



South Bucks Local Development Framework

Core Strategy

Development Plan Document

Adopted February 2011



South Bucks
District Council

South Bucks Local Development Framework

Core Strategy

Development Plan Document

Foreword

South Bucks District is renowned for the character of its high quality environment and landscape. It is a great place to live and do business. Working closely with its partners, South Bucks District Council is committed to protecting the character of its towns, villages and countryside, whilst enabling appropriate new development to support its local communities.

The South Bucks Core Strategy has a fundamental role to play in managing the scale, form and broad location of future development in the District over the next twenty years. It addresses important local issues, including the ways in which the special character of our towns and villages can be maintained and enhanced, the need for more affordable housing and protection of the Green Belt. It also aims to make a positive contribution towards tackling climate change.

The broad policy framework established in this Core Strategy will be further developed through the preparation of other Development Plan Documents, Supplementary Planning Documents and Development Briefs for individual sites. Together, these documents will provide an effective means of managing development in South Bucks District - ensuring that new housing and other forms of development are designed to a high standard, appropriate to their surroundings and maximise the benefit to their local community.



Councillor Roger Reed

Cabinet Member

Sustainable Development and Local Development Framework

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Document Map

The Core Strategy is organised around four themes:

- Community Needs
- Living Environment
- Maintaining Local Economic Prosperity
- Climate Change and Environmental Management

These provide a consistent framework for considering the Core Strategy context, Vision and Strategic Objectives (Part 1), the Spatial Strategy and Shaping Places section (Part 2) and the Core Policies in Part 3.

1 Context

1.1 Introduction

- 1.1.1 South Bucks is renowned for the character of its towns and villages, attractive natural environment and high living standards. Over the next twenty years, the challenge will be to maintain these qualities, whilst at the same time addressing issues including climate change, traffic congestion, the need for more affordable housing and provision of better local facilities and services. The South Bucks Local Development Framework (LDF) will play a central role in addressing these issues (and others) - balancing the diverse needs of local residents and businesses, with protection of the built and natural environment.

The Local Development Framework

- 1.1.2 The South Bucks LDF will comprise a suite of separate but linked documents. The most important of these documents is this Core Strategy, which sets out the scale, form and broad location of future development in the District, and sets the overarching policy framework for other Development Plan Documents (DPDs).
- 1.1.3 The LDF will plan, monitor and manage future change in South Bucks District in the period up to 2026. While the previous Local Plan system focused on development control, the LDF will address a broader range of spatial issues, and give greater emphasis to 'place shaping'.
- 1.1.4 The saved Local Plan policies replaced by this Core Strategy are listed at **Appendix 1**.
- 1.1.5 The Core Strategy establishes a long term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. It comprises a Spatial Vision and Strategic Objectives, a Spatial Strategy, Core Policies and a section setting out how the strategy will be implemented and monitored.
- 1.1.6 The Council has undertaken a Sustainability Appraisal and a Habitats Regulations Assessment of the Core Strategy to assess the likely significant environmental, social and economic impacts of the options and chosen strategy, and related Core Policies.

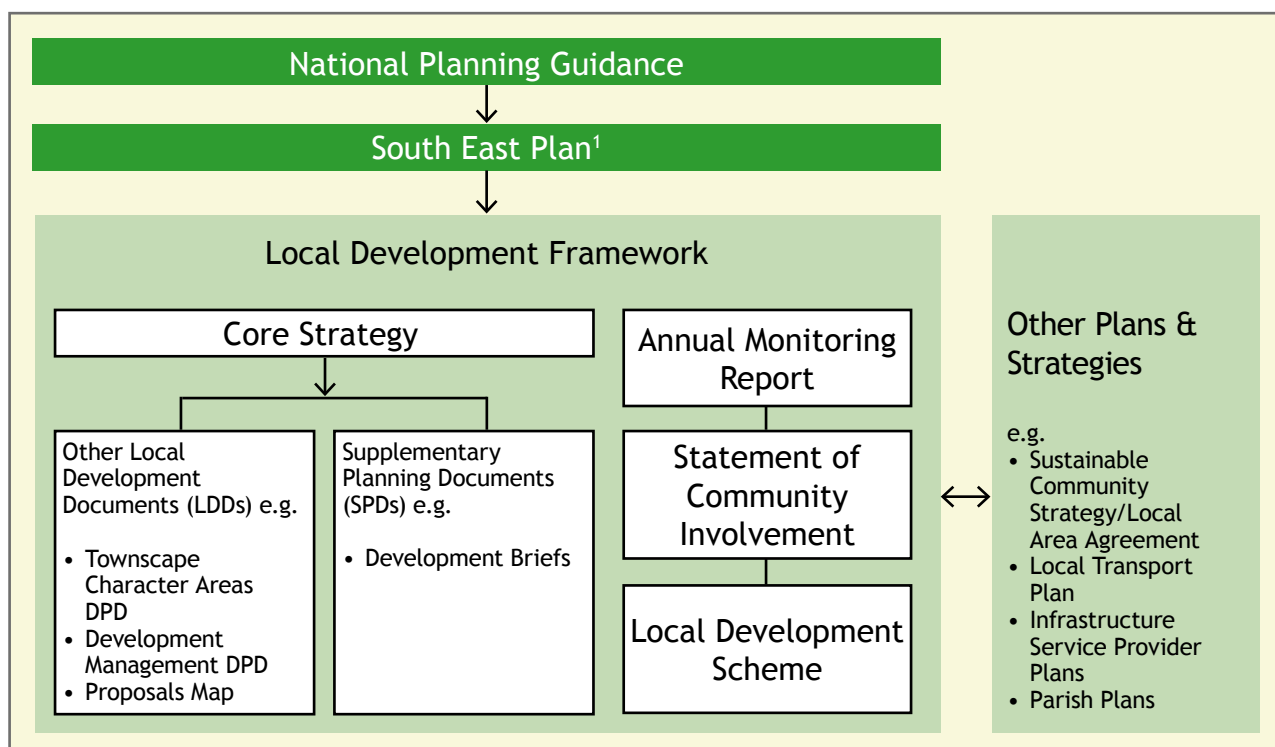


Diagram 1 - Local Development Framework Process

¹ At the time the Core Strategy was adopted, the South East Plan was part of the Development Plan. However, the Government intends to abolish the South East Plan (and the other Regional Strategies) through the Localism Act, which is likely to receive Royal Assent in 2011 or 2012.

Conformity with Other Policies and Strategies

1.1.7 The Core Strategy and LDF must be consistent with national planning policy and the South East Plan, and support delivery of the South Bucks Sustainable Community Strategy. All subsequent Development Plan Documents and Supplementary Planning Documents in the LDF will need to be in conformity with the Core Strategy.

1.1.8 The Core Strategy has been prepared to conform to the following key policies and strategies.

National Planning Policy

1.1.9 National planning policy is principally set out in Planning Policy Guidance (PPG) notes, which are slowly being updated and published as Planning Policy Statements (PPS). PPS1 summarises six key principles of sustainable planning. It advises that Development Plans should:

- Ensure that environmental, social and economic objectives are achieved together over time.
- Contribute to global sustainability, by addressing the causes and potential impacts of climate change.
- Take a spatial approach - integrating traditional land use planning with other policies and programmes, which influence the nature of places and how they function.
- Promote high quality inclusive design.
- Contain clear, comprehensive and inclusive access policies.
- Ensure effective community involvement in delivering sustainable development and creating sustainable and safe communities.

Regional Planning Policy

1.1.10 At the time the Core Strategy was adopted, the South East Plan was part of the Development Plan. However, the Government intends to abolish the South East Plan (and the other Regional Strategies) through the Localism Act, which is likely to receive Royal Assent in 2011 or 2012.

1.1.11 In developing policy options and drafting the Core Strategy, the Council sought to ensure general conformity with the South East Plan. Some of the key aims of the South East Plan include:

- Maintaining the existing broad extent of the Green Belt
- Reducing carbon emissions
- Delivering more affordable housing
- Supporting the UK's long term competitiveness and retaining existing employment land in employment use

South Bucks Sustainable Community Strategy (2009)

1.1.12 The South Bucks Sustainable Community Strategy (SCS) was prepared by the public, private and community partners that form the South Bucks Partnership. The SCS sets out a long term vision for South Bucks, which is - a place with:

- A prosperous and diverse economy, with more people choosing to live and work locally.
- Green space, thriving and attractive towns and villages, where our heritage is protected and more affordable homes are available to help meet community needs.
- A sustainable environment where people take pride in their community and live low carbon lives.
- Lower levels of crime and anti-social behaviour, where the police are an active part of the community and people are knowledgeable about how to prevent crime.
- Good health which is enjoyed by all including those in deprived groups and where people take responsibility for their own well-being.
- Active communities involved in shaping decisions locally and who support the elderly and vulnerable to live full and independent lives.

1.1.13 The SCS has been subject to extensive consultation, helping to ensure that the vision reflects the needs and aspirations of the local communities in South Bucks District. The priority areas for action are addressed under five themes:

- Thriving Economy
- Sustainable Environment
- Safe Communities
- Health and Wellbeing
- Cohesive and Strong Communities

1.1.14 The Core Strategy (and wider Local Development Framework) provide the primary means of delivering the spatial elements of the South Bucks SCS.

Evidence Base for the Core Strategy

1.1.15 The Core Strategy is founded on a robust and credible evidence base. This is made up of the views of the local community and other stakeholders, and the plans, strategies and research that provide a factual basis for decision making.

Community and Stakeholder Consultation

1.1.16 A Statement of Consultation has been prepared to explain how the community and stakeholders were engaged in the preparation of this Plan. A total of 337 responses were received from local residents to the Core Strategy Emerging Approach consultation (March 2009). The key issues raised included:

- The existing pressure on local community infrastructure (particularly schools and health care facilities), and the importance of ensuring that new development is accompanied by appropriate new infrastructure provision.
- Increasing traffic congestion and the related impacts on quality of life. Also, the need for better public transport services.
- The importance of protecting the Green Belt and our natural environment.
- The adverse impact that new development is having on the character of our towns and villages (and the related concern that the proposed scale of housing development is too high).

1.1.17 A total of 91 responses were received from landowners, developers and stakeholders - including adjoining local authorities, the Environment Agency, English Heritage, Natural England, utility providers, Parish Councils and residents associations.

1.1.18 All of the comments received were taken into consideration in preparing this Core Strategy.

Plans, Strategies and Research

1.1.19 In addition to the Sustainable Community Strategy, a wide range of other strategies and plans were taken into account in the preparation of the Core Strategy. These include those produced by the District Council (for example the Corporate Plan and the Sustainability and Climate Change Strategy) and those produced by adjoining local authorities and other organisations (such as the Parish Plans prepared by Parish Councils and the River Basin Management Plans produced by the Environment Agency). In addition, the plans and strategies produced by those agencies who are essential to delivery of the Core Strategy (such as Buckinghamshire County Council and the Primary Care Trust), have been taken into account in drawing together the Core Strategy. The Local Transport Plan, prepared by the County Council, is of particular relevance.

1.1.20 Many new studies were also especially commissioned to ensure that the spatial choices made in the Core Strategy were guided by sound evidence. These studies address issues including housing need, development viability, townscape character and infrastructure requirements. A full list of the main Evidence Base studies is provided at **Appendix 2**.

1.2 The Plan Area

Relationship with Adjoining Areas

1.2.1 South Bucks is a relatively small (141 km²), semi-rural District, immediately to the west of Greater London.

1.2.2 It is bordered by a number of large urban areas - Uxbridge to the east, Slough to the south, Maidenhead to the south west, and High Wycombe to the north west. These nearby centres provide shopping facilities and services for the residents of South Bucks that are not available within the District, as well as employment opportunities.

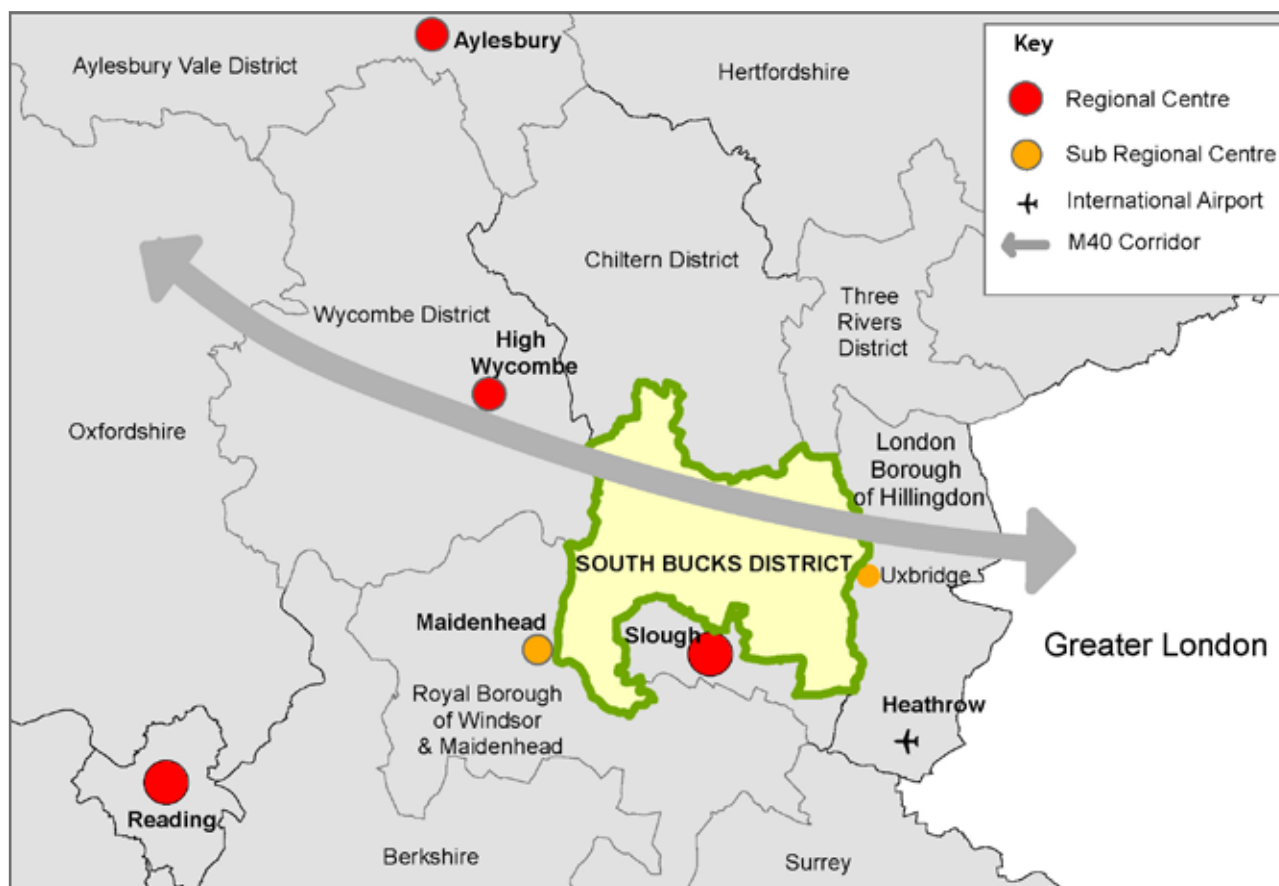
1.2.3 The planned level of new housing and employment development in these adjoining urban areas², as well as at Aylesbury to the north, will impact upon South Bucks District in a number of ways.

1.2.4 South Bucks District already experiences high levels of in and out commuting, with the main movements being between South Bucks

and Slough, Hillingdon (including Uxbridge and Heathrow), Maidenhead and High Wycombe.

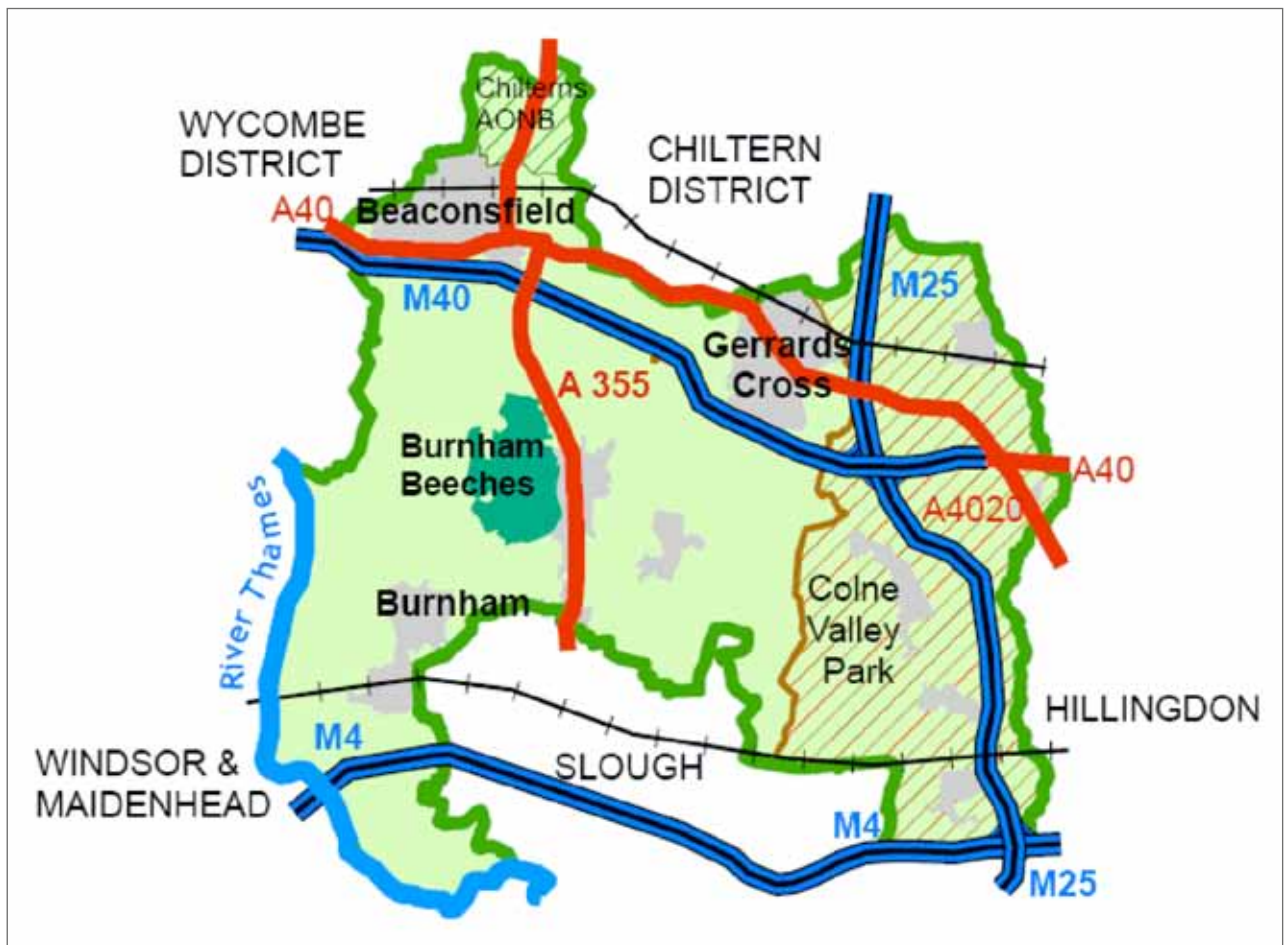
1.2.5 Additional planned development in surrounding areas (as set out in the Local Development Frameworks of other local authorities) is likely to increase the number of people travelling into and through the District, both on the motorways and other principal routes (including the A355 and A40), and on the railway lines that cross the District.

1.2.6 The considerable development and investment in the adjoining larger urban areas will increase the attractiveness of these places to shop and do business. The town centres in South Bucks will need to respond by maintaining their local distinctiveness and vibrancy. There will also be additional pressure on the open spaces in South Bucks, with the District helping to meet the recreational needs of a wider catchment.



Map 1 - Sub Regional Context

² The scale of new housing development planned in the local authority areas adjoining South Bucks, in the period 2006-26 - was (at 1st April 2010) Slough Borough (6,300), Windsor and Maidenhead (6,920), Wycombe District (7,800) and Hillingdon Borough (circa 7,300).



Map 2 - South Bucks District

South Bucks District

- 1.2.7 Residents of South Bucks were recently judged to have the second highest quality of life of any local authority area in Great Britain³.
- 1.2.8 The District lies wholly within the Metropolitan Green Belt and is characterised by a dispersed settlement pattern, with about 25 small towns and villages. There is no central urban focus, with the three largest settlements being Beaconsfield, Gerrards Cross and Burnham. These larger settlements have the best range of infrastructure and facilities in the District.
- 1.2.9 Most new development in recent years has been accommodated on previously developed land, principally within existing settlements.

Community Needs

- 1.2.10 House prices in South Bucks are amongst the highest in the Country. The Strategic Housing Market Assessment (SHMA) estimates that the

annual need for affordable housing in South Bucks District is 459 dwellings. Whilst housing completions in the first four years of the Plan period totalled 876 units, the net gain in affordable housing was just 45 units.

- 1.2.11 Houses in the District tend to be large, with an average of 6.37 rooms, although in recent years a higher proportion of smaller units have been built.
- 1.2.12 In 2009, the population of South Bucks District was around 64,000⁴. Projections prepared in 2007 suggest that whilst the overall population will change very little in the period to 2026, there will be some significant changes in the demographic make-up of the District. Compared with the national average, the South Bucks population is already older, with more residents over 40 and fewer in their 20s and 30s. By 2026, the projections prepared in 2007 suggest there might be a 39% increase in those over 65, a 38% increase in those over 80 and an 18%

³ Halifax, 2007.

⁴ Buckinghamshire County Council Population Projections 2006-2026

reduction in those under 20⁵. Demographic changes will have implications for housing provision (particularly in relation to the size and form of new housing required), health care, education, social care and leisure needs.

1.2.13 Indicators of health are good when compared to England and the South East, but good health is not shared equally across the population, with stark inequalities of health between vulnerable groups and the rest of the population⁶. There are no hospitals in South Bucks District, with residents reliant upon the hospitals in adjoining local authority areas for acute care.

1.2.14 There are many local opportunities for outdoor sport and recreation in South Bucks District, with 291 sites covering a total of 3,636 hectares. 98% of the provision is comprised of parks and gardens (including Black, Langley and Denham Country Parks), natural and semi-natural green space (including Burnham Beeches) and sports facilities. In terms of accessibility, there are deficiencies in certain types of facility in some of the settlements in the District (including Beaconsfield and Gerrards Cross). There are no public swimming pools in the District and only two sports halls with full public access.

1.2.15 Many South Bucks residents use the sport, leisure and other entertainment facilities (such as cinemas and theatres) in adjoining local authority areas.

1.2.16 South Bucks experiences relatively high levels of crime, and the number of overall offences per 1,000 population is higher than in England and Wales as a whole⁷. Burglary and vehicle crime are particular problems.

1.2.17 The District is well served by the strategic road network (M40, M25 and M4), although many roads experience peak time congestion and suffer from the impact of HGV traffic. There are particular traffic problems in the Beaconsfield and Iver/Richings Park areas.

1.2.18 Frequent rail services are provided by the Birmingham - Marylebone line, serving Beaconsfield, Gerrards Cross and the Denham area, and the Bristol - Paddington mainline serving Burnham, Taplow, Iver and Richings Park. There are frequent bus services serving the larger settlements, and those smaller settlements located on the principal route network. Other settlements have poor public transport accessibility.

Living Environment

1.2.19 South Bucks comprises a number of separate and distinctive settlements, each with their own local character and sense of place. In some parts of the District (particularly Beaconsfield and Gerrards Cross) there is a concern about the impact that new development is having on settlement character.

1.2.20 South Bucks has a rich and diverse historic environment, including 19 Conservation Areas, over 700 Listed Buildings and 11 Scheduled Ancient Monuments, together with many locally important features. The District is particularly well blessed with historic country houses, set in designed landscapes, 12 of which are Registered Parks and Gardens.

1.2.21 Much of South Bucks was amongst the earliest parts of the County to be intensively settled, and as a consequence has a rich prehistoric heritage.

1.2.22 The Metropolitan Green Belt serves to protect the countryside in South Bucks from inappropriate development, helping to retain its open and undeveloped character.

1.2.23 Large parts of the District are protected by landscape or nature conservation designations. To the north of Beaconsfield is the southern part of the Chilterns Area of Outstanding Natural Beauty. Burnham Beeches (to the west of Farnham Common) is a Special Area of Conservation and Site of Special Scientific Interest (SSSI).

5 There is evidence to suggest that these projections for younger age groups should be treated with caution. In assessing future infrastructure and other needs, the District Council will need to take into account the latest available population projection figures.

6 South Bucks Health Profile 2007, NHS.

7 Crime Statistics for England and Wales 2008/09 - Home Office.

- 1.2.24 Stoke Common SSSI is the largest area of heathland in southern Buckinghamshire.
- 1.2.25 Five Regional Biodiversity Opportunity Areas (BOA's) have been identified in South Bucks (covering over half of the District's area), where the greatest gains for Biodiversity can be delivered. These are the South Bucks Heath and Parklands, Colne Valley, Bray to Eaton Pits and Meadow, Gomm Valley and Central Chilterns Chalk Rivers. There are also five Local Geological Sites (LGS).
- 1.2.26 The Colne Valley Park designation, which extends over a large area to the east of the District, aims to maintain and enhance the landscape, historic environment and waterscape of the Park, whilst at the same time providing opportunities for countryside recreation. There are some long term opportunities for new Green Infrastructure, biodiversity enhancements and landscape restoration from gravel pits in the Park.
- 1.2.27 The River Thames is an important landscape feature, forming the south western boundary of the District.
- Maintaining Local Economic Prosperity**
- 1.2.28 South Bucks is home to just under 5,000 businesses. Many of these are small companies employing fewer than 25 people. Large employers based in South Bucks include the nationally important Pinewood Studios, Martin Baker Aircraft, Servier and Robert Bosch. In 2008, there were about 31,400⁸ employee jobs in South Bucks across a number of different sectors, with a particular strength in software and digital media.
- 1.2.29 The absence of a central urban focus within the District has resulted in a scattered pattern of business locations. Industrial and business areas in the District are located at Iver, Denham, Stoke Poges and Wexham Springs and major new offices have been built at Uxbridge Business Park. Relatively little business and employment is located within the main urban areas.
- 1.2.30 At the last Census, whilst there was a broad numerical balance between the number of local jobs and the size of the resident workforce, approximately two-thirds of the resident workforce (circa 19,000 people) commuted out of the District on a daily basis, with a similar number of in-commuters.
- 1.2.31 About 1% of the resident workforce in South Bucks work in traditional rural activities such as agriculture, forestry and fishing. However, this sector remains important, both in terms of preserving the character of the countryside, and sustaining rural communities.
- 1.2.32 Buckinghamshire prides itself in being the entrepreneurial heart of Britain. In South Bucks there is a high level of new business start-ups (the highest rate of any local authority area outside of London). 18% of the working age population is self-employed.
- 1.2.33 Residents are highly skilled, with over 45% of people aged 19-59/64 qualified to at least NVQ Level 4, compared with a national figure of just over 30%⁹. Many residents have higher paid occupations as managers or professionals and earnings are significantly higher than average. However, 7% of residents in South Bucks aged 19-59/64 have no qualifications. Unemployment is low (1.9%¹⁰) - less than half the national average.
- 1.2.34 The District Centres of Beaconsfield (New Town) and Gerrards Cross provide a reasonable range of shops and services, sufficient to meet most day to day needs. These centres are trading healthily, and accommodate several major food stores. In the south of the District, Burnham is the main focus for retail development, along with the out of town Bishop Centre.
- 1.2.35 The Local Centres in South Bucks (Beaconsfield Old Town, Burnham, Farnham Common, Iver Village and Denham Green) fulfil an important role in meeting local shopping needs, although Iver Village would benefit from environmental improvements and enhanced retail provision.

