



CHILTERN  
District Council



SOUTH BUCKS  
District Council

Stronger in partnership

Chiltern and South Bucks

# Local Plan

Green Belt Preferred Options Consultation



October - December 2016



## FOREWORD

Chiltern and South Bucks district councils are preparing a joint local plan. The Chiltern and South Bucks Local Plan will review both councils planning policies and seek to meet collective development needs through a new Local Plan to cover the period up to 2036.

It is vital for the councils to have in place an up-to-date Local Plan that will identify the right level of development to be planned for to best meet local needs.

The councils carried out an Issues and Options consultation in January to March 2016 and received 5,431 responses. Thank you to everyone who responded. These responses have helped inform this Preferred Options Consultation, related studies and will also inform the Draft Local Plan to be prepared for consultation next year.

A key part of the Local Plan will be to explore options for meeting development needs in the Green Belt that cannot be met within built areas, on previously developed land nor can be met in areas outside of Chiltern and South Bucks. This work is not yet complete but has progressed sufficiently for Preferred Options to be identified and tested through public consultation.

We are aware that development in the Green Belt can raise significant concerns within our communities and that if this is to occur it needs to be fully justified. For this reason the councils are carrying out a Preferred Options Consultation before making decisions on what development proposals in the Green Belt should be included in the Draft Local Plan. Responses to this consultation along with additional technical and evidence base work will help inform our draft plan proposals.

The councils are undertaking a Green Belt Assessment of which Part 1 is complete and Part 2 is published as a draft and are progressing other technical work all of which has helped shape our Preferred Options. All related documents are available on the Council websites and can be commented on as part of this consultation.

At this stage we are still considering the principles of development. Some details are identified, should the options be taken forward, but other details such as infrastructure needs, access arrangements or type or mix of development will need to be considered further.

This public consultation is an important opportunity for the councils to receive and take into account your views on our Preferred Options for development in the Green Belt and we would urge local residents and groups, businesses, organisations, landowners and developers to take part in this public consultation.



**Councillor Peter Martin**  
**Chiltern Cabinet Member**  
**for Sustainable Development**



**Councillor Nick Naylor**  
**South Bucks Cabinet Member**  
**for Sustainable Development**



## Chiltern and South Bucks Local Plan 2014 – 2036

### Green Belt Preferred Options Public Consultation

#### 1. Introduction

- 1.1 Chiltern District Council and South Bucks District Council carried out an Initial Consultation (Regulation 18) Incorporating Issues and Options in January to March 2016 for a joint Local Plan to cover the period 2014 to 2036. The outcome of this consultation is helping scope the Plan, identifying issues to be addressed, form a development strategy to meet needs and assist in identifying deliverable sustainable development options.
- 1.2 Key issues the Local Plan will need to address include the following along with an update on how these are being progressed:
- a) The **level of development that should be planned for** taking account of overall development opportunities, policy and environmental constraints, deliverability and the scope to secure sustainable development within the Local Plan area and wider sub-regional context.

**Update:** The Councils have jointly with Aylesbury Vale and Wycombe District Councils undertaken a September 2016 review of the draft Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA). This update and the earlier HEDNA are available on the Councils' websites.

The updated HEDNA shows that over the plan period there is a need for 14,700 new dwellings and 10 hectares of net employment land (industrial warehousing and offices) arising in Chiltern and South Bucks. This represents a slight reduction from the earlier Draft HEDNA (previously 15,100 dwellings and net 15 hectares of employment land).

The Issues and Options Consultation earlier this year came to the view that the level of development needed could not be sustainably met within Chiltern and South Bucks and this position remains for the revised Draft HEDNA figures. This is based on a draft and emerging Housing and Economic Land Availability Assessment (HELAA) which will identify development capacity and deliverability of opportunities within the build areas outside of the Green Belt and on previously developed land in the Green Belt. Work is progressing on updating the Draft HELAA and an updated version will be published alongside the draft Local Plan next year.

The Councils have been in discussions under the Duty to Co-operate to explore the potential for some of Chiltern and South Bucks development needs to be met outside the Plan area and have agreement in principle for unmet needs to be provided in the emerging Vale of Aylesbury Local Plan subject to further evidence to justify the amount of development and the Vale of Aylesbury Local Plan being able to identify sufficient capacity. Based on evidence base updates and the Preferred Options position Chiltern and South Bucks District Councils estimate an unmet housing need of 5,800 dwellings.

Discussions on employment needs are on-going. Agreement with Aylesbury Vale District Council will be dependent on the outcome of the HEDNA, HELAA, Preferred Options conclusions and Duty to Co-operate discussions.

Chiltern and South Bucks District Councils' position remains that our needs as a first priority should be met through sustainable development opportunities within Chiltern and South Bucks but that full needs will not be able to be met, despite opportunities that are likely to be found through a Green Belt review and increasing densities for development opportunities.

The Councils may have to commission a further update of the HEDNA before finalising a draft Local Plan and will continue to explore all options under the Duty to Co-operate for meeting unmet needs from Chiltern and South Bucks.

- b) A **review of the Green Belt** and whether land could in principle be removed from the Green Belt to help contribute to meeting development needs, namely whether exceptional circumstances exist for a Green Belt change and whether or not a change will significantly harm the purposes of including land in the Green Belt.

**Update:** The Councils are undertaking a Green Belt Assessment Part 2 (a detailed assessment of options identified under a Part 1 assessment for further testing, options identified in the Issues and Options Consultation and other strategic site options identified in both Councils' Call for Sites last year and/or in responses to the Issues and Options Consultation). The Part 2 Assessment has been published as a draft and will be completed after taking into account the outcome of this consultation and other work. The Part 1 and draft Part 2 Green Belt Assessments and their methodologies are available on the Councils' websites.

- c) A **Green Belt Development Options Appraisal** taking into account the Green Belt Assessment to-date, other on-going technical work such as Sustainability Appraisal, infrastructure needs, impact on the Chilterns Area of Outstanding Natural Beauty (AONB) and other information such as relevant consultation responses at Issues and Options and additional information provided by those promoting site options.

**Update:** A Green Belt Development Options Appraisal report has been published on the Councils' websites, the conclusions of which (in terms of identifying Preferred Options) has been brought forward into this Preferred Options Consultation Document.

- d) **Infrastructure requirements** necessary to support the level of planned development.

**Update:** As part of the Issues and Options Consultation the Councils published an Infrastructure Capacity Study: Report of Settlement Findings Baseline

Assessment. This identified that existing infrastructure such as roads, schools and some health services was largely under stress and that in significant parts of the plan area there was likely to be insufficient capacity for certain infrastructure to support anticipated levels of new development unless there was significant additional provision of new or improved infrastructure.

The Councils are working with infrastructure and service providers to understand the implications for different growth scenarios and have undertaken transport modelling with Buckinghamshire County Council and others both locally and across a wider area (Buckinghamshire and surrounding areas). This work is on-going and evidence base documents will be published on the Councils' websites as they become available.

In relation to schools, new or enlarged schools will be required within the plan period however at this stage the number, location and timing for school provision will not be known until the overall level of planned growth and its distribution across the plan area has been established. New school provision could include the need for a new secondary school to increase overall capacity. If this is the case then a new secondary school will need to be included within one of the preferred option sites, reducing the amount of land available for housing by about 5.3 hectares.

More detailed infrastructure work and further transport modelling will be undertaken on the Preferred Options, informed where relevant by responses to this consultation.

Delivery of essential infrastructure is a key part of achieving sustainable development. The Councils later this year expect to consider whether they should prepare a Community Infrastructure Levy (CIL) schedule and charge for certain types of development to help fund essential infrastructure needs. Major development proposals may be required to directly provide affordable housing and some infrastructure on-site and/or to part fund specific infrastructure through legal agreements. Also the Councils will consider other funding mechanisms such as working with infrastructure providers through their investment programmes or with Bucks Thames Valley Local Enterprise Partnership on funding opportunities.

- 1.3 This consultation is limited to the Councils preferred development options in the Green Belt (1 hectare or more in size), the evidence base documents that support them and views on whether alternative or additional options should be considered. Sufficient work has been undertaken to arrive at preferred options however this work is not complete and is on-going. Responses to this consultation will inform decisions on which Green Belt options should be taken forward in the draft Local Plan.
- 1.4 It is anticipated that alternative options will be promoted as part of this consultation from landowners, developers or other interested parties. These alternatives may have already been considered by the Councils (e.g. previously put forward during Call for Sites or during the Issues and Options Consultation, identified in the Green Belt Assessment Part 1 or included in the Issues and Options Consultation document at that stage) but have now been rejected.

It is requested that if alternative options are to be put forward, those putting them forward first consider the **Green Belt Development Options Appraisal** (and more detailed related studies where relevant) on the Councils' websites to see if the option has already been considered and if so to understand why it has been rejected.

If the alternative option is still to be promoted and has already been considered and rejected then the Councils would request that the reasons for rejection are fully addressed as part of consultation response.

- 1.5 Following this public consultation the Councils intend to produce a draft Local Plan for public consultation in 2017 prior to submission later in 2017. The timetable maybe subject to review.
- 1.6 This document sets out Green Belt preferred development options with key findings so far, emerging thinking and areas where the councils are particularly interested in receiving views. All documents referred to can be found on the Councils' websites.
- 1.7 This public consultation is being carried out in accordance with both Councils' Statements of Community Involvement and will run from 31<sup>st</sup> October 2016 to 5pm on 12<sup>th</sup> December 2016. **Representations must be made in writing** and can be submitted electronically via on-line forms from either Councils' websites or by e-mail or post. **Please only use one method of submitting a response and when using the on-line form or e-mailing to only use one of the website forms or e-mail addresses.**

On-line form: [www.chiltern.gov.uk/planning/localplan2014-2036](http://www.chiltern.gov.uk/planning/localplan2014-2036)

**or**

[www.southbucks.gov.uk/planning/localplan2014-2036](http://www.southbucks.gov.uk/planning/localplan2014-2036)

E-mail: [planningpolicy@chiltern.gov.uk](mailto:planningpolicy@chiltern.gov.uk) **or** [ldf@southbucks.gov.uk](mailto:ldf@southbucks.gov.uk)

Post: The Planning Policy Team  
Chiltern District Council and South Bucks District Council  
King George V House  
King George V Road  
Amersham  
Bucks. HP6 5 AW

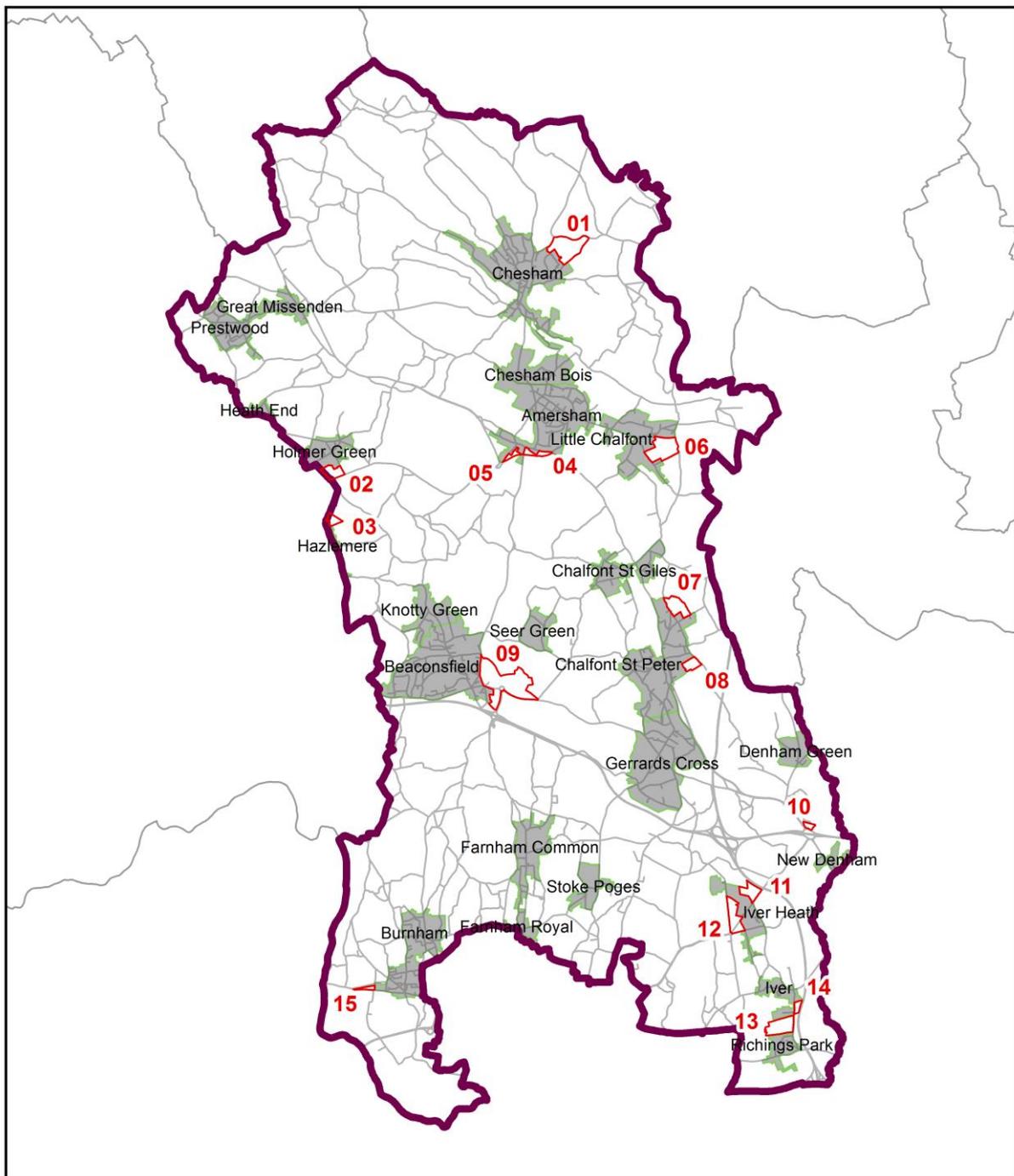
**All representations must be received by 5 pm on 12<sup>th</sup> December 2016.**

If you would like to discuss any matter relating to this consultation, the emerging Local Plan or evidence base then please contact a member of the Planning Policy Team during normal office hours on (01494) 586678.

**Chiltern and South Bucks Local Plan 2014 – 2036****Green Belt Preferred Options Public Consultation****October/December 2016**

- 2.1 The following table lists the Councils' preferred options to be removed from the Green Belt for development preceded by a map to show the preferred options in relationship to each other.

