

LITTLE CHALFONT PARK Q&As

15/07/2024

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THE PLANNING PROCESS

What are the plans?

In 2023 outline planning permission was granted for up to 380 homes including approximately 15 custom build and 152 Affordable Homes. Permission was also granted for a 60-room care home, 100 retirement living home, a new vehicular access point off Burton Lane, improvements to existing Lodge Lane access including works to Lodge Lane and Church Grove, a new pedestrian and cycle bridge and associated highway works, a local centre including, land safeguarded for educational use, public open space and associated infrastructure.

Over 50% of the site is retained and enhanced as open landscape including play and wild areas.

Wasn't this development rejected by Buckinghamshire Council?

The outline planning application for Little Chalfont Park was submitted in 2022 by Biddulph (Buckinghamshire) Ltd. While Buckinghamshire Council initially turned down the proposals, it was consented by the Planning Inspectorate at appeal in March 2023. Hill Group then purchased the site in late 2023 to take the scheme forward on the basis of the Outline Planning Permission.

What is the difference between an outline application and a reserved matters application?

The outline application establishes the principle of the development of the site and involves other specific elements of the development of the site such as highways and access arrangements. The reserved matters application deals with outstanding matters such as design, landscaping and the provision of community infrastructure. The reserved matters applications will be going in from autumn 2024.

Are you allowed to build on Green Belt land?

This was investigated by the Planning Inspector in 2023 who concluded that release of the parcel would not undermine the performance of the wider Green Belt and that the very special circumstances applied to justify development in the Green Belt.

Why are you building in this location?

The principle of development in this area has been agreed by the Planning Inspectorate when they granted outline planning permission in 2023. There is a significant need for housing, especially Affordable Housing, in the area. There is an overall housing need in the former Chilterns District of 2,068 homes for the period 2016-2036, or around 104 dwellings each year.

DESIGN, APPEARANCE, BUILT FORM AND HOMES

How large is the site?

29.7 hectares (73.4 acres), with 16.3 hectares (40.3 acres) as green space. 42% of the whole site is publicly available open space, and 13% of the whole site is the existing woodland.

How will the site be accessed?

The existing access from Lodge Lane will be improved, and a new entrance will be created via Burtons Lane. There will also be pedestrian and cycle access, including a bridge across the railway line.

What type of homes will there be?

The dwelling types will range from apartments to houses of different sizes. Apartments will include one, two and three-bed units. House types will range from two to five bed homes to suit different family sizes.

Will the houses be affordable?

40% will be affordable overall. This includes 80 for affordable rent, 34 for shared ownership, and 38 one-bedroom first homes discounted to 70% of their market value.

Will the affordable housing be in a separate area?

A suitable Affordable Housing mix of dwelling types will be agreed with Buckinghamshire Council and then a design-led approach will be taken as to where houses and apartments are best suited in the development. There will not be a separate area for Affordable Housing, it will be distributed around different areas of the development and it will be built to the same high standards as the market development.

Are there custom or self-build homes?

Yes. 15 Custom Homes are proposed. Further details as to where these are located and what input purchasers can have will follow.

Will there be enough parking?

The parking provision is still being decided as part of the reserved matters applications, but our starting position will be compliant with [Buckinghamshire Council's policy](#), which is more generous than many other Councils. However, it could be justified that the sustainable location and design of the site could accommodate a reduced parking provision in specific areas of the site for specific housing types, such as apartments.

Will the design be in-keeping with the surrounding areas?

We try to build houses that complement the local character, including locating larger houses nearer Burton Lane to match their style. Our emerging architectural approach is one that is similar to the traditional look of the [Croxley Green scheme](#).

What outdoor recreation areas will there be?

In the outline permission there is the option to build either a skate park or multi use games area within the site. Both options are currently being considered, once decided this will be designed accordingly. We propose that the skate park or multi use games area is located in the northern part of the site near the new pedestrian and cycle bridge.

INFRASTRUCTURE AND FACILITIES

Will the existing local services have capacity for the new residents?

- This was an element which the Planning Inspector reviewed in 2023 to confirm no major issues.
- Buckinghamshire Council has a Community Infrastructure Levy (CIL) charging schedule in place for new developments. This means Hill will pay a charge to Buckinghamshire Council to mitigate the development impact on the local infrastructure including amenities. It is then the responsibility of Buckinghamshire Council to decide exactly how and where money collected via CIL payments is spent.
- There will also be space within the new neighbourhood for a local centre with retail units.