⁸ Annual Business Inquiry (2008) - figure excludes self employment.

⁹ Department for Children, Schools and Families, 2009.

¹⁰ Office for National Statistics, Claimant Count, December 2009.

Climate Change and Environmental Management

- 1.2.36 South Bucks residents have one of the highest per capita domestic carbon footprints of any local authority area in England¹¹.
- 1.2.37 There are potentially several reasons for this significant carbon footprint. Car ownership is high with 53% of households owning two or more cars, compared to 38% in the South East and 29% nationally¹². The larger than average properties in South Bucks tend to use more energy to heat and light, and many of these properties are occupied by “empty nesters” - increasing the per capita carbon footprint. The lifestyle choices of the District’s affluent population will also affect domestic energy consumption.
- 1.2.38 Very little of the energy consumed by South Bucks is generated from renewable or low carbon sources. The most significant renewable energy facility in the District is the Energy from Waste plant at Wapsey’s Wood landfill site near Gerrards Cross.
- 1.2.39 South Bucks covers an area of variable geology, including some major aquifers that are used for public water supply. Water demand exceeds the volume licensed for abstraction in the South East of England, and South Bucks has been identified as an area of ‘serious water stress’ by the Environment Agency¹³. Waste water capacity is also an issue in parts of the District.
- 1.2.40 Owing to the largely rural nature of the District, the main sources of air and noise pollution are the motorways (M25, M40 and M4) which pass through the District. Monitoring data has shown that air quality in the District is generally good, although there have been some nitrogen dioxide (NO₂) concentrations associated with road traffic emissions.
- 1.2.41 The household recycling and composting rate in South Bucks in 2009/10 was 33%.

- 1.2.42 Flood risk within South Bucks is mainly limited to areas situated adjacent to the River Thames, the River Colne, and its tributaries. The Jubilee River flood alleviation scheme has helped to reduce the risk of flooding in those settlements in the flood plain of the River Thames, including Taplow Riverside and Dorney Reach.
- 1.2.43 Flooding by groundwater, sewerage and drainage have also been observed historically in some areas.

1.3 Issues, Problems and Challenges

- 1.3.1 A comprehensive analysis of the issues, problems and challenges facing the District has identified fifteen strategic spatial issues.
- 1.3.2 **Community Needs**
- How to manage the rate and scale of new housing development in the District, balancing the need for new housing with the local constraints on development.
 - Where to accommodate these dwellings, and ensure that they are of the right type, with the necessary supporting infrastructure.
 - Where and how to provide more affordable housing, particularly in parts of the District that have the greatest affordability problems and where there is little existing affordable housing. Limited new affordable housing has been delivered in South Bucks in recent years.
 - How to reduce traffic problems, including congestion (for example, at Beaconsfield) and the impact of HGV movements (for example at Iver Village and Richings Park).
 - How to improve accessibility to facilities and services, particularly for those in rural areas.
 - How to address issues arising from demographic change, in particular the ageing population, including the need for more specialist accommodation for older people.
 - How to improve community safety, particularly by addressing the causes of crime (including burglary and vehicle crime) and the related fear of crime.

¹¹ DECC National Atmospheric Emissions Inventory, September 2009.

¹² Census, 2001.

¹³ ‘Water Resources in England and Wales - Current State and Future Pressures’, Environment Agency (2008).

1.3.3 Living Environment

- How to accommodate further development whilst protecting the character and ‘sense of place’ of our towns and villages and safeguarding the Green Belt.
- How to conserve the District’s cultural heritage, including the built historic environment, places of archaeological significance and designed landscapes.
- How to conserve and enhance the natural environment in South Bucks, in particular Burnham Beeches, the Chilterns Area of Outstanding Natural Beauty and other areas of designated importance. Biodiversity resources also need to be conserved and enhanced, including in the “Biodiversity Opportunity Areas” and in the built up areas.

1.3.4 Maintaining Local Economic Prosperity

- How to support the local economy, whilst seeking to ensure there is a broad balance between local job opportunities and the size and skills of the resident workforce.
- How to maintain the vitality and viability of District and Local Centres in South Bucks, particularly Beaconsfield (New Town) and Gerrards Cross, which are the main focus of retail activity. Iver Village centre needs to be regenerated and the Bishop Centre in Taplow is in need of upgrading.

1.3.5 Climate Change and Environmental Management

- How to tackle the causes and adverse effects of climate change and lower the carbon footprint of the District.
- How to ensure that existing and new development is made more sustainable, for example by reducing the need to consume new resources and making better use of existing resources, including water, energy and land.
- How to address flooding issues across the District, so that vulnerable development is steered away from areas at risk of flooding wherever possible.

1.3.6 The more localised spatial issues affecting individual settlements are addressed in Part 2, under the heading of ‘Shaping the Places in South Bucks’ (see Section 2.2).

1.3.7 Some of the issues, problems and challenges facing South Bucks can only be addressed through working effectively in partnership with other agencies and organisations. This is acknowledged in Part 4 of this document (and **Appendix 7**, where the other agencies and organisations that are likely to be involved in the delivery of the Core Strategy are identified). The Core Strategy will provide a framework to coordinate the actions of the planning authority, other parts of the Council and other bodies, so that they pull together towards achieving the objectives and deliver the Core Strategy Spatial Vision.

1.4 Vision and Strategic Objectives

Core Strategy Spatial Vision

1.4.1 The Spatial Vision for South Bucks is set out below:

In 2026 South Bucks will still be a very attractive and popular District in which to live and work. It will be a place where the needs of the community are met in a sustainable manner.

Community Needs

Beaconsfield, Gerrards Cross, and to a lesser extent Burnham, will have been the main focus for new development. The role of these principal centres will have been strengthened, with opportunities taken to improve the range of local facilities, shops and services. Some development will also have occurred in the smaller settlements across South Bucks. Opportunities presented by redevelopment of key sites such as Wilton Park, Mill Lane and Court Lane will have been maximised to deliver environmental enhancements, recreational opportunities and new housing and employment accommodation.

New housing development will have been in sustainable locations, of a type and size suited to the needs of local residents, and supported by adequate infrastructure. More affordable housing will have been delivered, alongside new and improved accommodation for older people.

Existing community facilities will have been protected and opportunities taken to deliver new or enhanced facilities in accessible locations. Residents will enjoy accessible green spaces and a safe and healthy environment, with lower levels of crime and real opportunities to live healthier lifestyles.

Core Policies -
1, 2, 3, 4, 5, 6,
7, 14, 15, 16, 17

Living Environment

The Green Belt boundary will have been strongly protected, with most new development accommodated on previously developed land, within existing settlements.

The towns and villages in South Bucks will be high quality places, surrounded by protected landscape. Residential intensification in Beaconsfield and Gerrards Cross will have been managed to protect and enhance their distinctive character. Other towns and villages will also have had their character preserved and enhanced, in particular those with historic significance.

High quality natural features such as the Chilterns Area of Outstanding Natural Beauty north of Beaconsfield, Burnham Beeches Special Area of Conservation and the River Thames will have been conserved and enhanced.

Core Policies -
5, 6, 8, 9, 15

Maintaining Local Economic Prosperity

There will still be a strong entrepreneurial spirit in the business world, with a steady stream of new small and medium sized businesses providing job opportunities that match the skills and size of the resident workforce. More people will live and work locally, and more people will be working from home, helping to reduce commuting.

Core Policies -
10, 11, 14, 15,
16, 17

New retail and other town centre development will have been focussed on the two District Centres of Beaconsfield New Town and Gerrards Cross. Iver Village centre will have been regenerated, with improved shopping facilities, and the Bishop Centre will have been upgraded - without adversely impacting on Burnham High Street.

Climate Change and Environmental Management

The carbon footprint of South Bucks will have been reduced.

Core Policies -
7, 12, 13, 14, 15,
16, 17

New and existing homes will be more energy efficient, and a greater proportion of the District's energy needs will be delivered through decentralised and renewable or low carbon energy schemes. There will be reduced reliance on the private car, with better access to local services and improved facilities for pedestrians and cyclists.

Strategic Objectives

- 1.4.2 To help deliver the Spatial Vision, a series of Strategic Objectives have been developed and are set out below. These are supported by a series of more generic Sustainability Objectives, which have been used during the preparation of this Core Strategy to appraise the likely significant effects of different strategy options and policy approaches. The Sustainability Appraisal Objectives are listed at **Appendix 3**.
- 1.4.3 A table showing the links between the issues, Spatial Vision, Strategic Objectives and policies that will deliver the strategy is set out at **Appendix 4**.

Community Needs

- 1 **Manage the rate and scale of new housing development, to deliver between 2,200-2,800 net new dwellings in the Plan period.**

Critical Success Factor

- Delivery of between 2,200-2,800 net new dwellings in the period 2006-26 (see Core Policy 1).

- 2 **Ensure that local residents can live in a property that is appropriate to their needs in terms of size and type.**

Critical Success Factors

- Over the Plan period, an increasing proportion of new homes built to the full Lifetime Homes standard (see Core Policy 2 - target to be set in the Development Management DPD).
- Delivery of a range of dwelling types and sizes in the Principal and Secondary settlements (see Core Policy 2).
- Provision of new permanent pitches for gypsies and travellers, in accordance with agreed needs (see Core Policy 4).
- Over the Plan period, a net increase in specialist accommodation for older people (Core Policy 2).

- 3 **Increase the amount of affordable housing provided throughout the District, particularly social rented units.**

Critical Success Factors

- Delivery of 350-500 new affordable dwellings in the period 2006-26 (see Core Policy 3).
- At least two thirds of the affordable dwellings permitted after adoption of this Core Strategy to be social rented affordable dwellings (see Core Policy 3).

- 4 Protect existing physical, social and Green Infrastructure¹⁴, and provide new or improved infrastructure where it is needed.**

Critical Success Factors

- Improved access to areas of high quality public open space, sports and recreational facilities (see Core Policies 5 and 6).
- Development of a Community Infrastructure Levy in South Bucks (or similar), supporting provision of new infrastructure in accordance with the Infrastructure Schedule (Core Policy 6).

- 5 Focus new development in accessible locations, reducing the need to travel and increasing opportunities for walking, cycling and public transport use.**

Critical Success Factors

- Delivery of at least 70% of new housing in the period 2006-26 on sites within or adjoining¹⁵ the Principal and Secondary settlements (see Core Policy 1).
- Delivery of new retail floorspace in the District and Local Centres, in accordance with Core Policy 11.

- 6 Encourage more sustainable forms of transport and increase travel choice to help reduce traffic congestion and facilitate healthier, lower carbon lifestyles.**

- 7 Increase accessibility for those in rural areas.**

Critical Success Factor

- Implementation of measures aimed at improving transport choice, and providing a safe and attractive environment for pedestrians and cyclists (see Core Policies 7, 14, 15 and 16).

- 8 Address traffic congestion (including on the A355 / A40 to the east of Beaconsfield) and mitigate the amenity impacts of HGV movements (particularly in and around Iver Village and Richings Park).**

Critical Success Factors

- Over the Plan period, a measurable reduction in congestion on the A355 / A40 to the east of Beaconsfield (see Core Policies 7 and 14).
- Over the Plan period, a measurable reduction in the number of HGV movements through Iver Village and Richings Park (see Core Policies 7 and 16).

- 9 Ensure that new development is located and designed in such a way as to promote community safety.**

Critical Success Factors

- No new housing development permitted in Flood Zones 3a and 3b (see Core Policy 13).
- An increase in the proportion of housing schemes that are given Secured by Design certification (see Core Policy 8).

Living Environment

- 10 Protect and positively manage the Green Belt.**

Critical Success Factors

- No amendments required to the Green Belt boundary in the period to 2031 (see Spatial Strategy).
- Increase in the number of enhancements carried out to rural / urban fringe areas in the Colne Valley Park (see Core Policy 9).

- 11 Conserve and enhance the character and high quality environment of the settlements in South Bucks.**

Critical Success Factor

- Identification of “character areas” (through the preparation of a Development Plan Document), providing a clear framework for assessing the impact of development proposals on settlement character (see Core Policy 8).

¹⁴ Physical infrastructure includes for example roads, cycleways, sewers and other utilities assets. Social infrastructure includes for example schools, health facilities and emergency services. Green Infrastructure comprises a multi-functional linked network of green space.

¹⁵ The reference to “adjoining” covers the Opportunity Site at Wilton Park, and the provision of affordable housing on rural exception sites.

There is also a close relationship with Strategic Objective 1. A key driver for seeking to manage the scale and rate of new housing development in South Bucks is to help conserve settlement character.

12 Conserve and enhance the natural and historic environment in South Bucks.

Critical Success Factors

- All new development within or adjoining the Chilterns AONB has conserved (and preferably enhanced) its natural beauty.
- New development over the Plan period has not had an adverse effect on the integrity of Burnham Beeches SAC.
- Delivery of a net gain in biodiversity resources over the Plan period, including in the Biodiversity Opportunity Areas (see Core Policy 9).
- Designation of at least 7 new Conservation Areas in the period 2006-16 (see Core Policy 8).

Maintaining Local Economic Prosperity

13 Promote a balanced local economy in terms of jobs, skills and the local labour supply, and support existing businesses and small start-up businesses.

Critical Success Factors

- No overall net loss of employment floorspace (B Use Class) on the important employment sites in the period to 2026 (see Core Policy 10).
- Maintain the high proportion of new business start-ups in South Bucks (see Core Policy 10).

14 Maintain and enhance the range and quality of shops and other town centre uses in the District and Local Centres.

Critical Success Factors

- Delivery of new retail floorspace in the District and Local Centres, in accordance with Core Policy 11.
- Ensuring that the Bishop Centre maintains a scale and role which does not impact adversely on other centres, in particular, Burnham (see Core Policy 11).

Climate Change and Environmental Management

15 Reduce the carbon footprint of South Bucks District.

16 Ensure use of sustainable construction, reduce energy and resource consumption, and maximise the potential of renewable energy.

Critical Success Factors

- Over the Plan period, a significant improvement in the energy efficiency of new and existing homes in South Bucks (see Core Policy 12).
- An increase in the proportion of energy generated in South Bucks from renewable sources (see Core Policy 12).
- Achievement of the national timetable for increased performance standards in residential and non-residential buildings, including for water, waste and construction (see Core Policy 13).
- Over the Plan period, a sustained reduction in per capita CO₂ emissions in the District (see Core Policy 12).

1.4.4 These strategic objectives will be delivered through the South Bucks Local Development Framework. Some of the Strategic Objectives will need to be addressed in more detail in other DPD's, for example the Development Management DPD.

Cross Cutting Issues

1.4.5 Whilst the objectives are presented under four separate headline themes, in practice there is considerable overlap. For example, Strategic Objective 6 (under the heading of "Community Needs") seeks to encourage and support more sustainable forms of transport - which will directly support Strategic Objective 15 (under the heading of "Climate Change and Environmental Management") by helping to reduce the District's carbon footprint.

- 1.4.6 Collectively, the “Community Needs” objectives (as well as others) will help deliver the Government objective of more inclusive communities. For example, Objective 5 will help to ensure that more people have good access to local facilities and services.
- 1.4.7 The interrelationship between the objectives is demonstrated in the table at **Appendix 4**.
-

2 Spatial Strategy

2.1 Spatial Strategy

2.1.1 The Spatial Strategy sets the overall approach to accommodating future development in the District, making it clear what is likely to change over the Plan period, when and where. It sets the context for the Core Policies and identified Opportunity Sites and outlines how the Spatial Vision and Strategic Objectives will be achieved.

2.1.2 It is important to acknowledge that in comparison with some of the other authorities that adjoin South Bucks District (including Wycombe, Slough and Hillingdon) the scale of planned development is low. Significant new development proposals

in adjoining areas will impact upon local communities in South Bucks, with increased traffic congestion¹⁶ and greater demands on the District's Green Infrastructure.

2.1.3 A further challenge for the South Bucks Core Strategy is the significant scale of new housing development that has been granted planning permission or built in the District, prior to adoption of this Plan. As at 1st April 2010, outstanding planning permissions and dwellings under construction represented 11.5 years of housing land supply¹⁷. The Core Strategy is only able to influence the rate, form and location of new development that is permitted in accordance with the new Spatial Strategy and related Core Policies.

Spatial Strategy

The spatial strategy aims to protect the Green Belt, by focusing new development on previously developed land within existing settlements. There are no proposals to amend the Green Belt boundary within South Bucks, with the evidence base¹⁸ demonstrating that future development needs in the period to 2026 can be accommodated without the need for the release of Green Belt land.

Beaconsfield, Gerrards Cross and to a lesser extent, Burnham, will be the main focus for new development (including residential and retail) over the Plan period. With the exception of development committed prior to adoption of this Core Strategy, new development within the District's Secondary Settlements will be limited, and there will be very little new development in the Tertiary and Rural Settlements¹⁹ in South Bucks.

Settlement Hierarchy		Completions and under Construction 2006-2010	Commitments at 1st April 2010	Identified SHLAA Potential 2010-2026	Indicative Scale of Housing Development in the period 2006-2026
Principal	Beaconsfield	218	101	124	443 (+300)*
	Gerrards Cross	162	55	70	287
	Burnham	39	109	35	183
Secondary		358	339	153	850
Tertiary		70	157	28	255
Rural		10	3	33	46
Other		145	89	0	234 (+100)*
Total		1,002	853	443	2,298 (400)*

* Potential for around 300 additional dwellings on the Opportunity Site to the east of Beaconsfield (Wilton Park), and around 100 additional dwellings on the Opportunity Site at Mill Lane, near Taplow.

Table 1 - Housing Distribution Overview (updated to 1st April 2010)

¹⁶ Evaluation of Transport Impacts (Atkins, 2010).

¹⁷ Calculated using the "residual approach" - the lower end of the housing range set out in the Core Strategy (2,200 units) minus completions in the first four years of the Plan period (876 units). Outstanding target (1,324 units) divided by the number of years remaining in the Plan period (16) provides the residual annual target (83 units). Outstanding planning permissions and dwellings under construction as at 1st April 2010 (979) divided by the residual annual target, gives a housing land supply figure of 11.5 years.

¹⁸ Strategic Housing Land Availability Assessment (2009), Employment Land Review (2006, and Update 2010), Retail and Town Centre Study (2007, and Update 2009).

¹⁹ The settlements defined as "Secondary", "Tertiary" and "Rural" are listed in the Settlement Hierarchy - see Table 2.

Community Needs

2,200-2,800²⁰ new dwellings will be built in South Bucks in the period 2006-26. The locations in which this development will take place, and the rate of development, will vary over the Plan period.

In the first five years, average development rates will be high (with approximately 1,000 dwellings completed over the five year period), despite the economic downturn. Beaconsfield and Gerrards Cross will be the main focus for development, although two large sites (Denham Garden Village, Denham, and the Canadian Red Cross Hospital, Taplow) will also have made a substantial contribution to the completions in this period (approximately 279 units).

In the period 2011-21, the rate of new housing development is projected to slow (with approximately 1,000²¹ dwellings completed over the ten year period²²). The Spatial Strategy and related Core Policies will be able to do more to influence the rate and location of new development - focusing new housing provision in the Principal Settlements of Beaconsfield, Gerrards Cross and Burnham.

The Opportunity Site at Mill Lane is likely to come forward for redevelopment early in the 2011-21 period, enhancing the Taplow Riverside Conservation Area, delivering a new hotel and housing (around 100 new homes), and providing better public access to the River Thames and Jubilee River. Later in the 2011-21 period, the Opportunity Site at Wilton Park (near Beaconsfield) could deliver 300 new homes (with more than 100 new affordable homes), alongside improved sports and recreational facilities for the local community.

Some small scale rural exception sites will be developed in the period 2011-21, providing affordable housing in and adjacent to small rural settlements.

The rate of new development in the final five year period (2021-26) is projected to be low (with approximately 200 dwellings completed over the five year period). The three Principal Settlements will remain the focus for new housing provision, along with some further affordable housing provision on small scale rural exception sites.

Traffic congestion in Beaconsfield will be addressed over the Plan period through a range of measures, which could include provision of an A355 relief road later in the Plan period. The problems associated with HGV traffic in and around Iver Village and Richings Park will also be addressed by encouraging developments on the nearby employment sites that generate fewer HGV movements, encouraging the use of the available rail and canal access for the movement of goods where appropriate, and should opportunities arise, through the provision of a relief road or other alternative means of access to the employment sites in the South of Iver Opportunity Area.

Living Environment

The lower number of new housing completions anticipated in the period 2011-26, combined with stronger guidance on the design and layout of new developments, will help to conserve townscape character. New Conservation Areas will be designated to help protect the character of areas with special architectural or historic interest.

The District's rural landscape and biodiversity will be conserved, with appropriate opportunities taken for enhancement. Particular protection will be given to Burnham Beeches and the Chilterns Area of Outstanding Natural Beauty.

Maintaining Local Economic Prosperity

New high quality employment generating development will be focused on existing employment sites and within the Principal Settlements. New business formation will remain high throughout the Plan period, and

²⁰ Strategic Housing Land Availability Assessment (2009).

²¹ Strategic Housing Land Availability Assessment (2009) and Housing Trajectory (see Appendix 5).

²² Assuming the Opportunity Sites come forward in the period 2011-21, approximately 1,400 dwellings are likely to be completed over this ten year period.

there will be an increase in the number of people working permanently or regularly from home.

In the first five years of the Plan period (2006-11) new office development on the Uxbridge Business Park, and the opening of the Motorway Service Area at Junction 2 of the M40 will deliver new employment opportunities. As the economic situation improves, new job opportunities will be created in the period 2011-2026, through the take up of under utilised and vacant floorspace across the District, along with new employment generating development on the two Opportunity Sites at Mill Lane and Wilton Park, and in the South of Iver Opportunity Area.

The number of jobs in South Bucks District will be closely monitored, to ensure that there is a broad balance between the number and type of local job opportunities and the size and skills of the resident workforce.

The Principal Settlements of Beaconsfield, Gerrards Cross and Burnham will be the main focus for new retail development and

service provision, helping to sustain them as viable and vibrant centres.

The economic downturn will limit the need for additional comparison²³ floorspace provision in the period to 2016, although in the period 2016-26, about 5,500 sqm²⁴ of new comparison goods floorspace will be delivered. Nearly half of this provision will be in Beaconsfield New Town. There is little quantitative need for additional convenience²⁵ floorspace in the District over the period to 2026, although some additional floorspace could be justified on the grounds of qualitative need²⁶, particularly in Burnham Town Centre.

Climate Change and Environmental Management

The Core Policies will seek to reduce the District's domestic carbon footprint over the Plan period.

The Opportunity Sites and any other significant development sites that come forward over the Plan period will need to incorporate renewable, decentralised or low carbon energy provision.

Spatial Strategy Explanation

2.1.4 The Spatial Strategy has been developed taking into account national and regional planning policy, the South Bucks Sustainable Community Strategy and plans and strategies prepared by other organisations. The Spatial Strategy is evidence based, with studies, assessments (see **Appendix 2**) and the feedback from community and stakeholder engagement informing the development of the Spatial Strategy and related Core Policies.

2.1.5 The broad planning principles established at the national level have been followed in developing the Spatial Strategy. Particular consideration has been given to the delivery of more sustainable development, with the Sustainability Appraisal playing a central role in assessing the likely significant social, environmental and economic implications of different strategy options.

2.1.6 More specifically, the Spatial Strategy aims to contribute to the achievement of the following national policy objectives:

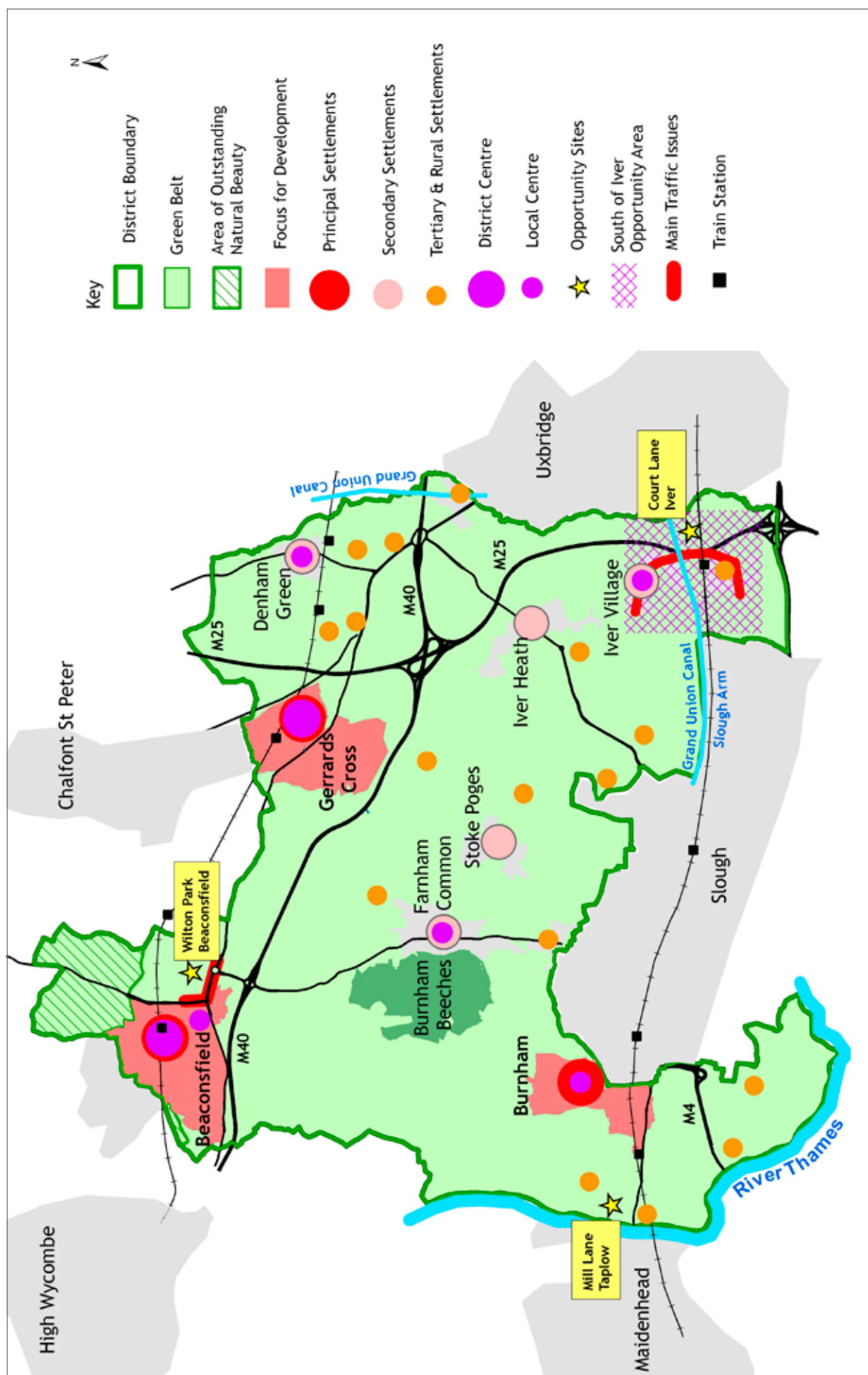
- Provide a wide choice of homes to address the requirements of the community (PPS3: Housing) - with South Bucks planning to deliver between 2,200 and 2,800 new dwellings in the period 2006-26.
- Maintain the broad extent of the Green Belt (PPG2: Green Belts) - with no amendments to the Green Belt boundary planned in South Bucks in the period to 2031.
- Address climate change issues (PPS1: Delivering Sustainable Development) - with South Bucks seeking to reduce the District's carbon footprint over the Plan period.