<b>Option No.</b>	<b>Site</b>	<b>Pages</b>
1.	North East of Chesham	10
2.	Area South of Holmer Green	13
3.	Land East of Hazlemere	16
4.	Area South of London Road West, Amersham Old Town	19
5.	Area South East of Whielden Street, Amersham Old Town	23
6.	Area South East of Little Chalfont	27
7.	National Epilepsy Centre, Chalfont St Peter	31
8.	Area South East of Chalfont St Peter	34
9.	Area East of Beaconsfield	37
10.	Land North of Denham Roundabout	41
11.	Land North of Iver Heath, South East of Pinewood	43
12.	Area West of Iver Heath	46
13.	Area North of Iver Station	50
14.	Area to the East of Ridgeway Business Park, Iver	54
15.	Land adjacent to Taplow Station	57



**Legend**

- Area Proposed for Release from the Green Belt
- Local Plan Boundary
- Built Up Area Outside of the Green Belt

N

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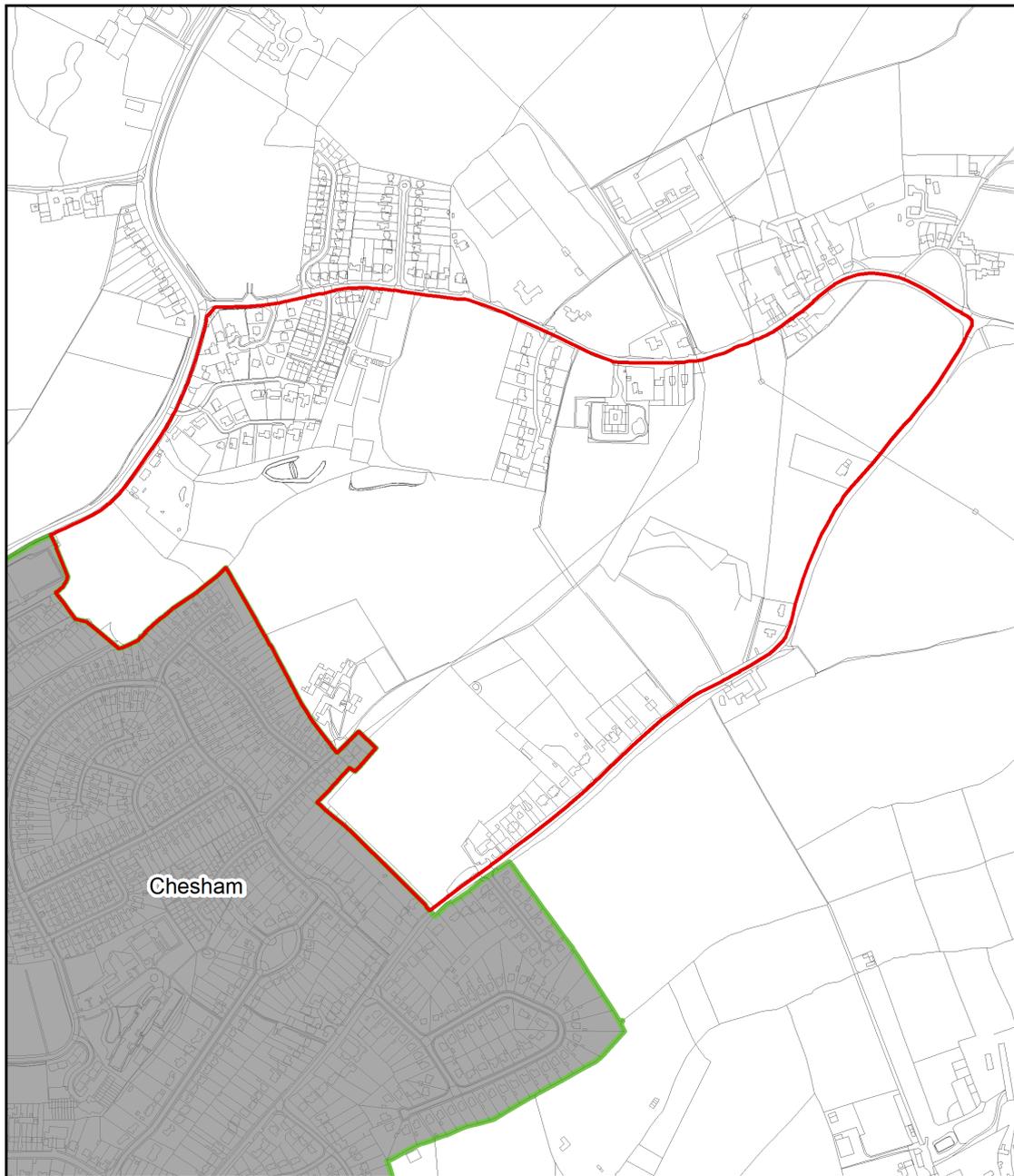
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It is important to note that the Councils have not made a decision yet on which sites should be removed from the Green Belt but have approved the Preferred Options for consultation purposes based on the evidence base at this stage. Further technical work is on-going and will need to be considered before a final decision is made however the technical work has been progressed sufficiently to allow the Councils to identify its preferred options and to seek views through this public consultation.

- 2.2 It should also be noted that this consultation only considers strategic Green Belt options for growth and does not seek to cover all potential changes to the Green Belt to be proposed in the draft Local Plan. For example the Councils are undertaking a detailed Inner Green Belt Boundary Review which may result in some boundary changes (for example removal of the Library, Village Hall and Car Park, Cokes Lane, Little Chalfont); are considering removal of some previously developed or committed land uses from the Green Belt on the edge of settlements (such as Pinewood Studios, Iver Heath; and Mill Lane, Taplow); and will be exploring whether some settlements currently in the Green Belt should be removed. These potential other Green Belt changes are outside the scope of this consultation.
- 2.3 The remainder of this report provides details for each preferred option including references to key evidence base documents, a plan, planning issues to be considered and key questions that the councils will need to address for each option.
- 2.4 In relation to matters outstanding and need to be considered in the next stage of the plan process, the following relate to all of the preferred option sites and so are not repeated in the table for each option:

<p><b>Outstanding Matters for all Preferred Options</b></p>	<p>The following general considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>a) Where residential development is proposed, the level and type of affordable housing that needs to be required as part of the proposal.</li> <li>b) Specific infrastructure requirements and/or community facilities needed to support the proposed development.</li> <li>c) Whether there should be other specific development requirements.</li> <li>d) Whether the development proposal will be viable.</li> </ul>
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### Preferred Option 1: North East of Chesham



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



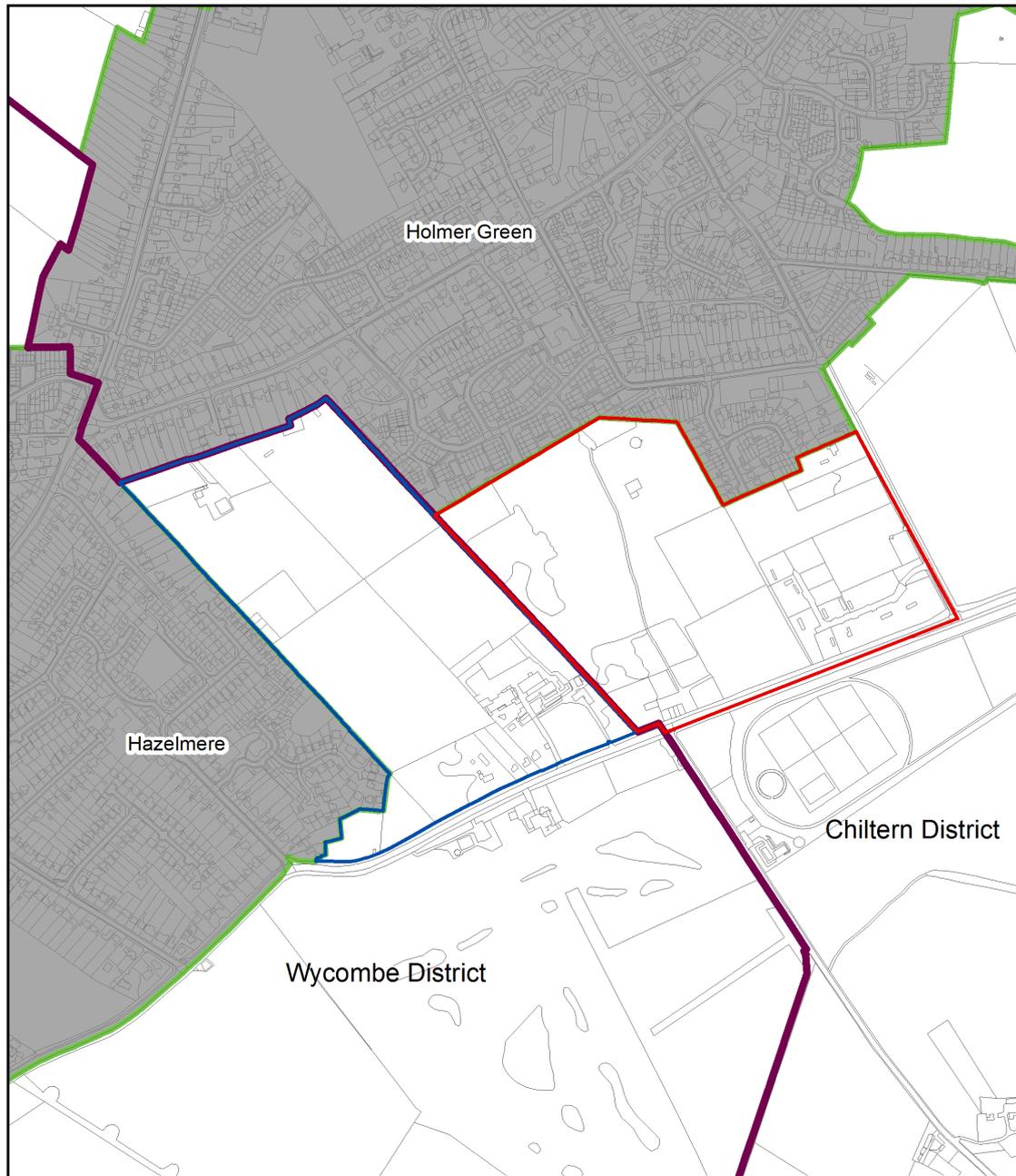
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<p>Preferred Options Proposal</p>	<p>The area proposed to be removed from the Green Belt is 57.26 ha but due to constraints, existing development and other considerations not all of the area is considered developable.</p> <p>The area is defined by the existing build area of Chesham to the south, Nashleigh Hill to the west, Lycrome Road to the north, and Lye Green Road to the east.</p> <p>The developable area is estimated at 26.1 ha, to include associated open space, necessary infrastructure and other requirements.</p> <p>The proposed average residential density is 35 dwellings per hectare giving a proposed residential capacity of approximately 900 dwellings.</p> <p>The development proposal to comprise residential development, associated infrastructure, open space, possibly a local centre and potentially Gypsy and Traveller accommodation. Consideration should also be given to scope to include specialist accommodation for elderly people close to local amenities and open space and self-build housing.</p>
<p>Requirements as part of any Development</p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development in accordance with an approved Development Brief.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>d) If required, Gypsy and Traveller accommodation to be located, planned, designed and landscaped appropriately within the site.</li> <li>e) Creation of a community focal point based on Brushwood Junior School, potential local centre and through design, layout and density changes across the site.</li> <li>f) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>g) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>h) Retention of wooded areas, important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</li> <li>i) Open spaces as far as possible to be connected to enhance the</li> </ul>

	development setting and to encourage wildlife connectivity with the countryside and across the site.
<b>Infrastructure</b> (e.g. schools, health, road improvements and health)	Infrastructure requirements are being considered however at this point it is clear that the following will be required: <ul style="list-style-type: none"> <li>a) Potential expansion of Brushwood Junior School</li> <li>b) Provision of a Sustainable Urban Drainage System so that the site addresses its own drainage impacts to as far as possible lessen, or at the very least prevent exacerbation of flood risk in Chesham.</li> </ul>
<b>Additional Outstanding Matters</b> (see 2.4 above)	The following considerations are on-going and views are welcomed on these as part of the consultation: <ul style="list-style-type: none"> <li>a) The level and type of affordable elderly person accommodation units that need to be required as part of the proposal (in addition to general housing affordable units).</li> <li>b) Whether part of the site will be required for Gypsy and Traveller accommodation and if so what number of units and type of accommodation (i.e. pitches for travellers or mobile homes / park homes for non-travellers).</li> <li>c) Whether part of the site should be required to be made available for self-build and custom built accommodation.</li> <li>d) Whether the scale of development proposed can support a local centre, potentially comprising convenience shop(s), local health infrastructure and other community services /facilities.</li> <li>e) -Potential impacts on the A416, White Hill and the B4505/ White Hill/ Botley Road roundabout and mitigation measures.</li> </ul>
<b>Key Evidence Base References</b>	Further background information can be found in the following key evidence base documents on the Council websites: <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.01)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.01)</p>

### Preferred Option 2: Area South of Holmer Green



**Legend**

-  Area Proposed for Release from the Green Belt
-  Proposed Release in Wycombe District Draft Local Plan (HW8)
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



