust). All these features are identified on the Green Infrastructure Map below.
- 5.8 This policy serves four green infrastructure-related purposes, all aimed at protecting and investing in the green infrastructure of the Parish. In each case it updates or refines policies DM11, DM12 and DM34 of the Wycombe District Local Plan and Delivery and Site Allocations Plan, by mapping the green infrastructure assets into a more coherent, precise, and updated network in the Parish (as per Clause A), but with the same intent in managing development proposals.
- 5.9 Clause B sets out how the loss of biodiversity value that is likely in developments on greenfield sites in the Parish will be addressed through a sequential approach. The new biodiversity net gain requirement of at least 10% (as set out in DM34 and updated by the Environment Act of 2021) should be delivered either onsite or within or adjoining the Network so that the benefits of development are accrued as close as possible. In every case, attention should be paid to schemes avoiding undermining the openness of the Green Belt. However, it is accepted that the Network in the Parish may not be suited to delivering every type of required off-site gain. In such cases Clause B allows for the gain to be delivered in adjoining Parishes to Hazlemere or, as a final resort, on land elsewhere.
- 5.10 In Clause C, the ‘Green Space’ designations of Policy DM12 and ‘Green Spaces’ of the Wycombe District Delivery and Site Allocations Plan, as well as other amenity spaces of local value – all of which lie within the defined Network – have been reviewed to ensure they are up to date and to capture the full multi-functional value of green infrastructure, including its biodiversity, carbon storage, micro-climate, recreational and amenity value (see Appendix A). A small number of those spaces are considered to qualify for designation as Local Green Spaces in line with the criteria of NPPF §102 and are proposed as such (and shown on the Policies Map). Each is cherished by the local community for the reasons explained in the separate report. The effect of the designation is to require the same test as for inappropriate development proposals in the Green Belt.

5.11 Finally, Clause D operates across the Neighbourhood Plan Area, not just within the Network. It specifies how tree canopy cover will be assessed and how it expects mitigation for biodiversity loss to be provided. Trees give Hazlemere its distinctively wooded character. Even though the overall tree canopy for Hazlemere and Tyler’s Green is shown as 25% in research for the Wycombe District Local Plan, it was only just over 20% in Hazlemere South – an area largely covered by Kings Wood in Bryant’s map of 1824. Maintaining, and increasing canopy cover is also important in achieving Hazlemere’s aim of achieving net zero by 2030. Currently, however, the SPD for assessing canopy cover only requires a 25% canopy cover in new developments within 25 years – that is, by 2047 if trees are planted in 2022. The policy therefore requires that minor developments will only be supported if they show an increase in canopy cover and for major housing developments if they can achieve the canopy cover within an agreed timetable. Both provisions will encourage preserving or moving existing trees and/or planting larger trees.



Hazlemere Neighbourhood Plan Green Infrastructure Network

- Parish Boundary
- Chilterns AONB
- Designated conservation sites**
 - Common Wood Local Wildlife Site
- Priority habitats and ancient woodland**
 - Kings Wood Ancient Semi-Natural Woodland
 - Pughs Wood Ancient Replanted Woodland
 - Deciduous Woodland
 - Traditional Orchard
- Open spaces**
 - Allotments
 1. Queensway Allotments
 2. Cedar Barn Allotments
 - Amenity Space
 3. Axa Amenity Space
 4. Axa Open Space
 5. Beaumont Way Amenity Space
 6. Cedar Avenue Amenity Space
 7. Penn Road Amenity Space
 8. Western Dene Landscape Corridor
 - Churchyard/Cemeteries
 9. Holy Trinity Churchyard
 10. Queensway Cemetery
 - Common/Green
 11. Penn Road Woodland
 - Green Corridor
 12. Marys Mead Tree Belt
 - Institutional
 13. Cedar Park School Playing Field
 14. Manor Farm School Playing Field
 15. Sir Williams Ramsey School Space
 16. Hazlemere CE Combined School Space
- Open spaces**
 - Outdoor Sport
 17. Hazlemere Rec Ground (W)
 18. Hazlemere Rec Ground (E)
 - Park
 19. Cedar Park Rec Ground
 20. Rose Avenue Rec Ground
 - Semi Natural
 21. The Warren Copse
 22. Cedar Park Wood
 23. Badger Way Wood
 24. Amersham Road Wood
 25. Gordons Wood
 26. Widmer Fields
 27. Axa Woodland
 28. Hazlemere Golf Club Wood
 29. Axa Open Space
 30. Amersham Road Space
 - Other
 31. Orchard adj to land off Amersham Road
 32. Sanctuary Wood
 33. Hazlemere Road Corridor
 34. Badger Way Play Area
 35. Hazlemere Golf Club
 36. Highfield Way Space
 37. Maple Close Space
 38. Lowfield Way Space
 39. Beechfield Way Space
- Public Right of Ways**
 - Footpath
 - Bridleway
- Opportunities**
 - Corridor Opportunity Areas

Plan D Green Infrastructure Network

© Hazlemere Parish Council

POLICY HAZNP3: Delivering Zero Carbon Buildings

A. All development should be ‘zero carbon ready by design’ to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing, and landscaping. Proposals should also consider the efficient use of resources at the earliest design stage and should prioritise wherever possible the refurbishment and reuse of existing buildings as part of the scheme to capture their embodied carbon.

B. New and refurbished buildings (except householder applications) that are certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year are supported. Where a scheme can show its potential to meet this standard, including by the use of terraced and/or apartment building forms, even if the plot sizes and plot coverage and layout are different to those of the immediate character area, it will be supported, provided it can be demonstrated that it will not have a significant harmful effect on a designated heritage asset.

C. Where the PassivHaus or equivalent standard is not proposed for a new or refurbished building the applicant must demonstrate that the building has been tested to ensure there will be no energy performance gap using a Post Occupation Evaluation Report. The Report must be provided to the Local Planning Authority within the period specified in the planning condition. Where the Report identifies an energy performance gap and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for development (except householder applications) are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and carbon emissions resulting from the use of the building over its entire life.