²³ Comparison Goods - Durable goods such as clothing, household goods, furniture, DIY and electrical goods.

²⁴ Retail and Town Centre Study Update (2009). See also Core Policy 11, Healthy and Viable Town and Village Centres

²⁵ Convenience Goods - Consumer goods purchased on a regular basis, including food and groceries and cleaning materials.

²⁶ Retail and Town Centre Study Update (2009).



Map 3 - Key Diagram

- Delivering sustainable economic growth and promoting the vitality and viability of town centres (PPS4: Planning for Sustainable Economic Growth) - with South Bucks seeking to retain existing employment sites in employment use, and focus new retail and other main town centre uses in the District and Local Centres.

- 2.1.7 The planned scale, form and distribution of new development in South Bucks has been informed by the evidence base.
- 2.1.8 Housing monitoring data suggests that the District is likely to deliver the lower end of the housing range (2,200 units) by 2023/24, or earlier if the Opportunity Sites at Wilton Park and Mill Lane come forward for development. The housing target range included in the Spatial Strategy takes into account the findings of the Strategic Housing Land Availability Assessment, the importance of preserving settlement character and the potential contribution of the Opportunity Sites to future housing provision.
- 2.1.9 Beaconsfield, Gerrards Cross and Burnham were identified in the Settlement Hierarchy Study as those settlements with the best range of facilities and services, including access to frequent rail services. The Retail and Town Centre Study (2007, updated 2009) confirms that Beaconsfield, Gerrards Cross, and to a lesser extent, Burnham, also have the best range of shops. By aiming to focus more new housing development in these settlements, new residents will have better access to local facilities, shops and services, as well as good access to public transport services, which connect with nearby larger urban areas.
- 2.1.10 The Spatial Strategy draws a distinction between Beaconsfield and Gerrards Cross, and Burnham, on the basis that Burnham does not have quite such a good range of shops (for example, there is no large supermarket within Burnham centre). In addition, the Strategic Housing Land Availability Assessment shows that there are fewer opportunities in Burnham for infilling or redevelopment on previously developed land.

2.1.11 Limited development in some of the smaller settlements in South Bucks - those defined as Secondary Settlements (see the “Settlement Hierarchy” in Table 2 on p. 20), is generally supported, recognising that these settlements have a reasonable range of shops and services, and that importantly, there are opportunities for infilling and redevelopment.

2.1.12 In other parts of the District (including in those settlements “washed over” by the Green Belt) new development will be very limited, recognising the relatively poor access to shops, services and facilities, and the need to preserve the character of these smaller settlements.

2.1.13 In relation to the local economy, the Spatial Strategy provides for some new high quality employment floorspace - although to help avoid unsustainable commuting pressures and protect the Green Belt, no new greenfield employment sites are proposed. New retail development is focused on Beaconsfield, Gerrards Cross and Burnham, with a view to sustaining and enhancing their roles as Principal Settlements.

2.2 Shaping the Places in South Bucks

2.2.1 ‘Place shaping’ is all about local authorities and communities working together and creating a vision for the future of their towns and villages in response to local challenges and opportunities. This must, however, be done within the context of the wider Spatial Strategy for South Bucks District. Consideration must also be given to the Opportunity Sites, and how these can effectively relate to the nearby settlements.

2.2.2 The Council has produced a Settlement Hierarchy Study to identify the roles and functions of different towns and villages in South Bucks. This study defined the following settlement hierarchy based on a range of factors, including public transport accessibility and the range of local facilities and services.

Role	Settlements
Principal Settlements	Beaconsfield, Gerrards Cross and Burnham.
Secondary Settlements	Denham Green, Iver Heath, Stoke Poges, Iver Village, and Farnham Common.
Tertiary Settlements	New Denham & Willowbank, Farnham Royal, Denham (South of Village), and Richings Park.
Rural Settlements	Denham Village, Dorney Reach, Dorney Village, Fulmer, George Green, Hedgerley Hill, Higher Denham, Taplow Riverside, Taplow Village, Tatling End, Wexham (Church Lane/Wexham Park Lane), Wexham Street, Wood Lane Close (Iver).

Table 2: Settlement Hierarchy

- 2.2.3 It is important to understand what makes these settlements locally distinctive, and how their character can be retained.

Settlement Overview

- 2.2.4 The following section provides an overview of the key issues in the Principal Settlements in South Bucks, along with a brief commentary on the scale and form of development likely to occur over the Plan period. There is also some commentary on the likely scale and form of development in the rest of the District.
- 2.2.5 The housing potential identified in the SHLAA (2009) should be seen as indicative. The Council is committed to reviewing the SHLAA on a regular basis, with the likelihood that some new sites will be identified, and others may need to be removed.
- #### Beaconsfield
- 2.2.6 Beaconsfield is the largest settlement in the District, with approximately 4,700 households. It consists of three main areas - the Old Town, which is along the A40; the New Town, centred on the railway; and Holtspur, a largely post-war residential development on the town's western edge.

2.2.7 Beaconsfield is a prosperous and attractive market town, with very high house prices. There are high levels of affordable housing need throughout the town, particularly in the Old and New Towns. The settlement is of generally low density with the New Town in particular characterised by large detached houses.

2.2.8 More new dwellings will have been built in Beaconsfield over the first five years of the Plan period (approximately 243 dwellings), than in any other part of the District, but as nearly all schemes have been small scale, little of this has been affordable. There is a concern that the form, scale and rate of new development in Beaconsfield is having an adverse impact on the character of the town.

2.2.9 Beaconsfield has the best infrastructure, including secondary and primary schools, health facilities, community facilities and good public transport services. The New Town accommodates a good range of shops (including a number of national chains), with the Old Town providing a more limited range of predominantly specialist shops. The Holtspur neighbourhood centre has only a small number of local shops. Much of the settlement is deficient in parks and gardens, and several of the existing parks are of poor quality. The Old Town and Hampden Hill are both Conservation Areas.

2.2.10 There are a range of employers in the town, principally focused within the New Town and Old Town centres. Beaconsfield has good road and rail links with surrounding areas, although there are some congestion hotspots, in particular at the A355 / A40 junction in the Old Town. There is an issue with the availability of parking for rail users, and evidence to suggest that there are public car parking issues in Beaconsfield Old Town (which could be adversely impacting upon local businesses).

What will change in Beaconsfield under the Spatial Strategy

Completions and under Construction 2006-2010	Commitments at 1st April 2010	Identified SHLAA Potential 2010-2026
218	101	124 (+300)*

Table 3 - Housing Development at Beaconsfield (updated to 1st April 2010)

* Potential for around 300 additional dwellings on the Opportunity Site to the east of Beaconsfield (Wilton Park), should the site be released by the MOD.

Beaconsfield

At least 440 new dwellings will be built within the built up area of Beaconsfield in the period 2006-26. Over this period, the rate of new housing development will slow. Together with more stringent design policies, the combined effect will be to soften and slow the impact new development has on the townscape character of Beaconsfield.

In the period post 2011, there is scope for around 300 additional units on the Wilton Park Opportunity Site, to the east of Beaconsfield. The redevelopment of the Wilton Park site could provide improved recreational facilities for the local community, and could also help address localised traffic congestion issues, through provision of a new access road directly off the Pyebush roundabout (see Core Policy 14).

A range of measures will be implemented to address the particular traffic congestion issues in and around Beaconsfield, which could include provision of an A355 relief road later in the Plan period. In addition, together with the Town Council, further opportunities will be explored to help alleviate parking issues in the Old Town.

Approximately 2,250 sqm²⁷ of new comparison goods²⁸ floorspace will be developed in the period post 2016, helping to strengthen the role of the New Town. Further employment floorspace will be

supported in both the New and the Old Towns, and at Wilton Park, helping to provide a diverse range of employment opportunities for local residents.

Gerrards Cross

2.2.11 Gerrards Cross is the third largest settlement in South Bucks District in terms of households (2,950), but the second largest in terms of area. It is a prosperous town with the attractive East and West Commons situated right in the middle of the settlement.

2.2.12 The settlement is of generally low density, and some areas, particularly at the south and the east of the settlement, are characterised by large detached houses on substantial plots. There are two Conservation Areas in Gerrards Cross - one centred on the Common and a second 'Centenary' Conservation Area designated in 2009 to recognise the special architectural and historic interest of the area developed after 1906. There is a concern that the form, scale and rate of new development in Gerrards Cross is having an adverse impact on the character of the town.

2.2.13 Gerrards Cross is one of the most expensive places in the country to live. The evidence base²⁹ suggests there are high levels of affordable housing need throughout the settlement, particularly south of the Common, although only a handful of affordable dwellings have been built there since the start of the Plan period.

2.2.14 There is evidence³⁰ that Gerrards Cross is technically deficient in some types of parks and gardens, although the Common has many of the functions of a recreation ground.

2.2.15 Gerrards Cross has a reasonable range of predominantly small independent shops and a village ambience. Whilst there are only a few national chain shops in the town, a large new Tesco was completed in late 2010. Gerrards Cross has a slightly poorer range of schools and health facilities than Beaconsfield or Burnham. However, it immediately adjoins

²⁷ See Core Policy 11, Healthy and Viable Town and Village Centres.

²⁸ Comparison Floorspace - Floorspace used for the sale of durable goods such as clothing, household goods, furniture, DIY and electrical goods.

²⁹ Strategic Housing Market Assessment (2008).

³⁰ Open Space, Sports and Recreational Facilities Strategy (2008).

Chalfont St Peter in Chiltern District, which supplements some facilities and services.

- 2.2.16 Gerrards Cross has good road and rail links with other surrounding areas and relatively good public transport access. However, there are issues with the availability of parking for rail users.

What will change in Gerrards Cross under the Spatial Strategy

Completions and under Construction 2006-2010	Commitments at 1st April 2010	Identified SHLAA Potential 2010-2026
162	55	70

Table 4 - Housing Development at Gerrards Cross (updated to 1st April 2010)

Gerrards Cross

At least 280 new dwellings will be built within the built up area of Gerrards Cross in the period 2006-26. Over this period, the rate of new housing development will slow. Together with more stringent design policies, the combined effect will be to soften and slow the impact new development has on the townscape character of Gerrards Cross.

Approximately 800 sqm³¹ of new comparison goods³² floorspace will be developed in the period post 2016. Alongside the new Tesco store, this development will significantly strengthen the role of Gerrards Cross centre. Further employment floorspace will also be supported within Gerrards Cross centre.

Burnham

- 2.2.17 Burnham is the second largest settlement in terms of households (4,500) but the third largest in area. The town centre is the historic core, and much of the housing around this dates from the 1930s to the 1970s.

- 2.2.18 Burnham has a relatively high development density compared to Beaconsfield and Gerrards Cross, and there is correspondingly less capacity for accommodating further residential development through infill. House prices in Burnham are lower than in the north of the District, and there is a lower need for new affordable housing. There is a need for more larger dwellings in the town, especially in the Lent Rise area.

- 2.2.19 Burnham has an attractive local shopping centre, with a range of small shops and services but no large food store. It only serves a local catchment area due to its close proximity to Slough and Maidenhead. The Bishop Centre to the south west of the town is a unique out of centre Retail Park with a variety of shops (including furniture, hardware and homeware, as well as a few clothes stores). A variation to a Planning Obligation (granted in 2009) enables provision of a new supermarket on the Bishop Centre site.

- 2.2.20 Burnham has a good range of schools, health and community facilities, although the northern part of the town is deficient in local parks. Transport links are relatively good, particularly east-west, with several frequent bus services to Slough and Maidenhead and two nearby train stations, which will both benefit from enhanced services with Crossrail. However, there are some traffic hotspots in the area, particularly on the A4 between Slough and Maidenhead.

- 2.2.21 There is a strong interrelationship between Burnham and Slough. Residents either side of the administrative boundary share local facilities, including areas of public open space, schools and other services.

³¹ See Core Policy 11, Healthy and Viable Town and Village Centres.

³² Comparison Floorspace - Floorspace used for the sale of durable goods such as clothing, household goods, furniture, DIY and electrical goods.

What will change in Burnham under the Spatial Strategy

Completions and under Construction 2006-2010	Commitments at 1st April 2010	Identified SHLAA Potential 2010-2026
39	109	35

Table 5 - Housing Development at Burnham (updated to 1st April 2010)

Burnham

At least 180 new dwellings will be built within the built up area of Burnham in the period 2006-26, whilst seeking to protect the character of the settlement and the historic town centre.

There is scope for some additional comparison goods and employment floorspace to be delivered in Burnham Town Centre in the period post 2016, improving the range of shops and helping to maintain the centre's vitality. Proposals to enhance the convenience goods offer in Burnham Town Centre will be supported in principle.

There is capacity for additional comparison goods³³ floorspace at the Bishop Centre - approximately 250 sqm³⁴ before 2016, and a further 1,000 sqm post 2016.

Rest of the District

Secondary Settlements

- 2.2.22 Below the three Principal Settlements, there are five medium sized Secondary Settlements. **Denham Green** grew in the mid twentieth century, along with the famous Denham Film Studios, much of which was later redeveloped as Broadwater Park. The settlement has a higher proportion of older people, in part due to the relatively large scale Denham Garden retirement village. Denham Green has a generally good range of facilities and services, with good road and rail links. However, there are some open space deficiencies, including a shortage of local parks.

- 2.2.23 There was little development in **Iver Heath** until Pinewood Studios opened in 1936. Pinewood Studios continue to occupy a substantial site north of Iver Heath and remain an internationally recognised location for film and television production. The settlement has no single centre, with a very limited range of shops and no secondary school nearby.

- 2.2.24 **Iver Village** lies to the south of Iver Heath. Part of the centre is a Conservation Area. There are problems with HGV and commercial traffic running through Iver Village High Street and surrounding country roads, and the High Street is in need of regeneration. Core Policy 16 aims to reduce HGV movements in and around Iver Village and Richings Park.

- 2.2.25 Most of the housing in **Stoke Poges** was built between the 1920s and the 1960s. The shopping centre at Bells Hills has recently been redeveloped, and will provide new shops and facilities to meet local needs. The main local employment sites are at Sefton Park and Stoke Court.

- 2.2.26 **Farnham Common** is located to the north of Farnham Royal. It has a good range of local shops. It has reasonable accessibility to Slough and High Wycombe via the A355, although there are problems with high traffic volumes passing through the settlement. There are no parks or gardens in Farnham Common, although with further investment, Farnham Park Playing Fields will serve as a recreation ground. Burnham Beeches Special Area of Conservation (SAC) is situated to the immediate west of the settlement, and it is important that the impacts of new development and traffic on the SAC are minimised.

Tertiary Settlements

- 2.2.27 Below the Secondary Settlements, there are four Tertiary Settlements of between 500 and 1,000 households. All four have only a few basic facilities.

³³ Comparison Floorspace - Floorspace used for the sale of durable goods such as clothing, household goods, furniture, DIY and electrical goods.

³⁴ See Core Policy 11, Healthy and Viable Town and Village Centres.

2.2.28 New Denham & Willowbank is located next to Uxbridge, which provides most of the facilities and services for its residents. Much of the settlement lies within flood zones 2 or 3. **Farnham Royal** (which includes a newly designated Conservation Area) is situated adjacent to Slough and south of Farnham Common. **Denham (south of the village)** is a small settlement within the Green Belt, located to the south of the Denham Conservation Area. **Richings Park**, located at the south-eastern corner of the District, was created as a single estate in the 1920s and 30s. It is fairly isolated, with a limited bus service but with good rail accessibility (via Iver station).

Rural Settlements

2.2.29 There are thirteen small rural settlements in the District - **Denham Village, Dorney Reach, Dorney Village, Fulmer, George Green, Hedgerley Hill, Higher Denham, Taplow Riverside, Taplow Village, Tatling End, Wexham (Church Lane/Wexham Park Lane), Wexham Street, and Wood Lane Close (Iver).**

2.2.30 These settlements contain a very limited range of shops and community facilities, in some cases, none at all. Almost all of the settlements have poor access to public transport, particularly at weekends. Limited infilling may be acceptable in Dorney Reach, George Green, Hedgerley Hill, Higher Denham, Tatling End, Wexham (Church Lane/Wexham Park Lane), Wexham Street and Wood Lane Close (Iver)³⁵. However, Taplow Riverside, Taplow Village, Fulmer, Dorney Village and Denham Village are all conservation areas and are particularly small. As such, even limited infilling will be inappropriate in these villages³⁶. Several of these small settlements are located in (or partially within) areas at risk of flooding, such as Dorney Reach, Higher Denham, Taplow Riverside and George Green.

What will change in the Rest of the District

Settlement Hierarchy	Completions and under Construction 2006-2010	Commitments at 1st April 2010	Identified SHLAA Potential 2010-2026
Secondary Settlements	358	339	153
Tertiary Settlements	70	157	28
Rural Settlements	10	3	33
Other Locations	145	89	0 (+100)*

Table 6 - Housing Development in the Rest of the District (updated to 1st April 2010)

* Potential for around 100 additional dwellings on the Opportunity Site at Mill Lane, near Taplow

³⁵ Subject to the criteria in 'saved' Local Plan Policy GB3. This policy will continue to be used until it is reviewed in the Development Management Policies DPD.

³⁶ Unless it is for small scale affordable housing on 'rural exception sites', consistent with Core Policy 3.

Rest of the District

Approximately 1,380 dwellings will be built in the rest of the District in the period 2006-26. The majority of this development (about 1,170 dwellings) has already been built or granted planning permission. In the period post 2016, the rate of new housing development in the rest of the District will slow, in accordance with the Spatial Strategy.

With the exception of development committed prior to adoption of this Core Strategy, new development within the District's Secondary Settlements will be limited. There will be very little new development in the Tertiary and Rural Settlements, other than on appropriate rural exception sites.

There is scope for small scale retail development to occur in some secondary and tertiary settlements. This will be supported in order to address local needs and ensure village centres remain viable. Particular support will be given to regenerating Iver Village High Street.

In the rural parts of the District, redevelopment of the Major Developed Sites at Mill Lane (near Taplow) and Court Lane (south of Iver Village) will help address existing local planning problems (see Core Policies 15 and 16). Support will be given to appropriate rural businesses, and various measures implemented to improve accessibility in rural areas.

3 Core Policies

3.1 Introduction

- 3.1.1 The policies in this Core Strategy provide the strategic direction for the Local Development Framework, and for the delivery of development and infrastructure in South Bucks in the period to 2026. The Core Policies seek to deliver the Vision for South Bucks, and should be read in the context of the Spatial Strategy.
- 3.1.2 Whilst the Core Strategy seeks to avoid repeating national planning policy, such policy will be rigorously applied in determining planning applications in South Bucks District.

3.2 Community Needs

Core Policy 1 - Housing Provision and Delivery

- 3.2.1 The planned level of new housing development in South Bucks (2,200-2,800 units in the period 2006-26) seeks to strike a difficult balance between addressing the local need for new housing (in particular, more affordable housing), whilst recognising the constraints on further development in the District. These constraints include the Green Belt, the importance placed on preserving settlement character, and the ability of local transport and other infrastructure to accommodate the demands arising from further development.
- 3.2.2 To put the planned level of new housing development in context, the South East Plan requires provision of 1,880 net additional dwellings in South Bucks, in the period 2006-26. The planned scale and distribution of new housing development set out in this Core Strategy reflects the latest local evidence from the District Council's Strategic Housing Land Availability Assessment (SHLAA, 2009), and will enable South Bucks to do more to address the need for additional affordable housing (see Core Policy 3).

Source of Supply	Total
Completions 2006-2010	876
Commitments - under construction at 1st April 2010	126
Commitments - outstanding planning permissions at 1st April 2010 ³⁴	853
Total completions and commitments 1st April 2010	1,855
Potential from sites identified in SHLAA	443
Opportunity Sites	400
Estimated total supply (2006-2026)	2,698

Table 7 - Housing Land Supply (as at 1st April 2010)

- 3.2.3 South Bucks is in a very strong housing land supply position. In the first four years of the Plan period, 876 dwellings were completed, with a further 979 dwellings either under construction or committed. Assuming that there is no significant change in the number of planning permissions allowed to lapse, just 345 additional dwellings would need to be granted planning permission (and built) in the period to 2026, to deliver the lower end of the dwelling range (2,200 units).
- 3.2.4 With the potential identified in the SHLAA (443 dwellings) and the possibility of approximately 400 dwellings coming forward on the Opportunity Sites at Wilton Park and Mill Lane, the potential supply in the period 2006-26 is 2,698 dwellings. The evidence base demonstrates that no release of Green Belt land is required to deliver the 2,200-2,800 dwelling range.
- 3.2.5 The figures within Table 7 and the housing delivery range in Core Policy 1 have informed the housing trajectory shown at **Appendix 5**. The housing trajectory shows that within the next 5 year period there will continue to be an adequate supply of deliverable sites, in accordance with PPS3. As the delivery of housing must be based on a five year rolling supply of housing, the AMR will report this each year. The housing trajectory does not

³⁴ This figure includes a 5% non-implementation allowance. An analysis of past trends demonstrates that very few planning permissions are allowed to lapse in South Bucks.

include any allowance for net additional dwellings from the Opportunity Sites, due to the uncertainty associated with delivery of these sites.

- 3.2.6 The housing trajectory also illustrates that there is a demonstrable 11.5 year supply of deliverable sites, with the lower end of the dwelling range (2,200 units) likely to be met several years before the end of the Plan period.
- 3.2.7 The housing trajectory highlights that a high proportion of the 2,200-2,800 dwelling range is already permitted or built. This is largely due to a number of significant 'windfall'³⁵ sites which have come forward for development in recent years - for example, Denham Garden Village, the Deluxe Laboratories site and the William King Flour Mill. Some of these have already been completed whilst others remain in the pipeline. It is not anticipated that the scale of windfall development at the start of the Plan period will continue in the period to 2026.
- 3.2.8 In the early part of the Plan period³⁶, 97% of the dwellings completed were on previously developed land (PDL). This figure is well above the regional 60% target given in the South East Plan. The District will aim to provide at least 80% of all new residential development on PDL to ensure that effective use is made of this land and to help protect the Green Belt.
- 3.2.9 Over the Plan period, the provision of new homes will broadly be located in line with the Spatial Strategy, with Beaconsfield, Gerrards Cross and, to a lesser extent, Burnham being the focus for all types of new development. The SHLAA demonstrates that Beaconsfield and Gerrards Cross have the greatest capacity for further residential development. Although Burnham is one of the most sustainable locations, there is fairly limited capacity for residential development. Whilst the SHLAA shows that Farnham Common also has a significant capacity for

new housing development, development in this location will be carefully managed due to its proximity to Burnham Beeches, a Special Area of Conservation. Mechanisms to achieve this will be developed in the Development Management DPD.

- 3.2.10 The SHLAA will be reviewed on a regular basis. In the very unlikely event that the housing trajectory shows an under supply of housing, a review of the SHLAA will provide the opportunity to identify additional capacity.

Core Policy 1: Housing Provision and Delivery

Provision will be made for a net increase of 2,200-2,800* dwellings in the period 2006 to 2026, broadly in accordance with the Spatial Strategy. At least 80% of this development will be accommodated on Previously Developed Land.

The focus for new residential development will be Beaconsfield, Gerrards Cross and, to a lesser extent, Burnham. Future development within the District's Secondary settlements will be more limited, and there will be very little new development in the Tertiary and Rural settlements³⁷ in South Bucks. Further development at Farnham Common will be managed, to avoid a cumulative adverse impact on Burnham Beeches. The mechanisms to achieve this will be set out in the Development Management DPD.

The policies in this Core Strategy and subsequent Development Plan Documents will have the effect of slowing the rate of development in the District, later in the Plan period.

* The bottom end of the dwelling provision range broadly equates to existing completions and commitments, along with development on some of the SHLAA sites. It may be that not all of the SHLAA sites are brought forward - for example, to ensure that the cumulative impact of development at Farnham Common does not have an adverse impact on Burnham Beeches. The top end of the range includes an allowance for housing development on the Opportunity Sites at Wilton Park and Mill Lane.

³⁵ Windfall sites are not specifically allocated for development plan, but unexpectedly become available for development during the lifetime of a plan.
³⁶ 1st April 2006 to 31st March 2010.

³⁷ The settlements defined as "Secondary", "Tertiary" and "Rural" are listed in the Settlement Hierarchy - see Table 2.

Core Policy 2 - Housing Type And Size

3.2.11 It is essential that future housing development meets the needs of the local community. The Strategic Housing Market Assessment (SHMA) undertaken by the Council in 2008 identifies the accommodation needs of different groups within the District. This showed that whilst the population of South Bucks is forecast to remain broadly stable over the Plan period, there will be a larger proportion of older people, single people and smaller families in Buckinghamshire.

3.2.12 Older people want to live in their own homes for as long as possible. This is made easier if homes are flexible and adaptable, and built to the full 'Lifetime Homes' standard³⁸. Such dwellings have features including level access and doors wide enough for wheelchairs, and also meet the needs of parents (for example, in terms of pushchair access) and people with disabilities. However, there will still be a need for some specialist accommodation for older people, including nursing care and extra care housing³⁹. In the exceptional circumstances that community infrastructure (including open space, sport and recreation facilities) or employment sites are no longer needed (as defined in Core Policies 5, 6 and 10), favourable consideration will be given to their use for specialist accommodation for the elderly.

3.2.13 Other ways of delivering specialist accommodation for older people will be explored in further work on funding and delivering local infrastructure (see Core Policy 6). The Core Strategy recognises the need to provide sufficient supported accommodation in the Infrastructure Schedule (see **Appendix 6**).

3.2.14 There is a higher than average number of large houses in South Bucks, but a high proportion of the recently completed dwellings has been one and two bedroom units, often as a result of replacing or converting larger properties into flats.

The changing demography suggests a continued need for smaller units, but it is also important to maintain a stock of larger dwellings for families. In order to encourage mixed communities, in accordance with PPS3, a mix of dwelling types and sizes will be required on larger developments.

3.2.15 With regard to affordable housing, the SHMA (2008) suggests that the need in South Bucks is:

- One bedroom - 38%
- Two bedrooms - 25%
- Three bedrooms - 34%
- Four or more bedrooms - 3%

3.2.16 These figures are derived from data on the size of home required by households on the Council's housing register (gross of any supply) and should therefore be treated as indicative. In practice, the Council's preference will be for a higher proportion of affordable housing units with two or more bedrooms, as these provide greater flexibility in matching needs with provision (for example, larger units allow families to grow without the need for relocation). The need may also differ by locality and this will need to be taken into account when determining housing type and mix, using the most up-to-date evidence available.

Core Policy 2: Housing Type and Size

To deliver mixed and sustainable communities, the Council will encourage a range of housing types and sizes.

On sites of 5 units or more, provision should be made for a suitable mix of dwelling types and sizes. The mix of housing provided will vary from site to site but the aim should be to provide a range of types and sizes that take account of the existing housing mix in the area.

To ensure that new accommodation is sufficiently flexible and adaptable to meet the needs of all sections of the community, a proportion of the new dwellings on sites

³⁸ The full standards go beyond those now required by Part M of the Building Regulations and include 16 design criteria.

³⁹ Self-contained flats or bungalows where the occupier owns or rents the property, with 24 hour support and communal facilities.

of 5 units or more must be to the full Lifetime Homes standard. Further details will be provided in the Development Management DPD.

The Council will also support and encourage the provision of sufficient new accommodation for older people, including nursing accommodation and extra care units. Favourable consideration will be given to planning applications for specialist accommodation for the elderly on sites currently (or most recently) used for community infrastructure or employment, subject to the provisions of Core Policies 5, 6 and 10. Such accommodation should be provided in sustainable locations within settlements (normally in the Principal or Secondary settlements) where there is good access to services and facilities.