Will there definitely be a primary school on site?

- Hill is providing space safeguarded for educational use to Buckinghamshire Council, as well as significant financial contributions to the Council for education. The decision of whether to build a new school on site or to expand another primary school is for Buckinghamshire Council to decide, and their deadline for a decision is not until the 99th occupation on site.
- As the land is owned by Buckinghamshire Council, it will be their decision whether to build a school or to apply Hill's financial contribution elsewhere and look for alternative uses on the site - any alternative use would need a new planning application.

Is the local centre a viable option?

The proposed approach to the amount and size of commercial units is currently being reviewed and to make sure there is market evidence they will meet identified needs. This will help ensure that there is sufficient interest from the market to avoid units being built that cannot be sold and occupied. Further details of the proposed uses will follow when available.

Will there be sufficient capacity on the power grid for the new homes?

Yes. Following enquiries with several multi-utility providers, electrical points of connections (POC) have been offered at two offsite locations to service the site. These offsite POC substations will require reinforcement (which increases their capacity). In addition, the site will have a number of its own substations for the required connection loads to be managed.

Will there be sufficient capacity for Thames Water (TW) to handle the new homes?

Yes. There is a TW pump station within the Northern Wood onsite which currently serves drainage from offsite. Runs from Oakington Avenue, Loudhams Wood Lane and Village Way discharge to the pump station with the effluent pumped back up to a connection in Burtons Lane. Thames Water has confirmed that the new development can discharge to this asset for foul water following their calculations. Surface water shall discharge via infiltration within the site boundaries.

Who will be responsible for managing the landscape?

- We are in the early stages of developing our long term management and stewardship strategy which will require management companies to look after and maintain key areas. These will include (but are not limited to) the open spaces, trees, roads, play areas and drainage features. Further details on this will be provided when available.
- An estate management company will need to be set up to manage and maintain the landscape and open spaces. The details as to how this is fully funded is to be developed, but a principle of this approach will be that residents living on the development will pay an annual estate management fee to contribute towards the upkeep. This is the usual practice with a new development.

LANDSCAPE AND ENVIRONMENT

What measures will there be to enhance the environment?

- There will be a pedestrian link to Little Chalfont village centre, and to the station and bus routes.
- There will be a minimum Biodiversity Net Gain of 20% overall

What will happen to the Ancient Woodland?

A 30-metre buffer zone will be imposed to ensure the trees and the existing woodland eco system will be protected.

Will existing trees at the edge of the site be kept?

- Wherever possible, we will seek to retain trees however there will be instances where some tree felling is required to facilitate the design proposals.
- Several new trees will be planted as part of the proposals. Details of the trees proposed to be felled, pruned and new trees to be planted will be included within the reserved matters applications. The requirements of the outline planning permissions includes condition 25 (Tree Protection) and condition 43 (Tree Works).

Will the local wildlife be protected?

The importance of this is recognised and further details on how the scheme will protect and enhance wildlife both during construction and post the development being completed will be provided in due course as part of the requirements of the Outline Planning Permission. There are specific requirements set out under planning conditions 28 (Bats), 29 (Landscape and Ecological Management Plan), 31 (Biodiversity Net Gain) and 32 (Biodiversity Monitoring Strategy).

Will there be light, or noise pollution caused, affecting wildlife or nearby residents?

- Condition 40 of the Outline Planning Permission deals with lighting and requires a lighting strategy to be submitted in due course. The condition requires the strategy to be ecologically sensitive and it will need to consider any potential impacts on the external environment outside the site.
- Condition 21 of the Outline Planning Permission requires that Hill submit a Construction Management plan prior to commencing works which will include how construction noise and vibration will be controlled to avoid disruption neighbouring properties.
- A noise assessment will also be provided as part of the Reserved Matters Planning applications, and this will consider any noise impacts from Air Source Heat Pumps. Enclosures will be provided if required to mitigate any noise spill.
- With input from our acoustic consultant our proposals will not breach any noise guidance in relation to impacting residential areas.

Are there any flooding risks?

- Flooding was a key consideration as part of the Outline Planning Permission. Further details on the surface water drainage strategy and flooding are required which will demonstrate how flooding is mitigated as well as considering climate change.
- Off-site flooding will need to be considered during detail section 278 design via highways recommendations/requirements.