5.18 This policy is in four parts, the combination of which is intended to incentivise a step change in the energy performance of all new developments in the Parish within a period of uncertainty of the direction of national policy but also of increasing community concern of climate change and rising energy prices.

5.19 Clause A of the policy requires developers to ensure they address the Government’s climate change targets and energy performance at the very initial stages of design. ‘Zero Carbon Ready by Design’ means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits (‘free heat’) of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost.

5.20 Clause B encourages all new buildings, no matter what their intended use or size other than householder extensions, to use the Passivhaus Planning Package (PHPP)

or equivalent design methodology, accepting that this cannot be made a requirement in the present national policy circumstances and that it may not be feasible to do so on some sites and schemes. Importantly, it enables this standard to be achieved by allowing for some compromise in preserving the character of the immediate area if novel building forms, plot arrangements and layouts are necessary to maximise the potential of a scheme. However, it also recognises that this may not be possible for proposals that affect a Listed Building or its setting. Applicants will be expected to use the Design & Access Statement to acknowledge any such compromise in their proposals and to demonstrate any harm to the existing character of the area or to a Listed Building will not be significant.

- 5.21 Where the Passivhaus standard or equivalent is proposed then applicants must be able to demonstrate that it can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required from the applicant prior to occupation, again secured by condition.
- 5.22 Clause C requires the developer of a consented housing development scheme of any size (other than householder applications) that has not used the Passivhaus or equivalent standard of Clause B for one or more buildings to provide a Post-Occupation Evaluation Report. The Report shall assess for every non-Clause B building its energy performance against the standard proposed in the application and to identify any performance gap and the means by which that gap will be rectified. The Report shall be submitted to the local planning authority within a specified period (to be determined). This provision is implemented by a planning condition being attached to the planning permission, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. Passivhaus certified schemes will not fail in this way, hence there is no need for such a condition.
- 5.23 In the absence of any current adopted policy in the development plan covering the energy performance of new buildings, Clause D requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment. This requirement will be added to the Buckinghamshire Validation Checklist for outline and full planning applications applying to proposals in the Parish until such a time that there is a Buckinghamshire-wide requirement.

POLICY HAZNP4: Promoting Sustainable Transport

- A. All development proposals should sustain and enhance the functionality of local footpaths and cycleways and public transport infrastructure by way of their layout and means of access, and by linking up existing routes. Proposals that will harm the existing means of active travel connectivity will not be supported.***
- B. All major development schemes will be required to demonstrate how they will not increase the reliance on car ownership and how they will enable future occupants to walk/cycle through the Parish to local services and the Green Infrastructure Network without requiring a car trip.***
- C. All major development schemes will be required to make reasonable provision for car club spaces. Requirements for provision of private car parking will be adjusted to reflect the provision of car club spaces so they are not an additional provision to the total.***
- D. All development schemes will be required to provide access to EV (Electric Vehicle) charging for all parking spaces.***
- E. All developments must ensure that transport routes and public spaces within the development are accessible in their design and layout, so that the whole development meets the needs of people with a wide range of disabilities, including age-related impacts and hidden disabilities.***

5.24 This policy restates and expands the ambitions of Policy CP7 of the Wycombe District Local Plan (and is mindful of the Buckinghamshire Council Active Travel initiative) to ensure that all reasonable measures are taken in new development proposals to invest in sustainable transport modes focused on the village's network of safe and convenient footpaths, and bus routes. There are currently no official cycle routes within Hazlemere, however the Plan supports the provision of a 'quietway' as proposed in the draft High Wycombe Transport Strategy.

5.25 Life in Hazlemere is currently highly dependent on the private car. There is a relatively good bus service, with daily services between High Wycombe and Amersham but few people use it – and walking to bus stops, and waiting at them, is often quite a hostile experience, because our streets and roads are dominated by traffic. Walking further, or travelling by bike, are both unpleasant and often unsafe. A priority is making it easier to cross the A404.

- 5.26 The Draft High Wycombe Transport Strategy proposes that Hazlemere should be the site of one of the SHM1 ‘mobility hub schemes’. A mobility hub scheme is defined (in paragraph 4.15) as ‘one where a small amount of on-street space is given over to public and shared mobility modes (in the same place, at a central, convenient focus point in the neighbourhood), i.e. the bus stop would be co-located with space for a car club, space to park bikes, and e-bikes for hire, to enable easy changing between the different options’. Beaumont Streetcar Park is adjacent to the main bus routes and would be an ideal place for such a hub. It is also adjacent to main footpaths set out in Hazlemere Parish Council’s Footpaths Policy. There are currently no official cycle routes within Hazlemere, however the Plan supports the provision of a ‘quietway’ as proposed in the draft High Wycombe Local Cycling and Walking Plan.
- 5.27 Clauses A and B of the policy place the onus on applicant for major development schemes (as defined by the NPPF) to explain in their proposals how these issues affect, and are affected by, their proposals with the goal of avoiding as best as possible any harmful effects.
- 5.28 Clauses C and D relate to car parking arrangements. The first requires provision to be made for one or more car club spaces in all major development schemes as part of the normal total car parking requirement (i.e., as a substitute for private space) unless it can be shown that this is not practical. The Parish Council is keen that a car club is established in the village in the near future and will work with Buckinghamshire Council to achieve this objective. With a number of large schemes imminent in the village now is the time to make provision for parking spaces within those schemes so that a club can operate successfully. Clause D restates for completeness the importance of all parking provision to be EV ready in terms of providing access points or arranging spaces so that occupants can practically achieve safe and convenient access.
- 5.29 Clause E requires that major development schemes be designed to maximise their accessibility for all occupants and visitors in respect of the permeability, safety and convenience of their public realm and walking routes. More than 1 in 5 (22%) of the UK population live with a disability – 9% of children, 21% of working age adults, and 42% of people over State Pension Age - and prevalence of disability is rising (up from 19% in 2010/11).

POLICY HAZNP5: Planning for Sustainable Development at Amersham Road/Tralee Farm

The site as shown on the Policies Map is allocated for residential use.

