

LITTLE CHALFONT PARK Q&As

13/11/2024

CONTENTS

PLANNING	PAGE 2
DESIGN, APPEARANCE, BUILT FORM AND HOMES	PAGE 4
INFRASTRUCTURE AND FACILITIES	PAGE 7
LANDSCAPE AND ENVIRONMENT	PAGE 9
TIMESCALES	PAGE 11
TRAFFIC	PAGE 12
WALKING AND CYCLING	PAGE 15
PUBLIC TRANSPORT	PAGE 16
CONSTRUCTION	PAGE 17
NEIGHBOURS AND BOUNDARIES	PAGE 18
ENGAGEMENT PROCESS AND COMMUNICATION	PAGE 20

PLANNING

Please click [here](#) to go to the Buckinghamshire Council planning portal.

What are the plans?

In 2023 Outline Planning Permission was granted for up to 380 homes including approximately 15 custom build and 152 affordable. Permission was also granted for a 60-room care home, 100-unit retirement living home, a new vehicular access point off Burtons Lane, improvements to the 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, 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 Planning Application and a Reserved Matters Application?

The Outline Planning Application establishes the principle of development 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 submitted from winter 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.

Where can I see the full details of the Outline Planning Permission such as approved drawings?

All the details of the Outline Planning Permission are available on the Buckinghamshire Council website, either click [here](#) or search for application PL/21/4632/OA.

Will Hill be designing and building all the parcels?

The residential parcels, Suitable Alternative Natural Green Space (SANG), infrastructure and bridge will all be brought forward by Hill. However, the land safeguarded for education will be carried out by Buckinghamshire Council and the care home and retirement living parcels will be sold to specialist providers for each respective use.

Are 3 storey homes permitted in the Outline Planning Permission?

Homes of up to 2.5 storeys (13m) and 3 storeys (15m) are permitted in areas across the site. Some 3 storey homes will be proposed across the site; however it is likely these will be limited in height to approximately 11m, which is below the maximum height permitted not only for a 3 storey home (by 4m) but also a 2.5 storey home (by 2m).

Why is there not just one Reserved Matters Application showing the whole scheme?

It is usual practice for large developments to be broken down into several smaller planning applications. This makes the process more manageable for both the developer to design and for the Council to evaluate and decide upon. It also allows for more focussed decisions with the local community.

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 there be any bungalows?

No bungalows are currently planned for the up to 380 homes Hill will deliver. It will be for the Care and Retirement operators to decide on their preferred mix of accommodation within their parcels. In addition, a minimum of 10% of the market residential units in any phase must be designed to provide accessible and adaptable accommodation.

Why is the neighbourhood divided into two, with no through-road?

This is due to the need to protect the wildlife and the Ancient Woodland in the centre of the neighbourhood. It will also reduce traffic through the centre of the site, making it a quieter atmosphere for residents, and reducing the number of vehicles using each exit to reduce congestion overall.

Why does the Western parcel have many fewer homes than the Northern/Eastern parcels?

The Western parcel is a smaller area of the site, with a high proportion of larger homes, matching the style of the neighbouring roads. The Outline Planning Permission did not specify a minimum or maximum number of homes in each parcel, and we believe the neighbourhood as a whole will work well with this balance.

Will the houses be affordable?

40% will be classed as Affordable Housing. This includes 80 for Affordable Rent, 34 for Shared Ownership, and 38 First Homes.

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 will be built to the same high standards as the market development.

Can you guarantee that all the Affordable Housing will be built, as only 11% of the Western parcel is Affordable.

Yes, the 40% is a requirement set by Buckinghamshire Council. In addition, there are requirements for certain numbers of affordable homes to be built before certain numbers of private homes can be built, to ensure a

mixed development of all types of homes. Further applications will bring forward much higher Affordable home provision to make sure the overall requirement of 40% is met.

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 all houses have driveways and garages?