What will be included in the green buffers at the edge of the site?

There will be detailed landscaping plans available as part of the reserved matters application in due course

How will you achieve the biodiversity net gain of 20%?

Documents and plans to support this will be made publically available as part of the planning process. Our appointed Ecologist will prepare this information which will take into account the information considered as part of the Outline Planning Permission, and then Buckinghamshire Council's Ecology Officer will review the provided information to ensure our proposals are compliant with the necessary requirements.

TIMESCALES

When will the building work start?

Subject to planning, construction work is anticipated to start in 2025.

When will the development be finished?

Subject to planning and market conditions, a high-level estimate would be that the neighbourhood is completed around 2030-2031.

TRANSPORT

What transport measures have been approved in the outline application?

Please click [here](#) for a full summary of the agreed elements including: the traffic impact assessment work, the agreed package of transport works to be implemented; and construction traffic management.

Won't the development cause worse traffic and congestion issues in the village?

- The traffic impact of the development was assessed in detail at the planning application stage, including how the site will be accessed and what improvements are needed to make it acceptable in transport terms.
- That work was subject to extensive scrutiny by Buckinghamshire Council Highways and was agreed by them following detailed discussions and a number of iterations of the traffic modelling. At the subsequent planning inquiry, transport was discussed, and the Inspector was satisfied that the scheme was acceptable in transport terms.
- With the close proximity to the village and extensive footpaths and cycle ways the site is designed to encourage residents to use sustainable transport to travel to local amenities – walking and cycling will be quicker and easier options for most residents of the development.

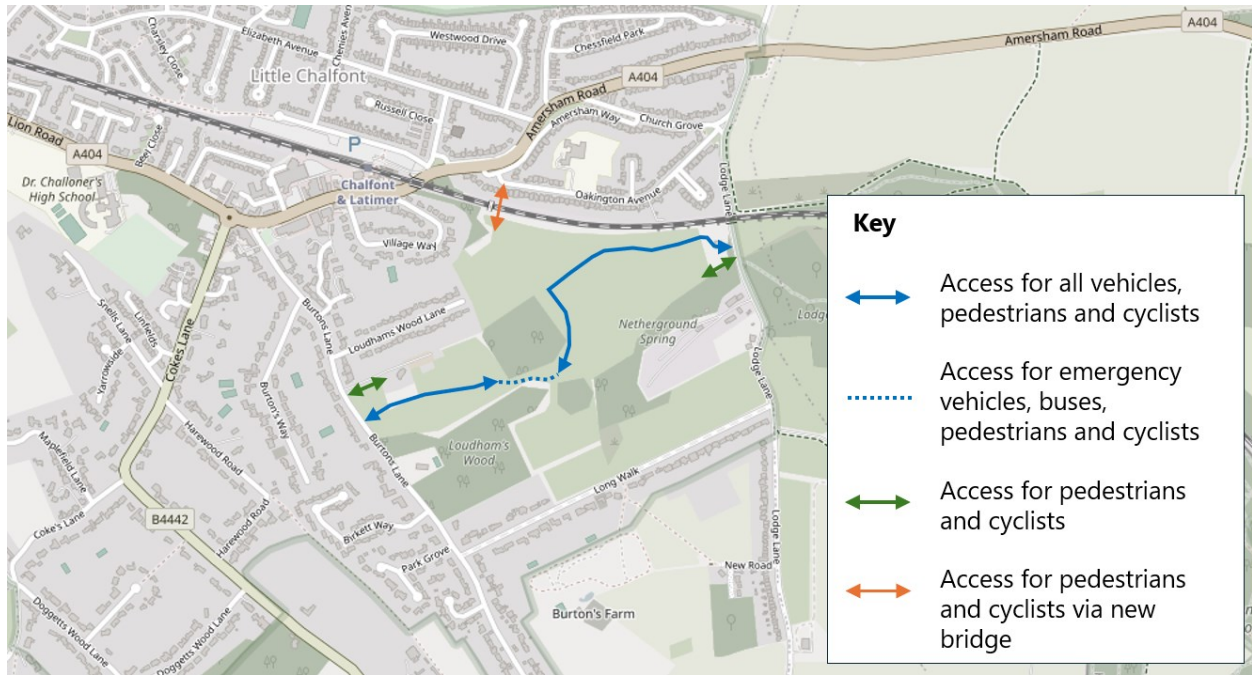
What transport modelling was carried out as part of the outline planning permission application?