Development of the site is required:

A. For its place-making proposals -

1) to be planned comprehensively with that site as a whole, integrate into surrounding neighbourhoods; and in any event to not prejudice future integration;

B. In respect of its transport proposals -

- 1) To provide vehicular access from the A404 and Wycombe Road;*
- 2) to provide a strategic walk / cycle access to existing bus routes and community infrastructure through Tralee Farm onto Wycombe Road;*
- 3) to facilitate a future pedestrian and possible cycle connection through to Badger Way and the adjacent play area through the provision of a suitable layout and rights for pedestrian and cycle access to the boundary without ransom;*
- 4) to provide a pavement from Inkerman Drive to the site access along the A404;*
- 5) to effect changes to the A404 along the site frontage to facilitate easier pedestrian and cycle access to the adjacent AONB; and*
- 6) To make provision, where justified, for on-site and off-site improvements in relation to bus services;*

C. In respect of its green infrastructure and environmental proposals -

- 1) To provide a Green Infrastructure corridor within the site along the whole of the rear of Wycombe Road;*
- 2) To provide Green Infrastructure connectivity through the valley of the site, connecting the orchard that lies adjacent to the site to the north to the woodland near the play area at Badger Way adjacent to the site to the south;*
- 3) to retain the hedges within the site;*
- 4) to enhance the Green Infrastructure link along the north eastern boundary of the site, connecting the orchard adjacent the site to the north to the wider countryside to the south*
- 5) to contribute to off-site green infrastructure network improvements adjacent to the site*

D. In respect of local educational infrastructure to meet the needs arising from the development for additional primary school places.



Plan E Indicative plan for sustainable development at HAZNP5

Please note that Plan E is indicative

- 5.30 The main site is allocated for housing in the Wycombe District Local Plan adopted 2019, under policy HW8. The supporting text to HW8 states the allocation is for 350 homes. HAZNP5 is in conformity with this allocation.
- 5.31 HAZNP5 supplements HW8 adding extra detail to the policy approach.

Placemaking – Section A.

- 5.32 Clause A1 requires a comprehensive approach to the development of the whole site, which is essential for good planning in the area. Land ownership may well be an influence over the form of the development, but should not be the primary driver. The primary driver must be the achievement of a sustainable development that is integrated into the existing urban area, taking into account various factors of deliverability. Preparation of a development brief for the whole site will be essential to coordinate the detailed planning of the whole site and this should be used to inform any planning applications submitted for the future development of any part of the whole site.
- 5.33 In addition to the land allocated in the Local Plan (HW8), there are three further parcels of land which are required for the effective delivery of the policy, in the interests of comprehensive development, connecting the site into the existing neighbourhood, and bringing the policy up to date.
- 5.34 First, at the time HW8 was prepared, a parcel of land to the south of the main site,

fronting the A404 near Badger Way, was omitted from the HW8 boundary. That land has subsequently been included in a planning application as part of the HW8 site. HAZNP5 is therefore including this land within the site area.

- 5.35 Second, at the time HW8 was adopted, it was envisaged that connection with the adjacent urban areas would be to the north. The policy did not, therefore, include any connections into the existing urban area to the south. Since then, the prospect of the land to the north being allocated for development has fallen away, and it remains in the Green Belt. Therefore, the housing development within HAZNP5 needs to be planned with the opportunity to join into a footpath and cycleway within the adjoining existing residential area, should an opportunity arise in the future. This would facilitate a future active travel connection in this location, which would allow residents of the new development to access the existing play area, among other things.
- 5.36 Lastly, although the red line of HW8 included 20 Wycombe Road, the policy could not allocate this land as it was in the adjacent Chiltern District. The Neighbourhood Plan cannot allocate this land either, as it sits in the adjacent Parish of Little Missenden. This land provides access to the site. However, in order to achieve a safe access that achieves appropriate design standards including active frontages and natural surveillance, it is not enough to only include 20 Wycombe Way. The Neighbourhood Plan therefore indicates adjacent land as also being required.
- 5.37 A comprehensive approach makes it easier to take innovative approaches to housing layout which can achieve more efficient use of land. For example, where homes are accessed for everyday purposes by foot and bicycle, the width needed for every-day external circulation is reduced, so also reducing development costs and embodied carbon emissions. Typically, in these people-led developments, shared parking is provided on the edges of the developments, and the pathways through the development are wide enough for occasional access by cars, for deliveries and by larger vehicles such as removals, refuse bins and emergency vehicles.
- 5.38 Bungalows are still a desirable form of housing for many people. They are, however, a less efficient use of land. By making more efficient use of the land in parts of the site, some areas of bungalows could also be provided. This could be preferable on the shoulder of the hill on the southern part of the site, which would reduce the visual impact of development in this location from the existing properties in Badger Way, lower down the slope.
- 5.39 The size of the site also provides the potential to orientate the grain of the development so that most homes can maximise the benefits of natural heating and cooling, reducing the overall energy requirements, and so increasing the ability for the development to achieve zero carbon. This will assist in meeting Policy HAZNP3 in the Neighbourhood Plan.
- 5.40 There are existing dwellings along the frontage of the A404. If some of those

dwellings remain, the new development needs to relate well to them, making the new and existing feel part of the same place. In addition, to achieve comprehensiveness, it must be demonstrated how a scheme does not prejudice their future redevelopment in terms of efficient use of the land.

- 5.41 This site contains critical drainage areas; as a result, any flood risks presented by surface water flooding should be assessed and mitigated in accordance with Policy DM39 of the Adopted Wycombe Local Plan 2019.

Transport – Section B

- 5.42 Transport is a primary means of integrating development into existing neighbourhoods. As well as providing access to local facilities such as schools, shops, community facilities, and those further afield, it is also essential as a basic precondition for developing a sense of community. Effective and safe vehicular links are essential, but so are those for active travel. Too often effective and safe active travel is seen as a ‘nice to have’ – yet it is just as essential as motor vehicle connections. Links for active travel may or may not be alongside routes for motor vehicles, but they need to both be functional (such as providing short cuts for walking and cycling to encourage active travel), and also safe to use by all sections of the community both in the day and after dark.
- 5.43 Clause B1 sets out that access is required on to the A404 and Wycombe Road. The number of dwellings that the allocation facilitates indicates that more than one vehicular access will be required from the A404. These should be the primary accesses for motor vehicles, to limit the need for traffic to use existing residential roads to access the site. There are already a number of existing vehicular accesses onto the A404 which could be repurposed to service the site on a day-to-day basis. The frontage is long enough, and the road straight enough, to allow for two accesses which avoid the limited visibility caused by the steepness of Inkerman Hill to the west. Further assessment of the impact on the highway network is required, including the impact on the Hazlemere Crossroads.