Core Policy 3: Affordable Housing

- 3.2.17 Affordable housing is housing provided to those whose needs are not met by the market. The South Bucks Sustainable Community Strategy recognises the need for more affordable housing to be provided in the District.
- 3.2.18 In recent years, limited affordable housing has been provided locally and it is important that a significant increase in provision is achieved. There is evidence of a very high level of housing need in South Bucks, and this suggests that to meet these needs fully, 459 new affordable dwellings would be needed each year⁴⁰. However, given the planned level of housing provision in the District (2,200-2,800 dwellings), which takes account of the local constraints on development, it will be impossible for these needs to be met in full.
- 3.2.19 In recent years, most new affordable housing in the District has been shared ownership rather than social rented. There is evidence⁴¹ that up to half of households in the District are able to afford intermediate tenures. However, the SHMA indicates that in practice, a smaller proportion of the overall housing need could be met by intermediate housing. The precise tenure split will vary from site to site, depending on factors such as the amount and types of affordable housing that already exist in the locality.
- 3.2.20 A proportion of affordable housing should normally be sought in developments of 15 dwellings and above, but national policy allows local authorities to set a lower threshold where this is 'viable and practicable'⁴². The updated South Bucks Development Economics Study (2010) shows that lowering the threshold to 5 dwellings, with a target of at least 40% of the gross number of dwellings above this threshold to be affordable, is viable across South Bucks, although there may be a requirement for grant funding in the lowest value areas, in many instances.
- 3.2.21 To maximise the amount of new affordable housing delivered in South Bucks, an area threshold of 0.16 hectares has been set, to work alongside the dwelling threshold. It is based upon development at 30 dwellings per hectare, and seeks to prevent developers circumventing the need to provide affordable housing, by developing sites at low density (i.e. for less than 5 units). Furthermore, some developers have sought to avoid providing affordable housing by fragmenting their sites to create plots below the affordable housing threshold. This will be resisted by seeking affordable housing on sites smaller than the 5 dwelling/0.16 hectare threshold, where these are demonstrably part of a larger site.
- 3.2.22 An analysis of affordable housing completions since 2006 and potential sources of future supply indicates that about 500 affordable dwellings could be provided in the Plan period, assuming the Opportunity Sites of Wilton Park and Mill Lane come forward for development. This is a lower figure than might be anticipated (given the 40% affordable housing requirement set out in Core Policy 3) - but is explained by the fact that a large proportion of the planned housing development in South Bucks (in the period 2006-26), has already been built or granted planning permission under the less demanding Local Plan policy on affordable housing. All

⁴⁰ Bucks Strategic Housing Market Assessment (SHMA), Fordham Research, 2008.

⁴¹ Bucks Strategic Housing Market Assessment (SHMA), Fordham Research, 2008.

⁴² PPS3 Housing, para 29.

new housing developments granted permission will be subject to the more demanding requirements of Core Policy 3 - secured through Section 106 agreements⁴³.

3.2.23 Some affordable housing may be provided in ways other than on site provision, for example through contributions collected through 'commuted payments' in lieu of on-site provision, and on Rural Exception sites. However, there will be a presumption in favour of on-site provision. It will only be where there are sound planning or other reasons (for example, where the dwellings would not be affordable in practice, due to a high service charge), and both the Council and developer agree, that a financial contribution (a "commuted payment") might be acceptable, so that affordable housing can be provided elsewhere. The commuted payment will be broadly equivalent to the cost to the developer, were the affordable housing to be provided on site.

3.2.24 A partial commuted payment will be sought on sites where, by virtue of the number of dwellings proposed, it would not be possible to deliver 40% affordable housing on-site. For example, where a developer proposes 4 units (on a site of 0.16 hectares or above) one affordable unit could be provided on-site and the remaining affordable housing requirement met through a commuted payment. All sums collected will be used to help deliver new (or improve existing) affordable housing. A clear strategy for spending any payments collected will be put in place early in the Plan period.

3.2.25 As a strict exception to normal Green Belt policy, and where there is an established local need, some land adjoining or within villages in specific named parishes⁴⁴ may be developed to provide affordable housing for the community. These small-scale 'rural exception' sites will help address the needs of lower-income households with a close family or employment connection to that settlement.

Such sites will remain in the Green Belt and the housing must remain affordable in perpetuity.

Core Policy 3: Affordable Housing

350-500 affordable dwellings will be provided in South Bucks District between 2006 and 2026⁴⁵.

At least 40% of all dwellings in schemes of 5 units and above (gross), or on sites of 0.16 hectares and above (where there is a net gain in the number of dwellings) should be affordable, unless it is clearly demonstrated that this is not economically viable. The Council will seek affordable housing on smaller sites where these could reasonably form part of a larger developable area.

On qualifying sites, about two thirds of the affordable units provided should be social rented, with the remainder as intermediate affordable dwellings. The precise tenure split will vary from place to place, and should reflect the evidence in the latest SHMA.

Affordable housing should normally be provided on-site. However, where there are sound planning or other reasons, and the developer and Council agree, a financial contribution (or off-site provision) in lieu of on-site provision, may be acceptable. In addition, a partial commuted payment will be sought on sites where, by virtue of the number of dwellings proposed, it would not be possible to deliver 40% affordable housing on-site.

The development of small scale sites for 100% affordable housing within or adjacent to villages within designated parishes ('Rural Exception sites') will be supported in principle, where there is a demonstrable local need for such dwellings, and local community support.

⁴³ A legally-binding agreement negotiated between a local planning authority and a land developer. The purpose of a Section 106 agreement is to make new development acceptable in planning terms by reducing the impact on the local community or by providing community benefits. It may involve a contribution from the developer towards infrastructure and services, such as recreational facilities.

⁴⁴ Statutory Instrument 1997/625 lists specific parishes within South Bucks as "designated rural areas". These are Dorney, Fulmer, Hedgerley, Taplow, Wexham and the rural parts of Beaconsfield and Stoke Poges.

⁴⁵ The lower end of the range is based upon neither of the Opportunity Sites (Wilton Park and Mill Lane) coming forward for development. The upper end of the range assumes both of these sites are developed during the Plan period. The top end of the range (500 units) is not to be treated as a maximum.

Core Policy 4 - Gypsies, Travellers and Travelling Show People

- 3.2.26 In the District there are three permanent gypsy and traveller sites managed by Buckinghamshire County Council, at Wapseys Wood, Gerrards Cross; Mansion Lane, Iver; and Bottoms Walton, Burnham. There are also a number of other permanent private sites, as well as several private sites with temporary permissions. Government guidance in Circular 01/2006 'Planning for Gypsy and Traveller Caravan Sites' and Circular 04/2007 'Planning for Travelling Showpeople' emphasises the importance of assessing gypsy, traveller and travelling show people accommodation needs at the local level.
- 3.2.27 In 2006, the Berkshire, Buckinghamshire and Oxfordshire authorities jointly commissioned a Gypsy and Traveller Accommodation Needs Assessment (GTAA) (Tribal, 2006). The Buckinghamshire authorities also commissioned a follow on Needs Assessment for Travelling Show People (Tribal, 2007). The GTAA was subsequently subject to a benchmarking exercise (in 2007), in accordance with Government guidance⁴⁶, and as a result of this the Buckinghamshire authorities submitted advice to the Regional Planning Body to the effect that an additional 46 gypsy and traveller pitches should be provided in Buckinghamshire in the period 2006-2011. The indicative need in South Bucks was for 11 additional pitches - although an alternative distribution was also considered by the Buckinghamshire authorities, which resulted in a reduction from 11 to 7 additional pitches in South Bucks in the period 2006-11, with a corresponding increase of 4 pitches in Wycombe District.
- 3.2.28 The Government guidance⁴⁶ also set out a mechanistic process for calculating the requirement for additional pitches in the period 2011-2016. For Buckinghamshire, this suggested a requirement for 30 additional pitches, although no District level apportionment was agreed by the Buckinghamshire authorities.
- 3.2.29 The Travelling Show People Assessment (and subsequent Benchmarking exercise) concluded that no new travelling show people accommodation was needed in South Bucks District.
- 3.2.30 Prior to the planned abolition of Regional Strategies, the Regional Planning Body had been coordinating a partial review of the South East Plan, which would have resulted in pitch requirements being identified for each local planning authority area (for the periods 2006-2011 and 2011-2016). The Buckinghamshire authorities submitted evidence based on the work outlined in paragraphs 3.2.27-3.2.29 above. The Regional Planning Body published its own proposals in June 2009, indicating that it considered that in South Bucks in the period to 2016, a total of 15 additional permanent pitches were needed for gypsies and travellers, and 1 permanent pitch for travelling showpeople. An Examination of the evidence and proposed pitch provision took place in early 2010. South Bucks District Council objected to the level of provision proposed for the District by the Regional Planning Body, on the basis that:
- There should be a greater redistribution of pitches for gypsies and travellers throughout the region.
 - There should be a reduced requirement for South Bucks to provide additional pitches, given that it already provides 87 pitches, the third highest rate of provision in the whole of the South East region.
 - Provision of a single pitch for travelling showpeople was inappropriate, as no need was identified in the Travelling Showpeople Accommodation Assessment, and in any event, the nature of Travelling Showpeople is that they often work together, and would prefer to locate on the same site.
- 3.2.31 The Panel Report on Gypsies, Travellers and Travelling Showpeople was not completed and never issued, although a draft version was made available following a Freedom of Information request. This draft version does not form any part of the planning system.

⁴⁶ Preparing Regional Spatial Strategy reviews on Gypsies and Travellers by Regional Planning Bodies, Department for Communities and Local Government, March 2007

The Government is committed to reviewing the relevant regulations and guidance, and have advised that if local authorities decide to review the levels of provision in their area, the GTAA will be a good starting point - but authorities will not be bound by them.

3.2.32 In the early part of the Plan period the Council will seek to make appropriate provision in accordance with the advice submitted to the Regional Planning Body jointly by the Buckinghamshire authorities for the 2006-11 period. Subsequently, further work will need to be undertaken (potentially in conjunction with other planning authorities) in accordance with the Government's proposed new regulations and guidance, to establish any need for additional pitches in the District in the period 2011-2016. This will include consideration of the need, and if necessary, most appropriate location for transit provision.

3.2.33 Core Policy 4 sets out the criteria that the Council will use to guide the allocation of sites, should this be necessary, and in the determination of planning applications.

Core Policy 4: Gypsies, Travellers and Travelling Show People

The Council will identify suitable additional provision for gypsies, travellers and travelling showpeople. In the period to 2011 it will provide a minimum of 7 additional pitches, but will provide a further 4 pitches if these are not to be provided elsewhere in Buckinghamshire. For the post 2011 period the Council will provide additional pitches in accordance with new regulations and guidance due to be published by the Government.

The following factors will be taken into account in assessing the suitability of potential new sites. Sites should:-

- Be located outside of the Green Belt, although where very special circumstances have been demonstrated, consideration

may also be given to granting permanent planning permission on sites which already have a temporary permission, if they are suitable for permanent occupation⁴⁷.

- Have good access to the highway network and not result in a level or type of traffic generation which would be inappropriate for the locality.
- Have access to local services, including health services, shops, education and other community facilities.
- Not be located in an area at high risk of flooding.
- Allow for adequate levels of privacy and residential amenity for the occupiers and local residents.
- Provide a safe environment with adequate on site facilities for parking, storage, play and water supply.
- Not result in a detrimental impact upon the local environment, including biodiversity and the landscape.
- Be compatible with surrounding land uses and not be visually intrusive.
- Be of a size and design that facilitates good management.

Core Policy 5 - Open Space, Sport and Recreation

3.2.34 Open spaces⁴⁸, sports and recreational facilities are vital for enhancing people's quality of life and for promoting healthy living and social inclusion. Even small urban open spaces can provide benefits for recreation and biodiversity. Such facilities form one element of the broader concept of 'Green Infrastructure' (see the supporting text to Core Policy 6 for a definition of Green Infrastructure). The Buckinghamshire Green Infrastructure Strategy found that, at the current population density, South Bucks is relatively well provided for in terms of strategic level accessible Green Infrastructure, although much of this is fragmented and is under pressure from the large surrounding 'catchment' population in High Wycombe, Maidenhead, Slough and London. As a result, the whole of the District has been identified, along with parts of

⁴⁷ If sufficient provision cannot be secured from these sources, the Council may be forced to consider releasing one or two very small areas of land from the Green Belt in order to meet the requirement.

⁴⁸ In applying Core Policy 5, "open space" will be taken to mean all open space of public value, including not just land, but also areas of water. PPG17: Planning for Open Space, Sport and Recreation, provides a typology illustrating the broad range of open spaces that may be of public value.

Wycombe District, as a Green Infrastructure Priority Action Area.

- 3.2.35 The Buckinghamshire Green Infrastructure Strategy provides the context for the South Bucks Open Space, Sports and Recreational Facilities Strategy (2008), which was produced to identify specific needs, deficits or surpluses in the District, as required by national guidance⁴⁹. The Strategy found whilst such sites cover more than 3,500 hectares in South Bucks, these are distributed fairly unevenly across the District. Almost 1,000 hectares of this land is not publicly accessible and other areas are of poor quality. Particular quantitative and qualitative deficiencies occur in Beaconsfield, Denham Green, Richings Park and in parts of Gerrards Cross and Farnham Royal. The Action Plan in the Strategy will be drawn upon to help resolve deficiencies when funding becomes available or when development proposals are submitted, for example on the Opportunity Sites (see Core Policies 14 to 16).
- 3.2.36 A recent study⁵⁰ found that South Bucks does not have any quantitative deficiencies in major sports and leisure supply, although there are no 'pay and swim' facilities in the District and residents are therefore reliant on swimming pools in adjoining districts. The study concluded that future investment should focus upon the refurbishment, replacement and adaptation of existing sports facilities.
- 3.2.37 The policy below indicates the exceptional circumstances where the loss of open space, sports and recreational facilities might be acceptable. It should be stressed, however, that such circumstances will be rare and that there will be a presumption that such facilities should be retained wherever possible, and if not appropriate compensation made.
- 3.2.38 The Eton College Rowing Centre at Dorney Lake is already a world class facility. It is

being enhanced to provide facilities for the rowing and flat water canoeing/kayaking events at the 2012 Olympic and Paralympic Games. The Centre will have a temporary spectator capacity of 30,000 for the Games. After the Games, Dorney Lake will continue to provide a world class rowing facility. Transport plans are being developed with the Olympic Delivery Authority and other stakeholders to ensure sustainable spectator access for the Games.

Core Policy 5: Open Space, Sport and Recreation

Open space⁵¹, sport and recreational facilities will be protected and enhanced in line with national guidance in PPG17. The loss of open space, sport and recreational facilities will only be permitted in the exceptional circumstances set out below:

- It is of low value or quality⁵² and it cannot be usefully or practically enhanced for recreational benefit.
- There is clear evidence to show that there is no local quantitative or qualitative deficiency in open space, sport or recreational provision.
- It is of low biodiversity interest.
- The site is within a settlement excluded from the Green Belt, and makes no significant contribution to the character of the area.
- The proposed new use or uses would be of demonstrable benefit to the local community, for example affordable housing, alternative community uses or specialist accommodation for older people.

For the avoidance of doubt, any proposal would need to comply with all five of the requirements set out above.

New residential development should be supported by adequate open space and recreation facilities in terms of quantity, quality and accessibility. Opportunities for creating new or enhanced facilities will be sought wherever possible, particularly

⁴⁹ PPG17 - Planning for Open Space, Sport and Recreation.

⁵⁰ Bucks Sports Facilities Strategy (2007).

⁵¹ In applying Core Policy 5, "open space" will be taken to mean all open space of public value, including not just land, but also areas of water. PPG17: Planning for Open Space, Sport and Recreation, provides a typology illustrating the broad range of open spaces that may be of public value.

⁵² As identified in the Open Space, Sports and Recreational Facilities Strategy (2008).

where there are quantitative or qualitative deficiencies as shown in the most up to date Open Space, Sports and Recreational Facilities Strategy. For example, the potential to provide or improve such provision will need to be explored at the Wilton Park and Mill Lane Opportunity Sites when they are redeveloped.

Local open space standards for South Bucks will be developed to help guide on-site provision or off-site contributions to open space, sport and recreational facilities through the Development Management process. Initially, the Open Space, Sports and Recreational Facilities Strategy will be used to guide negotiations.

Core Policy 6 - Local Infrastructure Needs

- 3.2.39 Supporting development with the necessary infrastructure is essential to creating sustainable communities.

Infrastructure Definition

Infrastructure is a broad term encompassing all elements of physical, social and Green Infrastructure. Physical infrastructure includes, for example, roads, cycleways, sewers and other utilities assets; social infrastructure includes, for example, education, health, cultural facilities and emergency services; Green Infrastructure is a multi-functional linked network of green spaces (which will include woodland, parks, waterways, the rights of way network and open countryside).

- 3.2.40 The Buckinghamshire Infrastructure Study⁵³ suggests that it is demographic change, rather than the planned level of new housing development, that is likely to have the greatest impact on local infrastructure needs in the period to 2026. Given the limited level of growth planned and the fact that this will be focussed in existing larger settlements, the need in many cases will be to upgrade existing infrastructure in order to accommodate incremental increases in demand. Accordingly, the Core Strategy seeks to protect existing facilities and services, and ensure they are improved or expanded when needed.

- 3.2.41 The increasing number and proportion of older people in South Bucks will impact upon local infrastructure needs. The Core Strategy seeks to protect existing facilities serving older people, for example venues where the County Council and other agencies provide day care, and other venues offering social opportunities for older people. The approach will also extend to a focus on working with health providers to protect and/or provide sufficient and appropriate healthcare facilities.

- 3.2.42 There is some uncertainty over the likely change in the population of younger age groups over the Plan period, particularly at the more local level relevant to school place planning. The position will need to be monitored, to inform the provision of educational infrastructure and services.

- 3.2.43 Despite the importance of demographic change, housing growth will still have some direct impacts on infrastructure needs, due to associated incremental increases in demand. The Spatial Strategy will necessitate some improvements or additions to local infrastructure - for example, in Beaconsfield and Gerrards Cross further investment will be required in local schools (regardless of any future impacts of the demographic factors referred to above). Ongoing investment proportionate to growth will also be required in a number of other services.

- 3.2.44 Working closely with stakeholders involved in the delivery and maintenance of infrastructure in South Bucks, the Council has identified:

- Planned improvements in local infrastructure that will support delivery of the Spatial Strategy.
- Additional infrastructure requirements that will arise as a result of the scale and distribution of development proposed in the Spatial Strategy, and when this should be put in place.

- 3.2.45 The results of the infrastructure planning work are reflected in the Infrastructure Schedule at **Appendix 6**.

⁵³ Buckinghamshire Infrastructure Study (Phase 2), 2008.

3.2.46 There are rolling programmes for the maintenance and upgrading of the infrastructure network in South Bucks, ensuring it retains appropriate capacity and quality, taking into account proposed new development. For example, localised upgrades to utilities distribution networks are planned by utilities providers, or will be secured from development where necessary. Chiltern Rail is continuing a programme of improvements to their line. The Infrastructure Schedule also identifies planned improvements in local infrastructure, to address demographic change and other local issues. For example, the Buckinghamshire PCT is seeking to rationalise GP services into accessible multi-functional health centres (instead of numerous small GP surgeries), and a number of new play areas are to be provided in the District in the next few years. There are also specific infrastructure requirements associated with the Opportunity Sites at Wilton Park and Mill Lane, and the Opportunity Area South of Iver (see Core Policies 14, 15 and 16).

Funding and Delivering of Local Infrastructure

3.2.47 The Infrastructure Schedule shows that many important infrastructure improvements will be delivered in South Bucks.

3.2.48 However, some needs have been identified for which funding sources are not known, including a number of services who will require ongoing investment (or available funds) proportionate to growth, in order to support the growing community (for example Adult Social Care, emergency services, waste collection and Green Infrastructure). This suggests that an aggregate gap in funding for infrastructure will exist in South Bucks during the Plan period. Although further work to explore funding options will be needed, the evidence demonstrates that South Bucks would benefit from the introduction of a Community Infrastructure Levy (CIL) to help fund local infrastructure needs. CIL will be a standard charge levied on new development, so that developers make a contribution to local infrastructure requirements. The Council is committed to

preparing a CIL Charging Schedule (or some other form of standard contributions regime), in close consultation with infrastructure providers, local communities and other key stakeholders.

3.2.49 The Council will continue to ensure that development makes appropriate provision for new on and off site infrastructure, through the signing of Section 106 Agreements (also known as planning obligations). These will continue to be the main mechanism with which affordable housing and other on-site and direct off-site infrastructure requirements are secured.

Core Policy 6: Local Infrastructure Needs

Existing physical, social and Green Infrastructure will be protected (unless it is clear that it is no longer needed, or alternative appropriate provision is made elsewhere). The Council will work in partnership with service and infrastructure providers to ensure new or improved infrastructure is delivered where and when it is needed, including that set out in the Infrastructure Schedule (see **Appendix 6**).

Existing facilities and services which serve older people will be protected. The provision of additional facilities and services for older people will be supported, where opportunities arise through redevelopment in sustainable locations.

New development will be required to provide for the necessary infrastructure needs arising from the proposal, either directly or via an appropriate financial contribution. The Council will use planning conditions and obligations where appropriate to secure the timely provision of essential infrastructure directly and reasonably related to a development.

The Council will also work with infrastructure providers, local communities and other key stakeholders to develop a Community Infrastructure Levy, as a further source of funding for improvements in local infrastructure.

Core Policy 7 - Accessibility and Transport

- 3.2.50 It is important that the pattern of development is actively managed, so that more people have the chance to work, shop and spend their leisure time close to where they live. National guidance in PPG13 (Transport) recognises that there is a need to rebalance the transport system in favour of more sustainable modes, whilst maintaining or even improving accessibility. 'Mobility management' measures such as parking charges, intelligent transport systems and travel planning can be used to help achieve this rebalancing, but it is acknowledged that in rural areas the car will continue to provide the primary mode of travel.
- 3.2.51 Sustainable transport also has an important role to play in tackling climate change and in influencing air pollution levels (see Core Policies 12 and 13).
- 3.2.52 At the county level, the second Buckinghamshire Local Transport Plan (LTP2) sets out the Highway Authority's vision and priorities for the period to 2011. The next version, LTP3, will look ahead to 2016 and beyond, and will be submitted to Government in 2011. The County Council also has a Rights of Way Improvement Plan that is integral to the LTP. The District Council will work closely with the County Council to ensure that the LDF and LTP3 are broadly consistent.
- 3.2.53 A Transport Evaluation (Atkins, 2010) has been undertaken, to examine the impacts of the Spatial Strategy on the road network. This concluded that whilst the development proposed in the Core Strategy will exacerbate some existing traffic problems, for example in the Beaconsfield and Iver areas, with appropriate mitigation in place, it could be delivered without an unacceptable impact on the local road network. Furthermore, planned development in South Bucks is not expected to have a significant impact on the motorway links in the District, although it will contribute to traffic pressures at Junction 1 of the M40, which is already experiencing some congestion. Together with the anticipated growth in background traffic levels, and the impact of planned development in locations outside of the District (including in Slough and Uxbridge), the potential number of vehicle movements at Junction 1 of the M40 may result in the need for improvements to the junction. Traffic impacts on the junction will be kept under review, and mitigation measures, including infrastructure upgrades, may be required later in the Plan period (see Appendix 6).
- 3.2.54 There are a number of local transport challenges, as described in Part 1 of this Plan. The high levels of car ownership and commuting, along with the rural nature of the District, have led to pressure on rural services, concerns over increased traffic and problems with commercial vehicles on narrow roads. The Council will therefore support the provision of improved public transport services in order to improve transport choices, especially in rural parts of the District. This could include the increased use of innovative and flexible schemes such as Dial-a-Ride.
- 3.2.55 In South Bucks, Beaconsfield and Gerrards Cross have the best accessibility to services⁵⁴. The Spatial Strategy takes account of this, and aims to focus new development on previously developed land within existing settlements, with Beaconsfield, Gerrards Cross and to a lesser extent, Burnham, being the main focus for new development over the Plan period. The Spatial Strategy will therefore contribute to the rebalancing of the transport system.
- 3.2.56 Several major public transport schemes are either committed or under consideration. The Crossrail scheme received its final parliamentary approval in July 2008 and is expected to be completed by 2017. Crossrail will stop at two stations in South Bucks, Iver and Taplow. A new Regional Coachway is planned to be developed in High Wycombe, providing a much improved interchange between regional and local public transport services.

⁵⁴ South Bucks Accessibility and Infrastructure Study (2006) and Settlement Hierarchy Study (2008).

3.2.57 Two proposals under consideration by the Government are the Heathrow Hub, a new rail station in the Iver area, east of the M25, and High Speed 2, a new rail link to the north of England. The implications for South Bucks of these schemes are still uncertain.

3.2.58 There are concerns about transport problems in the Beaconsfield and Iver Village/Richings Park areas. In Beaconsfield, there is a congestion hotspot on the A355 between the Pyebush roundabout and the Amersham Road to the east of Beaconsfield. A range of measures will be needed to ease road over-capacity, including actions in the Beaconsfield Transportation Study 'refresh', as well as mitigation measures as part of the redevelopment of Wilton Park. In the longer term, if traffic volumes increase as expected, an A355 relief road is likely to be needed to reduce pressure on the London End roundabout, with the first part of this achieved by the new access into Wilton Park from the Pyebush roundabout. Further work will be undertaken later in the Plan period, jointly with the County Council and Highways Agency, to assess whether a relief road is the most appropriate option for relieving transport problems in Beaconsfield and if so how it could be delivered. More details on the Wilton Park Opportunity Site are given in Core Policy 14.

3.2.59 There are five sites in proximity to Iver Village that collectively generate a high number of HGV movements. The HGV vehicles travelling to and from these sites have limited routing options, with all of the HGV traffic having to travel either along Iver Village High Street (when heading north) or through Richings Park (when heading south) - resulting in adverse environmental and amenity impacts. It is intended to address the problem by encouraging development and redevelopment in the South of Iver Opportunity Area that reduces the number of HGV movements (see Core Policy 16). Should this strategy prove unsuccessful, or other opportunities arise, consideration will be given to the scope for provision of a relief road or alternative means of access to the employment sites in the South of Iver Opportunity Area.

Core Policy 7: Accessibility and Transport

The Council will seek to improve accessibility to services and ensure a safe and sustainable transport network by supporting the rebalancing of the transport system in favour of more sustainable modes of transport, whilst recognising that in rural parts of the District, the car will remain the primary mode of travel.

This rebalancing will be achieved by:

- Focusing new development that generates substantial transport movements in locations that are accessible by public transport, walking and cycling.
- Working with the highway authority, Rights of Way and Access Group, and others to improve transport choices for local residents, especially in rural parts of the District.
- Encouraging safe and attractive improvements to pedestrian and cyclist routes and facilities.
- Supporting the greater use of rail services, including improvements to parking at train stations and connecting bus services where viable.
- Ensuring that the impact of new development on the road network is minimised and mitigated through the use of 'mobility management' measures such as Travel Plans, parking charges and car parking levels.
- Supporting public transport schemes, including Crossrail, as long as there are strong environmental safeguards in place.

Existing traffic congestion to the east of Beaconsfield will be addressed through a range of measures, which could include provision of an A355 / A40 Relief Road later in the Plan period. The adverse impacts associated with HGV movements in and around Iver Village and Richings Park will be addressed through land use changes. Should these prove unsuccessful, or other opportunities arise, further consideration will be given to the scope for provision of a relief road or other alternative means of access to the employment sites in the South of Iver Opportunity Area. Impacts on Junction 1 of the M40 will be kept under review,

with mitigation measures, including infrastructure improvements, potentially being needed later in the Plan period.