Click [here](#) to download a document summarising the assessments and modelling.

How will “rat runs” be discouraged if/when the A404 or its junction with Lodge Lane is congested?

Rat-running was not picked up as a concern by Buckinghamshire Highways and no specific designs were included as part of the mitigation package for the outline consent. Options for traffic management measures on Oakington Avenue, such as a 20mph zone and traffic calming will be decided by Buckinghamshire Highways as part of the detailed design of the highway works on Oakington Avenue and Amersham Way.

What are the access routes for each type of transport?



What improvements will be made to the wider road network?

Click [here](#) to view an annotated map and a chart of details, including references to the planning application for further detail if needed.

Which parts of the planned transport works are able to change?

- The outline permission approved by the Planning Inspectorate has fixed the principle of access, the wider improvements to the road network, the new pedestrian bridge and the non-vehicular east/west link through the site. We have to deliver what has been approved by the Outline application, we understandably can't be opening up these matters and we will be delivering the required items by the appropriate triggers.
- The proposed designs for streets and layout within the site itself will be shown as part of the reserved matters consultation.

What about the impact on the traffic and the roads?

- The Transport Consultants involved at the time worked with the Buckinghamshire Council Highways team to establish the impact on the local roads as part of the outline planning permission.
- With the pedestrian and cycle ways, as well as the community amenities on site, the use of cars should be reduced.
- Infrastructure improvements have been secured as part of the Outline planning permission.

Can the train station cope with this many new commuters?

The transport assessment by Motion as part of the Outline did consider the station capacity and concluded there was sufficient capacity. The matter was not raised as part of the Appeal process. The decision to increase capacity on the tube network is a commercial decision for TfL, who will do this as a response to demand to maximise revenue.

On the site itself, how will the non-vehicular route in the centre be controlled?

This will be confirmed as part of the reserved matters applications, but this will likely be through the use of removable or drop-down/rising bollards, which can only be opened by the fire service or the bus operator – either through a key or a transponder. The bollards will be spaced to be permeable to non-standard bicycles (such as trikes).

Will there be traffic calming measures and a school drop-off zone on Oakington Avenue?

- The transport mitigation package for the development, which was agreed for the outline consent and Hill must bring forward, does not include a change in the speed limit and/or traffic calming.
- Any options for traffic calming and/or a 20mph speed limit will be for Buckinghamshire Highways to decide and would require them to put forward a Traffic Regulation Order with a period of consultation.

Can the Amersham Way A404 / Oakington Avenue junction be made safer?

- Yes, the Amersham Way junction is being amended as part of the highway works to accommodate the bridge. The final junction design is to be worked up with Buckinghamshire Highways as part of the detailed design of the highway works and will be subject to the road safety audit process.
- There will be a new toucan crossing put in, and the details of any other changes to the traffic calming measures or safety features would be a decision for Buckinghamshire Highways.

How will the two-way pedestrian / cycle path work along Burtons Lane?

- The existing footway on the eastern side will be widened, for approximately 500m between the Burtons Lane vehicle access to the A404, to provide a 3m wide shared footway/cycleway. Shallow drains will also be 'culverted' to have water drain under the surface to ensure sufficient space.
- There will be isolated pinch points along the footway/cycleway where there are trees. This is not uncommon and there is enough visibility and width for pedestrians/cyclists travelling in opposing directions to see each other and wait while one passes the other. On this matter, the planning inspector commented: 'Although there would still be pinch points along the route, it could accommodate both pedestrians and cyclists safely.'

Can the Burtons Lane A404 junction be improved?

- The approaches on all three roads will be widened. We will work on a preliminary design for the junction improvement works, for technical approval by Buckinghamshire Highways. We noted requests for a mini-roundabout or traffic calming measures; a mini-roundabout is not suitable when there is a dominant route as the A404 is.

- The planning consent does not require traffic calming features at the A404 Cokes Lane and A404 Burtons Lane junctions, and any future decisions on this would be made by Buckinghamshire Highways.

Can the Lodge Lane A404 junction be improved?

This junction (the A404/Church Grove/Stoney Lane staggered crossroads) was included in the traffic impact assessment work for the outline application, which concluded that no highway mitigation is necessary at this location. Any change to this would be up to Buckinghamshire Highways.