¹ Policies regarding strategic open space are included in the Adopted Wycombe District Local Plan 2019.

- 5.44 The A404 is 50mph in this location. New accesses may be more difficult to establish within this speed limit. Some facility to allow pedestrians to cross the road to access the adjacent countryside and Area of Outstanding Natural Beauty is required (see para 5.54 below), such as a refuge. This would be much safer at a lower speed. The current speed of the road must not be used as a reason why sub-optimal access arrangements are selected. Instead, the speed limit must be lowered. In addition, 50mph is not a hospitable speed for active travel, and will be a constraint that will reinforce car dependency.
- 5.45 In the interests of comprehensive development and the efficient use of land, current evidence shows that landowners will need to work together to rationalise access. Emergency vehicular access is an indicator of a failure of landowners co-operating in the wider public interest.
- 5.46 Clause B2 addresses the need for pedestrian and cycle connections to be made to Wycombe Road to essential services. This pedestrian and cycle access needs to be of a strategic nature because this is the main route to buses and to other community facilities. It needs to be the dominant function of the street. Some vehicular use may also be able to be accommodated, depending on the exact design of the street. Regardless of the vehicular mix, in order to achieve safe access that achieves appropriate design standards including active frontages and natural surveillance, it is not enough to only include 20 Wycombe Way. The Neighbourhood Plan therefore indicates adjacent land as also being required.
- 5.47 Land between the site and the Wycombe Road lies in the adjacent Parish of Little Missenden. Any development plan policies would therefore need to be included in their Neighbourhood Plan or in the Buckinghamshire Plan. The following paragraphs are included here for completeness – but as guidance only.
- (i) The site comes up to the rear boundaries of the gardens of the properties fronting Wycombe Road. There is an existing private access track from 20 Wycombe Road (known as Tralee Farm) into the site to the farm buildings to the rear.
- (ii) The plot of 20 Wycombe Road is about 70m long, and thus requires direct natural surveillance to make it a safe part of the street network. It is not of sufficient width to allow for development alongside any access routes, and the adjacent properties to the north and south provide neither sufficient natural surveillance, nor any active frontage.

(iii) The need for quality natural surveillance is set out in the NPPF², the National Design Guide³, and the National Model Design Code: The Coding Process⁴, and National Model Design Code: Guidance Notes⁵. This was also included in earlier guidance including Building for a Healthy Life⁶ and Secured by Design Homes⁷.

(iv) Wycombe District Council issued Housing Intensification Guidance on how to ensure that access to backland sites achieves good community safety standards by providing natural surveillance from dwellings addressing the access⁸. This SPD predates the national guidance listed above, but there has been similar guidance in previous national guidance, and relevant policies in Wycombe District's local plans. This SPD therefore remains up to date. Although the site is an allocated site, it remains a fact that it is 'backland' to Wycombe Road, and the guidance in the Wycombe District Supplementary Planning Document is directly applicable. The plot of land at 20 Wycombe Road does not give sufficient width to allow the standards in this guidance to be achieved, resulting in inadequate surveillance and four rear gardens being exposed.

(v) The SPD does not have full weight on the plot of land at 20 Wycombe Road, as that land did not lie in Wycombe District. However, as the land is required to provide access to a site that was in Wycombe District, where the guidance would apply, it must be accorded some weight.

² NPPF 2021 Paragraphs 92b) and 110 b) and c).

³ National Design Guide 2021 Paragraphs 100, 104 and 105

⁴ National Model Design Code 2021, the Coding Process, Paragraphs 50(i); 58(i); and 63(iv)

⁵ National Model Design Code 2021, Guidance Notes, M1i para 22; M2i para 34; P3i para 144

⁶ Building for a Healthy Life 2020 pages 20, 50, 62 and 74

⁷ Secured by Design 2019 para 8.3.

⁸ The Housing Intensification Supplementary Planning Document was adopted by Wycombe District Council in 2011. The section of particular relevance here is 2.2 'Is there enough space for an attractive access to the site to be created?' This section of the guidance gives references for the good design principles on which the guidance is based, at that time found in Building for Life – now Building for Healthy Life – Homes England's key measure of design quality.

(iii) All this guidance (both national and local) indicates that to achieve the minimum of pedestrian and cycle access, which may have occasional vehicular use, at least one adjacent plot will be required in addition to 20 Wycombe Road. This would provide sufficient width to accommodate single-sided development with shared parking and pedestrian/cycle access. Bringing a second dwelling would provide sufficient width to accommodate vehicular access for regular use, however, vehicular access is not essential to achieve quality development.

- 5.48 Clause B3 addresses connections into the adjacent existing urban area. There are no 'ready-made' ways to integrate across the south-western boundary of the site, but there is one location where a connection could be made. This is included in HAZNP5 to allow for the effective integration of the development into the surrounding neighbourhood. The policy is for 'passive provision' – to ensure there is nothing in the layout, legal status of the development, nor a financial reason, that would frustrate a connection being made, should it be possible in the future.
- 5.49 Clause B4 addresses pedestrian and vehicular use of the A404. There are currently no footways or cycleways alongside the A404 in this location. There is likely to be enough space on land within the highway. Provision of a footway, or foot and cycleway, from the any site access onto the A404 to Inkerman Drive is one of the essential off-site highway works required, to facilitate active travel.
- 5.50 Clause B5 addresses the nature of the A404. To the south of the site, beyond the A404, is the Area of Outstanding Natural Beauty, with a network of footpaths and, in particular, the areas of Penn and Common Woods which are open access land. There are two main barriers to access to these areas.
- 5.51 First, crossing the A404. Development at HAZNP5 provides the opportunity to provide a safe crossing as one of the essential off-site highway works. This could be achieved by a central refuge, allowing the two lanes of traffic to be crossed one at a time. The introduction of street lighting may be necessary, which would be welcomed because of the reduction of the speed limit to 30mph that this would trigger.
- 5.52 Second, Gravely Way is itself a fast rat run that is unsafe for pedestrians. The first footpath access into Common and Penn Woods is about 400m from the junction with the A404. With the permission of one of the adjacent landowners, an off-road path, behind the hedge, could be provided to link up with the network of paths. The development of HAZNP5 would be able to provide funding to facilitate this.
- 5.53 Clause B6 requires on-site and off-site bus improvements – there may be further improvements required in addition to those mentioned in paras 5.49 (related to Clause B4) and 5.50 (related to Clause B5) above.