Further details of the measures that will be taken to implement this policy, including when travel plans will be required and the application of new parking standards, will be addressed in the Development Management DPD.

3.3 Living Environment

Core Policy 8 - Built and Historic Environment

- 3.3.1 South Bucks District has a rich and diverse historic environment, and its historic buildings, areas and landscapes contribute to the special character of the District and help create a sense of place. As well as nationally designated historic assets, there are also many locally important heritage features. The Council is currently reviewing its Conservation Areas, updating boundaries and in some cases is creating newly designated areas.
- 3.3.2 South Bucks comprises a number of separate and distinctive settlements each with their own local character. However, the increased level of housing development that has occurred in some settlements in recent years, for example Beaconsfield and Gerrards Cross, has led to some public concern that this character is gradually changing. Much of this development has been in the form of higher density infill development, backland development and (in particular) plot redevelopment. There is evidence⁵⁵ that due to this ad hoc, incremental intensification, the character of some towns and villages is being eroded. It will therefore be essential to promote sustainable communities whilst respecting our settlements' character and local distinctiveness.
- 3.3.3 To achieve this, the Council will manage development in a positive way through seeking a high quality of design and by protecting areas that are particularly sensitive to change, for example conservation areas and other areas with exceptional character. It is therefore proposed that a Development Plan Document will be produced early in the Plan period which will identify 'character areas' within each settlement excluded from the Green Belt and provide a clear framework for assessing the impact of development proposals on character.
- 3.3.4 As a largely rural district with relatively small settlements, the density of existing housing within South Bucks tends to be lower than in more urban areas. To reflect character and accessibility considerations, new housing schemes in the District have tended to be permitted at relatively low densities. Annual monitoring data confirms that in the period 2004-2009, the net average density of permitted development (on land excluded from the Green Belt) was between 22 and 34 dwellings per hectare (dph).
- 3.3.5 Higher density development may be appropriate in accessible locations, reducing development pressure on the surrounding Green Belt. However, it is important that the density of new development is appropriate to its context and that all new development is well designed. The Council has produced a Residential Design Guide to encourage high quality, sustainable design. A residential density target has been set in Core Policy 8 below, having had regard to factors such as current levels of accessibility to services, the characteristics of the area and the amount of new housing to be delivered in the District (see Core Policy 1).
- 3.3.6 Developers should also demonstrate, through the Design and Access Statement submitted with their planning application, that their proposed development would contribute to a reduction in CO₂ emissions and be resilient to the effects of climate change (see Core Policies 12 and 13 for more details).
- 3.3.7 It will be important to protect local communities from the threat and consequences of criminal and anti-social

behaviour through achieving reductions in crime and disorder and the fear of crime⁵⁶. In order to further this aim, the Council will seek to create safe and sustainable environments by designing out opportunities for crime and anti-social behaviour in accordance with best practice as highlighted in 'Safer Places' and 'Secured by Design'. The LDF also has a role to play in promoting community safety more generally, for example, by encouraging good design that minimises the risk from fire.

3.3.8 Core Policy 13 addresses sustainable design and construction.

Core Policy 8: Built and Historic Environment

The protection and, where appropriate, enhancement of the District's historic environment is of paramount importance. In particular, nationally designated historic assets and their settings, for example Scheduled Ancient Monuments and Grade I, II* and II listed buildings, will have the highest level of protection.

Locally important heritage features and their settings also make an important contribution to the creation of distinctive and sustainable places and will also be protected, conserved and enhanced where appropriate. The protection and where appropriate enhancement of historic landscapes (including archaeological sites, Historic Parks and Gardens and Ancient Woodlands) and townscapes, especially those that make a particular contribution to local character and distinctiveness, will be informed by evidence, for example, characterisation studies such as the Bucks Historic Landscape Characterisation Study.

All new development must be of a high standard of design and make a positive contribution to the character of the surrounding area. To help achieve this, character areas will be identified in settlements excluded from the Green Belt in a subsequent DPD. The Council

will also continue its programme of reviewing existing Conservation Areas and designating new Conservation Areas where appropriate.

New development should be designed to help tackle the causes of, and be resilient to the effects of, climate change.

On land excluded from the Green Belt, new housing should be built at an average density of between 25 and 35 dwellings per hectare. However, actual densities may be higher or lower than this, to reflect factors such as the accessibility of the site and the character of the surrounding area.

Development proposals will be expected to accord with Secured by Design principles to achieve crime prevention, reduce the fear of crime and improve other aspects of community safety.

Core Policy 9 - Natural Environment

3.3.9 South Bucks comprises high quality landscapes which contribute significantly to its character and people's quality of life, including the nationally designated Chilterns Area of Outstanding Natural Beauty (AONB), located to the north of Beaconsfield. The Chilterns Conservation Board has prepared a Management Plan for the AONB which contains policies and actions to conserve and enhance the natural beauty of the AONB. More generally, a Landscape Character Assessment has been prepared⁵⁷, which identifies different landscape character zones together with their key characteristics which need to be maintained and enhanced.

3.3.10 The District is fortunate to have a multiplicity of wildlife sites with various key designations such as Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNR's), Local Wildlife Sites (LWS's), Ancient Woodlands, Biological Notification Sites and other natural habitats as well as their associated species. In addition, five Biodiversity Opportunity Areas have been identified in South Bucks, as well as at the regional level⁵⁸, where

⁵⁶ The South Bucks Sustainable Community Strategy has as a key challenge - "Addressing the causes of crime and the related fear of crime".

⁵⁷ South Bucks Landscape Character Assessment (2003).

⁵⁸ As part of the South East Regional Biodiversity Strategy.

targeted conservation action will have the greatest benefit⁵⁹.

3.3.11 Burnham Beeches is a Special Area of Conservation (SAC), a National Nature Reserve (NNR) and a Site of Special Scientific Interest (SSSI) located adjacent to Farnham Common. It is 220 hectares in size and is characterised by a diverse mixture of ancient woodland, wood pasture, coppice, ponds and streams, grassland, mire and heathland. The site's most prominent features are the veteran Beech and Oak pollarded trees which provide a stable habitat for many rare and endangered deadwood species. The main reason for its designation as a European site (SAC) is the acid beech forest with its shrub layer, which together is rich in invertebrates and epiphytes (plants that live on other plants). Many of the invertebrates and epiphytes, some of which are nationally rare, are dependent on the ancient trees, along with good air quality and land management for their survival. Burnham Beeches is an important site and to have such a wide range of habitats in such a comparatively small area is unusual. The Council has produced a Habitats Regulation Assessment (HRA) Screening Statement⁶⁰, which has concluded that the Core Strategy will not generate any significant effects in relation to Burnham Beeches SAC, or any other European Site, either alone or in combination with other plans and projects. However, where a specific development could result in significant effects on the SAC, a Project Level (Regulation 48) HRA will need to be carried out by the developer when the planning application is submitted to determine whether mitigation measures are required.

3.3.12 Rivers and waterways, most notably the Thames, the Jubilee, and the Colne Rivers and the Grand Union Canal, are crucial to the enhancement of local biodiversity as they provide natural corridors for biodiversity movement, and are an integral part of the Green Infrastructure assets of the District. The river environs, particularly

parts of the Thames, are under pressure for change, including land around the Mill Lane Opportunity Site (see Core Policy 15 for more information). Rivers and waterways must be enhanced and restored in general, particularly when development can provide opportunities to renaturalise river corridors, waterways, tributaries and culverts. The River Thames and the Grand Union Canal (Slough Arm) also provide opportunities for tourism, leisure and recreation. The strategic framework for the River is provided by the Thames Waterway Plan.

3.3.13 The Colne Valley Park covers much of the eastern part of South Bucks. The park provides the first taste of countryside to the west of London. The rural/urban fringe provides a complex and diverse pattern of landscape, including large areas of natural historic landscape and tracts of land in agricultural production, but also includes damaged land as a result of mineral extraction, neglect and vandalism. This area presents many opportunities for improvement, in line with the five aims of the Colne Valley Park (as listed in its Action Plan⁶¹).

3.3.14 There are also many undesignated landscape areas and features which have a high biodiversity importance in their own right, which act as corridors and buffers between designated sites. This is particularly important for the conservation and enhancement of biodiversity as it faces many adjustment challenges though predicted climate change over the next 40 years. Natural resources such as woodlands, grasslands, fields, crops and open spaces absorb carbon and thereby provide a local valuable asset in mitigating climate change.

3.3.15 Biodiversity is also a key component of the urban environment, and new development can provide opportunities to create and enhance wildlife habitats.

⁵⁹ Buckinghamshire & Milton Keynes Biodiversity Action Plan.

⁶⁰ Habitats Regulations Assessment for the South Bucks Core Strategy - Screening Statement (2010). HRA was previously known as Appropriate Assessment.

⁶¹ Colne Valley Regional Park Action Plan 2009-2012.

Core Policy 9: Natural Environment

The highest priority will be given to the conservation and enhancement of the natural beauty of the Chilterns Area of Outstanding Natural Beauty, and the integrity of Burnham Beeches Special Area of Conservation.

The conservation and enhancement of the Chilterns AONB and its setting will be achieved by ensuring that all development complies with the purposes of the AONB and its Management Plan. The conservation and enhancement of Burnham Beeches SAC, and its surrounding supporting biodiversity resources, will be achieved through restricting the amount of development in close proximity to the site, and ensuring that development causes no adverse effect on the integrity of the SAC. Further details on mechanisms for achieving this will be given in the Development Management DPD.

More generally, the landscape characteristics and biodiversity resources within South Bucks will be conserved and enhanced by:

- Not permitting new development that would harm landscape character or nature conservation interests, unless the importance of the development outweighs the harm caused, the Council is satisfied that the development cannot reasonably be located on an alternative site that would result in less or no harm and appropriate mitigation or compensation is provided, resulting in a net gain in Biodiversity.
- Seeking the conservation, enhancement and net gain in local biodiversity resources within the Biodiversity Opportunity Areas, on other non-designated land, on rivers and their associated habitats, and as part of development proposals.
- Maintaining existing ecological corridors and avoiding habitat fragmentation.
- Conserving and enhancing landscapes, informed by Green Infrastructure Plans and the District Council's Landscape Character Assessment.

- Improving the rural/urban fringe by supporting and implementing initiatives in the Colne Valley Park Action Plan.
- Seeking biodiversity, recreational, leisure and amenity improvements for the River Thames setting where opportunities arise, for example at Mill Lane (see Core Policy 15).

Further guidance on the protection and enhancement of landscape and biodiversity resources will be given in the Development Management DPD.

3.4 Maintaining Local Economic Prosperity

Core Policy 10 - Employment

- 3.4.1 South Bucks has a highly skilled local workforce, a high level of new business formation and at the last Census (2001), a broad numerical balance between the number of local jobs and the size of the resident workforce.
- 3.4.2 There is a strong inter-relationship between the local economy in South Bucks, and the larger employment centres of High Wycombe, Maidenhead, Slough and Uxbridge. Approximately two-thirds of the resident workforce in South Bucks (19,000 as at 2001) commute out of the District on a daily basis, with a similar number of in-commuters. With a few notable exceptions, the office accommodation available in South Bucks is unable to compete directly with the prime floorspace available in the nearby larger employment centres.
- 3.4.3 National planning guidance⁶² states that local planning authorities should plan positively and proactively to encourage sustainable economic growth. The evidence base prepared for the South East Plan concluded that the need for additional employment floorspace in the area which extends to the west of London (including South Bucks District) could largely be met through the more efficient use of employment land in town centres and on established employment sites. Such an approach is particularly important in South Bucks, given the Green Belt constraint.

3.4.4 With the overarching aim of maintaining local economic prosperity, the employment strategy for South Bucks aims to:

- Accommodate the needs of existing and new businesses (whilst recognising the constraints imposed by Green Belt policy).
- Support new business formation, helping to maintain the area's standing as the Entrepreneurial Heart of Britain.
- Encourage a greater proportion of people to live and work locally.

3.4.5 The Council will monitor the number of local job opportunities and size of the resident workforce over the Plan period, with a view to maintaining a broad numerical balance.

Business Needs

3.4.6 It is important that existing and new businesses in South Bucks are supported by generally protecting employment sites from redevelopment for other uses, and allowing appropriate redevelopment or expansion on existing employment sites.

3.4.7 The Buckinghamshire Employment Land Review⁶³ confirms that there is a good range of employment accommodation in South Bucks, catering for a wide range of business types and sizes. In the period 2006-26, new employment generating floorspace will be delivered in the District and Local Centres, on previously developed land (for example, at the Uxbridge Business Park), on the Opportunity Sites and through development already permitted at Pinewood Studios. There will also be incremental redevelopment and expansion on other existing employment sites.

3.4.8 Access to broadband is a high priority for many small businesses. It is also important that homes are broadband enabled, particularly for those running businesses from home, or for those who work from home on a regular basis. The Council will therefore work with key stakeholders and providers to improve broadband services throughout

the District, and encourage the provision of infrastructure to enable next generation broadband.

Enterprise

3.4.9 Buckinghamshire prides itself in being the entrepreneurial heart of Britain. Within this context, South Bucks has the highest rate of new business start-ups of any local authority area outside of London, with approximately eighteen percent of the working age population being self-employed.

3.4.10 To encourage new business formation, and support micro and small businesses, the Council will promote home-working and rural diversification⁶⁴ (providing it benefits the local community), and encourage the provision of managed workspace⁶⁵.

Living and Working Locally

3.4.11 The evidence⁶⁶ suggests that in 2008 (taking into account self-employment) there were more jobs in South Bucks than local workers (although a proportion of local workers will have more than one job). The Council will monitor the situation, and may need to take action over the Plan period, to ensure that any imbalance does not result in a significant detrimental impact on local infrastructure or the strategy for employment growth in nearby larger urban areas.

3.4.12 A broad numerical balance between the number of local jobs and size of the resident workforce provides the opportunity for people to live and work locally. The advantages of living and working locally include, shorter (or fewer) journeys by car, resulting in lower carbon dioxide emissions, and less time wasted commuting, giving people more time to participate in family and local community life. To encourage a greater proportion of South Bucks residents to live and work locally, the Core Strategy aims to:

- Deliver more affordable housing for key workers and people in lower paid professions,

⁶³ Buckinghamshire Employment Land Review (2006, and in-house Update 2010).

⁶⁴ Activities on surplus land to support farming incomes, including forestry and tourism.

⁶⁵ Provides serviced premises from which small business can trade. Shared services can include: office management, central reception, supply of equipment and security.

⁶⁶ Buckinghamshire Employment Land Review (2006, and in-house Update 2010).

who provide essential local services.

- Attract and retain high value and knowledge based businesses that require the skills and experience of the resident workforce in South Bucks.

3.4.13 To help address the social, environmental and economic impacts of commuter traffic, encouragement will be given to the increased use of rail services, both to access local employment opportunities and the employment opportunities in adjoining areas, including High Wycombe, London and Slough. Accordingly, particular support will be given to new employment generating development within the Principal Settlements of Beaconsfield, Gerrards Cross and Burnham.

3.4.14 Less than 1% of the resident workforce in South Bucks work in rural activities such as agriculture, forestry and fishing. However, this sector remains important, both in terms of preserving the character of the countryside, and sustaining rural communities.

Core Policy 10: Employment

Important employment sites will be retained in employment use (B Use Class). A subsequent Development Management DPD will identify the important employment sites in South Bucks District.

There will be a general presumption that other employment sites (B Use Class) will also be retained in employment use (B Use Class). In limited circumstances, including where there is no reasonable prospect of a site being used for the permitted purpose⁶⁷, or where the site is creating significant amenity issues, the priority will be for the site or premises to be reused or redeveloped (where appropriate) for an alternative economic use (i.e. a use which provides employment opportunities, generates wealth or produces an economic output or product).

The change of use of employment land and floorspace (B Use Class) to retail use

(outside of the District and Local Centres defined in Core Policy 11) will only be permitted in limited circumstances - where there is evidence that the proposal would not have a significant adverse impact upon nearby District and Local Centres, and there are no sequentially preferable alternative sites available.

Should a significant imbalance between local job opportunities and the size of the resident workforce arise, the District Council will identify any employment land to be released for alternative uses, or the preferred location for new employment generating floorspace, through the LDF process.

New employment development will be accommodated in the District and Local Centres, on the Opportunity Sites and through appropriate intensification on existing employment sites excluded from the Green Belt, where there is good access by a variety of transport modes.

The Council will work with key stakeholders to improve access to high speed and next generation broadband throughout the District by supporting the provision of necessary new ICT infrastructure.

The Council will seek to increase the presence of high value and knowledge based businesses in South Bucks. Support will be given to small-scale and start-up businesses, by promoting and supporting home-working (where there is no adverse impact on residential amenity) and encouraging the provision of managed workspace. The Council will also support rural diversification schemes, providing they benefit the local community.

Further guidance on the application of this Core Policy will be provided in the Development Management DPD.

⁶⁷ In seeking to demonstrate that there is no reasonable prospect of a site being used for the permitted purpose, the applicant will need to have undertaken a prolonged period of unsuccessful marketing, using details approved by the District Council.

Core Policy 11: Healthy and Viable Town and Village Centres

- 3.4.15 Town and village centres provide a central focus for a range of activities, not just shopping. The Government's key objective⁶⁸ is to promote their vitality and viability.

Retail Hierarchy

- 3.4.16 Within the District, the evidence base⁶⁹ confirms that Beaconsfield (New Town) and Gerrards Cross are District Centres with a reasonable range of shops and services, sufficient to meet most day-to-day needs. They will continue to serve as the main focus of retail activity in the north of the District. Beaconsfield (Old Town), Burnham, Farnham Common, Iver Village and Denham Green are all defined as Local Centres. They meet the more localised needs of their immediate community. Iver Village is in need of regeneration, and would benefit from environmental improvements and enhanced retail provision. There are also many smaller centres that provide an essential service for local communities, in particular for people with limited mobility.
- 3.4.17 The Bishop Centre in Taplow is the only 'out of town' shopping centre in the District. It is now beginning to age, and could be upgraded within the Plan period. The Council will carefully consider any proposals for redevelopment of the Bishop Centre, having regard to the likely impact on nearby centres, in particular Burnham.
- 3.4.18 The nearby strategic town centres of Slough, Maidenhead, High Wycombe, and Uxbridge will continue to be the focus for major retail and other town centre developments, and provide higher order facilities (including department stores and theatres) for residents of South Bucks.

Development in District and Local Centres

- 3.4.19 There is no strategic requirement for additional convenience floorspace⁷⁰ in South Bucks over the Plan period, assuming that the planning permissions granted for new food stores at Gerrards Cross and the Bishop Centre are implemented. This does not mean however that the development of additional convenience floorspace in South Bucks (in the period to 2026) would be inappropriate, as there may be a need to address localised qualitative deficiencies⁷¹.
- 3.4.20 There is limited capacity to support new comparison floorspace⁷² in South Bucks District in the period to 2016, primarily due to the effects of the recession and the completion of the Eden Centre in High Wycombe.
- 3.4.21 In the period 2016-26, growth in comparison expenditure could support about 5,300 sqm net (7,550 sqm gross) of new comparison floorspace within South Bucks District as a whole, over and above commitments at 1st March 2009. The majority of this floorspace projection will be required after 2016, and suitable sites may therefore need to be allocated in a subsequent Development Plan Document.

68 PPS4 - Planning for Sustainable Economic Growth (2009).

69 Joint Town Centre and Retail Study (2007, and Update 2009).

70 Convenience Floorspace - Floorspace used for the sale of consumer goods purchased on a regular basis, including food and groceries and cleaning materials.

71 Improvement in the range and types of convenience shops available.

72 Comparison Floorspace - Floorspace used for the sale of durable goods such as clothing, household goods, furniture, DIY and electrical goods.

Core Policy 11: Healthy and Viable Town and Village Centres

Proposals for new retail, office and other main town centre uses should enhance the vitality and viability of centres in South Bucks, and support the following hierarchy:

- District Centres - Beaconsfield (New Town) and Gerrards Cross will complement the larger regional and sub-regional centres outside of the District, by providing for bulk convenience food shopping and offering a reasonable range and choice of comparison shops and other services, in a distinctive local environment.
- Local Centres - Beaconsfield (Old Town), Burnham, Farnham Common, Iver Village and Denham Green, will complement the District Centres by catering for top-up shopping trips and a more limited range of comparison shopping.

Neighbourhood Centres will be protected, recognising their important local role.

New retail provision will be encouraged to meet the indicative floorspace requirements set out in table 8 below (or as updated in a future Retail and Town Centre Study), with the allocation of sites in a subsequent Development Plan Document, as necessary. Redevelopment of the Bishop Centre is supported, although the actual form and scale of new retail provision will be subject to a more localised need, impact and sequential analysis, at the time a planning application is submitted. The Bishop Centre must maintain a scale and role which does not impact adversely on other centres, including Burnham, Slough and Maidenhead.

Particular support will be given to improvements in the retail offer in Beaconsfield (New Town), Gerrards Cross and Burnham. A limited increase in retail floorspace to meet local needs will be acceptable in the Local Centres. In particular, the regeneration and enhancement of Iver Village centre will be encouraged.

Centre	Additional Convenience Floorspace (sqm)		Additional Comparison Floorspace (sqm)	
	2007-2016	2016-2026	2007-2016	2016-2026
Beaconsfield	250	100	0	2,250
Gerrards Cross	450	50	0	800
Bishop Centre, Taplow	350	100	250	1,000
Other	0	0	0	1,250

Table 8: Indicative Floorspace Requirements

3.5 Climate Change and Environmental Management

3.5.1 Climate change is one of the greatest challenges facing the world and urgent action is needed to help tackle it and also to adapt to its effects. Tackling and adapting to climate change is a cross cutting issue that links to policies throughout this Core Strategy. For example, Core Policy 1 seeks to focus development in the most sustainable locations, and Core Policy 7 supports more sustainable forms of transport. Core Policy 8 seeks to ensure new development is resilient to climate change and Core Policy 9 encourages a net gain in biodiversity, recognising that habitats and species will be affected by climate change.

3.5.2 The following two policies deal with sustainable energy and environmental and resource management.

Core Policy 12: Sustainable Energy

3.5.3 The most cost effective way to combat climate change is through reducing the demand for energy and increasing energy efficiency. The wise use of energy and the creation of renewable/low carbon energy can help combat climate change and help meet energy demand from dwindling traditional energy resources.

3.5.4 The Government sets legally binding targets to cut greenhouse gas emissions, which at the time of writing is a reduction of at least 80% by 2050⁷³.

3.5.5 South Bucks continues to have one of the highest domestic per capita carbon footprints in the UK. Every opportunity must therefore be taken to reduce this footprint through various mechanisms, including through the planning process.

3.5.6 There are several ways in which the District will contribute to meeting national CO₂ emission targets through energy efficiency and renewable energy measures. One of the main ways is through promoting decentralised and renewable or low carbon energy in new development, for example through requiring a proportion of the energy supply to come from such sources. This is consistent with the evidence base prepared for the South East Plan⁷⁴, which concluded that it would be viable for at least 10% of the energy supply in new buildings (over a minimum threshold) to come from sustainable sources. The Council will also require the incorporation of renewable, decentralised or low carbon technologies on significant sites when they are developed including, for example, the use of combined heat and power (CHP) technology and/or district heating.

3.5.7 A high proportion of the planned housing development in South Bucks has already been either built or granted planning permission. As a result, requiring new housing development to be more energy efficient will only have a limited effect on addressing CO₂ emissions in the District. Therefore, homeowners will be encouraged to address the energy efficiency of their existing properties through 'retro-fitting' their homes with simple energy saving measures, such as double glazing or insulation. Furthermore, the Council will seek proportionate energy improvements⁷⁵ to existing homes when granting planning permissions for all conversions and extensions, similar to the approach pioneered by Uttlesford District Council⁷⁶.

3.5.8 The energy efficiency measures sought will need to take into account the character of the property and its setting (for example, whether the property is in a Conservation Area or is a Listed Building).

⁷³ Climate Change Act 2008.

⁷⁴ The Evidence Base for Sustainable Energy Policies in the South East, September 2006.

⁷⁵ Subject to further work, it is anticipated that the cost of the energy efficiency measures sought will be no more than 5% of the total cost of the building works proposed.

⁷⁶ In 2005, Uttlesford District Council adopted a Supplementary Planning Document that requires cost effective energy efficiency measures to be carried out on dwellings when they are extended, wherever possible. In this way, the extra energy that is used and carbon dioxide that is produced by the extension is compensated for by improvements elsewhere. As well as benefiting the environment, this reduces energy bills and improves comfort.

3.5.9 All new homes will need to be zero carbon by 2016, with energy efficiency standards for new homes gradually improved relative to current standards in the Building Regulations. The Government also wants to introduce improved energy standards for new non-domestic development, with the aim of all such development being zero carbon by 2019. The Council will support this aim and ensure that any such requirements are enforced through the Building Control process.

3.5.10 The Council will support in principle the development of renewable and low carbon energy, both in conjunction with another development or as stand alone energy facilities, in order to support national targets. It will be important, however, that such facilities are located and designed to minimise adverse impacts, particularly in sensitive parts of the countryside. More detailed locational and design criteria will be developed in a further Supplementary Planning Document, which will also examine opportunities for increasing the capacity of renewable and low carbon energy in the District.

Core Policy 12: Sustainable Energy

The Council will promote and encourage energy efficiency and renewable / low carbon energy in all new development through a range of measures in order to contribute towards meeting national targets for reducing CO₂ emissions. These will include the following:

- Requiring that all developments of 10 or more dwellings and 1,000sqm or more non-residential floor space secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless demonstrated that it is not viable or feasible.
- In addition, requiring developers of the Opportunity Sites and other significant sites (as defined in the supporting text to Core Policy 17) to incorporate decentralised and renewable or low carbon technologies into their schemes, unless demonstrated that it is not viable or feasible.

- Encouraging homeowners to improve the energy efficiency of their properties, including seeking proportionate energy efficiency improvements when granting planning permission for conversions and extensions.
- Encouraging renewable and low carbon energy infrastructure, including stand alone facilities, in suitable locations, provided that these are designed to minimise any adverse impacts.

Further guidance on implementing this policy, including criteria to be used to assess renewable / low carbon energy proposals coming forward and examining future capacity, will be set out in a Supplementary Planning Document. The requirements in this policy will be kept under review in the light of new evidence and technological advances and may be updated in a future Development Plan Document.

Core Policy 13: Environmental and Resource Management

- 3.5.11 One of the four aims for sustainable development⁷⁷ is the prudent use of natural resources. It is essential that resource consumption is reduced, by making efficient use of existing resources, for example energy, land and water, rather than making greater demands on the environment.
- 3.5.12 It is also important that existing and new communities are protected from the risk of flooding and sources of noise and air pollution (including major roads, certain commercial processes and waste treatment facilities).
- 3.5.13 The Government launched the Code for Sustainable Homes in 2007, a national standard aimed at improving the overall sustainability of new homes using nine design categories, including water, energy, waste and materials. The Council promotes best practice in sustainable design and construction and supports the achievement of the national timetable for the Code for Sustainable Homes. The Council's adopted

⁷⁷ PP51: Delivering Sustainable Development, para 4.

Residential Design Guide SPD contains further advice on good practice for sustainable residential design.

3.5.14 It is essential to maintain and enhance water resources and quality in the District. Given that South Bucks is within an area of severe water stress, local circumstances warrant a minimum water efficiency standard for new residential development of 105 litres per person per day (equivalent to the standard set in Levels 3 and 4 of the Code for Sustainable Homes⁷⁸). Over time, this requirement may be reviewed, to reflect technological progress and building industry standards.