Can there be a footpath built on Lodge Lane?

- A footpath is not feasible in this location as we cannot increase the span of the railway overbridge to accommodate a footway parallel to the carriageway; this will mean that any footway on Lodge Lane will be discontinued at this point. Additionally, the Council has noted that any widening of Lodge Lane to provide a footway will affect the rural character of the lane.
- The proposed development is not likely to increase the numbers of pedestrians using Lodge Lane. Residents of the development are most likely to walk into the village (including for the station, school, bus stops) using either the new foot/cycle bridge to Oakington Avenue or via Burtons Lane.
- We expect that some pedestrians who currently use Lodge Lane might choose to walk through the site instead.

CONSTRUCTION

How will construction traffic be managed?

Condition 21 of the Outline Planning Permission requires Hill to submit details of the Construction Management for the scheme. This will have to be approved by Buckinghamshire Council before any work begins. The Construction Environmental Management Plan (CEMP) will be available to view once finalised.

The CEMP shall include, but is not limited to:

- a) site management arrangements, including on-site storage of materials, plant and machinery; temporary offices, contractors compounds and other facilities; on-site parking and turning provision for site operatives, visitors and construction vehicles, including use of a banksman; and provision for the loading/unloading of plant and materials within the site;
- b) site specific measures to control and monitor impacts arising in relation to noise and vibration (including working hours and details of all piling and power floating activities as appropriate), and dust and fumes;
- b) arrangements by which the developer shall maintain communication with local stakeholders in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP;
- c) a construction waste management plan that identifies the main waste materials expected to be generated by the development during demolition and construction, including vegetation, together with measures for dealing with such materials so as to minimise waste and to maximise re-use and recycling;
- d) location of access/exit points on the site for construction traffic;
- e) construction and delivery hours;
- f) arrangements for any site lighting, including security lighting, its location and hours of operation.

Please click [here](#) for more details.

NEIGHBOURS AND BOUNDARIES

What are the benefits for existing residents?

- The community amenities will be available for all – from the local centre to the parks and the educational space.
- It will provide around 470 construction jobs, and we estimate there will then be 118 permanent full time equivalent jobs from employment in the community.
- The new residents will contribute to the local economy with their use of the local shops and services.
- With new homes available existing residents may upsize or downsize while staying in their familiar area, freeing up existing homes.
- Several improvements to the wider road network will be provided (see Transport).

Will the residents of Oakington Avenue be affected by the new access pedestrian bridge?

- We are aware of the need to maintain privacy, and to make sure this does not create any noise or security issues. This will be an important design consideration as part of the bridge design and we would be happy to meet owners of the adjacent bungalows or those along the boundary to discuss further.
- Key points such as security measures will be reviewed in detail when we are in a position to undertake construction.
- We will be required to provide acoustic fencing treatment within our site where required which will involve discussions with the Environmental Health Officer at Buckinghamshire Council.

Neighbours have privacy concerns

- Our proposed designs will need to follow the requirements of Buckinghamshire Council's design policies to avoid issues such as overlooking and privacy. We of course also wish to avoid overlooking issues from existing properties onto our new properties.
- We are reviewing the layout to make sure it is as private as possible, including potentially relocating the proposed footpath behind Loudhams Wood Lane.

Is access planned through Loudhams Wood Lane or Long Walk?

Loudhams Wood Lane and Long Walk are private roads with no public right of way and there will be no access to the site through the road.

What will the buffer between the site and Village Way be?

This is being reviewed in detail and proposals will be available for discussion in due course. Where possible we will wish to retain existing trees, and proposed designs will need to follow the requirements of Buckinghamshire Council's design policies to avoid issues such as overlooking and privacy.

ENGAGEMENT PROCESS AND COMMUNICATION

Will there be regular updates?

We have a specialist community engagement team, and all of our consultants are committed to working with the community on the project, and regular updates will be available via several means - newsletters, website updates, and in-person consultation along the journey. You can sign up for updates by emailing your contact details directly to community@jtp.co.uk

Can we talk to the team to discuss any concerns not covered here?

- There will be several future consultations for all residents to attend, and once our designs are more developed, we will be door-knocking and setting up meetings with those nearest the development to discuss their individual situations.
- There is also a Little Chalfont Park Liaison Group consisting of the LCCA and parish council, who meet regularly with Hill to hear updates, input into design and to speak on behalf of the community.

END