Green infrastructure – Section C

- 5.54 The need to assist wildlife is now understood as an essential part of development, and identifying site specific opportunities is a key mechanism to delivering improvements.
- 5.55 Clause C1 requires a Green Infrastructure corridor to the rear of Wycombe Road. There is an orchard on the site to the rear of Dean Way off Wycombe Road. A second orchard, to the rear of Wycombe Road and Lacey’s Drive, was felled on the weekend of 25 June 2022, even though the adopted local plan policy HW8 sought to retain and enhance it. Orchards are identified as priority habitats in the Chiltern Conservation Board’s management Plan for the Area of Outstanding Natural Beauty. The Green Infrastructure corridor along the northern boundary will replace the former orchard and retain the existing orchard. It will link to off-site Green Infrastructure features: to the west, the larger back gardens with mature trees of Lacey’s Drive, and to the east the existing orchard adjacent to site.
- 5.56 Clause C2 identifies the shallow valley through the site. This provides an opportunity to connect the orchard that lies adjacent to the site to the north, to the woodland area adjacent to the site, near the play area at Badger Way. This is likely to take the form of a ‘green street’ and incorporate Sustainable drainage systems (SUDs).
- 5.57 Clause C3 requires that the existing hedges within the allocation are retained. They have the potential to provide a structure to development of the site. They should only be removed where an effective layout cannot otherwise be achieved.
- 5.58 Clause C4 identifies that the orchard (that lies outside of the site to the north) can be linked to the wider countryside to the south along the northwestern boundary of the site.
- 5.59 The green infrastructure links identified above form part of the wider Network identified in Policy HAZNP2. They will have pedestrian and cycle routes crossing them. The design of these crossing points needs to ensure that good levels of community safety are provided for pedestrians and cyclists, including after dark.
- 5.60 In respect of C4 It is not necessary for HAZNP5 to provide for the sense of separation, because, should the adjacent land come forward for development through a future local plan, the space required to achieve a sense of separation can be provided as part of that development.
- 5.61 Clause C5 addresses the need for off-site Green Infrastructure improvements. There are a number of other pockets of green infrastructure close to the site. For example, there are fingers of Green Infrastructure in back gardens such as between Sawpit Hill and Hill Avenue, and between Inkerman Drive and Badger Way (in two locations, to the south and north of the play area). There are also some small areas of woodland, such as at Sanctuary Road, at Badger Way near the play area, and between Badger Way and the A404. Improving the connections between these pockets may include

measures such as hedgehog passes. It will require the engagement of residents living in the area and will be facilitated through a financial contribution.

5.62 A badger assessment will also be necessary for this site.

Education – Section D

5.63 Clause D ensures that educational provision is secured. A commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places to fund the expansion of existing schools.

6. IMPLEMENTATION

- 6.1 The Neighbourhood Plan policies will be implemented through the determination of planning applications for development in the Parish by Buckinghamshire Council as the local planning authority.

Development Management

- 6.2 Buckinghamshire Council will use a combination of the policies of the adopted Wycombe District Local Plan and Wycombe District Delivery & Site Allocations Plan and this Neighbourhood Plan to help inform and determine its planning application decisions. The Parish Council is a statutory consultee on planning applications made in the Parish and it will be made aware of any future planning applications or alterations to those applications by Buckinghamshire Council. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.

Local Infrastructure Improvements

- 6.3 Initial consultations with local residents and users of local facilities demonstrated the importance of infrastructure improvements including community facilities. This issue is addressed through the Wycombe District Local Plan policy DM29, and it was not felt that the Neighbourhood Plan could usefully add to this policy.
- 6.4 Opportunities will arise through Section 106 agreements and/or through the Wycombe Community Infrastructure Levy (CIL) to secure financial contributions to invest in improving local infrastructure. When the Neighbourhood Plan is made, the Parish Council will be able to determine how and where 25% of the CIL collected from schemes in the Parish is spent. It therefore proposes that the priorities for this investment are:
- Provision of additional school places to fund the expansion of existing schools (HAZNP5)
 - Green Infrastructure network improvements (HAZNP2):
 - a parcel of land between Grange Farm and Beaumont Way Open Space
 - Lady's Mile and a 25m strip of land to its north, running from Green Street to Kingshill Road
 - An additional or expansion of existing Healthcare Facilities
 - Sport and leisure facilities
 - Hazlemere Recreation Ground
 - Hazlemere Community Centre
 - Hazlemere Memorial Hall

Other Non-Planning Matters





6.5 During the process of preparing the Neighbourhood Plan, there have been many ideas for improving or addressing current problems in the Parish that lie outside the scope of the land use planning system to control. The Parish Council has noted these issues and will take them forward through its day-to-day business and in partnership with the local community and relevant parties. These include:

- General Traffic Calming in the Parish
 - Making it easier to cross the A404
 - Reduction of 'rat runs'
- Reinstatement of verges and discouragement of use for parking
- Improvements to key walking and cycling routes
- Funding for promotion of active travel
- Joint funding for highways improvements and traffic management (with Community Board) including priority crossing points on the A404
- Accessibility improvements e.g., dropped kerbs and improved signage
- Consideration of opportunities to take on devolved responsibility for land currently owned by Buckinghamshire Council