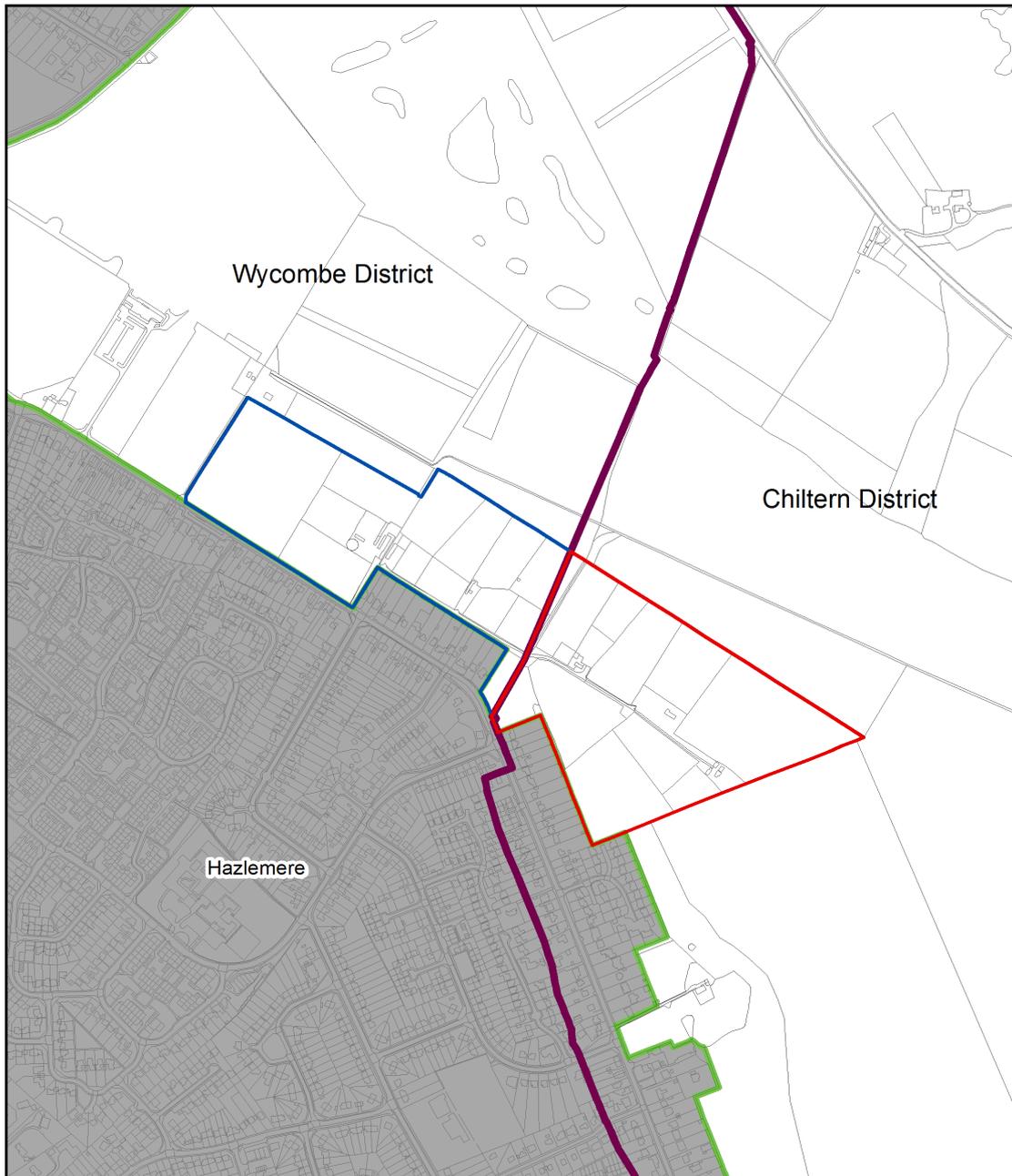
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 17.63 ha adjoining a 19.0 ha site within Wycombe District which is proposed to be removed from the Green Belt as part of the draft Wycombe Local Plan. If this preferred option is to be progressed the councils will work with Wycombe District Council to ensure that the sites are planned and developed together (including infrastructure needs).</p> <p>The Chiltern District preferred option area is defined by the A404 to the south, Earl Howe Road to the east, the proposed development site in the draft Wycombe Local Plan (Chiltern District boundary) to the west and the built area of Holmer Green to the north.</p> <p>If Wycombe District Council do not progress their development proposal at Holmer Green then the councils would need to reconsider whether land should be taken out of the Green Belt and a development proposal in the Chiltern and South Bucks Local Plan be appropriate in isolation.</p> <p>The developable area within Chiltern District is estimated at 12.2ha, to include associated open space, necessary infrastructure and other requirements. Given the likely need for a new primary school and other requirements the estimated residential development area is 9.0ha.</p> <p>The Chiltern District proposed average residential density is 30 to 35 dwellings per hectare giving a proposed residential capacity of about 300 dwellings. Density would also need to be considered in conjunction with the Wycombe Local Plan proposal to ensure consistency of approach. The draft proposal in Wycombe being for a developable area of about 9.15 ha for between 240 and 320 dwellings with a density range of 26 to 35 dwellings per hectare.</p> <p>The development proposal to comprise residential development, travelling showpeople accommodation, associated infrastructure and open space.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) To be planned comprehensively with adjacent land within Wycombe District.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy). Affordable housing considerations to be taken</li> </ul>

	<p>into account as part of the larger site within Wycombe District.</p> <ul style="list-style-type: none"> <li>d) Adequate functional open spaces to include children’s play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>e) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>f) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</li> <li>g) Retention of the travelling showpeople site and, if appropriate, expansion through internal site arrangements or enlargement of the site.</li> <li>h) Enhanced landscaped boundary treatment to the boundaries that abut the Chilterns Area of Outstanding Natural Beauty.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered in conjunction with Wycombe District Council assuming at this stage that the proposal in Wycombe District will be taken forward. At this point it is unclear on what infrastructure will be required however additional school provision is likely to be needed in Holmer Green either through existing school improvements or potential new primary school.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>a) Whether Wycombe District Council propose to continue with their draft Local Plan proposal at Holmer Green and if so whether any resultant development can be planned and delivered together as one site.</li> <li>b) Whether the travelling showpeoples site needs to be expanded and if so whether this can be secured within the existing site or whether the site needs to be enlarged.</li> <li>c) Viability considerations as part of a comprehensive scheme with the adjacent site in Wycombe District.</li> </ul>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.03)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.03)</p>

### Preferred Option 3: Land East of Hazlemere



**Legend**

- ▭ Area Proposed for Release from the Green Belt
- ▭ Potential Release in Wycombe District Draft Local Plan (HW12)
- ▭ Local Plan Boundary
- ▭ Built-Up Area Outside of the Green Belt

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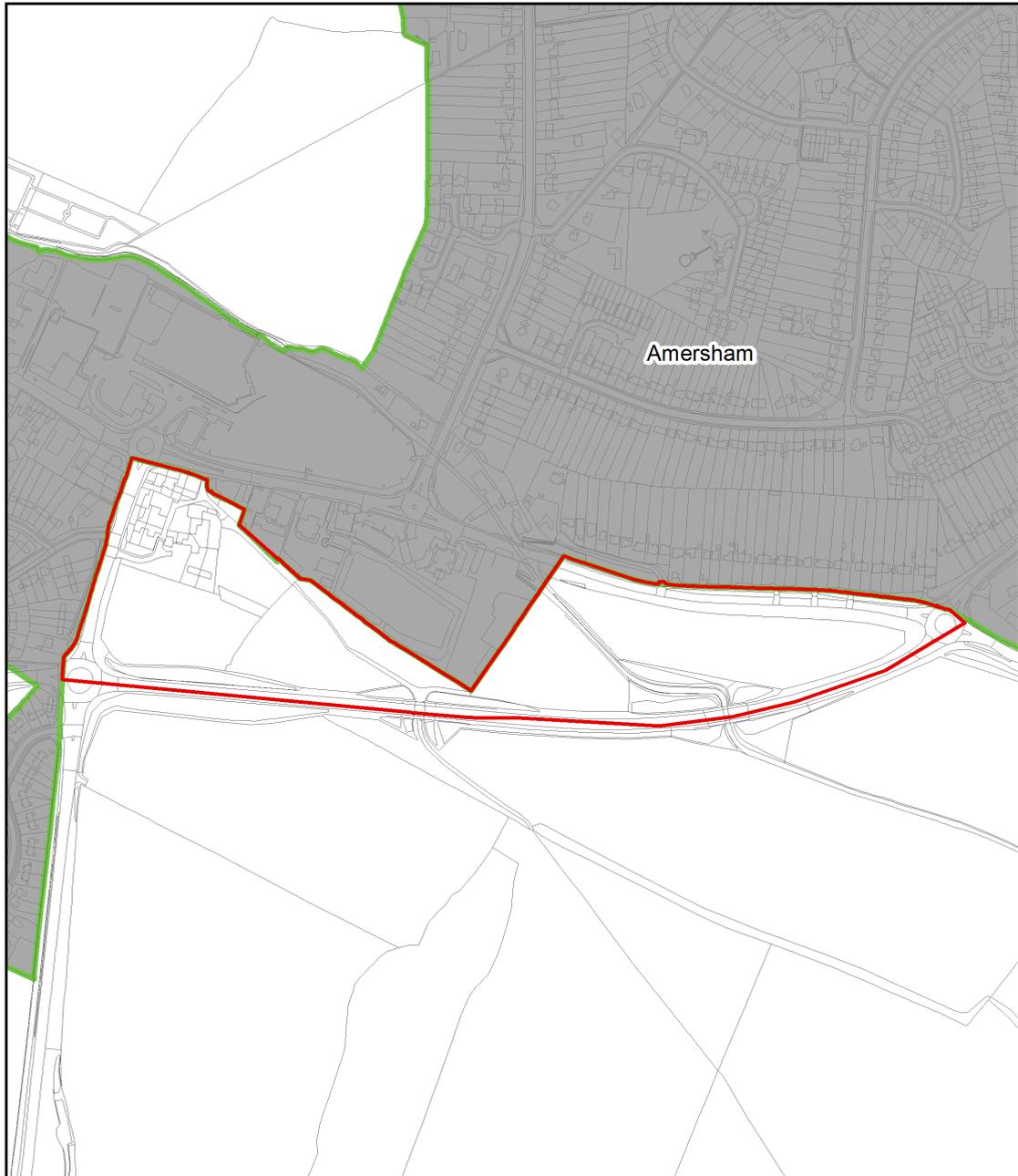
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<p><b>Preferred Options Proposal</b></p>	<p>The area suggested to be removed from the Green Belt is 9.22 ha adjoining a 8.24 ha site within Wycombe District which is being considered for possible removal from the Green Belt within the Draft Wycombe Local Plan however both sites are within the Chilterns AONB and would need to be considered together in terms of potential impact on the Chilterns AONB and whether the proposals within their context comprise major development in the AONB.</p> <p>The option in Chiltern District is also dependent on the Wycombe Local Plan proposal being taken forward and would need to be planned and developed together (including infrastructure needs).</p> <p>The Chiltern District area is defined by the built area, the development option being considered in the draft Wycombe Local Plan (Chiltern District boundary) and ancient woodland to the north and east.</p> <p>The potential developable area within Chiltern District is estimated at 6.67ha, to include associated open space, necessary infrastructure and other requirements.</p> <p>The Chiltern District proposed average residential density is 30 to 35 dwellings per hectare giving a proposed residential capacity of approximately 200 dwellings. Density would also need to be considered in conjunction with any Wycombe Local Plan proposal to ensure consistency of approach. The potential option identified in Draft Wycombe Local Plan does not indicate a developable area or density but the combined sites could yield some 350 dwellings at 30 dwellings per ha, subject to AONB considerations.</p> <p>The councils will need to come to a view together as to whether or not the proposal as a whole constitutes major development in the AONB in this context and if so whether exceptional circumstances exist to allow development in the AONB. This assessment will be carried out in conjunction with Wycombe District Council.</p> <p>The development proposal, if acceptable in principle in the AONB, to comprise residential development, associated infrastructure and open space.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) To be planned comprehensively with adjacent land within Wycombe District if included in the emerging Wycombe Local Plan.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> </ul>

	<p>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy). Affordable housing considerations to be taken into account as part of the larger site within Wycombe District.</p> <p>d) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</p> <p>e) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</p> <p>f) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</p> <p>g) Development to accord with the Chilterns AONB Residential Design Guide.</p> <p>h) Appropriate mitigation measures to protect against potential harm to the ancient woodland Common Wood. To include a minimum 15m buffer of semi-natural habitat (as advised by Natural England and the Forestry Commission). The actual buffer required to be assessed at the outset as part of any development proposal.</p>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements will be considered in conjunction with Wycombe District Council if this option is to be taken forward.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <p>a) Whether Wycombe District Council propose development in their Local Plan, both proposals are appropriate in the AONB and if so whether any resultant development can be planned and delivered together as one site.</p> <p>b) Viability considerations as part of a comprehensive scheme with the adjacent site in Wycombe District.</p>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 4.141A)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 4.141A)</p>

Preferred Option 4: Area South of London Road West, Amersham Old Town



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

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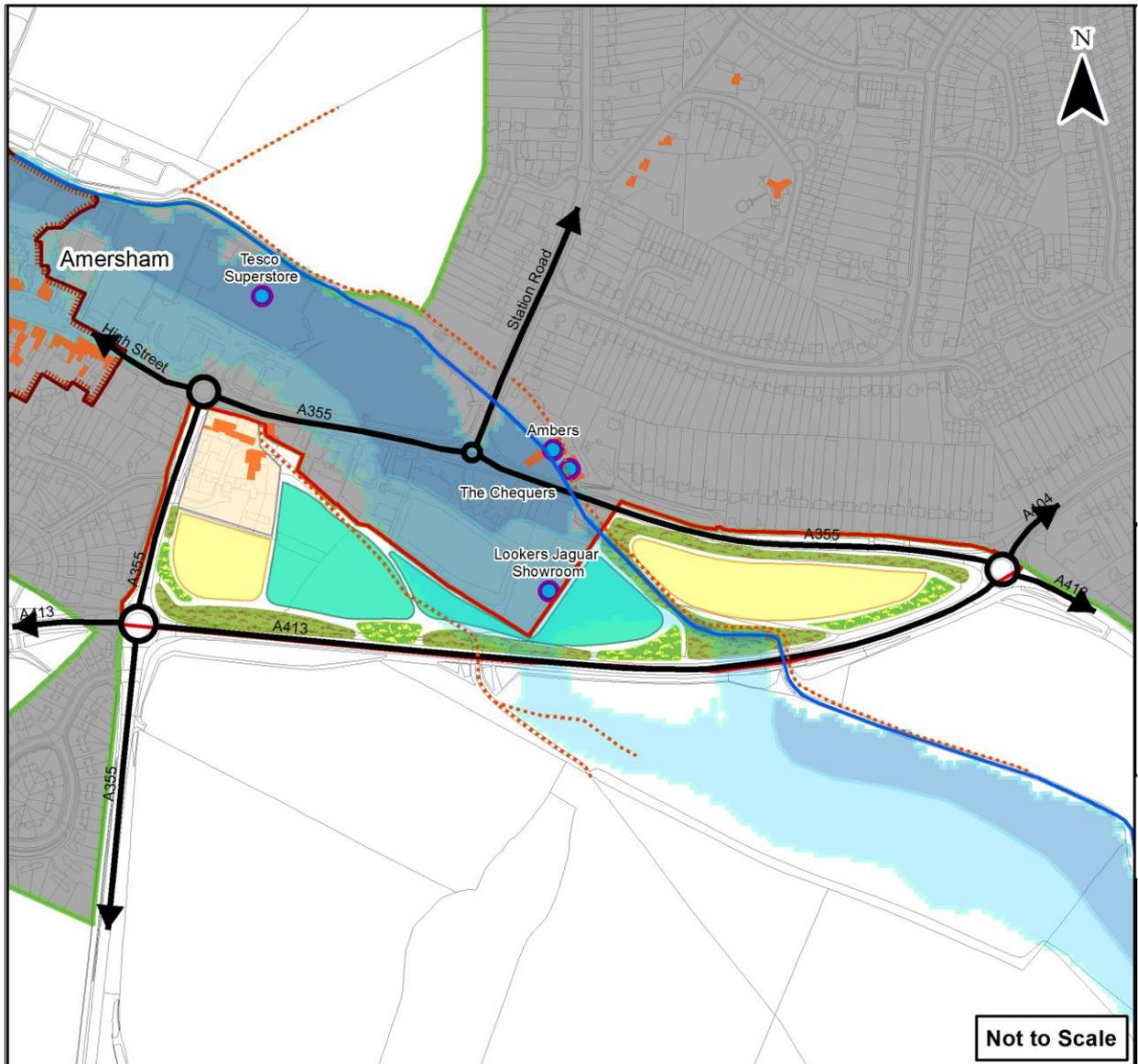
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 9.66 ha but due to constraints including flood risk, being within the Chilterns Area of Outstanding Natural Beauty (AONB) and other considerations not all of the area is considered developable.</p> <p>The area is defined by the A355, the by-pass to the south and existing edge of the built area of Amersham to the north.</p> <p>The residential developable area is estimated at 1.8 ha and the proposed average residential density is 30 dwellings per hectare giving a proposed residential capacity of about 50 dwellings. Density is lower than other preferred options due to the site being located in and considerations for the AONB and other anticipated limiting constraints (flood risk and anticipated potential access limitations).</p> <p>The development proposal will need to be subject to a flood risk assessment and to comprise two residential areas, open space and retain existing residential and commercial uses.</p> <p>The development of 50 dwellings across two parts of the site and within this context is not considered to constitute major development in the AONB provided development proposals have regard to appropriate design, layout and density.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) Provision of affordable housing - expectation at this stage is that at least 50% of dwellings should be affordable (i.e. have an appropriate level of subsidy). Both residential areas to make an affordable housing contribution but, subject to viability, the area owned by Chiltern District Council to provide a higher proportion than would otherwise be required.</li> <li>c) Open spaces to include childrens play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>d) Connectivity with Amersham, retail and community facilities and transport access points with emphasis on walking, cycling and passenger transport including improved crossing arrangements for London Road West.</li> <li>e) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular</li> </ul>