The houses are being designed in accordance with Buckinghamshire Countywide Parking Guidance which covers parking and garage needs. Larger houses will have driveways and garages, and all homes will have allocated car parking spaces either on or off their plots.

Will each house have an EV charge point?

Yes, this is now a national requirement for new homes with designated parking spaces.

Will there be enough parking?

Buckinghamshire Council applies a zoned approach to parking standards to take account of the varying locational characteristics, including population density and access to public transport. The site is located within Zone B and nearby to Zone C.

The table below sets out proposed parking provision, with a comparison against the Zone B and C standards.

	Zone C	Zone B	Proposed
1 Bed Apartment	Not specified	Not specified	0.7 - 1
2 Bed Apartment	Not specified	Not specified	1 - 2
3 Bed Apartment	Not specified	Not specified	1 - 2
1 Bed Houses	1.5	1.5	N / A
2 Bed Houses	2	2	1 - 2
3 Bed Houses	2.5	2	2
4 Bed Houses	3	2.5	2-3
5 Bed Houses	3.5	3	4

Our planning applications will set out justification for the proposed level of parking.

Will the design be in keeping with the surrounding areas, especially near Burtons Lane where there are covenants in place to regulate design.

- We try to build houses that complement the local character, including locating larger houses nearer Burtons Lane to match their style. The Planning Inspectorate notes that the Western parcel is separated enough from Burtons Lane to not have an impact on the Area of Special Character.
- Our emerging architectural approach is one that is similar to the traditional look of the brick homes which can be seen at [Millside Grange in Croxley Green](#). We have since discussed with Buckinghamshire Council and our architectural approach has evolved further to bring in more design features that reflect aspects of the local character of Little Chalfont and Amersham.

I don't think 3 storey houses or semi-detached houses are in keeping with Little Chalfont.

Across the village there are many 3 storey houses, as well as semi-detached, including some on the surrounding roads. The 3 storey houses eaves have been lowered to have the presence of a 2.5 storey home, similar to many loft conversions in the area. Where 3 storeys houses are proposed, their relationship to any existing houses within Little Chalfont will be carefully assessed to ensure their placement is appropriate.

The planning permission provides for up to 380 homes and the supporting indicative masterplan at the Outline and appeal stage assumed a significant number of semi-detached and also some terraced properties.

What outdoor recreation areas will there be?

- It is proposed that there will be six designated areas for play, for a range of ages, as well as interwoven play throughout the site.
- In addition, the Section 106 Agreement associated with the Outline Planning Permission provides 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 be located in the northern part of the site near the new pedestrian and cycle bridge.

Will the noise from play areas disrupt nearby residents?

It is proposed that all play areas will be at least 30 metres away from houses on site, and over 100 metres away from existing housing.

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. They need to make a decision by the 99th occupation on site.
- It will be Buckinghamshire Council's 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.

How will the Estate Management Company be set up and run?

Stage 1 – Draft an Estate Management Strategy

The estate management strategy covers all key aspects of the estate management, including the legal and operation structure of the development; requirements for a Management Company, appointment of Managing Agent, service charge model, management and maintenance plans, in addition to any specific issues relating to the development which may subsequently have an effect on the implementation of the management strategy and the long term vision of the development.

Stage 2 - Appointment of a Managing Agent and Tender process

All managing agents who wish to be considered during the tender process go through a robust registration process with Hill. This process will assess the competency of the agent to ensure that they have the necessary experience and expertise to manage the development effectively and to the standards expected.

Tender invitations are sent to 3 managing agents who have been pre-approved, and following the interviews, the estate management team will decide which managing agent is most suitable the scheme.

Stage 3 - Service Charge Budget Review

The preferred managing agents will be draft the service charge budget, which is subsequently reviewed in detail by Hill's estates management team.

The service charge will be set to cover the all the services and expenditure required to maintain the development to the required standards, whilst representing value for money.

The management strategy will consider the phasing of the services and maintenance contracts to reflect the occupancy levels, and the budget is always set based on a fully functioning and fully occupied development. This ensures that large fluctuations in the budget, particularly in the first few years, are avoided.