POLICIES MAP



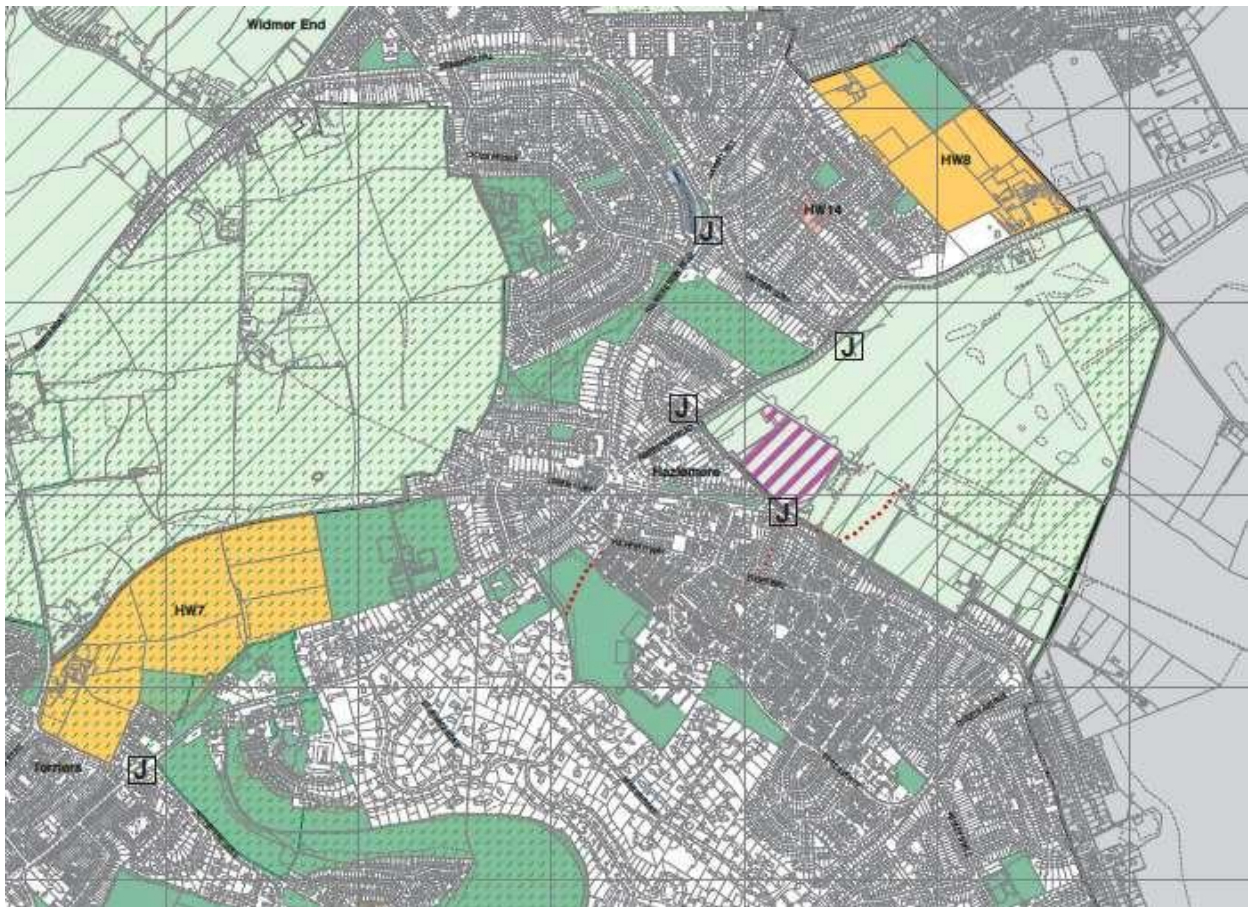
Hazlemere Neighbourhood Plan Policies Map August 2023

-  Parish Boundary
-  HAZNP2 - Protecting and Improving GI
-  HAZNP2C - Local Green Spaces
 1. Queensway Pond area
 2. Highfield Way space
 3. Maple Close space
 4. Lowfield Way space
 5. Beechfield Way space
-  HAZNP5 - Amersham Road/Tralee Farm

Ordnance Survey. © Crown Copyright 2023. All rights reserved. License number 100022432

APPENDIX A: HAZLEMERE GREEN INFRASTRUCTURE NETWORK (POLICY HAZNP2)

This study has informed the choice of designation – of Local Green Spaces and Local Amenity Spaces – as part of the Hazlemere Green Infrastructure Network identified in Policy HAZNP2. It records the current policy status of each site in either the Wycombe District Local Plan (WDLP) or the Wycombe District Delivery & Site Allocations Plan (DASP), most notably as either designated Green Belt or in Policy DM12 ‘Green Spaces’ in the latter document (and as shown on its Policies Map – see land coloured dark green).



© Crown copyright and database rights 2023 Ordnance Survey 0100062456

*Plan E: Wycombe Area Development Plan Policies Map 2019 - Sheet 3 extract
(Source: Buckinghamshire Council)*

The study recommends that all of the land shown as Policy DM12 land continues to serve the purpose that warranted its designation in the DASP. It also identifies some additional land that also meets the criteria of Policy DM12 and uses the criteria of §102 of the National Planning Policy Framework (proximity, beauty, historic nature, recreational value, tranquility, biodiversity, and the local character). A designation is proposed for each, in line with this analysis.

Site Name	WDLP DASP Policy	Local Green Space Criteria							Type of land	Proposed HAZNP Designation	Analysis
		Proximity	Beauty	Historic	Recreation	Tranquility	Biodiversity	Local			
Queensway Allotments	DM12	Y			Y	Y	Y	Y	Allotments		
Cedar Barn Allotments	DM12	Y			Y	Y	Y	Y	Allotments		
Axa Amenity Space	DM12	Y	Y		Y			Y	Amenity space		
Axa Open Space	DM12	Y	Y		Y			Y	Amenity space		
Beaumont Way Amenity space	DM12	Y			Y			Y	Amenity space		
Cedar Avenue Amenity space	DM12	Y	Y				Y	Y	Amenity space	no change to DM12	Designated Green Space in Policy DM12, this piece of land provides a wildlife corridor into Widmer Fields, and contains areas of wild planting. As such its value lies in providing habitat and also providing attractive verges.