	<p>attention to protecting views from within the AONB.</p> <p>f) Development to accord with the Chilterns Buildings Design Guide.</p> <p>g) Site specific flood risk assessment to be carried out and all appropriate mitigation and flood alleviation measures to be delivered.</p> <p>h) Noise mitigation measures against background traffic noise from the by-pass.</p>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <p>a) Whether part of the site should be required to be made available for self-build and custom built accommodation.</p> <p>b) Scope for new development to be served off the vehicular access off Gore Hill or secured through other access arrangements.</p> <p>c) Financial contribution to improvements to Gore Hill Roundabout.</p> <p>d) A Level 2 Strategic Flood Risk Assessment.</p>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.06)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.06)</p>

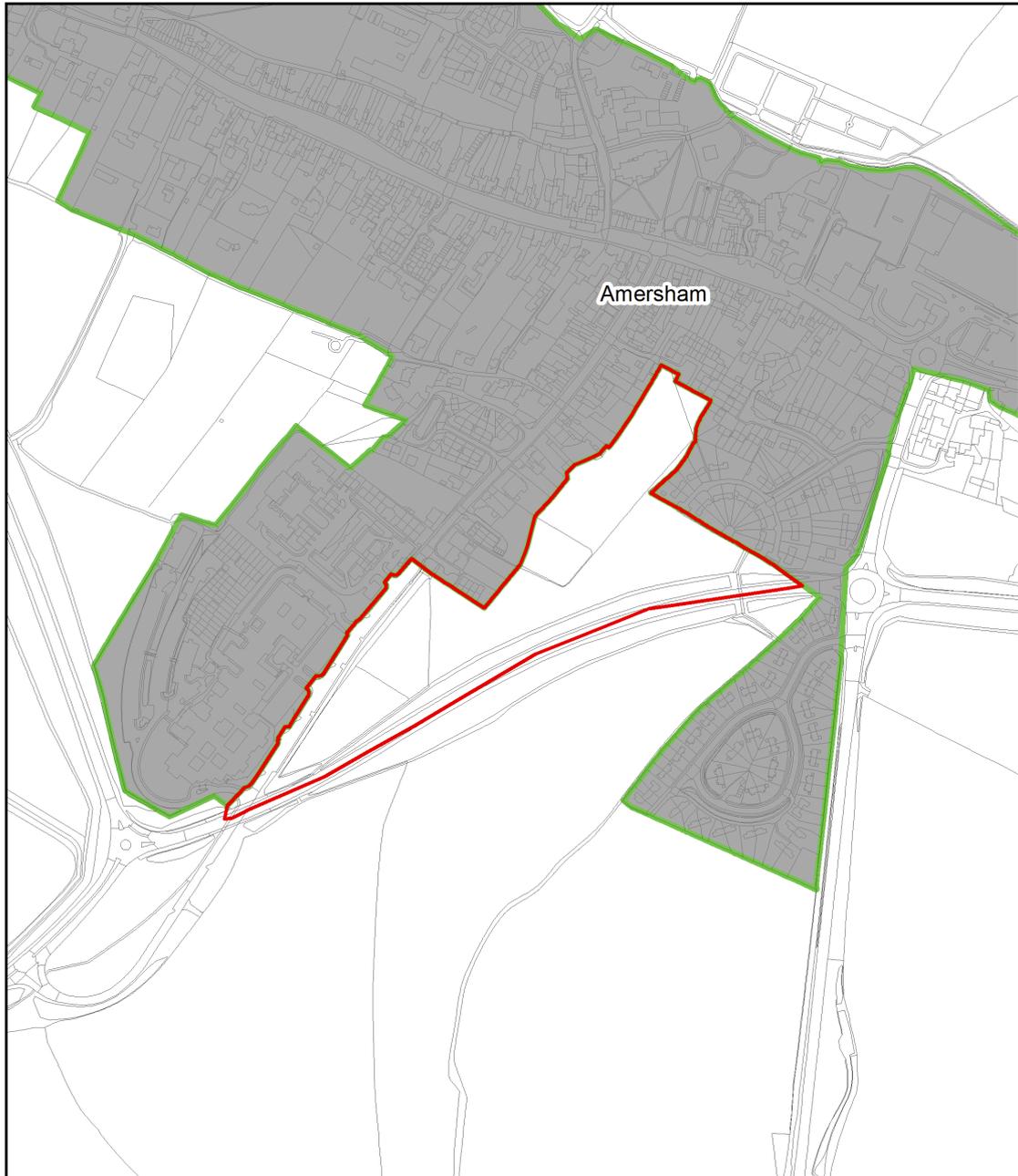
The following map illustrates some of the above considerations.



Legend	
	Site Boundary - 9.66ha
	Built-Up Area
	Existing - Residential
	Existing - Woodland/Wooded Area
	Potential Screening
	Potential Open Space
	Potential New Dwellings
	Public Right of Way
	Existing Road
	Listed Building
	Conservation Area
	Point of Interest
	River Misbourne
	Flood Zone 3a
	Flood Zone 3b

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Preferred Option 5: Area South East of Whielden Street, Amersham Old Town



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



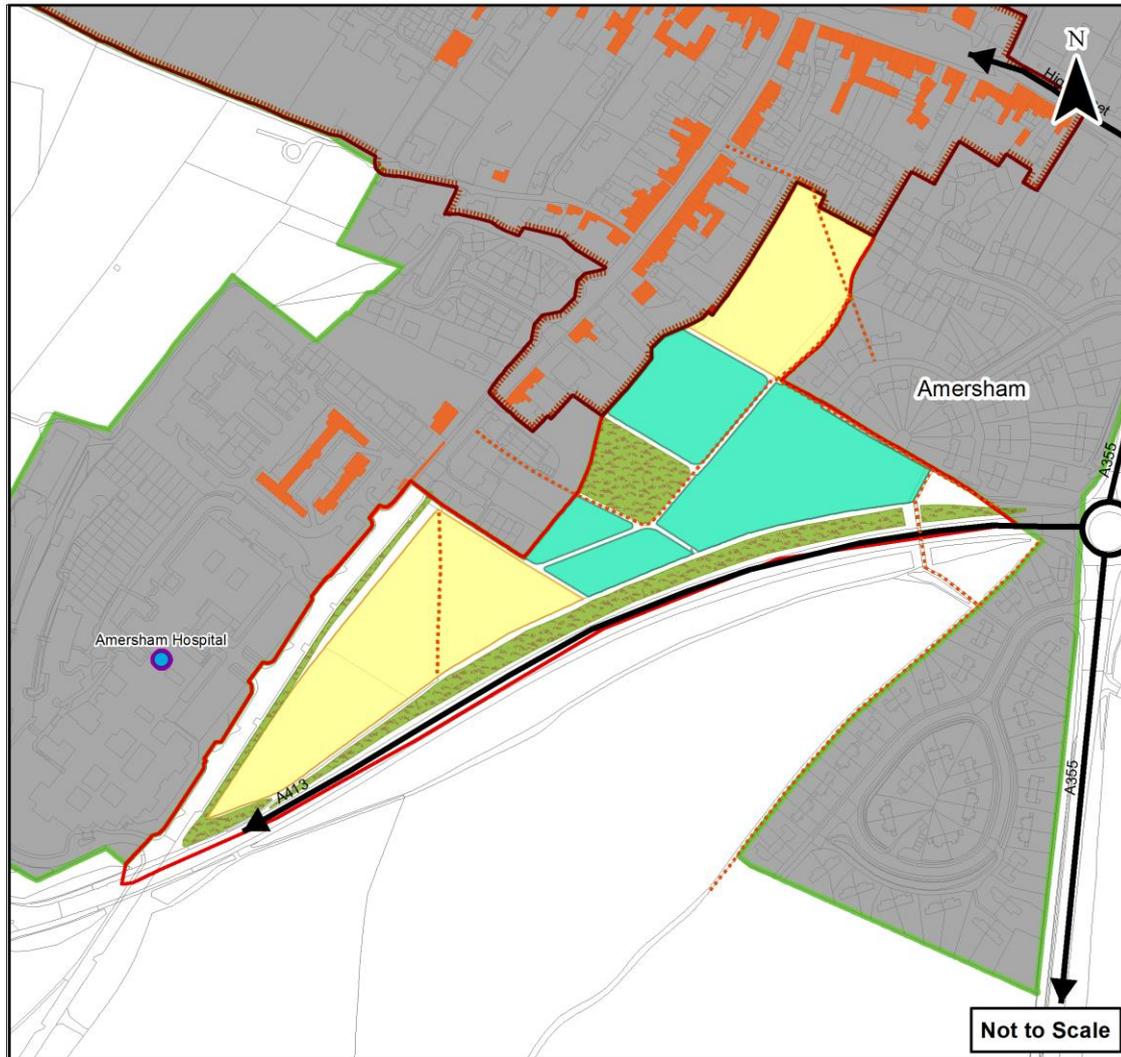
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 5.99 ha and is defined by the A413 by-pass to the south and existing edge of the built area of Amersham Old Town to the north.</p> <p>The development proposal to comprise residential development and public open space.</p> <p>The developable area is estimated at 2.2 ha split into two parts separated by proposed public open space. The proposed average residential density is 35 to 40 dwellings per hectare giving a proposed residential capacity of about 70 to 80 dwellings. This reflects the location close to Amersham Old Town Local Centre, being within the Chilterns Area of Outstanding Natural Beauty (AONB), parts within the setting of listed buildings and being adjacent to Amersham Old Town Conservation Area.</p> <p>The development of 70 to 80 dwellings in two parts separated by open space within this context is not considered to constitute major development in the AONB (e.g. development parts set against the built area of Old Amersham, area separated by the by-pass, and proposed developable areas having no significant views of the site from within other parts of the AONB and no specific identifiable landscape value meriting protection).</p> <p>The proposed public open space is to meet the existing local need and the open space needs of the proposed development; to protect the setting of important listed buildings; views out from within the Amersham Old Town Conservation Area and protect important views of Amersham Old Town generally and specifically St Marys Church. Given the sensitive setting of the developable areas careful regard will be needed to design, layout, density, the site's historical setting, details and use of materials.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) To be in accordance with an approved Development Brief.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>d) Functional public open space to be provided enabled by residential development and to include children play facilities. Viable and sustainable management and funding proposals to be provided as part of the development.</li> </ul>

	<ul style="list-style-type: none"> <li>e) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking and cycling.</li> <li>f) Layout, design and use of materials to complement the adjacent Amersham Old Town Conservation Area and nearby listed buildings. Design to also take account of the Chilterns Buildings Design Guide. Important views of Amersham Old Town and key buildings such as St Marys Church to be protected.</li> <li>g) Retention of important trees, wooded area and hedgerows. Enhanced tree planting / landscaping within the site.</li> <li>h) Appropriate landscaped buffer between the site and A355 by-pass and to include a footpath.</li> <li>i) Noise mitigation measures against background traffic noise from the by-pass.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following additional considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>a) Vehicular access arrangements off Whielden Green.</li> <li>b) Extent of land needed for public open space, its design and on-going management arrangements.</li> <li>c) Financial contribution to improvements to Gore Hill Roundabout</li> </ul>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.05)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.05)</p>

The following map illustrates some of the above considerations.

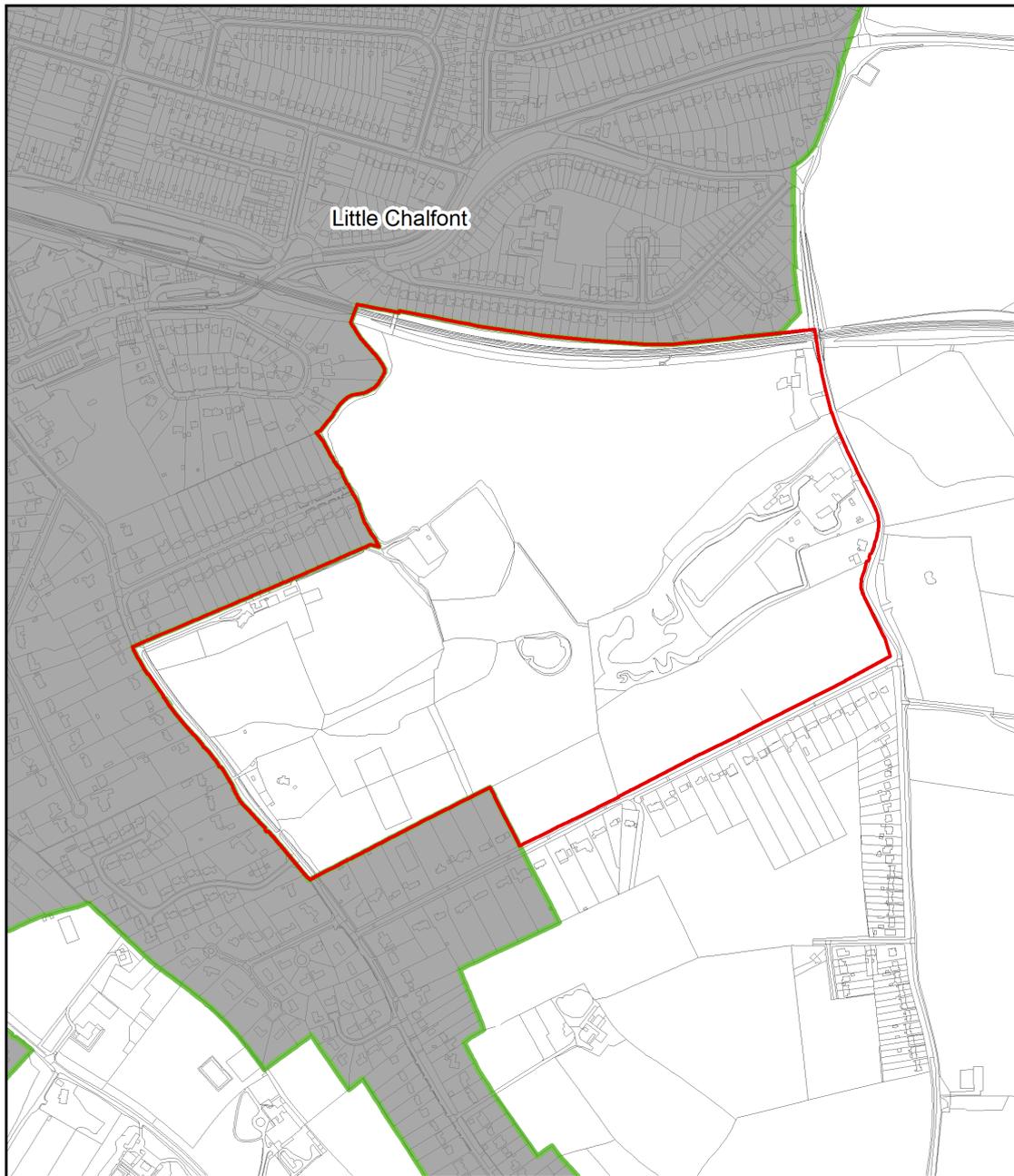


**Legend**

- Site Boundary - 5.99ha
- Built-Up Area
- Existing - Woodland/Wooded Area
- Potential Open Space
- Potential New Dwellings
- Listed Building
- Conservation Area
- Point of Interest
- Public Right of Way
- Existing Road