The phasing of the services also ensures that residents who occupy the property first are not paying inflated service charge cost.

Stage 4 Management Company Governance

A management company will be established to oversee the ongoing management and maintenance of the shared facilities and communal areas within the estate. All homeowners will automatically become members of this management company upon purchasing their homes.

Initially, representatives from Hill will serve as Directors of the Management Company and will appoint the managing agent. Once all properties in the development are sold, Hill will step down as directors, encouraging homeowners to take an active role in management, with elected homeowners assuming director positions. These resident directors will then oversee the daily management of the development and the managing agents.

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 subject to the approval of Buckinghamshire Council, or to protect the safety of the public where trees are diseased or damaged.
- 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 include 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 publicly 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.

Can I see details of the topography of the site?

Details of existing and proposed levels will be provided as part of the Reserved Matters Applications.

Furthermore, Condition 23 requires additional details of levels to be submitted and approved by the Council prior to Hill starting works on site.

Who will maintain the buffer zones? Could it be existing management companies for nearby private roads?

The Ancient Woodland buffer (surrounding the Ancient Woodland) will be managed and maintained by the future estate management company.

There is also an ecological buffer (running parallel to and south of Loudhams Woods Lane). Through pre application engagement, Buckinghamshire Council have requested that we explore the ecological buffer zone being incorporated into the garden of the Little Chalfont Park property to which it adjoins, and the owner will be responsible for the management and maintenance of their respective area of the ecological buffer zone.

TIMESCALES

When will the building work start?

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

When will the first homes be occupied?

Subject to planning, the first residents should move in in Summer 2026.

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.

TRAFFIC

Please click [here](#) to view our summaries of transport assessment work and road improvements

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 or click [here](#) to visit the document library to find the original documents.

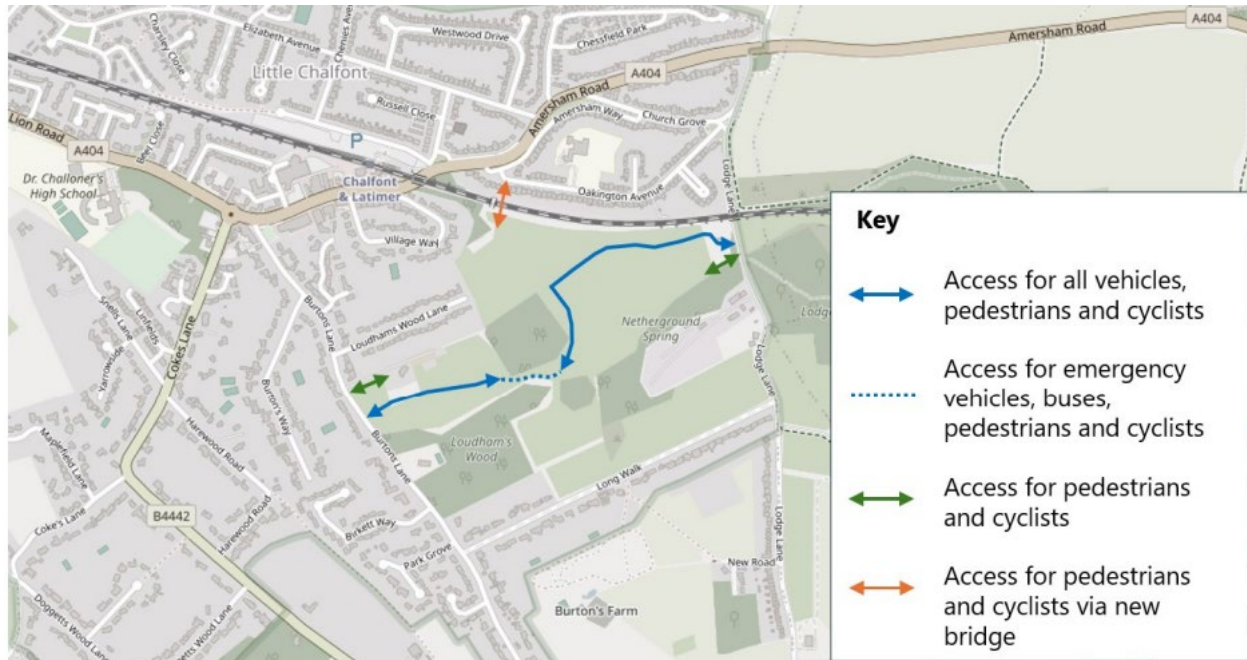
Were the assessments based on the majority of the housing using the Lodge Lane and not Burtons Lane exit?