Penn Road Amenity space	DM12	Y	Y			Y		Y	Amenity space	no change to DM12	Designated Green Space in Policy DM12, this piece of land provides important screening from the road for houses adjoining. It also adds to the 'green' character of the village, visually joining up with the woodland alongside Penn Cemetery.
Western Dene Landscape corridor	DM12	Y	Y		Y	Y	Y	Y	Amenity space	no change to DM12	Designated Green Space in Policy DM12, this piece of land provides important screening from the road for houses adjoining. It also adds to the 'green' character of the village, containing a number of mature trees.
Holy Trinity Churchyard (closed)	DM12	Y						Y	Church cemetery		
Penn Road Cemetery	DM12	Y						Y	Church cemetery		
Penn Road Woodland	DM12	Y	Y		Y		Y	Y	Common/green	no change to DM12	Designated Green Space in Policy DM12, this piece of land runs alongside the footpath which marks the boundary of the Parish, and which is heavily used as an access route into Common Wood. It is important in preserving the village identity, as it forms part of the separation from the adjoining village of Tyler's Green.

Mary's Mead Tree Belt	DM12	Y			Y	Y	Y	Y	Green corridor	no change to DM12	Designated Green Space in Policy DM12, this piece of land runs alongside the footpath adjacent to Grange Farm, which is heavily used as an access route between Widmer Fields and Cedar Park/Widmer End schools, and Hazlemere Crossroads. It contains a number of mature beech and chestnut trees and forms an important wildlife corridor between the Beaumont Ways Open Space and Widmer Fields.
Cedar Park School Playing Field	DM12	Y			Y			Y	Institutional		
Manor Farm School Playing Field	DM12	Y			Y		Y	Y	Institutional		
Sir William Ramsay School Space	DM12	Y	Y		Y	Y	Y	Y	Institutional		Use by local community
Hazlemere CE Combined school space	DM12	Y			Y		Y	Y	Institutional		

Hazlemere Rec Ground (W)	DM12	Y			Y	Y	Y	Y	Outdoor sport	no change to DM12	<p>Designated Green Space in Policy DM12, these two recreation grounds are a vital part of the community infrastructure, providing formal recreation facilities (there are thriving football, tennis, bowls and croquet clubs, and a playground) and informal recreation. They also effectively connect the north, south and east of Hazlemere, being easily accessible on foot by all main housing areas and provide the main separation between Hazlemere and the HW7 housing allocation. As a 'green lung' for this busy village, they are valuable in terms of protecting biodiversity: they adjoin the Green Belt, including the historic Lady's Mile Bridleway, and contain 3 hedgerows. Lady's Mile contains many mature trees.</p>
Hazlemere Rec Ground (E)	DM12	Y			Y		Y	Y	Outdoor sport	no change to DM12	

Rose Avenue Rec Ground	DM12	Y	Y		Y		Y	Y	Park	no change to DM12	Designated Green Space in DM12, Rose Avenue recreation ground provides the main formal recreation space for the heavily built-up Rose Avenue estate, with junior football pitches, a basketball court, adult gym, and playground. It is a much-loved 'green lung' for the village, and the Parish Council has invested in tree-planting round the edges to supplement the long hedge alongside the road in supporting wildlife.
The Warren Copse	DM12	Y	Y		Y	Y	Y	Y	Semi-natural	no change to DM12	Designated Green Space in DM12, the Warren is an attractive copse of mature trees in the middle of Cedar Park estate. As such, it is greatly valued by local residents for the tranquility and sense of community it provides, and the contribution it makes to the visual character of the area and to wildlife habitat.

Cedar Park Rec Ground	DM12	Y			Y	Y	Y	Y	Y	Park	no change to DM12	<p>Designated green space in DM12, the Cedar Park recreation ground and wood provide an integrated piece of land that is much valued by local people for its playground and informal recreation. The wood is particularly valuable and hence has been designated as a Local Green Space. It consists of a copse of mature trees, providing a semi-wild play area but also an important home for wildlife. The area is fringed to the West by trees and allotments which provide tranquility and also a wildlife corridor towards Widmer Fields. It also provides screening for Cedar Park School to the north. Cedar Park School is developing a forest school, so the neighbouring woodland is very much valued by local residents.</p>
-----------------------	------	---	--	--	---	---	---	---	---	------	-------------------	--

Cedar Park Wood	DM12	Y		Y	Y	Y	Y	Y	Semi-natural	No change to DM12	
Badger Way Wood	DM12	Y	Y	Y		Y	Y	Y	Semi-natural	No change to DM12	Designated Green Space in DM12, Badger Way wood is aptly named as it contains badger sets. As it adjoins the housing allocation of HW8, it is extremely important in providing wildlife habitat.
Amersham Road Wood	DM12	Y	Y	Y		Y	Y	Y	Semi-natural	No change to DM12	Designated Green Space in DM12, this woodland contains many mature trees which provide the area with its distinctively wooded character, and its position at the top of Inkerman Hill also provides an attractive sightline entering and leaving the village. As it adjoins the housing allocation of HW8, it is extremely important in providing wildlife habitat. It will form part of the wildlife corridor between the woodland and greenbelt land to the north of the HW8 housing allocation and the Amersham Road wood to the south. It contains a large number of mature trees and is therefore vital in meeting climate change targets.