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Preferred Option 6: South East of Little Chalfont



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



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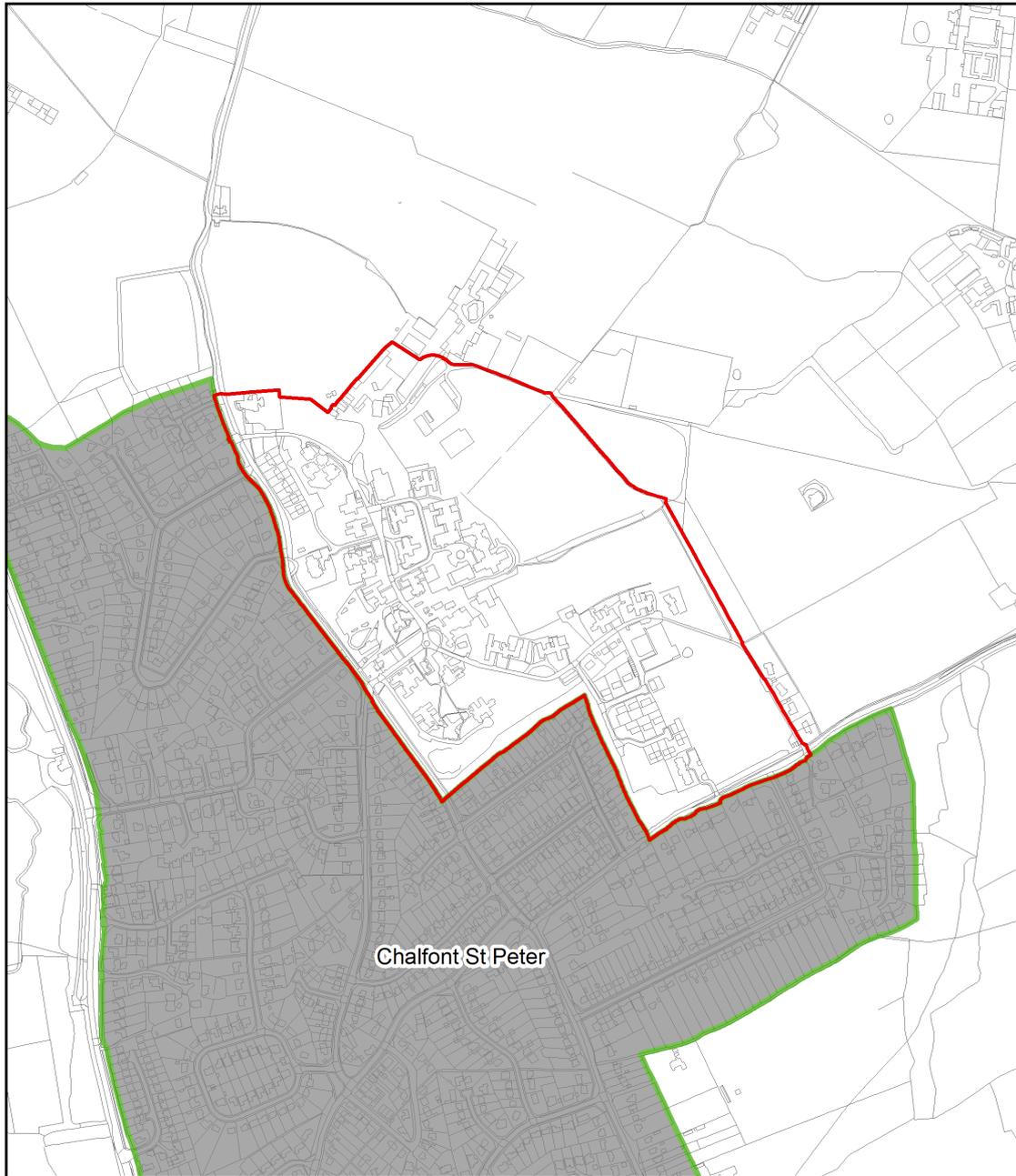
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 51.22 ha but due to constraints and other considerations not all of the area is considered developable.</p> <p>The area is defined by the edge of the existing built area of Little Chalfont to the north and west, Lodge Lane to the east and Long Walk to the south.</p> <p>Further work is needed to define the developable area, the mix of land uses to be proposed, areas to be protected from development, open space requirements and the land take required for infrastructure and associated uses/facilities. At this stage it is estimated that between 850 to 1,000 dwellings could be developed.</p> <p>The residential density will vary across developable parts of the site but is expected to be averaged out between 30 to 35 dwellings per hectare taking account of the site being adjacent to the Chilterns Area of Outstanding Natural Beauty (AONB).</p> <p>The development proposal to comprise residential, specialist accommodation for elderly people, local centre(s), employment, associated infrastructure and community facilities, open space and potentially Gypsy and Traveller accommodation and self-build houses.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development in accordance with an approved Development brief.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>d) If required, Gypsy and Traveller accommodation to be located, planned, designed and landscaped appropriately within the site.</li> <li>e) Creation of community focal points based on local centre(s), school and community facility provision and through design, layout and density changes across the site.</li> <li>f) Adequate functional open spaces to include childrens play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> </ul>

	<p>g) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport. In particular pedestrian and cycle provision within the site, enhancement required between the site and Chalfont and Latimer Station and need to provide bus transport subsidy until the development has reached a reasonable point.</p> <p>h) Retention of wooded areas, important trees and hedgerows. Enhanced tree planting / landscaping with particular attention to boundary areas with the countryside/Chilterns Area of Outstanding Natural Beauty (AONB) and enhancement of landscape features within the site.</p> <p>i) Appropriate mitigation measures to protect against any potential harm to the ancient woodlands on the site. This will include a minimum 15m buffer of semi-natural habitat between any development and the ancient woodland, (as advised by Natural England and the Forestry Commission). The actual buffer required is determined on a site by site basis, therefore this should be assessed at the outset as part of any development proposal.</p> <p>j) Design, layout, landscaping and location of development and open space to take account of views of the site from the adjacent AONB. Density levels should also reduce closer to the site edge with the countryside (buffer area with the AONB) and design to take account of the Chiltern Buildings Design Guide.</p> <p>k) Open space, landscaping and other appropriate buffer treatment to be provided between residential and employment areas.</p> <p>l) Open spaces as far as possible to be connected to enhance the development setting and to encourage wildlife connectivity with the countryside and across the site.</p>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is clear that the following will be required:</p> <p>a) Need to directly provide education and community facilities and a contribution to local health infrastructure.</p> <p>b) Lodge Lane improvements north of Honours Yard.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <p>a) The level and type of affordable elderly person accommodation units that needs to be required as part of the proposal (in addition to general housing affordable units).</p>

	<ul style="list-style-type: none"> <li>b) Whether part of the site will be required for Gypsy and Traveller accommodation and if so what number of units and type of accommodation (i.e. pitches for travellers or mobile homes / park homes for non-travellers).</li> <li>c) Whether part of the site should be required to be made available for self-build and custom built accommodation.</li> <li>d) School provision required as part of the development proposal and its timing for delivery (including primary and possibly secondary provision within the wider catchment)</li> <li>e) Potential impacts on the A404 and nearby roads and mitigation</li> </ul>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference numbers 1.08 and 2.10).</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.08 and 2.10).</p>

### Preferred Option 7: National Epilepsy Centre, Chalfont St Peter



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



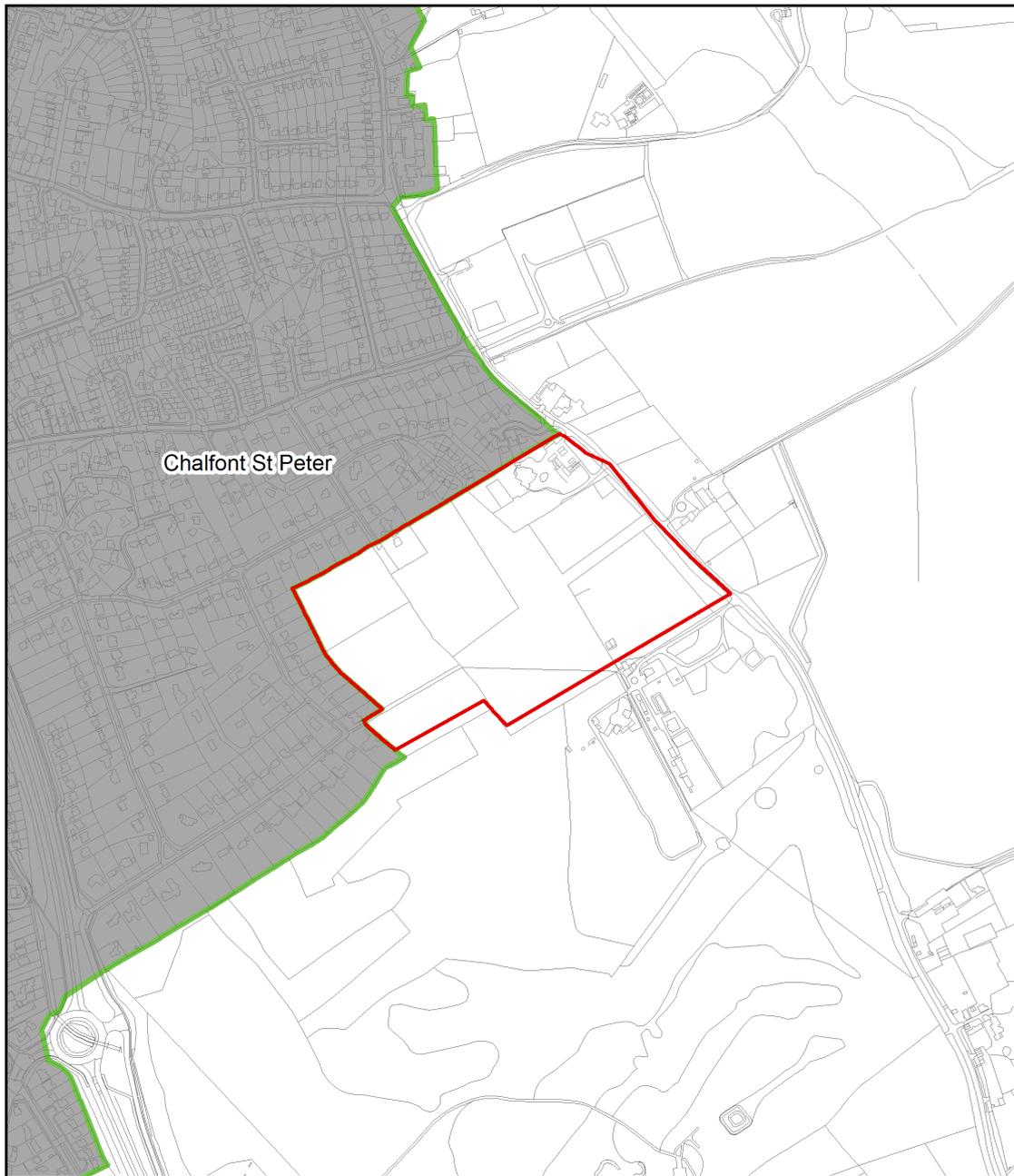
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 27.97 ha but due to existing development and other considerations not all of the area is considered developable.</p> <p>The area is defined by the sports pitch to the rear of Debenham House, existing workshop and office buildings associated with the main use of the site (i.e. not including agricultural buildings), footpath and woodland blocks and tarmacked access road off Rickmansworth Lane to the north and east and the built area of Chalfont St Peter to the south and west.</p> <p>The developable area capable of forming a Local Plan proposal is estimated at 3.71ha, to include associated open space, necessary infrastructure and other requirements and is considered best suitable for specialist elderly accommodation given proximity to existing specialist facilities and identified need or uses associated with the National Epilepsy Centre. Some general housing provision, potentially enabling older people to downsize locally (an objective of the Chalfont St Peter Neighbourhood Plan to provide such opportunities), to be considered. Further small scale development or redevelopment proposals may exist within the wider area proposed to be removed from the Green Belt.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) An appropriate proportion of affordable housing / care home provision - expectations at this stage are that at least 40% of dwellings / units should be affordable (i.e. have an appropriate level of subsidy).</li> <li>c) Adequate functional open spaces to be provided. Childrens play facilities to be included if general housing is to be provided. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>d) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>e) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside. Existing trees/hedgerows create three potential developable areas which should be retained and enhanced as green corridors within the site and linking with the wooded areas/countryside on the edge of the site.</li> </ul>

<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>a) The level and type of affordable elderly person accommodation units that needs to be required as part of the proposal (in addition to general housing affordable units).</li> <li>b) Whether some general housing should be included as part of any development proposal.</li> </ul>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.10)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.10)</p>