The assessments were based on 110 homes using the Burtons Lane exit, rather than the revised number of 74. However, our transport consultants have reviewed and do not foresee an issue with an extra 30 units using the Lodge Lane access, given the wider road improvements that will be taking place and revised mix of property sizes which generate different vehicle trip rates.

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.

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 Planning Application, which concluded that no highway mitigation is necessary at this location. Any change to this would be up to Buckinghamshire Highways.

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

- The Outline Planning 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 applications.

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 connecting to the village and station, 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.

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

This will be through the use of removable or drop-down/rising bollards, which can only be opened by the fire service, ambulance 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).

How will you make sure the pedestrian bridge is not used by motorised vehicles?

The design of the bridge will clearly indicate it is not designed for vehicles, and we will explore additional signage and design features to reiterate this point.

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 Permission 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 vehicular pinch point be handled at the railway bridge on Lodge Lane? Can the bridge be widened, or will there be traffic lights?

This was reviewed at the Outline stage, and widening was not included in the proposal, which Buckinghamshire Highways approved. Discussions are progressing with Buckinghamshire Council regarding the design detail of this area and whether a feature such as a give way/priority sign will be appropriate.

Will there be a car club available?

Yes, Hill is required to provide funding towards a car club, the details of which will be finalised nearer the time of occupation.

WALKING AND CYCLING

How will the two-way footway / cycleway work along Burtons Lane?

- The existing footway on the eastern side will be widened, for approximately 500 metres between the Burtons Lane vehicle access to the A404, to provide a 3-metre-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.’

How will shared footway / cycleway paths keep users safe?

We are progressing the design of these within the site in collaboration with Buckinghamshire Council officers to ensure they meet the requirements acceptable to them in which safety is a key consideration. We are also required to deliver routes off site which were approved as part of the Outline Planning Permission.

How will you prevent e-scooters and motorbikes using paths?

The design of paths will clearly indicate it is not designed for motorised transport, and we will explore additional signage to reiterate this point.

Why are there gaps or ‘pinch points’ in cycle path provision

This was a matter considered and approved as part of the Outline Planning Permission prior to Hill’s involvement. A common reason for ‘pinch points’ include limitations of the width of the existing roads, and the need to protect existing trees and hedging.

Why do you have to replace the verge on Burtons Lane with a cycleway?

This is part of the Outline Planning Permission, which we are required to carry out. This will make active travel (walking and cycling) more attractive to new and existing residents.

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.

PUBLIC TRANSPORT

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.

Will there be a bus service?

This decision will be made by local bus companies and Buckinghamshire Highways, however a through road will be built to accommodate buses if needed.

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.

Will any road closures mean neighbouring residents are trapped in their homes?

No, access would always be retained and residents will be informed if any significant disruptions to their routes will take place.

How will you build close to existing trees without damaging the roots?

There are a number of technical options to conserve the designated root protection areas, and we are required to work with ecologists and landscape specialists to put together a plan before beginning construction.

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).
- Hill Group is required to contribute a large sum of money via Section 106 funds and Community Infrastructure Levy. This money is given to Buckinghamshire Council to reduce the impact of a development on the local community and to fund the infrastructure, facilities and services needed to support new homes and businesses. This will cover further road improvement, education contributions, healthcare provision, play areas, ecological improvements and more.