3.5.15 There are a number of areas subject to contamination across the District, including industrial and former industrial sites. It is important that proposed development does not cause pollution to ground or surface controlled waters and in particular ensures that the integrity of Burnham Beeches is maintained. Work in identifying and remediating contaminated sites in the District is ongoing through a Contaminated Land Strategy. In line with PPS23, developers will need to undertake a Preliminary Risk Assessment for planning applications on potentially contaminated land. The Council will carry out its own investigations of high priority sites, subject to funding being available.

3.5.16 In 2004, an Air Quality Management Area (AQMA) was declared in the District, adjacent to the three motorways. The Council will contribute to the improvements in local air quality by mitigating the impacts of development and transport wherever possible, especially within the AQMA and close to Burnham Beeches SAC. For example, the levels of development close to Burnham Beeches will be managed, and the Council will work closely with the Highway Authority to explore ways of reducing traffic levels on the A355 through Farnham Common (see Core Policy 9).

3.5.17 The Council will minimise exposure to noise by directing new development away from existing sources of noise (such as major roads and certain commercial processes). Where this is not possible, appropriate mitigation will be required. The coalition Government has decided not to proceed with the planned expansion of Heathrow Airport. Nevertheless, the Council will continue to work closely with other affected local authorities to ensure that noise and other environmental impacts from the airport are minimised.

3.5.18 The growing amount of household waste in the County has been identified as a significant issue⁷⁹. The Code for Sustainable Homes promotes recycling and composting storage facilities in new dwellings and also includes a requirement for Site Waste Management Plans to be produced for major projects.

3.5.19 The Buckinghamshire Minerals and Waste Plan, prepared by the County Council, provides the land use policy framework in the County to 2016. This will be superseded by the Minerals and Waste Local Development Framework.

3.5.20 National guidance⁸⁰ seeks to steer new development away from areas with a high risk of flooding wherever possible (the 'sequential test'), although development may still occur if this is needed for wider sustainability reasons. There are significant flood risk issues on the Mill Lane Opportunity Site (see Core Policy 15 for further details).

3.5.21 The Council's Strategic Flood Risk Assessment⁸¹ has given the Council a comprehensive understanding of the source and level of flood risk in the District and provided a basis on which to apply the PPS25 sequential approach. The flooding problem in the region will be exacerbated by climate change and so the SFRA takes account of this where possible. A risk based approach will be taken to allocating sites and permitting development, guiding vulnerable

78 As at January 2010.

79 Buckinghamshire Joint Municipal Waste Management Strategy (2007).

80 PPS25, 'Development and Flood Risk'.

81 Strategic Flood Risk Assessment Level 1 and 2 (2008).

development (e.g. housing) towards areas of lowest flood risk. Developers must submit a site specific Flood Risk Assessment (FRA) where proposals affect areas which are liable to flood.

Core Policy 13: Environmental and Resource Management

The Council will seek to ensure the prudent and sustainable management of the District's environmental resources by:

- Promoting best practice in sustainable design and construction. All new development must be water efficient and incorporate Sustainable Drainage Systems (SuDs) where feasible. All new residential development should achieve a minimum water efficiency target of 105 litres per person per day.
- Protecting and enhancing water quality and encouraging the remediation of land affected by contamination to bring it back to beneficial use. Particular regard should be had to maintaining the integrity of Burnham Beeches SAC.
- Seeking improvements in air quality, especially in the Air Quality Management Area adjacent to the motorways and close to Burnham Beeches SAC.

New development will be directed away from existing sources of noise and air pollution to avoid adverse impacts on local communities. The Council will work closely with other local authorities to minimise aircraft noise from Heathrow Airport.

Vulnerable development will be steered away from areas at risk of flooding wherever possible, in accordance with PPS25.

3.6 Development Sites

3.6.1 This Core Strategy identifies three significant development sites in the Green Belt, where comprehensive redevelopment would offer the potential to address existing planning problems:

- Wilton Park, Beaconsfield (Core Policy 14)
- Mill Lane, Taplow (Core Policy 15)
- Court Lane, Iver (Core Policy 16)

3.6.2 These sites are not strategic allocations, as although they are large in South Bucks terms (and their redevelopment would contribute towards meeting the Core Strategy objectives), they are not central to delivery of the Spatial Strategy. Furthermore, there is some uncertainty over the timing and availability of these sites for redevelopment. As a consequence, the sites have been termed "Opportunity Sites". This status recognises the opportunities for improvement presented by the three sites, and sets the broad policy framework to inform their future redevelopment - ensuring the opportunities for improvement are maximised, if and when redevelopment occurs.

3.6.3 Having regard to their size and characteristics and to enable appropriate redevelopment on the Opportunity Sites, they have been designated as Major Developed Sites (MDS) in the Green Belt, in accordance with PPG2: Green Belts.

3.6.4 The Court Lane Opportunity Site sits within a wider Opportunity Area. The South of Iver Opportunity Area has been identified in this Core Strategy to recognise the need for a more comprehensive approach to tackling local planning problems (principally the impact of HGV movements through Iver Village and Richings Park).

3.6.5 There may well be other significant development proposals that come forward over the Plan period, on sites not identified in the Core Strategy (or in another Development Plan Document). Core Policy 17 provides the overarching framework for consideration of such schemes, and requires

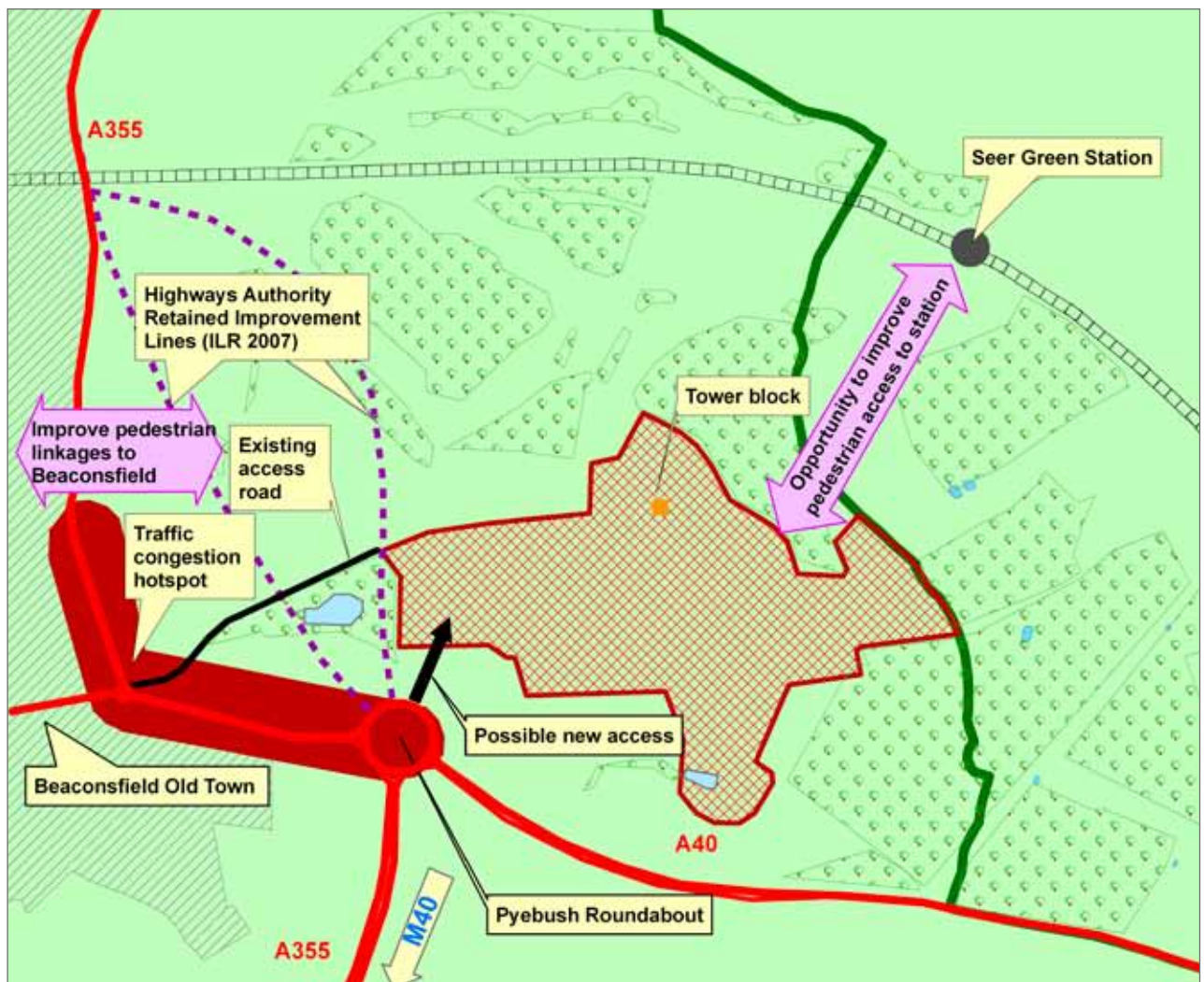
developers to prepare Development Briefs in consultation with key stakeholders and the local community, prior to submission of a planning application.

Core Policy 14 - Wilton Park (Opportunity Site)

- 3.6.6 The Wilton Park site lies to the east of Beaconsfield Old Town, to the north of the A40. It extends to approximately 40 hectares, about half of which is previously developed land. The site currently accommodates the Ministry of Defence School of Languages, MOD housing and barrack accommodation, open space, and indoor and outdoor sport and recreation facilities.
- 3.6.7 The Core Strategy provides a positive and deliverable framework for redevelopment of the site, if and when it is released by the MOD⁸². Any redevelopment proposals should be based on a comprehensive approach within the MDS boundary. Any scheme should be high quality and provide for a sustainable mix of uses, including both residential and employment. On the basis that the whole site is released for redevelopment, it could deliver around 300 new dwellings, along with new employment floorspace. The precise scale and proportion of these uses will be subject to an assessment of need at the time the site comes forward.
- 3.6.8 Redevelopment of the site will present an opportunity to remove the disused tower block, deliver local environmental improvements and reduce the impact of the site on the openness of the Green Belt. The Council accepts the general principle of retaining the same overall quantum of floorspace through any redevelopment scheme, but will need to be satisfied that the height, massing and distribution of the proposed development has no greater impact (and preferably a lesser impact) than existing development on the openness of the Green Belt.
- 3.6.9 The existing level of sport and recreation facilities at Wilton Park should be retained, with qualitative improvements where appropriate (in accordance with Core Policy 5). These facilities should be accessible to the wider community. In addition, the provision of new areas of public open space at Wilton Park will help to address the current deficiency in local parks and gardens in the Beaconsfield area. Such open space must be carefully designed to provide wildlife habitats. The site is adjacent to Ancient Woodland and near to the Chilterns Area of Outstanding Natural Beauty, so appropriate measures should be taken to provide enhancements to, and linkages between biodiversity resources.
- 3.6.10 Wilton Park lies 'upstream' from Burnham Beeches Special Area of Conservation (SAC), meaning that groundwater from Wilton Park has a hydrological connection to the system of streams and springs at Burnham Beeches. In preparing a Development Brief and any subsequent planning application, developers must demonstrate that any scheme would have no detrimental impact on the quality or quantity of ground and surface water resources at the SAC. For example through investigating and remediating potential contaminated land at the site, and ensuring that water flows to the Beeches remain intact. Full regard should be had to meeting the requirements of the UK Habitats Regulations, in particular the need for a detailed project level assessment when a planning application is submitted.
- 3.6.11 The site has historical and archaeological interest⁸³, which must be taken into account.
- 3.6.12 A central element of any proposals for development at Wilton Park must be improved integration of the site with nearby Beaconsfield. The site is separated from Beaconsfield by the A40 and A355, with limited current provision for the safe movement of pedestrians and cyclists.

⁸² MOD has indicated that the site is likely to become surplus to requirements during the Plan period. MOD might, however, decide to retain the Service Family accommodation.

⁸³ Wilton Park was the site of an Eighteenth Century mansion set in a designed landscape, which includes a Scheduled Ancient Monument.



Map 4 - Wilton Park

Improvements in accessibility will need to be achieved through a coordinated package of measures that provide new and enhanced routes and facilities for pedestrians, cyclists and public transport users. These improvements will also help mitigate the impact of development on the nearby road network, in particular Junction 2 of the M40.

- 3.6.13 The current access to the site via Minerva Way feeds into the small roundabout at the junction of London End / A40 / A355. This is an existing congestion hotspot which the Highway Authority has indicated would not be acceptable for accommodating any increase in traffic arising from redevelopment at Wilton Park. It is therefore expected that a new access off the Pyebush Roundabout will be required. As only one access point could be taken off the Pyebush roundabout, the access road serving Wilton Park must

be constructed so that it could be upgraded and extended northward to the A355, and would hence serve as the first stage of a future A355 Relief Road for Beaconsfield (for further details, see Core Policy 7 and related supporting text). The developer will need to undertake an appropriate Transport Impact Assessment and demonstrate that a solution can be delivered so as to allow satisfactory and safe access to the site.

- 3.6.14 The developer will need to demonstrate that there is adequate on and off-site infrastructure to serve the development. There is particular concern for how the site will be serviced by waste water infrastructure⁸⁴. The developer will need to undertake early investigations into the issue and include suitable solutions in the Development Brief.

⁸⁴ Thames Water has advised there is no on site public sewer.

Core Policy 14: Wilton Park (Opportunity Site)

The Wilton Park site as defined on the Proposals Map is identified as a Major Developed Site in the Green Belt.

Any redevelopment proposals should be comprehensive, delivering a high quality mix of residential and employment development, community facilities and open space. Any redevelopment proposals should:

- See the tower block demolished.
- Result in no greater impact on the openness of the Green Belt.
- Retain the existing level of sports and recreational facilities, with qualitative improvements where appropriate, making them available for local clubs and public use. A large proportion of open space on the site should be provided in the form of a good quality local park.
- Ensure open space areas are integrated with the surrounding area and existing countryside access.
- Deliver a net gain in Biodiversity resources.
- Ensure an acceptable means of vehicular access. Any access off the Pyebush roundabout must be constructed so that it is capable of future upgrading and extension to form an A355 Relief Road.
- Mitigate traffic impacts on the local and strategic road networks, for example, through the provision of high quality walking, cycling and public transport routes - with the links to Beaconsfield New Town being of particular importance.
- Explore options for a safe and attractive pedestrian and cycle link to Seer Green Station.
- Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12.

- Demonstrate, prior to the granting of planning permission, that the necessary infrastructure can be put in place within agreed timescales, including adequate water and waste water capacity, and a new exit off the Pyebush Roundabout (or alternative appropriate access).
- Include the investigation and remediation of potential land contamination on the site, to help protect the quality of ground/ surface water resources at Burnham Beeches. Proposals should also ensure that water flows to the Beeches remain intact.

A Development Brief must be produced for the site by the landowners / developers, in conjunction with the Council, prior to a planning application being submitted. The Development Brief will be adopted as a Supplementary Planning Document.

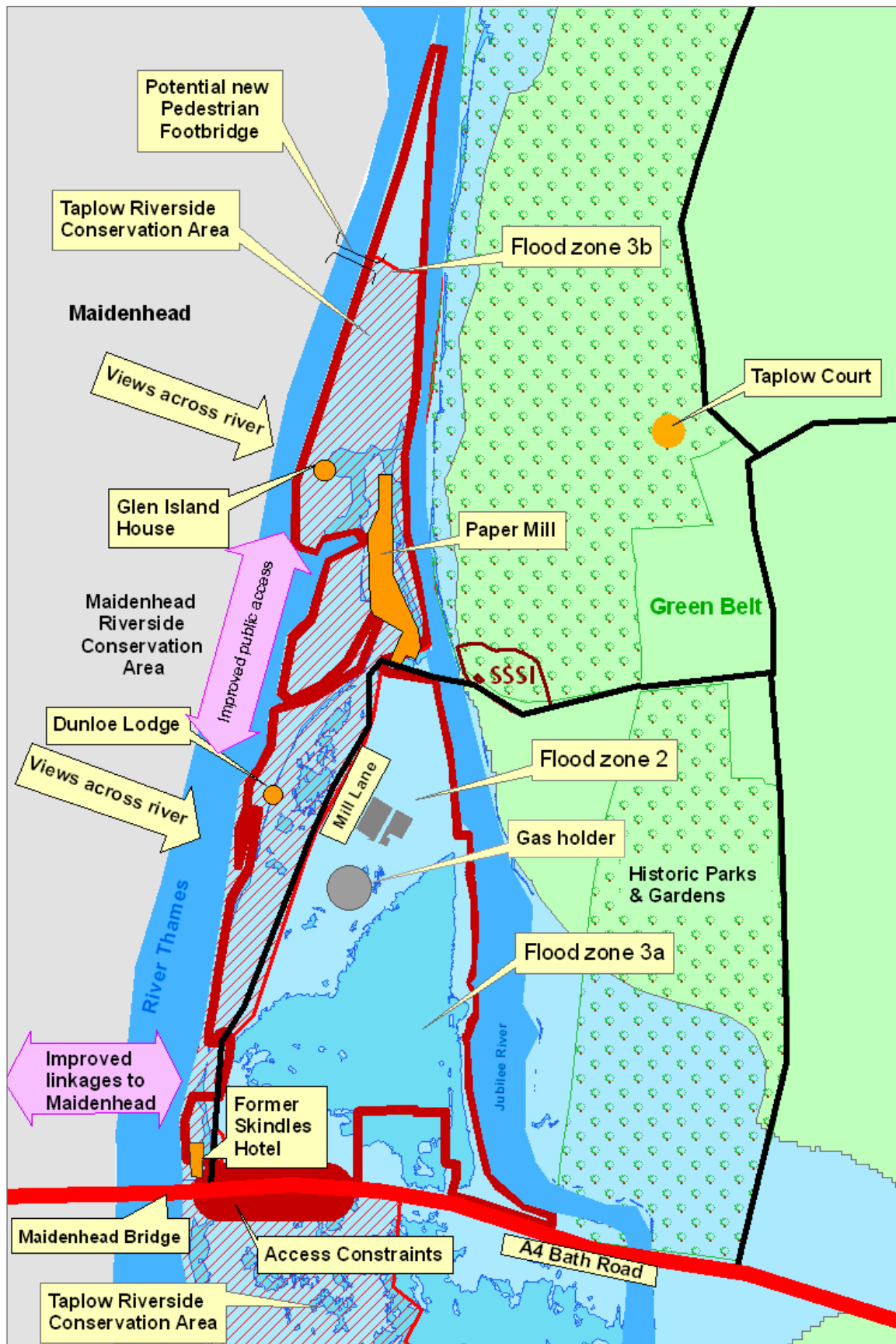
Core Policy 15 - Mill Lane (Opportunity Site)

3.6.15 The Mill Lane site comprises approximately 23 hectares of land in a Green Belt location at Taplow, between the Thames and Jubilee Rivers. It sits in an important historic landscape, overlooked by Taplow Court and a Scheduled Ancient Monument, with several Registered Parks and Gardens nearby. The site is adjacent to the Grade 1 listed Maidenhead Bridge, and much of it is within the Taplow Riverside Conservation Area⁸⁵, which includes the Grade II listed Glen Island House. The entire western boundary of the site adjoins the Maidenhead Riverside Conservation Area. Within this important historic context, this site also has significant archaeological potential.

3.6.16 The site lies within a County Biodiversity Opportunity Area, and adjacent to a Site of Special Scientific Interest (SSSI), and Biological Notification Site. It is within an area of high pollution risk to controlled waters and has a history of contamination.

3.6.17 The site includes a range of established uses on previously developed land, including a

⁸⁵ For further information, see The Taplow Riverside Conservation Area Character Appraisal, adopted 2007.



Map 5 - Mill Lane

former Paper Mill (which closed in 2006), a paper recycling depot, gas utilities, boatyards, the former Skindles Hotel and several Victorian buildings that were formerly used as 'Gentlemen's residences'. There are also significant areas of open land.

- 3.6.18 The site is in need of sensitive, comprehensive regeneration. Significant constraints include highway limitations (for example at the junction with the A4 Bath Road), flood risk concerns and the historic nature of the site. Flood risk concerns will limit the development potential of the site, particularly in the high flood risk areas⁸⁶.
- 3.6.19 In accordance with national guidance⁸⁷, a Strategic Flood Risk Assessment (Levels 1 and 2) has been produced and the sequential and exception tests⁸⁸ have been applied to this site to assess its suitability for development. The site passes the sequential test, as redevelopment is essential to deliver much needed regeneration and sustainable development for the benefit of the local community. It also passes parts a) and b) of the exceptions test. In order to pass part c), a site specific Flood Risk Assessment will need to be prepared by the developer, demonstrating, to the satisfaction of the Council and the Environment Agency, that the development will be safe and reduce flood risk overall, in line with the Level 2 SFRA criteria. More details on this justification are given in the Sustainability Appraisal report.
- 3.6.20 Redevelopment of the site would present an opportunity to enhance its ecological riverside setting and preserve the existing natural river banks to the Thames. In so doing, redevelopment must ensure retention and, where possible, an increase in biodiversity resources associated with the river environs (in accordance with Core Policy 9). There is also an opportunity to provide enhanced open space, recreation and public access to the rivers and improvements to public transport and pedestrian / cycling infrastructure.

- 3.6.21 Developers must clearly demonstrate that there is adequate infrastructure to serve the site, including water and sewerage capacity.

Core Policy 15: Mill Lane (Opportunity Site)

The Mill Lane Opportunity site as defined on the Proposals Map is identified as a Major Developed Site in the Green Belt.

A comprehensive, conservation-led approach must be taken to the regeneration of the site, with a high-quality mix of development, watercourses and parkland. Suitable uses on the site would include residential, commercial development (for example B1 offices, a café/restaurant, a marina/boatyard), a hotel (broadly on the current Skindles site) and open space.

Any redevelopment proposals should:

- See the gasholder and sheds on the Severnside part of the site removed when possible.
- Result in no greater impact on the openness of the Green Belt, and retain the largely open character of the site. On the former Mill site, a high quality design could result in development of a similar height to the existing building. Elsewhere, the height and massing of development should ensure a reduced visual impact.
- Be sympathetic to the historic nature of the site and its surroundings, including the Taplow Riverside and Maidenhead Riverside Conservation Areas, and any remains of archaeological importance.
- Preserve, and where possible enhance, the character and appearance of the riverside setting, including views to and from the site.
- Protect, conserve and where possible enhance Maidenhead Bridge and Glen Island House, and their respective settings.
- Deliver a net gain in biodiversity resources and avoid unacceptable impacts on the nearby South Lodge Pit SSSI.
- Provide an acceptable means of access into the site, and minimise the impact of the new traffic generated on the A4 Bath Road.

⁸⁶ Over half of the site is situated within Flood Zone 2 (medium probability) with some areas falling within Flood Zone 3a (high probability) and 3b (the functional floodplain), particularly at the northernmost part of the site.

⁸⁷ PPS25, Development and Flood Risk.

⁸⁸ See PPS25 paragraph 16 onwards and Annex D for explanations of the sequential and exception tests.

- Improve public access to the River Thames through a new riverside walk with a new footbridge provided across the Thames to Maidenhead in the vicinity of Boulter's Lock, unless demonstrated not to be feasible or viable.
- Ensure that there is no net loss of jobs, based upon the former range of activities on this Opportunity Site (circa 200 jobs).
- Guide new development towards areas of lowest flood risk within the site, with only water compatible development in Flood Zone 3b, with all other development in Flood Zone 2, with the exception of the redevelopment of the Skindles site (partly Flood Zone 3a) for a hotel.
- Adhere to the minimum requirements set out in the Level 2 Strategic Flood Risk assessment for the site, which will include demonstrating a measurable reduction in the risk of flooding as a result of the development.
- Minimise the risk of groundwater pollution through the mitigation of the effects of historic contamination.
- Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power, or potentially water power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12.
- Demonstrate, prior to the granting of planning permission, that the necessary infrastructure can be put in place within agreed timescales.

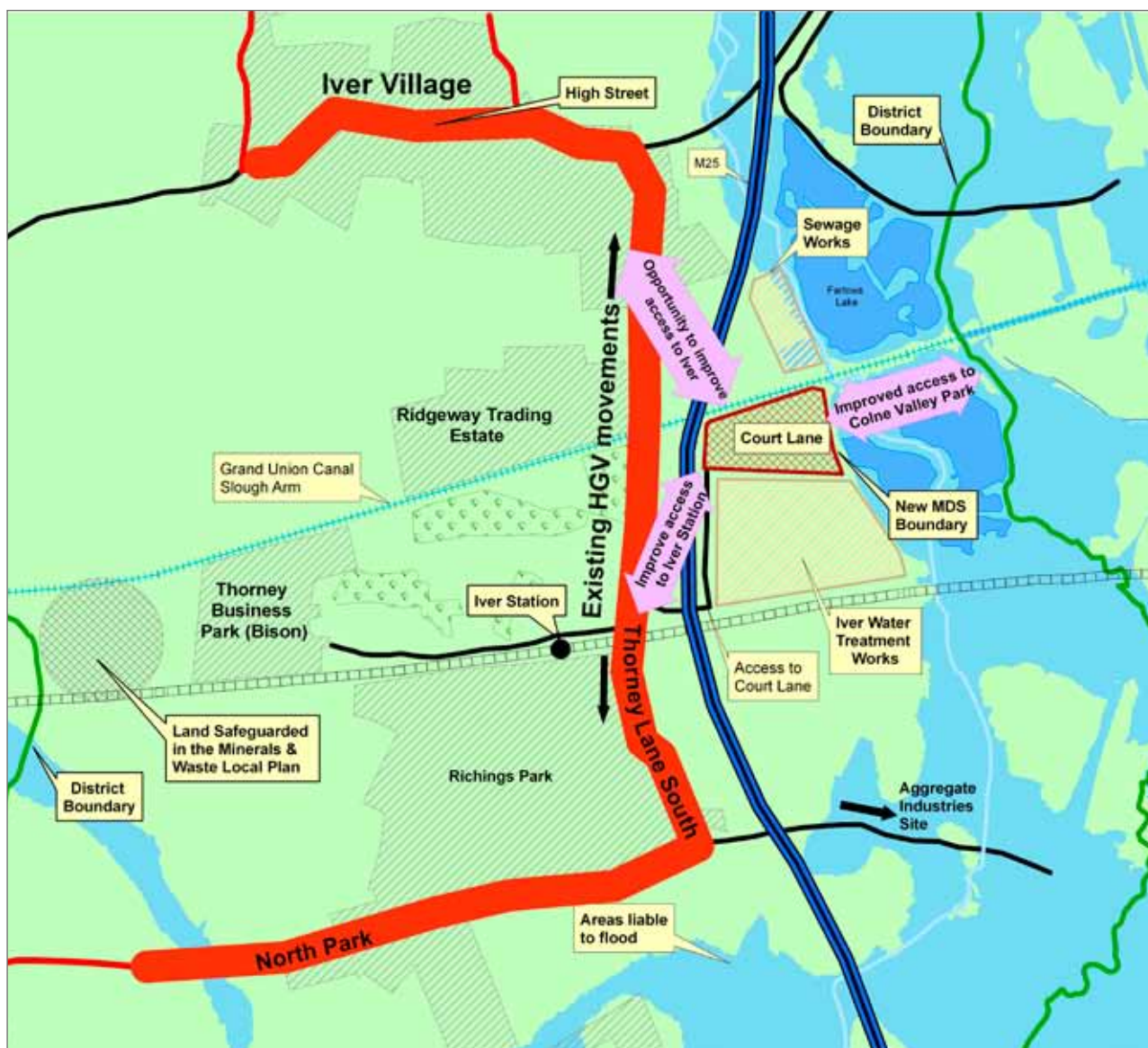
A Development Brief must be produced for the site by the landowners / developers, in conjunction with the Council, prior to a planning application being submitted. The Development Brief will be adopted as a Supplementary Planning Document.