Preferred Option 8: Area South East of Chalfont St Peter



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



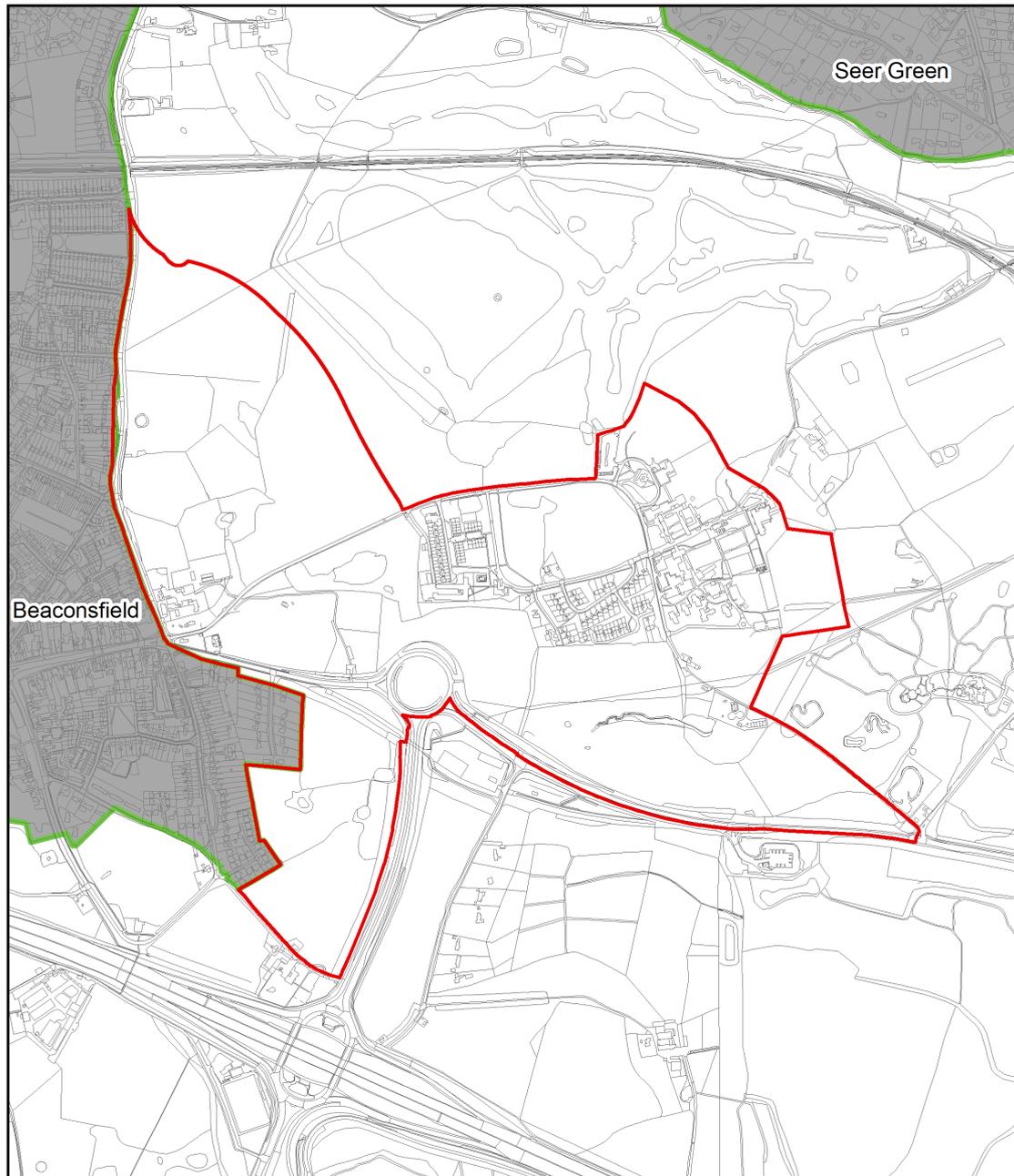
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 13.71 ha but due to constraints and other considerations not all of the area is considered developable.</p> <p>The area is defined by the built area of Chalfont St Peter, Denham Lane to the east and woodland and Scout Camp to the south.</p> <p>The developable area is estimated at 12ha, to include associated open space, necessary infrastructure and other requirements.</p> <p>The proposed average residential density is 35 dwellings per hectare giving a proposed residential capacity of 420 dwellings.</p> <p>The development proposal to comprise residential development, open space and associated infrastructure requirements.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>c) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>d) Appropriate boundary treatment with the adjacent Scout Camp.</li> <li>e) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>f) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>No additional outstanding matters identified.</p>

<b>Key Evidence Base References</b>	Further background information can be found in the following key evidence base documents on the Council websites:  <b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.11)  <b>Green Belt Development Options Appraisal</b> – (Reference number 1.11)
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Preferred Option 9: Area East of Beaconsfield



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



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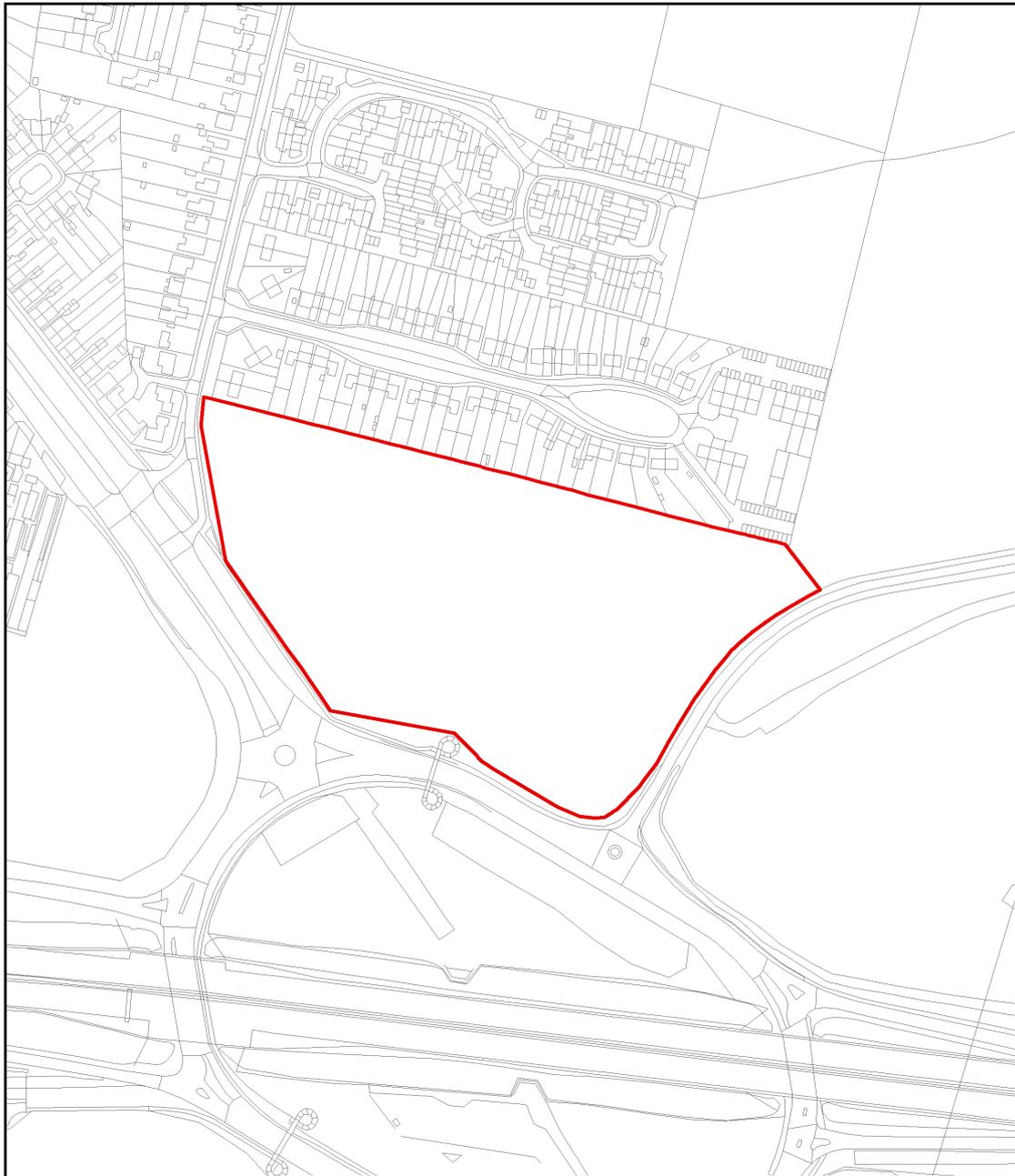
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 117.39 ha but due to constraints, existing uses to be retained and other considerations not all of the area is considered developable.</p> <p>The area is defined predominantly by existing strategic roads to the south, the built area of Beaconsfield to the west and Wilton Park proposed development (existing Wilton Park Development Brief) and proposed alignment of the Beaconsfield Relief Road to the east.</p> <p>Further work is needed to define the developable area, the mix of land uses to be proposed, areas to be protected from development, open space and sports requirements and the land take required for infrastructure and associated uses/facilities. At this stage it is estimated that between 1,500 and 1,700 dwellings (including some 300 dwellings currently being proposed at Wilton Park under the South Bucks Core Strategy) and 5 ha of employment space could be developed.</p> <p>The residential density will vary across the developable areas of the site but is expected to be averaged at 30 dwellings per hectare taking account of the site being in the proximity of Burnham Beeches Special Area of Conservation and will be required to provide additional open space.</p> <p>The development proposal to comprise mixed use development predominantly residential (including specialist accommodation for elderly people), sports facilities and open space (retained and new), employment, local shopping, services and community facilities, associated infrastructure and possibly accommodation needs for Gypsy and Travellers and self-build houses.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development in accordance with an approved Development Brief.</li> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>d) If required, Gypsy and Traveller accommodation to be located, planned, designed and landscaped appropriately within the site.</li> <li>e) Creation of community focal points based on local</li> </ul>

	<p>centre(s), school and community facility provision and through design, layout and density changes across the site</p> <p>f) Open space requirements to take account of Natural England’s requirement to provide sufficient open space to reduce increases in local visitor pressures on nearby Burnham Beeches. Open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</p> <p>g) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport. Need to provide a bus subsidy until the development has progressed to a suitable point.</p> <p>h) Retention of wooded areas, important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</p> <p>i) For office development, the imposition of a planning condition removing permitted development rights to convert the offices to residential at some future point as offices are to be provided as part of the exceptional circumstances for taking land out of the Green Belt, to meet future office needs, secure the right balance of uses and best match resident needs to housing based infrastructure locally.</p>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is clear that the following will be required:</p> <p>a) Delivery of the Beaconsfield Relief Road, part of which will require to be directly provided as part of development phases and/or via financial/land contributions.</p> <p>b) Need to directly provide education and community facilities and a contribution to local health infrastructure.</p>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <p>a) The level and type of affordable elderly person accommodation units that needs to be required as part of the proposal (in addition to general housing affordable units).</p> <p>b) Whether part of the site should be required to be made available for self-build and custom built accommodation.</p> <p>c) Whether part of the site will be required for Gypsy and Traveller accommodation and if so what number of units and type of accommodation (i.e. pitches for travellers or mobile homes / park homes for non-travellers).</p>

	<ul style="list-style-type: none"> <li>d) School provision required as part of the development proposal and its timing for delivery. (including primary and possibly secondary provision within the wider catchment)</li> <li>e) Potential reinforcement of the primary electricity substation in Beaconsfield (dependent on the level of development being proposed)</li> <li>f) Potential impact on the M40 junction 2 and need for mitigation (dependent on the level of development being proposed)</li> </ul>
<p><b>Key Evidence Base References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference numbers 1.13 to 1.15)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference numbers 1.13 to 1.15)</p>

### Preferred Option 10: Land North of Denham Roundabout



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N

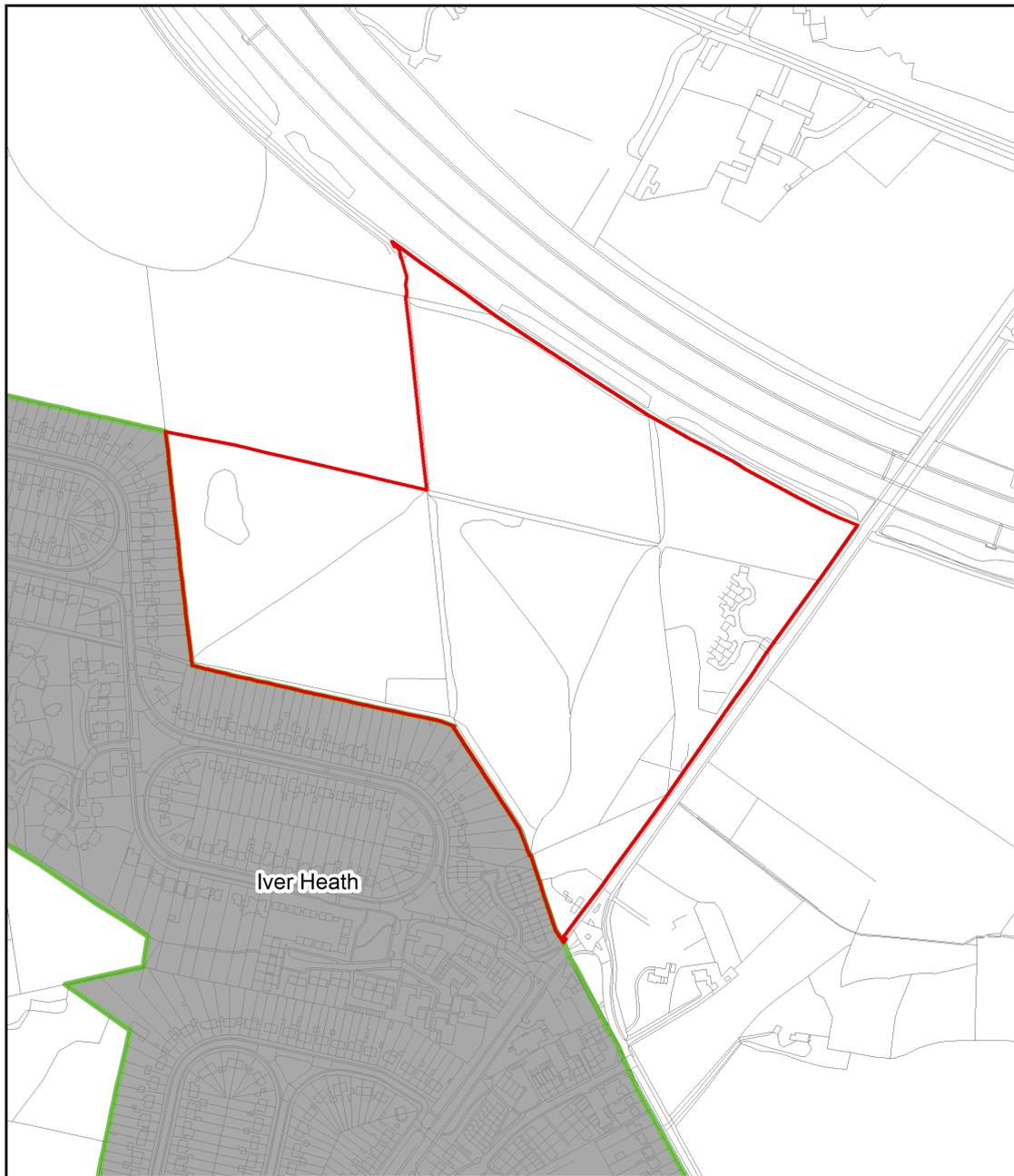


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<p>Preferred Options Proposal</p>	<p>The area proposed to be removed from the Green Belt is 4.65ha and defined by the strategic road network to the south and west, Denham Court Drive and curtilages of residential properties to the north.</p> <p>The developable area to include necessary infrastructure and other requirements.</p> <p>The development proposal to comprise offices and ancillary uses within a landscaped setting.</p>
<p>Requirements as part of any Development</p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ol style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) Connectivity with adjoining built areas and transport access points with facilities for walking, cycling and passenger transport access.</li> <li>c) Structured landscaping.</li> <li>d) The imposition of a planning condition removing permitted development rights to convert the offices to residential at some future point as offices are to be provided as part of the exceptional circumstances for taking land out of the Green Belt, to meet future office needs, secure the right balance of uses and best match resident needs to housing based infrastructure locally.</li> </ol>
<p>Infrastructure (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p>Additional Outstanding Matters (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>• Vehicular access arrangement with the strategic road network and potential impact on the Denham roundabout and mitigation requirements.</li> </ul>
<p>Key Evidence Base References</p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 3.07)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 3.07)</p>