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 are meeting owners of the adjacent bungalows 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.
- Full details will be available as part of the Reserved Matters proposal on the Council website. Sign up for updates to be kept informed or keep an eye on the planning portal.

Neighbours have privacy concerns

- The separation distance between existing and new properties is extensive, with roads or natural buffers either already in place or planned. The Planning Inspectorate deemed the visual impact on neighbouring roads to be minor or limited.
- 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 having relocated the proposed footpath behind Loudhams Wood Lane.

Can the proposed play area just to the South East of Loudhams Wood Lane be relocated to prevent noise in neighbouring gardens?

In the western parcel, it is proposed that there will be two play areas:

- 1 Neighbourhood Equipped Area for Play (NEAP), providing play experiences and equipment for a range of children, including those at secondary school. There will be a minimum 30m buffer zone from the boundary of the nearest house proposed within our site, and a minimum of 170m from the southern run of Loudhams Wood Lane properties.
- 1 Local Area of Play (LAP), which is informal play for young children. Examples of this include stepping logs and playful pathways. There will be no formal play equipment, but rather activities close to the ground that provide sensory opportunities and encourage children to explore. Currently, this is located 40m away from the boundary of the nearest house proposed within our site and a minimum of 140m away from the southern run of Loudhams Wood Lane properties.

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.

Why are there 3 storey homes planned for the area adjacent to Loudhams Wood Lane rather than further into the site, and won't the extra storey affect the privacy?

The western parcel is naturally at a lower level than Loudhams Wood Lane. In addition to this, at the northern boundary of the Western parcel, we are proposing to lower the ground level further. Because of this, the ground floors of the 3 storey homes will be at a lower level than the ground floors of the Loudhams Wood Lane properties. Therefore, the visual impact of the 3 storey homes, from the perspective of Loudhams Wood Lane, will not be of all 3 storeys. Further visual information is to be provided on this to show the relationship between the existing Loudhams Wood Lane South properties and our proposed properties on the northern boundary.

Additionally, we have lowered the eaves of the 3 storey homes resulting in a top of ridgeline height of approximately 11 m, which is below the maximum height parameters in this area not only for 3 storey homes (by 4 m), but also for 2.5 storey homes (by 2 m). This was done in order to match the design of the area, and protect the privacy of neighbours. There is also a minimum distance of 55m between the Loudhams Wood Lane properties and our proposed properties on the northern boundary of the Western parcel, which is significant.

The 3 storey homes have been purposefully positioned along the northern boundary of the western parcel to maximise the number of homes that have views across the Valley Park to the south. Currently, both the 3 storey homes and 2 storey homes will have the benefit of these views, and swapping them around would remove the view from the northern row.

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

There is already a thick tree belt, and this is being reviewed in detail and proposals will be available for discussion in due course. Where possible we will wish to retain these 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.

What will the 5-metre buffer between the site and Loudhams Wood Lane be?

This will be an ecological buffer, consisting of the existing trees and vegetation, plus additional planting which the landscape architects are reviewing.

Why is the footpath between the houses and Loudhams Wood Lane still showing on plans when it has moved?

The footpath originally planned between Loudhams Wood Lane and the new houses has been relocated further South. It was required to still show in the indicative Northern position in the Design Code plan of 27th September due to aligning with the indicative route shown on outline planning permission, the Reserved Matters applications will show the route further south as proposed.

Will the care home be 4 storeys? Will there be a tree buffer for privacy?

Details of the care home and associated proposed landscaping will come forward in due course, by a separate provider, and will comply with 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 [here](#).

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 we are offering 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.
- You can email community@jtp.co.uk at any time, or phone 0800 012 6730.

Will residents be informed of road closures and other significant moments such as a crane situated off-site?

Yes, significant works will be clearly signposted well in advance, and affected residents will receive written warning. We will also investigate a regular construction update about general progress on site if there is interest.