Core Policy 16 - South of Iver (Opportunity Area)

- 3.6.22 There are five sites in proximity to Iver Village that collectively generate a significant number of HGV movements - Court Lane, Thorney Business Park (formerly the Bison

Estate), the Ridgeway Trading Estate, the Aggregate Industries site and the Cape Boards Site (Uxbridge). The HGV vehicles travelling to and from these sites have limited routing options, with all of the HGV traffic having to travel either along Iver High Street (when heading north) or through Richings Park (when heading south).

- 3.6.23 In preparing this Core Strategy two principal options for addressing the issue of HGV movements were considered - the provision of some form of relief road (or roads), providing an alternative routing option for local HGV movements, or the introduction of measures aimed at reducing the number of HGV movements generated by the five aforementioned sites.
- 3.6.24 Recognising the impact that HGV movements have on local people in Iver Village and Richings Park, in 2008, the Highway Authority submitted a scheme for a relief road to the regional body for prioritisation. Unfortunately, this scheme was not prioritised at the regional level, which is a necessary requirement to obtain funding from central government. No other sources of funding are currently available.
- 3.6.25 In relation to changes in land use, the Core Strategy is unable to directly influence the form of development on the Cape Boards site (as it is in the adjoining London Borough of Hillingdon) and further consideration needs to be given to the most appropriate form of development on the Aggregate Industries site through the Minerals and Waste Local Development Framework process (undertaken by Buckinghamshire County Council). The Aggregate Industries site is currently safeguarded as a Rail Aggregates Depot in the adopted Minerals and Waste Local Plan.
- 3.6.26 The adopted Minerals and Waste Local Plan and emerging Minerals and Waste Core Strategy also safeguard land immediately to the west of the Thorney Business Park for possible future use as a Multimodal Waste Transfer Facility. This land remains in the Green Belt, and if the current Minerals and Waste Core Strategy process confirms the need for a new Waste Transfer Facility (and



Map 6 - South of Iver

that this is the best location), the impact of the HGV movements generated should be minimised by making best practical use of the available rail and canal access, and provision of a new access road (which would allow HGV access, avoiding Iver Village and Richings Park).

3.6.27 The focus of Core Policy 16 is on the three remaining sites.

3.6.28 Within the Plan period, the District Council will generally support appropriate employment generating development or redevelopment on the three sites (Court Lane, Thorney Business Park and the Ridgeway Trading Estate), with particular encouragement to be given to uses that would result in a reduction in HGV movements.

3.6.29 The Court Lane industrial area is 6 hectares in size and accommodates industrial workshops, open storage, vehicle breaking and Heathrow long-stay parking. It lies within the Colne Valley Park and a Biodiversity Opportunity Area, adjacent to the M25, two water treatment works and former gravel pits. It is the employment area most capable of being enhanced through redevelopment. A comprehensive redevelopment scheme for uses that do not generate a large number of HGV movements would assist in addressing Strategic Objective 8 of the Core Strategy, as well as providing scope to improve public access to the nearby network of open space, Iver High Street and Iver Station.

- 3.6.30 The existing footpath that runs along the northern boundary of the Court Lane site is poorly maintained, and would benefit from improvement.
- 3.6.31 To facilitate redevelopment of the Court Lane industrial area, the site has been identified as a Major Developed Site in the Green Belt. In considering any planning application for redevelopment of the Court Lane area, the Council will take into account the current impact of the significant areas of open storage on the openness of the Green Belt.
- 3.6.32 Residential development on the Court Lane site is considered wholly inappropriate, in view of the surrounding land uses.
- 3.6.33 The Ridgeway Trading Estate and Thorney Business Park are excluded from the Green Belt. Redevelopment on the Ridgeway Trading Estate is likely to be more incremental. Proposals for office development and light industrial uses will be generally supported, to help reduce the number of HGV movements in the area. In the longer-term, should proposals come forward for significant development or redevelopment on the Thorney Business Park, the Council would look for a significant reduction in the HGV movements (generated by the site) through Iver Village and Richings Park, either through land use, use of the rail and canal access or provision of a new access road. Furthermore, improvements would be needed in terms of access to the train services at Iver train station.
- 3.6.34 The District Council is committed to monitoring the situation over the Plan period, with a view to reviewing both the nature and scale of the HGV problem in and around Iver and Richings Park, and the success of the measures outlined in Core Policy 16 below. Should these measures prove unsuccessful, or other opportunities arise⁸⁹, consideration will be given to the scope for provision of a relief road or alternative means of access to the employment sites in the South of Iver Opportunity Area (see also Core Policy 7 and paragraph 3.2.59).

Core Policy 16: South of Iver (Opportunity Area)

The District Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate, with particular encouragement to be given to uses that would result in a reduction in HGV movements.

The Court Lane site is identified on the Proposals Map as a Major Developed Site in the Green Belt. Comprehensive redevelopment proposals should result in a significant reduction in HGV movements. Any scheme should:

- Result in no greater impact on the openness of the Green Belt.
- Provide for habitat improvements and improved access to the open space and water areas in the Colne Valley Park.
- Provide improved pedestrian and cyclist access routes to Iver High Street and Iver Station, to enhance the sustainability of the site.
- Safeguard and improve the setting of the Grade II Listed Iver Court Farmhouse.
- Recognise the context of the site, and address issues including possible land contamination and the odour and air quality issues associated with the nearby water treatment works and M25.
- Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12.

The Court Lane site is wholly inappropriate for residential development.

A Development Brief must be produced for the site by the landowners / developers, in conjunction with the Council, prior to a planning application being submitted. The Development Brief will be adopted as a

⁸⁹ For example, in relation to proposals for significant new transport infrastructure in the area, or in the future, through the preparation of a Community Infrastructure Levy or Development Management DPD.

Supplementary Planning Document.

Any proposals for significant development or redevelopment on the Thorney Business Park should deliver a significant reduction in the number of HGV movements (generated by the site) through Iver Village and Richings Park.

Core Policy 17 - Other Development Sites

3.6.35 The Core Strategy cannot foresee every eventuality. As well as the three Opportunity Sites, other significant development proposals may come forward during the Plan period, for example when an employment site that is currently operational becomes unexpectedly redundant.

3.6.36 When such sites are within settlements excluded from the Green Belt, the policies in this Core Strategy will be applied to determine their reuse or redevelopment. However, prior to a planning application being submitted, a development brief should be prepared by the developer/landowner (with input from the Council) setting out the main opportunities and constraints of the site, the broad principles of the proposed development (consistent with the development plan) and any infrastructure requirements. The brief should then be subject to public consultation and then amended if necessary. The final brief will be a material consideration when determining any subsequent planning application on the site.

3.6.37 The redevelopment of sites in the Green Belt will normally be inappropriate development, unless for a limited range of uses⁹⁰. Inappropriate development will not be supported unless the applicant can demonstrate that there are very special circumstances justifying development in the Green Belt. The applicant will also need to comply with the relevant community consultation requirements, as set out in

the Council's Statement of Community Involvement - although it will not normally be appropriate to prepare a development brief for such sites, as national and local Green Belt policy severely limits the range of development options available.

3.6.38 If necessary, the Council may give consideration to identifying additional Major Developed Sites in the Green Belt, through preparation of a subsequent DPD.

3.6.39 For the avoidance of doubt, development briefs will normally be required on sites of 1 hectare or more (on land excluded from the Green Belt), although in certain circumstances (for example, where a site is in a particularly sensitive setting) a development brief may need to be prepared for smaller sites.

Core Policy 17: Other Development Sites

Should other significant sites come forward for development on land excluded from the Green Belt, a Development Brief will normally need to be prepared, prior to submission of a planning application.

In order to offer the opportunity for environmental improvements through appropriate redevelopment, the Council may designate additional Major Developed Sites in the Green Belt (MDS) in subsequent Development Plan Documents.

⁹⁰ See PPG2 Green Belts, section 3.

4 Delivery and Monitoring

4.1.1 To be effective, the Core Strategy must be:

- Clear on how the Spatial Strategy, related Core Policies and necessary new infrastructure will be delivered, when, and by whom.
- Flexible enough to cope with changing circumstances and be able to cope with uncertainty.
- Include clear arrangements for monitoring, so that progress towards the desired outcomes can be assessed.

4.1.2 Each of these issues are addressed in turn below.

Delivery

4.1.3 The role of the Core Strategy is to provide a clear framework for future development in the District, so that stakeholder actions and investments can be co-ordinated, and geared to efficient and effective delivery. PPS12 states that a realistic delivery strategy should be central to the Core Strategy - showing when, how and by whom the Plan's objectives will be delivered.

4.1.4 The policies in this Core Strategy will be delivered through a variety of means, including through the Development Management process and by supporting initiatives that are led by other agencies. Many of the policies will be delivered through the determination of planning applications, including the use of Section 106 agreements and conditions as necessary.

4.1.5 Most policies will require action by a range of bodies working in partnership with the Council, including developers, other local authorities, Government agencies and infrastructure providers. The Delivery and Monitoring Framework gives further details on who would deliver each policy (see **Appendix 7**).

4.1.6 The Council has worked closely with infrastructure providers to gain clear understanding of the infrastructure that is

needed to support planned development across the District and how it will be delivered. More details on this process are given in Core Policy 6 and the supporting text, and in the Infrastructure Delivery Schedule (see **Appendix 6**).

4.1.7 The Core Strategy contains high level policies and therefore more detailed policies will need to be developed in other Development Plan Documents. For example, Core Policy 1 seeks to protect Burnham Beeches through managing the impact of development at Farnham Common. However, the mechanisms for achieving this will need to be set out in the Development Management DPD. Similarly, local open space standards will be developed later in the Plan period to guide on-site provision or off-site contributions through the Development Management process. In some cases, for example Wilton Park and Mill Lane, Development Briefs will need to be produced, and adopted as Supplementary Planning Documents.

4.1.8 The Local Development Scheme (LDS) sets out which Development Plan Documents that will be produced in the next three years. It will be regularly reviewed and updated as necessary, so that those DPDs and SPDs that are considered to be the highest priority are produced first.

4.1.9 The Council expects most of the policies in the Core Strategy to be fully implemented by developers as required. However, it is recognised that cumulatively, the various requirements could start to have an impact on the economic viability of schemes. Where a scheme is more marginal in terms of viability, the onus will be on developers to demonstrate that the policy requirements have rendered a scheme unviable prior to a planning application being submitted. The Council will then consider its policy priorities on a case by case basis, depending, for example, on local circumstances and will inform the developer accordingly.

Flexibility

4.1.10 The Core Strategy is flexible enough to deal with changing circumstances and uncertainties. For example, Core Policy 10 makes provision for employment land to be released for alternative uses, and indeed for the identification of locations for new employment generating floorspace, should a significant imbalance between local job opportunities and the size of the resident workforce arise. The Core Strategy includes clear arrangements for monitoring and this provides the basis on which contingency arrangements would be triggered. Each year, the Annual Monitoring Report (AMR) will report on progress with indicators, and where policies and targets are not being met or are having unintended impacts, the reasons for this will be examined and remedial action may be triggered. For example, in the unlikely event that there is an undersupply of housing (compared to the overall 2,200-2,800 dwelling target set out in Core Policy 1), a review of the SHLAA would be triggered to identify additional capacity. If, on the other hand, there is a significant over supply of housing⁹¹ as assessed against the housing targets in the Spatial Strategy and Core Policy 1, the Council will seek to put in place actions to manage this oversupply.

Monitoring

4.1.11 To provide a consistent basis for monitoring, a number of indicators and targets have been developed and these are shown in **Appendix 7**. Many of these are drawn from existing sources, such as Core Output Indicators (that are collected by all local planning authorities and feed into wider monitoring processes), National Indicators, including those collected through the Bucks Local Area Agreement⁹², and local indicators from the AMR and the Sustainability Appraisal. However, some indicators are new, designed to ensure that the success of policies in the Core Strategy can be measured. They will be supplemented by others in the Annual Monitoring Report.

4.1.12 Many of the indicators in **Appendix 7** include 'SMART'⁹³ targets, so that the effectiveness of the policies in the Core Strategy can be assessed. However, in some cases this has not been possible and instead a 'direction of travel' is indicated. Indicators will be kept under review and updated as appropriate to ensure they remain relevant.

4.1.13 The AMR will include an updated housing trajectory each year showing housing completions since the start of the Plan period and an estimate of future housing delivery, compared with the overall housing target set out in Core Policy 1. It will also report progress on the three year LDF timetable outlined in the LDS.

⁹¹ PPS3: Housing indicates at paragraph 64 that more than a 10-20% over supply could be considered 'significant'.

⁹² The agreement consists of an agreed framework of improvement targets which reflect the priorities in the Bucks Sustainable Community Strategies.

⁹³ SMART Targets - Specific, Measurable, Achievable, Realistic and Timebound.

Appendices

Appendix 1

Saved Local Plan policies replaced by the Core Strategy

Local Plan Policy	Subject	Replaced by Core Strategy policy
GB14	Wilton Park, Beaconsfield	Core Policy 14
L1	Chilterns Area of Outstanding Natural Beauty	Core Policy 9
L2	Area of Attractive Landscape	Core Policy 9
L6	Colne Valley Park	Core Policy 9
L7	Protection of Green Space	Core Policy 5
C10	Key Nature Conservation Sites	Core Policy 9
C11	Other Nature Conservation Sites	Core Policy 9
C13	Nationally Important Archaeological Remains	Core Policy 9
C14	Other Archaeological Remains	Core Policy 9
EP13	Infrastructure Provision	Core Policy 6
EP15	Renewable Energy Development	Core Policy 12
R1	Protection of Existing Leisure and Recreation Facilities	Core Policy 5
R2	Provision of Leisure and Recreation Facilities in the Developed Areas	Core Policy 5
R4	Public Open Space Provision in New Residential Developments	Core Policy 5
H5	Affordable Housing	Core Policy 3
H7	The Provision of Smaller Dwellings	Core Policy 2
E1	Employment Generating Development	Core Policy 10
E3	Industrial Areas	Core Policies 10 & 16
E4	Business Areas	Core Policy 10
E5	Other Employment Generating Sites in the Developed Areas	Core Policy 10
E6	Employment Generating Uses in the Green Belt	Core Policy 10
E7	Working from Home	Core Policy 10

Where there is a conflict between the Local Plan policies that continue to be ‘saved’, and the Core Strategy, the more recently adopted policy will take precedence.

Appendix 2

Evidence Base Studies

Accessibility and Infrastructure Study (in-house/Halcrow Group Ltd, 2006)
Assessment of the Scope for Promoting Energy Efficiencies in the Existing Housing Stock (in-house, 2010)
Buckinghamshire and Milton Keynes Historic Landscape Characterisation Study (BCC, 2006)
Buckinghamshire Sports Facilities Strategy (BCC, 2007)
Bucks Employment Land Review (DPDS Consulting Group & GWE Research, 2006, and in-house Update 2010)
Bucks Infrastructure Project Phase 2 (Chiltern, South Bucks & Wycombe Districts) Final Report (Michael Ling, 2008)
Bucks Infrastructure Study - Phase 2: Southern Buckinghamshire (Colin Buchanan & Hewdon Consulting, 2008)
Development Economics Analysis of Opportunity Sites (Kempton Carr Croft, 2010)
Development Economics Study (Three Dragons, 2007, updated 2010)
Evaluation of Transport Impacts (Atkins, 2010)
Gypsy and Traveller Accommodation Needs Assessment for the Thames Valley region (Tribal, on behalf of ActvaR, 2006)
Habitats Regulations Assessment ¹ (UE Associates 2010)
Infrastructure Planning and Delivery Background Paper (in-house, 2010)
Major Developed Sites in the Green Belt Background Paper (in-house, 2010)
Needs Assessment for Travelling Showpeople (Tribal, on behalf of Bucks local authorities, 2007)
Open Space, Sports and Recreational Facilities Strategy (Land Use Consultants, 2008)
PPS 25 Sequential Test and Exception Test for Mill Lane, Taplow (in-house, 2010)
Retail and Town Centre Study (Nathaniel Lichfield and Partners, 2007, and Update 2009)
Settlement Hierarchy Study (in-house, 2009)
South Bucks Landscape Character Assessment (Atkins, 2003)
Strategic Flood Risk Assessment Levels 1 and 2 (Jacobs, 2008)
Strategic Housing Land Availability Assessment (in-house, 2009)
Strategic Housing Market Assessment (Fordham Research, 2008)
Sustainability Appraisal (in-house, 2010)
Townscape Character Study - Part One (Chris Blandford Associates, 2010)
Transport Paper - East of Beaconsfield Area (BCC, 2010)
Transport Paper - Iver and Richings Park Area (BCC, 2010)
Transport Paper - South Bucks District Transport Strategy (BCC, 2010)

¹ Formerly known as the Appropriate Assessment.

Appendix 3 Sustainability Appraisal Objectives

The following sustainability objectives were used in the preparation of the Core Strategy to appraise the likely significant effect of different strategy options and policy approaches. For more information, see the Core Strategy: Sustainability Appraisal Report.

Social Objectives

1. To provide residents of South Bucks with the opportunity to live in a decent home.
2. To reduce anti-social activity, including crime and the fear of crime, through the creation of safer places to live and work.
3. To improve accessibility to essential services and facilities to provide opportunities to obtain good access to high quality health, education, and recreation and other community facilities and services.

Environmental Objectives

4. To encourage the use of sustainable and integrated methods of transport to reduce negative effects on the environment.
5. To provide for sustainable levels of water use, supply and management.
6. To maintain and enhance biodiversity.
7. To conserve and enhance the landscape and townscape character of South Bucks and in particular, those areas of designated importance.
8. To conserve and enhance the historic environment.
9. To reduce contributions to climate change through: a) Reducing energy consumption b) Sustainable building practices c) Maximising the potential for renewable energy.
10. Minimise waste and then re-use or recover it through recycling, composting or energy recovery.

11. To conserve soil resources and quality.
12. To improve the efficiency of land use through the re-use of existing buildings and developing on previously developed land (PDL).
13. To minimise the risk of flooding in relation to both new and existing development including existing infrastructure.
14. To reduce pollution of the air, water and soil and also combat sources of noise and light pollution.

Economic Objectives

15. To encourage economic growth and competitiveness, whilst achieving a broad balance in the distribution and growth of housing, population & employment.
16. To encourage a diverse economy which is focused on higher value added, lower impact activities.
17. To develop and maintain a skilled workforce to support long-term competitiveness of the District.

Appendix 4: Relationship between the Issues, Vision, Strategic Objectives and Core Policies

Issue	Vision	Strategic Objectives	Core Policies
Community Needs			
How to manage the rate and scale of new housing development in the District, balancing the need for new housing with the local constraints on development.	Beaconsfield, Gerrards Cross, and to a lesser extent Burnham, will have been the main focus for new development. The role of these principal centres will have been strengthened, with opportunities taken to improve the range of local facilities, shops and services. Some development will also have occurred in the smaller settlements across South Bucks. Opportunities presented by redevelopment of key sites such as Wilton Park, Mill Lane and Court Lane will have been maximised to deliver environmental enhancements, recreational opportunities and new housing and employment accommodation.	1. Manage the rate and scale of new housing development, to deliver between 2,200-2,800 net new dwellings in the Plan period.	CP 1 Housing Provision and Delivery CP 8 Built and Historic Environment
Where to accommodate these dwellings, and ensure that they are of the right type, with the necessary supporting infrastructure.		2. Ensure that local residents can live in a property that is appropriate to their needs in terms of size and type. 4. Protect existing physical, social and Green Infrastructure, and provide new or improved infrastructure where it is needed.	CP 1 Housing Provision and Delivery CP 2 Housing Type and Size CP 4 Gypsies, Travellers and Travelling Show People CP 5 Open Space, Sport and Recreation CP 6 Local Infrastructure Needs
Where and how to provide more affordable housing, particularly in parts of the District that have the greatest affordability problems and where there is little existing affordable housing. Limited new affordable housing has been delivered in South Bucks in recent years.		3. Increase the amount of affordable housing provided throughout the District, particularly social rented units.	CP 3 Affordable Housing
How to reduce traffic problems, including congestion (for example, at Beaconsfield) and the impact of HGV movements (for example at Iver Village and Richings Park).		8. Address traffic congestion (including on the A355 / A40 to the east of Beaconsfield) and mitigate the amenity impacts of HGV movements (particularly in and around Iver Village and Richings Park). 5. Focus new development in accessible locations, reducing the need to travel and increasing opportunities for walking, cycling and public transport use. 6. Encourage more sustainable forms of transport and increase travel choice to help reduce traffic congestion and facilitate healthier, lower carbon lifestyles.	CP 6 Local Infrastructure Needs CP 7 Accessibility and Transport CP 14 Wilton Park Opportunity Site CP 16 South of Iver Opportunity Area

Issue	Vision	Strategic Objectives	Core Policies
How to improve accessibility to facilities and services, particularly for those in rural areas.		<p>5. Focus new development in accessible locations, reducing the need to travel and increasing opportunities for walking, cycling and public transport use.</p> <p>7. Increase accessibility for those in rural areas.</p> <p>14. Maintain and enhance the range and quality of shops and other town centre uses in the District and Local Centres.</p>	<p>CP 7 Accessibility and Transport</p> <p>CP 11 Healthy and Viable Town and Village Centres</p>
How to address issues arising from demographic change, in particular the ageing population, including the need for more specialist accommodation for older people.		<p>2. Ensure that local residents can live in a property that is appropriate to their needs in terms of size and type.</p> <p>4. Protect existing physical, social and Green Infrastructure, and provide new or improved infrastructure where it is needed.</p>	<p>CP 2 Housing Type and Size</p> <p>CP 6 Local Infrastructure Needs</p>
How to improve community safety, particularly by addressing the causes of crime (including burglary and vehicle crime) and the related fear of crime.		<p>9. Ensure that new development is located and designed in such a way as to promote community safety.</p>	<p>CP 8 Built and Historic Environment</p>

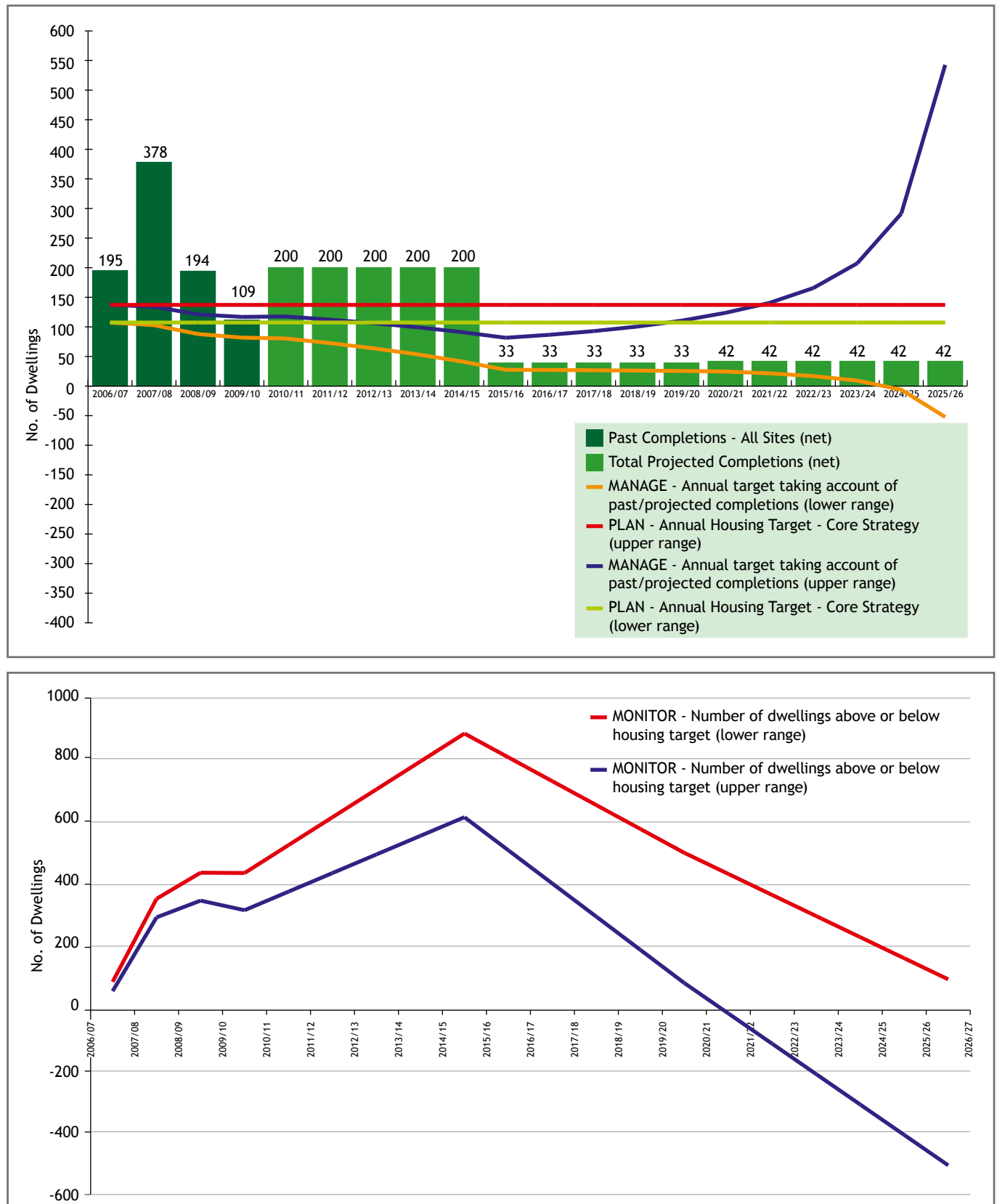
Living Environment

How to accommodate further development whilst protecting the character and ‘sense of place’ of our towns and villages and safeguarding the Green Belt.	<p>The Green Belt boundary will have been strongly protected, with most new development accommodated on previously developed land, within existing settlements.</p> <p>The towns and villages in South Bucks will be high quality places, surrounded by protected landscape. Residential intensification in Beaconsfield and Gerrards Cross will have been managed to protect and enhance their distinctive character. Other towns and villages will also have had their character preserved and enhanced, in particular those with historic significance.</p>	<p>10. Protect and positively manage the Green Belt.</p> <p>11. Conserve and enhance the character and high quality environment of the settlements in South Bucks.</p>	<p>CP 8 Built and Historic Environment</p> <p>CP 11 Healthy and Viable Town and Village Centres</p>
How to conserve the District’s cultural heritage, including the built historic environment, places of archaeological significance and designed landscapes.		<p>11. Conserve and enhance the character and high quality environment of the settlements in South Bucks.</p> <p>12. Conserve and enhance the natural and historic environment in South Bucks.</p>	<p>CP 8 Built and Historic Environment</p> <p>CP 9 Natural Environment</p>
How to conserve and enhance the natural environment in South Bucks, in particular Burnham Beeches, the Chilterns Area of Outstanding Natural Beauty and other areas of designated importance. Biodiversity resources also need to be conserved and enhanced, including in the “Biodiversity Opportunity Areas” and in the built up areas.	<p>High quality natural features such as the Chilterns Area of Outstanding Natural Beauty north of Beaconsfield, Burnham Beeches Special Area of Conservation and the River Thames will have been conserved and enhanced.</p>	<p>12. Conserve and enhance the natural and historic environment in South Bucks.</p>	<p>CP 9 Natural Environment</p>

Issue	Vision	Strategic Objectives	Core Policies
Maintaining Local Economic Prosperity			
How to support the local economy, whilst seeking to ensure there is a broad balance between local job opportunities and the size and skills of the resident workforce.	There will still be a strong entrepreneurial spirit in the business world, with a steady stream of new small and medium sized businesses providing job opportunities that match the skills and size of the resident workforce. More people will live and work locally, and more people will be working from home, helping to reduce commuting.	13. Promote a balanced local economy in terms of jobs, skills and the local labour supply, and support existing businesses and small start-up businesses.	CP 10 Employment CP 14 Wilton Park Opportunity Site CP 15 Mill Lane Opportunity Site CP 16 South of Iver Opportunity Area
How to maintain the vitality and viability of District and Local Centres in South Bucks, particularly Beaconsfield (New Town) and Gerrards Cross, which are the main focus of retail activity. Iver Village centre needs to be regenerated and the Bishop Centre in Taplow is in need of upgrading.	New retail and other town centre development will have been focussed on the two District Centres of Beaconsfield New Town and Gerrards Cross. Iver village centre will have been regenerated, with improved shopping facilities, and the Bishop Centre will have been upgraded - without adversely impacting on Burnham High Street.	14. Maintain and enhance the range and quality of shops and other town centre uses in the District and Local Centres. 8. Address traffic congestion (including on the A355 / A40 to the east of Beaconsfield) and mitigate the amenity impacts of HGV movements (particularly in and around Iver Village and Richings Park).	CP 11 Healthy and Viable Town and Village Centres CP 16 South of Iver Opportunity Area
Climate Change and Environmental Management			
How to tackle the causes and adverse effects of climate change and lower the carbon footprint for the District.	The carbon footprint of South Bucks will have been reduced. New and existing homes will be more energy efficient, and a greater proportion of the District's energy needs will be delivered through decentralised and renewable or low carbon energy schemes. There will be reduced reliance on the private car, with better access to local services and improved facilities for pedestrians and cyclists.	15. Reduce the carbon footprint of South Bucks District.	CP 12 Sustainable Energy
How to ensure that existing and new development is made more sustainable, for example by reducing the need to consume new resources and making better use of existing resources, including water, energy and land.		16. Ensure use of sustainable construction, reduce energy and resource consumption, and maximise the potential of renewable energy.	CP 12 Sustainable Energy CP 13 Environmental and Resource Management
How to address flooding issues across the District, so that vulnerable development is steered away from areas at risk of flooding wherever possible.		9. Ensure that new development is located and designed in such a way as to promote community safety.	CP 13 Environmental and Resource Management CP 15 Mill Lane Opportunity Site

Appendix 5 - Housing Trajectory

The Housing Trajectory shows how past and estimated future housing completions compare with the housing provision range set out in Core Policy 1. It forecasts that South Bucks will meet the lower end of the 2,200-2,800 dwelling range in 2023/24, although this does not include any allowance for the Opportunity Sites. The Housing Trajectory will be updated on a yearly basis in the Annual Monitoring Report.