Preferred Option 11: Land North of Iver Heath, South East of Pinewood



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



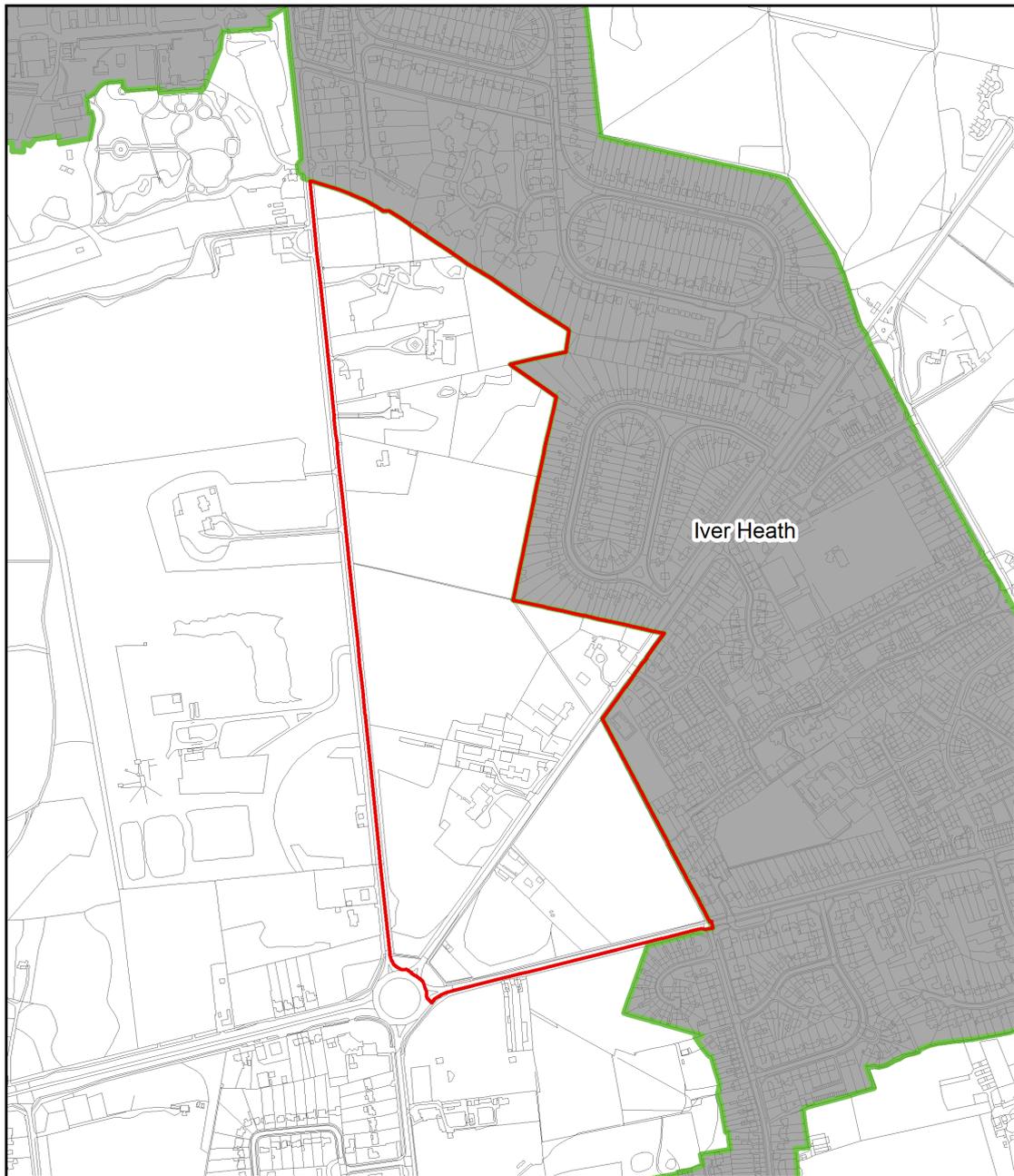
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 19.41 ha and defined by the built area of Iver Heath to the south and west, Pinewood Studios land to the west and roads to the north and east.</p> <p>This option may be suitable for a range or mix of uses including residential, offices, industrial, commercial or film related activities. The developable area is estimated at 16.01ha, to include associated open space, necessary infrastructure and other requirements however development will need to be delayed until after 2025.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) Connectivity with adjoining built areas and transport access points with facilities for walking (including existing public footpaths), cycling and passenger transport access.</li> <li>c) Structured landscaping and suitable buffer between residential and non-residential uses and the motorway.</li> <li>d) The imposition of a planning condition removing permitted development rights to convert the offices to residential at some future point as offices are to be provided as part of the exceptional circumstances for taking land out of the Green Belt, to meet future office needs, secure the right balance of uses and best match resident needs to housing based infrastructure locally.</li> <li>e) Development to be delayed beyond 2025 (or later if required) so as to avoid adding construction traffic to committed construction traffic such as connected with major infrastructure projects like Western Rail Link to Heathrow.</li> </ul>
<p><b>Infrastructure (e.g. schools, health, road improvements and health)</b></p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters (see 2.4 above)</b></p>	<p>No additional outstanding matters identified.</p>
<p><b>Key Evidence Base</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p>

References	<b>Draft Green Belt Assessment Part 2</b> – (Reference number 2.22) <b>Green Belt Development Options Appraisal</b> – (Reference number 2.22)
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Preferred Option 12: Area West of Iver Heath



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



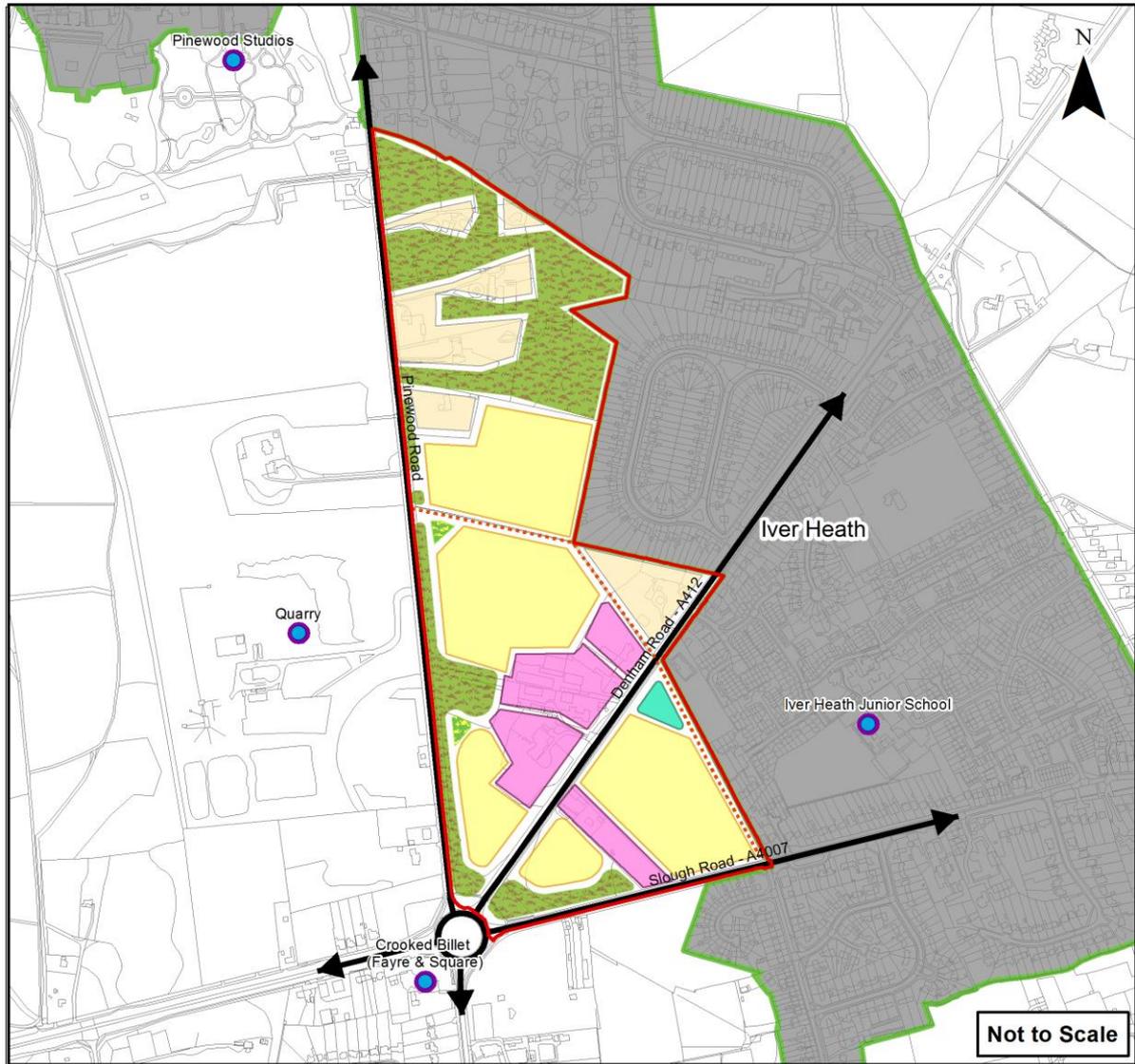
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 31.65 ha but due to constraints, existing development and other considerations not all of the area is considered developable.</p> <p>The area is defined by the built area of Iver Heath to the east, A4007 to the south and Pinewood Road to the west.</p> <p>The developable area is estimated at 10.27 ha, to include necessary infrastructure and other requirements. The developable area is significantly reduced due to the need to retain existing uses or functional open areas.</p> <p>The proposed average residential density is 35 dwellings per hectare giving a proposed residential capacity of 360 dwellings.</p> <p>The development proposal to comprise residential, open spaces and associated infrastructure however development will need to be delayed until after 2025.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>b) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>c) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>d) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>e) Retention of wooded areas, important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</li> <li>f) Development to be delayed beyond 2025 (or later if required) so as to avoid adding construction traffic to committed construction traffic such as connected with major infrastructure projects like Western Rail Link to Heathrow.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>

improvements and health)	
<b>Additional Outstanding Matters</b> (see 2.4 above)	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>Given anticipated levels, timing and duration for construction traffic in the vicinity particularly associated with major infrastructure projects such as HS2 whether development should be held back through safeguarding towards the end of the Plan period.</li> </ul>
<b>Key Evidence Base References</b>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.20)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.20)</p>

The following map illustrates some of the above considerations. It should be noted that as this is an illustration details of highway improvements connected with the Pinewood Studios development have not been included.

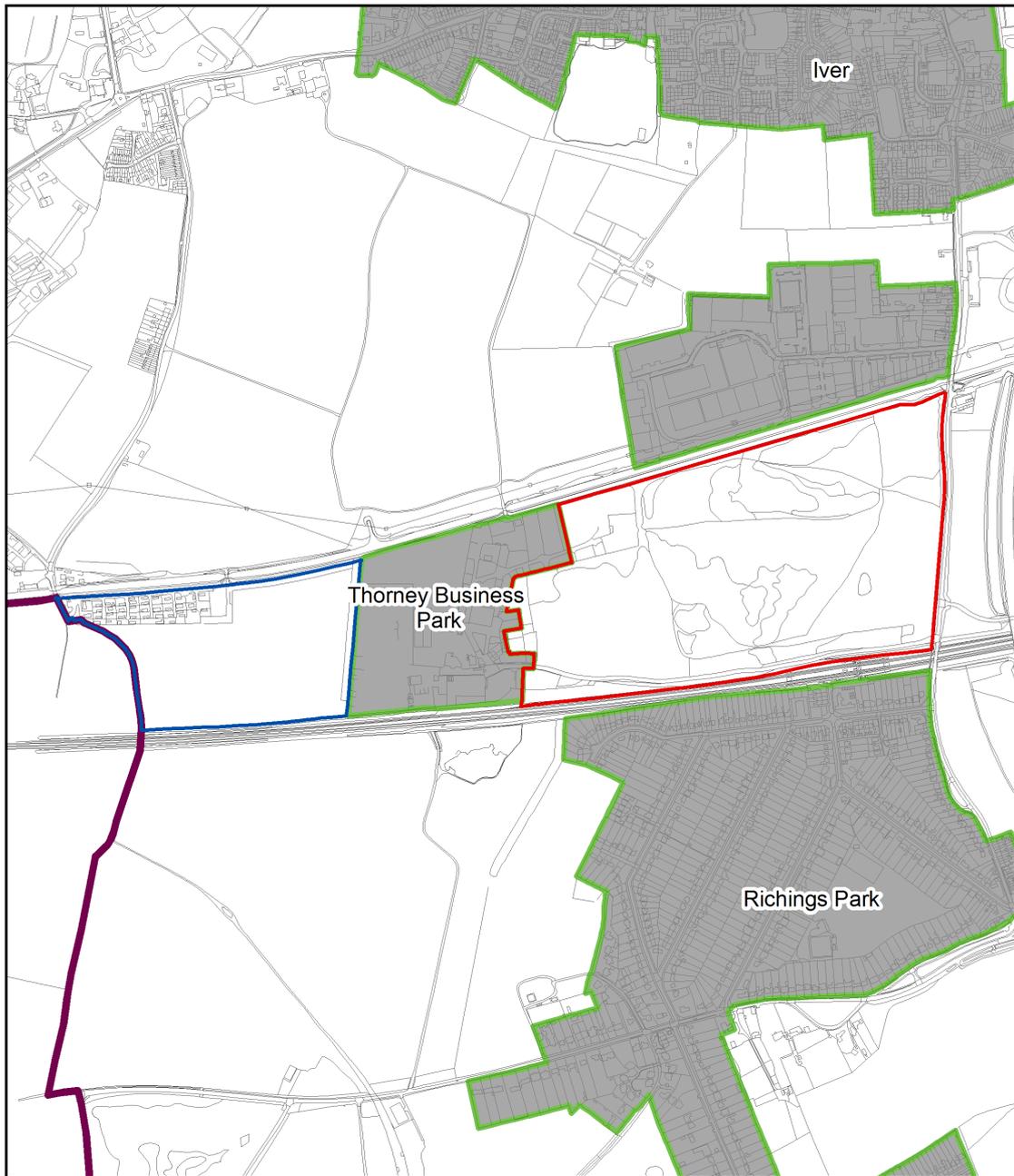


**Legend**

- Site Boundary - 31.65ha
- Built-Up Area
- Existing - Residential
- Existing - Mixed Use
- Existing - Woodland/Wooded Area
- Potential Woodland Extension
- Potential Open Space
- Potential New Dwellings
- Point of Interest
- Public Right of Way
- Existing Road

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Preferred Option 13: Area North of Iver Station



**Legend**

-  Area Proposed for Release from the Green Belt
-  Land to the West of Thorney Business Park
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