Gordons Wood	DM12	Y	Y	Y		Y	Y	Y	Semi-natural	No change to DM12	Gordon's Wood is designated Green Space in Policy DM12. It is a well-defined area of woodland in the middle of Hazlemere, bounded to the east by the A404 and to the West by Holmer Green Road. It helps to give Hazlemere its attractive, distinctively wooded character, and creates a verdant sightline for the village from the West, East and North. Breaking up two very busy roads, it creates a tranquil atmosphere for housing to the North and East. It is particularly important as a biodiversity corridor, creating a bridge between Grange Farm to the West (via the Beaumont Way Open Space) and the Green Belt land to the west. As there is currently no public access, it also provides a tranquil wildlife habitat. It contains a large number of mature trees, all of which have TPOs and is therefore vital in meeting climate change targets.
Widmer Fields (GAT)		Y	Y		Y	Y	Y	Y	Semi-natural	None	Designated Village Green

Axa Woodland	DM12	Y	Y	Y	Y	Y	Y	Y	Semi-natural	No change to DM12	Designated Green Space in DM12, this woodland which forms part of the historic Kings Wood. As such it is greatly valued by residents. As well as creating a tranquil and attractive barrier between the settlements of Terriers and Hazlemere, with many mature trees, it is an important wildlife corridor from Green Belt land to the North into the wider expanse of Kings Wood.
Hazlemere Golf Club Wood (Craigs Wood)	Green Belt	Y	Y			Y	Y	Y	Semi-natural	None	
Axa Open Space	DM12	Y	Y		Y	Y	Y	Y	Semi-natural	No change to DM12	Designated Green Space in DM12, this provides a tranquil area for local inhabitants and helps to establish the distinctively wooded character of the village, thus adding to village identity.

Amersham Road Space	DM12	Y	Y	Y		Y	Y	Y	Semi-natural	no change to DM12	This land was not included in the DLP allocation for policy HW7, although the development brief for the Terriers development allocates an access point is proposed through the woodland. Local people regard it as vital to protect the remaining woodland (which contains many large, mature trees) as it is the sole remaining barrier between Hazlemere and Terriers north of the A404. The woodland also forms a valuable wildlife corridor between Green Belt land to the North (Grange Farm) and King's Wood to the South.
Terriers Field	HW7	Y			Y	Y	Y	Y	Semi-natural	None	WDLP site allocation

Orchard adjacent to land off Amersham Road	DM12	Y	Y	Y		Y	Y	Y	Other	No change to DM12	<p>This Orchard was added to DM12 Green Space designations in the WDLP, and Policy HW8 requires this land to be protected. It is a well-defined area of traditional Orchard, for which this area is historically known. It falls within an area classified by Natural England as Network Enhancement Zone 1 which means that action here has the potential to expand and join up existing habitat patches and improve the connections between them. It provides an important tranquil buffer between land allocated for development at Tralee Farm and Holmer Green.</p>
Sanctuary Wood	DM12	Y	Y	Y	Y	Y	Y	Y	Other	No change to DM12	<p>Designated Green Space in DM12, Sanctuary Road Space contains a number of large mature trees. It provides valued informal recreation space for residents and adds to the character of the area. Its role in supporting biodiversity was recognised in the Wycombe District Delivery and Site Allocations Plan and this role will become more important when the HW8 site is developed. It will form an invaluable oasis for wildlife between the orchards to the north at Tralee Farm (one of which has already been</p>

											destroyed) and larger pieces of woodland (e.g., Gordons Wood to the south)
Beaumont Way Open Space (Holmer Green Road corridor)	DM12	Y	Y		Y	Y	Y	Y	Other	No change to DM12	This area, designated as green space in DM12, is locally known as Holmer Road woodland. It is greatly valued by local residents who use it for informal recreation and as a permissive route between the crossroads and the shops at Park Parade. It contains many mature trees characteristic to the area, as well as rough grassland, and as it adjoins Grange Farm to the north, it provides an important wildlife corridor between Green Belt land to the north-west, and via Gordon's Wood (25 on the policies map) Green Belt to the East.
Badger way play area	DM12	Y			Y			Y	Other		
Hazlemere Golf Club	Green Belt	Y							Other	None	
Highfield way space	None	Y		Y	Y	Y	Y	Y	Other	Local Green Space	These spaces are valued by local residents for informal recreation. They provide a 'green lung' in the middle of

Maple close space	None	Y			Y	Y	Y	Y	Other	Local Green Space	the heavily built-up Manor Farm estate and help to create its character of mixed housing with mature green areas and remaining hedgerows.
Lowfield way space	None	Y			Y	Y	Y	Y	Other	Local Green Space	
Beechfield way space	None	Y		Y	Y	Y	Y	Y	Other	Local Green Space	
Two Sisters Plantation	Green Belt	Y							Woodland	None	
Common Wood (within Hazlemere)	Green Belt	Y						Y	Semi-natural ancient woodland	None	
Ridgeside Stables	Green Belt	Y			Y	Y	Y		Other	None	This land plays an important role locally in providing opportunities for recreation (particularly equestrian) and providing a buffer between the road and the much-loved Common Wood to the North, as well as separation between the villages of Hazlemere and Tylers Green. It provides a corridor for wildlife between the green spaces in the Manor Farm estate and Common Wood.
Queensway pond area	None	Y		y			y	Y	Other	Local Green Space	Part of historic pond system

Inkerman farm	Green Belt	Y	Y	Y		Y	Y	Y	Trade. Orchard	None	Remains of historic orchard
Grange Farm (Beaumont Way end)	Green Belt	Y						Y	Agricultural	Local Nature Recovery	This land falls within the green belt and AONB. As it adjoins the Beaumont Way tree belt, it would be suitable for nature recovery, either for tree-planting, re-wilding, or a Community Orchard. It is currently on a short-term agricultural tenancy. It is identified as suitable land for local nature recovery in recognition of the vital role it plays locally both for informal recreation and as a wildlife corridor between green belt land to the west and to the east (via the Beaumont Way open space and Gordons Wood)
Lady's Mile	Green Belt	Y	Y	Y	Y	Y	Y	Y	Bridleway	Local Nature Recovery	As part of this land falls within Hughenden Parish, the following wording has been agreed with Hughenden Parish Council. This Neighbourhood Plan identifies this historic drovers way, plus 25m of land to the North of it, as suitable land for local nature recovery in recognition of the vital role it plays locally both for informal recreation and as a wildlife corridor between green belt land to the west and to the east (via the Beaumont Way open space and Gordons Wood). It will also provide a

												buffer between the Grange Farm area and the HW7 housing allocation.
Rest of Grange Farm	Green Belt	Y	Y	Y	Y	Y	Y	Y	Agricultural	None		