Appendix 6 - Infrastructure Schedule

Planning for the delivery of infrastructure to support the Core Strategy

This schedule sets out infrastructure projects to support delivery of the Spatial Strategy, as indicated in responses from service providers and by other studies contributing to the Evidence Base for the Core Strategy.

The infrastructure projects identified have been organised into three categories based upon the information available at February 2010.

Deliverable

Infrastructure that will support planned growth and development for which funding is available and means of delivery reasonably well developed.

Needed

Infrastructure that has been identified by service providers as being needed to support planned growth and development, but for which funding sources are not known, delivery arrangements not agreed, etc. These sorts of projects may inform the development of a charging schedule for the Community Infrastructure Levy.

Desirable

Infrastructure that has been identified by service providers that would bring benefit to the community, but which is not a direct need attributable to planned growth and development.

The information contained in this schedule will be developed further into an Infrastructure Delivery Plan, alongside the preparation of a Charging Schedule to collect contributions under the Community Infrastructure Levy. This further work will involve ensuring there is clear evidence for identified infrastructure needs, consideration of priorities, and developing a detailed understanding of cost estimates and funding sources.

Infrastructure projects have been grouped under the key Core Policy (from the Core Strategy) that they will help to deliver (not all Core Policies require infrastructure as part of their delivery, thus only a small number appear in this schedule).

Core Policy 2 - Housing Type and Size

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Needed						
DISTRICT WIDE	Adequate accommodation and support services for adults with support needs	Additional general and specialist accommodation and day services required alongside growth. Projected need, accounting for the upper end of the housing target, is for up to 105 accommodation units during the Plan period	BCC, SBDC, Developers Other partner organisations e.g. charities	Homes and Communities Agency funding via RSL Developers - speculative builds (older self-funders) Developer contributions via s106 agreements (especially land contributions)	Throughout Plan period	Implementation of Core Strategy policies CP3 and CP6 will also contribute to delivering infrastructure needs for older people and adults with support needs

Core Policy 5 - Open Space, Sport and Recreation

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Deliverable						
DISTRICT WIDE	Additional open space, sport and recreational facilities proportionate to growth	Provision of open space, sport and recreation facilities in new developments	BCC, SBDC, Developers	Developer contributions	Throughout Plan period	This will occur through implementation of Core Strategy policy CP5 in the Development Management process
Iver Burnham Denham Dorney Farnham Royal, Stoke Poges	Increase quantity of provision for youth and play areas	Six new play areas for the District	SBDC, Parish Councils	Lottery Funding and Playbuilder funding	2009 - 2011	This project is already underway
Needed						
DISTRICT WIDE	Ongoing investment in existing Green Infrastructure ¹ assets to maintain and enhance quality relative to growth pressures	Actions identified in the South Bucks Open Space, Sports and Recreational Facilities Strategy	BCC, SBDC, Parish Councils		Throughout Plan period	SBDC needs to work with BCC and Parish Councils to progress the actions identified in the OSS&RF Strategy
Desirable						
Farnham Royal	Improved leisure and recreation facilities	Enhance facilities at Farnham Park Playing Fields	SBDC			Will only occur if grant funding secured
Farnham Royal	Improved leisure and recreation facilities	Redevelop Farnham Park Golf Course Club House	SBDC			Will only occur if grant funding secured

¹ Green Infrastructure is a multi-functional linked network of green spaces (which includes woodland, parks, waterways, the rights of ways network and open countryside).

Core Policy 6 - Local Infrastructure Needs

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Deliverable						
DISTRICT WIDE	Expansion/reinforcement of the electricity distribution network to service new development	Significant works to reinforce the electricity network will be needed for some developments to support increased demand (in particular, redevelopment of Wilton Park, Mill Lane and Court Lane)	Scottish and Southern Energy, Developers	Costs apportioned between Scottish and Southern Energy and Developers	Throughout Plan period, as needed	Detailed requirements and costs, and delivery arrangements, will need to be ascertained as part of the preparation of a Development Brief for the Opportunity Sites (and other significant development)
	Ensuring ongoing provision of adequate waste water services	Localised upgrades to the distribution network will be required in response to some specific developments (in particular, redevelopment of Wilton Park, Mill Lane and Court Lane)	Thames Water, Developers	Developer funded	Throughout Plan period, as needed	Detailed requirements and costs, and delivery arrangements, will need to be ascertained as part of the preparation of a Development Brief for the Opportunity Sites (and other significant development)

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Beaconsfield Burnham Iver	Maintaining standard of and access to library and adult learning facilities	Upgrades to the Beaconsfield, Burnham and Iver libraries	BCC	Developer contribution, service reserves and Big Lottery funds	2010 - 2012	These projects are funded and underway/near completion
Iver	Ongoing maintenance and upgrading of the electricity transmission system	Upgrading works in the Iver area (transmission cables associated with Iver substation)	National Grid	National Grid funded	2012	
Beaconsfield & Gerrards Cross / Denham	Sufficient Children's Centres	Two new centres (Beaconsfield and Gerrards Cross / Denham)	BCC	Sure Start Every Child Matters programme	Due to be built by 2012	
Needed						
DISTRICT WIDE	Ensuring good access to health facilities	Secure new and improved local and primary health facilities (including those in adjoining Districts used by SBDC residents). Detailed proposals pending development of the Bucks PCT Strategic Service Development Plan	PCT, SBDC, Developers	Unknown Potentially some developer contributions (CIL and/or s106 agreements where appropriate)	Unknown	Bucks PCT seeks to rationalise services into accessible health centres.
	Increased demand on school places	Additional upper school places	BCC, Developers	BCC, s106 agreements and/or CIL	Unknown	
	Ensuring ongoing provision of adequate emergency services	New or enlarged policing facilities corresponding to growth	Thames Valley Police Authority	s106 agreements (where appropriate)	Throughout Plan period	
	Ensuring ongoing provision of adequate emergency services	Incremental increases in fire and rescue infrastructure (additional staff and vehicles and associated accommodation needs; fire hydrants) alongside growth	Bucks Fire and Rescue	Some funding from development (CIL and/or s106 agreements where appropriate)	Throughout Plan period	
Beaconsfield	Increased demand on school places	Additional primary school places at Beaconsfield (currently projected to be around 100 places during the Plan period, or 190 if the Wilton Park Opportunity Site comes forward)	BCC	BCC, s106 agreements and/or CIL	Unknown	Temporary solutions may be required in the short term, as likely to need multiple developments coming forward to secure enough funding for permanent infrastructure improvements.

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Gerrards Cross	Increased demand on school places	Additional primary school places at Gerrards Cross (currently projected to be around 100 places needed during the Plan period in the Gerrards Cross and Chalfonts school planning area)	BCC	BCC, s106 agreements and/or CIL	Unknown	
Burnham	Increased demand on school places	Additional primary school places at Burnham (currently projected to be around 110 places during the Plan period, or 140 if the Mill Lane Opportunity Site comes forward)	BCC	BCC, s106 agreements and/or CIL	Unknown	
Desirable						
Denham Gerrards Cross Iver	Improved access to library facilities	Proposed new library facilities at Denham; other proposed upgrades and improvements, including co-location opportunities	BCC		Unknown	
Denham	Adequate Policing Infrastructure	Neighbourhood Police Facility	Thames Valley Police Authority	TBC	TBC	TVPA is exploring this project
Facility serving South Bucks located outside the District	Improved acute health care facilities	Regeneration of facilities at Acute Hospitals serving the District	Hospital Trusts	Potential to look at incorporating into CIL		
	Ensuring ongoing provision of adequate emergency services	Re-location of existing Ambulance Resource Centre at Wycombe; Ambulance standby points in/ between growth areas	South Central Ambulance Service NHS trust	Potential to look at incorporating into CIL		

Core Policy 7 - Accessibility and Transport

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Deliverable						
DISTRICT WIDE	Improve and encourage sustainable travel	Improvements to walking and cycling routes and public transport services	BCC, SBDC, Developers	Developers - conditions and s106 agreements	Throughout Plan period	This will occur through implementation of policy CP7 in the Development Management process
DISTRICT WIDE	Improve and encourage sustainable travel	Encourage new and existing employers to produce Travel Plans for their organisations	SBDC, BCC, Highways Agency, Developers, others	Employers	Throughout Plan period	

	Project/Scheme	Implications for South Bucks	Who	Funding Sources	When	Comments
STRATEGIC/ REGIONAL PROJECTS	Crossrail	Enhanced facilities and increased services at Iver and Taplow stations	Crossrail	Crossrail project	2017	
	Chiltern Rail 'Evergreen' Project - phase 3	Stations in South Bucks on the Chiltern Line will benefit from faster services (including into London) and better access to Oxford	Chiltern Rail	Chiltern Rail funded	May 2013	

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Needed						
Beaconsfield	Traffic congestion on the A355 / A40 in Beaconsfield	Relieve congestion on the A355 by a range of measures, potentially including a relief road	BCC, SBDC	TBC - potentially CIL, Developer contributions	Throughout Plan period (any relief road would be later in the Plan period)	Specific actions and projects need to be identified - Beaconsfield Transportation Study 'refresh', LTP3
South of the District	Improve and encourage sustainable travel; improve accessibility	Provision of public transport access to Iver and Taplow stations in connection with Crossrail	BCC, SBDC	None identified (no funding from Crossrail)	Needed by 2017	
Desirable						
DISTRICT WIDE	North-south public transport gaps	Express bus and coach services	BCC, Bus Operators	TBC - LTP3	TBC - LTP3	
Denham	Congestion at M40 J1 towards end of Plan period	Signalisation improvements to motorway junction	HA, Developers, SBDC, BCC, others	TBC - developer contributions, LTP3, DaSTS or CIL	2021-2026	

	Project/Scheme	Implications for South Bucks	Who	Funding Sources	When	Comments
STRATEGIC/ REGIONAL	Better north-south connections in Buckinghamshire, by linking Chiltern services with the proposed Milton Keynes to Aylesbury branch of the East West Rail Link Project	Benefits for South Bucks stations along the Chiltern Line	Chiltern Rail, BCC		Post 2014	Dependent on East West Rail Link proposal being authorised.

Core Policy 9 - Natural Environment

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Deliverable						
Burnham	Ongoing sustainable management of Burnham Beeches	Burnham Beeches 10 year Management Plan	City of London	City of London private funds	In place by 2010	

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Needed						
DISTRICT WIDE	Ongoing investment in existing Green Infrastructure assets to maintain and enhance quality relative to growth pressures	Priority projects identified in the Bucks Green Infrastructure Strategy (subject to annual review)	BCC, SBDC	Possible s106 agreements Potentially CIL Some self-funding parks management	Throughout plan period	Self-funding parks programmes still require capital to establish
Denham & Iver	Ongoing investment in the Colne Valley Park to counter rural-urban fringe issues and maintain quality	Actions and aspirations identified in the Colne Valley Park Action Plan (subject to review every three years)	Groundwork Thames Valley	Unknown Potentially CIL	Throughout Plan period	Delivering improvements depends on decisions of major landowners and the availability of funding
Iver	Enhancement and maintenance of canal waterway - pressure added by additional development	Tow path resurfacing General development, improvement, restoration and maintenance to respond to increased use	British Waterways	Possible part funds from maintenance budget Potentially CIL		
Desirable						
DISTRICT WIDE	Access to countryside and open space; Improving accessibility in rural areas and smaller settlements by increasing walking and cycling routes	Rights of Way network improvements and expansions - projects detailed in the Rights of Way Improvement Plan	BCC, SBDC, Developers	Landfill Communities Fund Rights of Way match funding Chilterns AONB, Natural England grants. Developers - conditions/s106 where possible	Throughout Plan period	Responsive to opportunities
Denham & Iver	Increase and improve cycle routes in Denham and Iver	Ongoing Development of the Colne Valley Trail - various actions identified in Colne Valley Park Action Plan	Groundwork Thames Valley		2009-2012	
Denham	Access to countryside and open space	Improvements to Denham Country Park and surrounding land as a bridge from urban fringe to the country, including link from Lea Quarry to Denham Country Park	Groundwork Thames Valley, BCC	Quarry operators have offered a small contribution towards this project	2009-2012	Several actions identified in the Colne Valley Park Action Plan
Iver	Secure sustainability of, and enhancements to, canal environments	Waterspace Strategy	British Waterways, SBDC	Contributions from waterside developments		The strategy could inform waterside developments

Core Policy 10 - Employment

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Deliverable						
DISTRICT WIDE	Access to next-generation broadband for business and residents	Provision of infrastructure to enable access to high speed broadband for residents and local businesses	SBDC, Openreach & BT / other ICT companies			As part of implementing CP10, SBDC will work with stakeholders and providers to improve broadband access, taking advantage of opportunities

Core Policy 13 - Environmental and Resource Management

Location	Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Desirable						
DISTRICT WIDE	Improved efficiency in waste collection service	Increased capacity at recycling bring-sites, restructured collection rounds and additional resources (vehicles, bins, etc.)	SBDC	Unknown Potentially CIL	Needed from 2010	Waste management service is subject to Pathfinder which may have implications for future delivery

Development Sites

The development sites identified in the Core Strategy for redevelopment opportunities involve a different context for infrastructure planning, as they are opportunities for improvement rather than strategic allocations, and they are not central to

delivery of the Spatial Strategy. As such, delivery of infrastructure is dependent upon the sites coming forward for redevelopment. However, if and when the sites do come forward, the following infrastructure requirements would arise.

Core Policy 14 - Wilton Park (Opportunity Site)

Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Avoiding additional congestion at London End/A355/A40 mini roundabout	New access off Pyebush roundabout (or other suitable new access arrangement) in conjunction with redevelopment of Wilton Park site	Developer, BCC, SBDC	Developer - s106	Dependant upon if and when the site is released by MoD	Significant land purchase costs affecting deliverability yet to be resolved.
Improve and encourage sustainable travel	Pedestrian link to Seer Green Station in conjunction with Wilton Park Development	Developer, SBDC	Developer - s106	As above	May be land purchase / access costs involved
Additional open space proportionate to growth; additional open space accessible to Beaconsfield	Open space and recreational facilities as part of Wilton Park development	Developers, SBDC	Developer - s106	As above	

Core Policy 15 - Mill Lane (Opportunity Site)

Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Additional open space proportionate to growth; green infrastructure improvements	Open space, riverside access and enhancements (potentially including footbridge across Thames) as part of Mill Lane development	Developers, SBDC	Developer - s106	Anticipated before 2015	

Core Policy 16 - South of Iver (Opportunity Area)

Infrastructure issue to be addressed	Project/Scheme	Who	Possible Funding Sources	When	Comments
Reducing HGV movements through Iver & Richings Park areas	Potential relief road or roads	Developers, BCC, SBDC	TBC - potentially contributions from development	Unknown	The Core Strategy proposes land use changes in the area, with a view to reducing the number of HGV movements. If this is unsuccessful or other opportunities arise, a relief road or roads may help to address the problem.
Improve access to countryside, waterways (canals) and multi-functional green space from the Iver/Richings Park Area	Improvement works around Court Lane/Iver Water Works area - e.g. improvements to Reeds Bridge, paths and access, landscaping, biodiversity	Developers, Groundwork Thames Valley and British Waterways	Developers - s106	Unknown	

Appendix 7 - Delivery and Monitoring Framework

Core Strategy Policy	Delivery Agency	Indicator	Target
Spatial Strategy	SBDC	Amendments required to the Green Belt boundary	No amendments required to the Green Belt boundary in the period to 2031 (CSF)
CP1 Housing Provision and Delivery	SBDC and developers	Housing trajectory showing net dwellings completions over the Plan period	Delivery of between 2,200-2,800 net new dwelling from 2006-2026 (CSF)
	SBDC and developers	Percentage of new and converted dwellings on previously developed land	80% of new housing development in the period 2006-2026 on previously developed land
	SBDC and developers	Location of new and converted dwelling completions	Delivery of at least 70% of new housing in the period 2006-2026 on sites within or adjoining the Principal and Secondary settlements (CSF)
CP2 Housing Mix and Type	SBDC, developers and RSLs	New and converted dwellings which meet full Lifetime Homes Standards	Over the Plan period, an increasing proportion of new homes built to the full Lifetime Homes standard (CSF)
	SBDC, developers and RSLs	Mix of dwelling types and sizes	Sites of 5 or more, to deliver a mix of dwelling types and sizes (post adoption) Delivery of a range of dwellings types and sizes in the Principal and Secondary Settlements (CSF)
	SBDC, developers and RSLs	Number of residential/ nursing care and extra care units for older people	Over the Plan period, a net increase in specialist accommodation for older people (CSF)
CP3 Affordable Housing	SBDC, developers and RSLs	Gross affordable housing completions	Delivery of 350-500 new affordable dwellings in the period 2006-2026 (CSF)
	SBDC, developers and RSLs	Gross affordable housing completions	Delivery of 40% of all dwellings on sites of 5 or more dwellings, or 0.16ha and above, to be affordable
	SBDC, developers and RSLs	Affordable housing completions by tenure	At least two thirds of affordable dwellings permitted after the adoption of this Core Strategy to be social rented (CSF)
	SBDC, developers and RSLs	Gross additional housing completions on Rural Exception Sites	Deliver at least 20 additional affordable housing units on Rural Exception Sites in the period 2006-2026
CP4 Gypsies, travellers and travelling show people	SBDC, BCC	Net additional pitches for gypsies and travellers	Provision of new permanent pitches for gypsies and travellers, in accordance with agreed needs (CSF)
CP5 Open Space, Sport and Recreation	SBDC, developers	Access to areas of high quality public open space, sports and recreational facilities	Improved access to areas of high quality public open space, sports and recreational facilities (CSF)
	SBDC	Amount of eligible open spaces managed to green flag award standard	An increase in the number of open spaces meeting Green flag standards in the District
	SBDC, developers	Amount of open space / children's play space created or lost through new development in schemes of 10 or more units (ha)	A steady increase in the amount of open space / children's play space created in the District through new development

Core Strategy Policy	Delivery Agency	Indicator	Target
CP6 Local Infrastructure Needs	SBDC	Loss of physical, social or green infrastructure through the granting of planning permission for other uses where there is evidence that it is still needed	No loss of infrastructure where needed
	SBDC, developers, BCC and infrastructure providers.	New physical, social or green infrastructure provided in the District	Development of a CIL in south Bucks (or similar), supporting provision of new infrastructure, in accordance with the Infrastructure Schedule (CSF)
CP7 Accessibility and Transport	SBDC, developers, BCC	Number of measures completed that improve transport choice and provide a safe and attractive environment for pedestrians and cyclists	Implementation of measures aimed at improving transport choice, and providing a safe and attractive environment for pedestrians and cyclists (CSF)
	SBDC, developers	Proportion of new housing that is within or adjoining the Principal and Secondary Settlements	Delivery of at least 70% of new housing within or adjoining the Principal and Secondary Settlements (CSF)
	SBDC, developers, BCC	Amount of traffic congestion on the A355/A40 east of Beaconsfield	Over the Plan period, a measurable reduction in congestion on the A355 / A40 to the east of Beaconsfield (CSF)
	SBDC, developers, BCC	Amount of HGV movements in the Iver and Richings Park area	Over the Plan period, a measurable reduction in the number of HGV movements through Iver village and Richings Park (CSF)
	SBDC, developers	New residential development that is within 30 minutes of key services and facilities by public transport	A steady increase in the proportion of residential developments accessible by public transport
	BCC	% of schools in the District with a Travel Plan	80% by 2016 (currently 50%)
CP8 Built and Historic Environment	SBDC	Number of new conservation areas designated in the District	Designation of at least 7 new Conservation Areas in the period 2006-16 (CSF)
	SBDC, Police Authority	Number of housing schemes that are awarded Secured by Design certificates	An increase in the proportion of housing schemes that are given Secured by Design certification (CSF)
	SBDC	Progress of Townscape character DPD against timetable in the Local Development Scheme	Identification of "character areas" (through the preparation of a Development Plan Document), providing a clear framework for assessing the impact of development proposals on settlement character (CSF)
	SBDC, developers	The number of total new build completions on housing sites (10 or more units) reaching very good, good, average and poor ratings against the Building for Life criteria	An increase in the proportion of housing that is assessed as 'very good' and 'good' using the Building for Life criteria
	SBDC, developers	Number of conservation areas and listed buildings on the 'at risk' register	A gradual decrease in the number of conservation areas and listed buildings 'at risk' over the Plan period
	SBDC, developers	Development that causes the loss or damage to scheduled ancient monuments or Historic Parks and Gardens	No loss or damage to scheduled ancient monuments or Historic Parks and Gardens as a result of development

Core Strategy Policy	Delivery Agency	Indicator	Target
CP9 Natural Environment	SBDC, Colne Valley Partnership, developers	Initiatives undertaken in the rural-urban fringe areas in the Colne Valley Park	Increase in the number of enhancements carried out to rural / urban fringe areas in the Colne Valley Park (CSF)
	SBDC, BCC, landowners, Bucks & MK Biodiversity Partnership	Change in areas of biodiversity importance, including sites of international, national, regional, sub-regional or local significance	Delivery of a net gain in biodiversity resources over the Plan period, including in the Biodiversity Opportunity Areas (CSF)
	SBDC, City of London, developers	Impact of development on the natural beauty of the Chilterns AONB	All new development within or adjoining the Chilterns AONB has conserved (and preferably enhanced) its natural beauty (CSF)
		Impact of development on the integrity of Burnham Beeches SAC	New development over the Plan period has not had an adverse effect on the integrity of Burnham Beeches SAC (CSF)
CP10 Employment	SBDC	Number of new business start-ups in the District	Maintain the high proportion of new business start-ups in South Bucks (CSF)
	SBDC	Net change in employment floorspace	No overall net loss of employment floorspace (B Use Class) on the key employment sites in the period to 2026 (CSF)
	SBDC	Net change in employment floorspace in the District and Local Centres	Net gain in employment floorspace in the District and Local Centres
	SBDC	Level of in and out-commuting	Reduction in the number of South Bucks Residents commuting out of the District for work
	SBDC	Number and proportion of employees working in the Knowledge Based sector	Increase in the proportion of employees working in the Knowledge Based sector
	SBDC and infrastructure providers	Availability and speed of broadband access.	Increase speed and availability of broadband access
CP11 Healthy and Viable Town and Village Centres	SBDC and developers	Net change in retail floorspace in the District and Local Centres	Delivery of new retail floorspace in the District and Local Centres, in accordance with Core Policy 11 (CSF)
	SBDC	Vitality of District and Local Centres in South Bucks	Ensuring that the Bishop Centre maintains a scale and role which does not impact adversely on other centres, in particular, Burnham (CSF)
			Maintain or improve the health of the District and Local Centres in South Bucks
CP12 Sustainable Energy	SBDC	Number of existing homes undergoing energy efficiency improvements, as part of a conversion or extension to the existing property	Over the Plan period, a significant improvement in the energy efficiency of new and existing homes in South Bucks (CSF)
	SBDC	Renewable energy generation by installed capacity (MW) and type	An increase in the proportion of energy generated in South Bucks from renewable sources (CSF)
	SBDC	Per capita CO ₂ emissions in the District	Over the Plan period, a sustained reduction in per capita CO ₂ emissions in the District (CSF)

Core Strategy Policy	Delivery Agency	Indicator	Target
CP13 Environmental and Resource Management	SBDC, developers and RSLs	Number of homes meeting relevant Code for Sustainable Homes standard	Achievement of the national timetable for increased performance standards in residential and non-residential buildings, including for water, waste and construction (CSF)
	SBDC and developers	Number of new homes built in Flood Zones 3a and 3b	No new housing development permitted in Flood Zones 3a and 3b (CSF)
	SBDC	Nitrogen Dioxide (NO ₂) levels	Reduction in NO ₂ levels, leading to improvements in local air quality
	SBDC and developers	Proportion of new dwellings achieving water efficiency target of 105 litres per person per day	100% of new dwellings
	SBDC	River and chalk streams of 'good' or 'fair' chemical and biological water quality	No deterioration in local water quality
CP14 Wilton Park	SBDC, landowners and developers	Planning permission and implementation adhere to relevant policy requirements and related Development Brief requirements	To meet relevant policy requirements (and related Development Brief), once planning permission has been granted, and once again, when the scheme has been implemented
CP15 Mill Lane	SBDC, landowners and developers	Planning permission and implementation adhere to relevant policy requirements and related Development Brief requirements	To meet relevant policy requirements (and related Development Brief), once planning permission has been granted, and once again, when the scheme has been implemented
CP16 South of Iwer	SBDC, landowners and developers	Planning permission and implementation adhere to relevant policy requirements and related Development Brief requirements	To meet relevant policy requirements (and related Development Brief), once planning permission has been granted, and once again, when the scheme has been implemented
CP17 Other Significant Development Proposals	SBDC and developers	Number of Development Briefs prepared	Most planning applications for developments on sites of 1 hectare or more (on land excluded from the Green Belt) to be accompanied by a Development Brief

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