Not to Scale

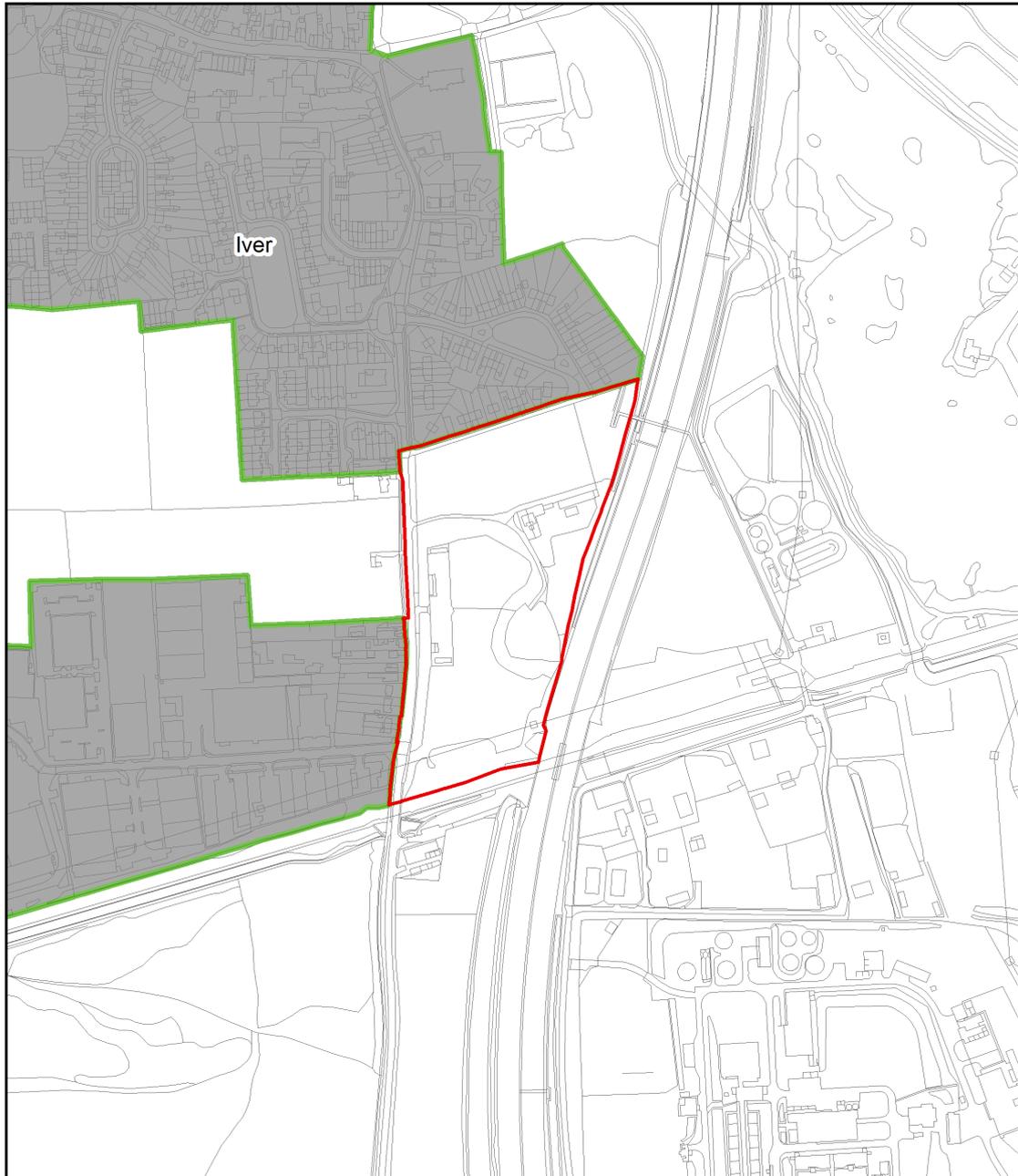
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 33.86ha but due to constraints and other considerations not all of the area is considered developable.</p> <p>A significant part of the site is a Biological Notification Area (currently being assessed for Wildlife Site status) and a Biodiversity Opportunity Area in the current Development Plan for South Bucks. If found suitable as a Wildlife Site then the development potential for the site will be significantly reduced. This preferred option assumes no Wildlife Site designation but open spaces should be planned and managed to secure biodiversity improvements.</p> <p>The area is defined by Thorney Lane South to the east, Grand Union Canal Slough Arm to the north, Great Western mainline to the south and the existing employment site to the west.</p> <p>If this preferred option is to be taken forward the development proposal will include the comprehensive redevelopment of Thorney Business Park as an integral part of the overall development and construction towards an Iver Relief Road. The developable area is estimated at 24 ha (21 ha for residential), to include associated open space, necessary infrastructure and other requirements. The developable area excludes an area of the site potentially unviable due to former landfill issues. Much of the land at the eastern end of the site is former landfill and levels of contamination will need to be assessed. Undevelopable areas should be prepared as public open space associated with the development, contribute to the development setting and managed to protect any biodiversity value and achieve the objectives of the Biodiversity Opportunity Area in the current Development Plan.</p> <p>The proposed average residential density is 35 to 40 dwellings per hectare giving a proposed residential capacity of 800 dwellings.</p> <p>The development proposal to comprise residential and 3 ha of office development, associated infrastructure including relevant parts of a relief road and primary school, open space, a local centre with shops and services and potentially Gypsy and Traveller accommodation. Consideration should also be given to scope to include specialist accommodation for elderly people close to local amenities and open space, a canal marina, self-build housing and associated facilities/access arrangements to Iver Station.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Comprehensive development in accordance with an approved Development brief including the appropriate treatment for undevelopable land.</li> </ul>

	<ul style="list-style-type: none"> <li>b) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means. This may include a new car park for Iver Crossrail station.</li> <li>c) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>d) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>e) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>f) Retention of important trees and hedgerows. Enhanced tree planting / landscaping within the site with particular attention to boundary areas with the countryside.</li> <li>g) Open spaces as far as possible to be connected to enhance the development setting and to encourage wildlife connectivity with the countryside and across the site and secure the biodiversity objectives for this area of the existing Development Plan.</li> <li>h) For office development, the imposition of a planning condition removing permitted development rights to convert the offices to residential at some future point as offices are to be provided as part of the exceptional circumstances for taking land out of the Green Belt, to meet future office needs, secure the right balance of uses and best match resident needs to housing based infrastructure locally.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is clear that the following will be required:</p> <ul style="list-style-type: none"> <li>a) Primary school to serve the new development and Richings Park.</li> <li>b) New road infrastructure including significant contribution towards the construction of a relief road for Iver Village.</li> </ul>
<p><b>Additional Outstanding Matters</b> (see 2.4 above)</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p> <ul style="list-style-type: none"> <li>a) Whether part of the site merits designation as a Wildlife Site (in which case the preferred option will need to be reassessed).</li> <li>b) Whether part of the site will be required for Gypsy and Traveller accommodation and if so what number of units</li> </ul>

	<p>and type of accommodation (i.e. pitches for travellers or mobile homes / park homes for non-travellers).</p> <p>c) Given anticipated levels, timing and duration for construction traffic in the vicinity particularly associated with major infrastructure projects such as Heathrow Express and Western Rail Link to Heathrow - expected to be completed by 2025, whether development should be held back to post 2025 or phased over a period of time to allow early provision of the relief road.</p> <p>d) School provision required as part of the development proposal and its timing for delivery (including primary and possibly secondary school provision within the wider catchment).</p> <p>e) Whether additional land to the west of Thorney Business Park (blue edged on the above plan) should also be considered for removal from the Green Belt, including Mansion Lane Gypsy and Traveller site. This area to the west of Thorney Business Park (outside of the preferred options) is largely required for the major infrastructure projects of the new Heathrow Express Depot and potentially for a construction site for Western Rail Link to Heathrow subject to a Development Consent Order. Part of it is currently safeguarded land for a multi modal waste transfer station in the Minerals and Waste Local Plan.</p> <p>f) Whether the scale of development proposed can support a local centre, potentially comprising convenience shop(s), local health infrastructure and other community services /facilities.</p>
<p>Key Evidence Base References</p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 2.32A)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 2.32A).</p>

### Preferred Option 14: Area to the East of Ridgeway Business Park, Iver



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



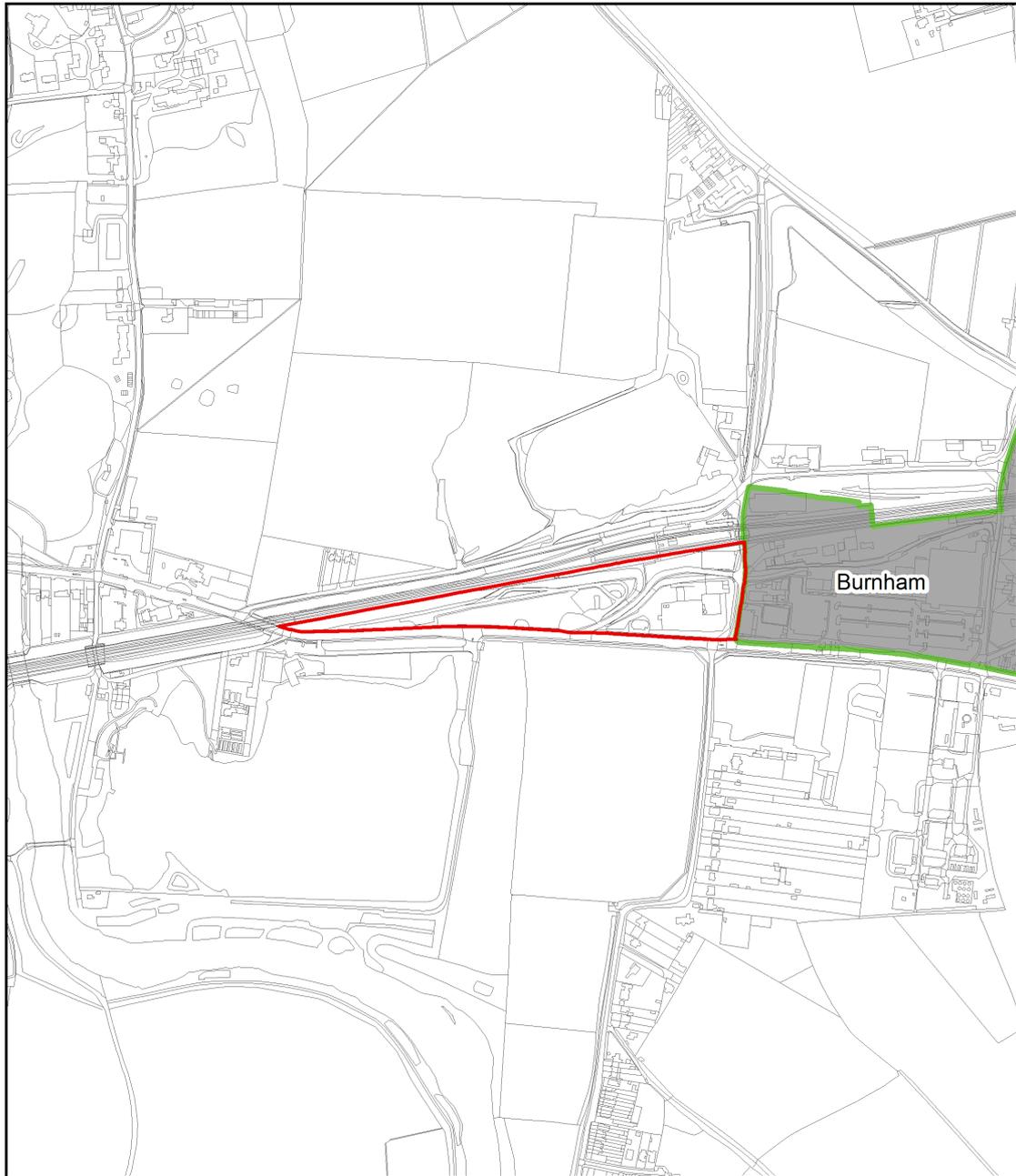
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<p><b>Preferred Options Proposal</b></p>	<p>The area proposed to be removed from the Green Belt is 6.2 ha but the developable area is less due to constraints and existing uses which may be retained.</p> <p>It is defined by Thorney Lane South to the west, the Grand Union Canal to the south, the urban area of Iver Village (Marina Way) to the north and the M25 to the east.</p> <p>The developable area assuming retention of existing uses is estimated as 1.2 ha. This maybe suitable for a range or mix of uses including residential, offices, industrial, commercial. If existing uses could be displaced and a need is identified the site could potentially be considered for a new secondary school.</p>
<p><b>Requirements as part of any Development</b></p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) For non-commercial and employment based uses adequate protection from noise from the M25 in the form of a bund and/or mature tree belt.</li> <li>b) Commercial and employment based uses to be non-HGV generating uses.</li> <li>c) Necessary infrastructure (either directly provided on-site or secured through funding by the developer) or development delayed until provided by an infrastructure provider or other means.</li> <li>d) An appropriate proportion of affordable housing - expectation at this stage is that at least 40% of dwellings should be affordable (i.e. have an appropriate level of subsidy).</li> <li>e) Adequate functional open spaces to include children play facilities. Viable and sustainable management and funding proposals put in place for all open space areas.</li> <li>f) Connectivity with adjoining built areas, community facilities and transport access points with emphasis on walking, cycling and passenger transport.</li> <li>g) Retention of important trees and hedgerows and enhanced tree planting / landscaping within the site.</li> </ul>
<p><b>Infrastructure</b> (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p><b>Additional Outstanding Matters</b> (see</p>	<p>The following considerations are on-going and views are welcomed on these as part of the consultation:</p>

2.4 above)	<ul style="list-style-type: none"> <li>• The range and mix of potential uses for this option.</li> </ul>
<p><b>Key Evidence Base</b></p> <p><b>References</b></p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 1.29)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 1.29)</p>

Preferred Option 15: Area Adjacent to Taplow Station



**Legend**

-  Area Proposed for Release from the Green Belt
-  Local Plan Boundary
-  Built-Up Area Outside of the Green Belt

N



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<p>Preferred Options Proposal</p>	<p>The area proposed to be removed from the Green Belt is 4.41ha for office based employment purposes.</p> <p>The area is defined by the built area of Burnham to the east, railway line to the north and Bath Road to the south.</p> <p>The developable area is estimated as 3.7ha. This may be suitable for employment based uses, as the majority of the site is within flood risk zone 2.</p>
<p>Requirements as part of any Development</p>	<p>The following would be required as part of any development proposal should this preferred option be included in the Local Plan:</p> <ul style="list-style-type: none"> <li>a) Necessary infrastructure (either directly provided on-site or secured through funding by the developer).</li> <li>b) Improved car parking arrangements for Taplow Station and pedestrian and cycle facilities.</li> <li>c) The imposition of a planning condition removing permitted development rights to convert the offices to residential at some future point as offices are to be provided as part of the exceptional circumstances for taking land out of the Green Belt, to meet future office needs, secure the right balance of uses and best match resident needs to housing based infrastructure locally.</li> </ul>
<p>Infrastructure (e.g. schools, health, road improvements and health)</p>	<p>Infrastructure requirements are being considered however at this point it is unclear what will be required.</p>
<p>Additional Outstanding Matters (see 2.4 above)</p>	<p>No additional outstanding matters identified.</p>
<p>Key Evidence Base References</p>	<p>Further background information can be found in the following key evidence base documents on the Council websites:</p> <p><b>Draft Green Belt Assessment Part 2</b> – (Reference number 3.09A)</p> <p><b>Green Belt Development Options Appraisal</b> - – (Reference number 3.09A)</p>