



Members of the Planning Committee of the Chilterns Conservation Board for the Chilterns Area of Outstanding Natural Beauty are hereby summoned to a meeting of

Planning Committee

on 10.30 a.m. Wednesday 4th March 2020

at Collings Hanger Farm, 100 Wycombe Road, Great Missenden HP16 0HP

Agenda

1. Apologies	10.30 – 10.31
2. Declarations of Interest	10.31 – 10.32
3. Minutes of Previous Meeting	10.32 – 10.38
4. Matters Arising	10.38– 10.45
5. Public Question Time	10.45 – 10.50
6. Update on Planning Officer recruitment	10.51 – 11.30
7. Update on Chilterns Transport Strategy work	11.31 – 12.15
8. Planning Application response and updates	12.15 – 12.35
9. Development Plans responses and updates	12.35 – 12.50
10. Any urgent business	12.55 – 12.59
11. Date of Next and Future Meetings	12.59 – 13.00

Item 3 Minutes of Previous Meeting

Author: Lucy Murfett Planning Officer

Lead Organisations: Chilterns Conservation Board

Resources: Budget of £500 per year for minute-taker plus staff time

Summary: Minutes of the previous meeting are attached (at Appendix 1) and require approval.

Purpose of report: To approve the Minutes of the previous meeting.

Background

1. The draft minutes from the meeting on Wednesday 20th November 2019 are attached (at Appendix 1) for approval.

Recommendation

1. **That the Committee approves the minutes of its meeting which took place on 20th November 2019.**

Appendix 1

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE OF THE CHILTERN'S
CONSERVATION BOARD FOR THE CHILTERN'S AREA OF OUTSTANDING NATURAL
BEAUTY**

**held on Wednesday 20th November 2019 at The Chilterns Conservation Board office,
90 Station Road, Chinnor OX39 4HA commencing at 10.30 AM**

BOARD MEMBERS PRESENT

Member	Appointing Body
Appointed by Local Authorities	
Cllr Hugh McCarthy	Wycombe District Council
Cllr Richard Newcombe	Aylesbury Vale District Council
Cllr Nick Rose	Chiltern District Council

Appointed by the Secretary of State	
Colin Courtney	Secretary of State
John Nicholls	Secretary of State- Chairman
Elizabeth Wilson	Secretary of State

Elected by Parish Councils	
Cllr Sue Biggs	Oxfordshire

Co-opted Members	
Chris Hannington	
Paul Hayes	

Officers present-	
Elaine King	CCB Chief Executive Officer
Lucy Murfett	CCB Planning Officer
Mike Stubbs	CCB Planning Advisor

And others	
Mike Chadwick	Chiltern Society
Deirdre Hansen	Minute taker
Paul Matthews	Member of the Public
Jim Stevens	Chiltern Society

377. Apologies for absence

Apologies were received and accepted from Cllr Alison Balfour-Lynn Hertfordshire Parish Councils and Cllr Lynn Lloyd South Oxfordshire District Council.

378. Declarations of Interest

Cllr Richard Newcombe declared an interest as the Vice-Chairman of the AVDC Strategic Management Group, in planning application 19/00399/APP Arla Foods Ltd

379. Minutes of the previous meeting

The minutes of the meeting held 17th March 2019 were approved as a true record and signed by the Chairman.

380. Matters Arising from the minutes

- Re 370 Great Western Railway project still under review.
- Re 372 Light Pollution this matter is still under consideration, small progress has been made.

381. Public Question time

No public questions

382. Glover Review

The Planning Officer gave a presentation on the Landscapes Review known as the Glover Review. The review makes recommendations so that protected landscapes serve the nation better, with bigger ambitions to be happier, healthier, greener, more beautiful and open to everyone. The recommendations in the report do depend on Government implementation. The main highlights suggested for the Chilterns are: National Park Status and the need for a single Local Plan covering the Chilterns.

The members welcomed the review, discussed the proposals, considered practical issues and looked forward to the next steps.

1. **The Committee NOTED the update on the Glover Review and provided a steer on next steps and the best options for planning in the Chilterns.**

383. Strategy discussion on Transport in the Chilterns.

The Chairman thanked the Chiltern Society members for their initiative and the emerging work on transport in the Chilterns.

The Planning Officer introduced the topic and the Chiltern Society members who are working on the paper, Jim Stevens formally Head of Transportation at Buckinghamshire County Council and Mike Chadwick.

Mike Chadwick introduced the paper emphasising that this is a draft discussion document that needs refining.

The members commented, discussed the paper and the way forward. In light of the discussion the document will be refined.

1. **The Committee NOTED the update and AGREED that this document should be used as a basis of going forward.**
2. **The Committee AGREED that informal discussions could be undertaken with local Highway Authorities.**

384. Planning Applications responses and updates

The Planning Advisor had provided the Committee about and sought approval for the 23 responses and 3 appeal representations that have been made by the Planning Advisor under delegated powers in connection with Planning Applications as detailed in the agenda.

The responses were briefly discussed, and particular note was made of:

- 17/07666/OUT OS parcel 8784 & OS parcel 0006 Mill Lane Monks Risborough. This application had been refused on AONB setting matters.
- CH/2018/0659/OA Land south west of Ashridge Road Chesham. Refused.
- 19/05120/FUL Litmore Shaw, Grays Lane, Ibstone. Refused.
- P18/S2451/FUL- PINS ref APP/Q3115 North Barn, Chaucer Court, Ewelme. Appeal dismissed.
- P19/S1536/FUL The Springs Golf Club, North Stoke, Wallingford. Withdrawn.
- 19/06552/FUL Hawkins Farm, Frieth Road, Marlow. Pending.
- 19/00428/EIA Luton Airport. Pending.
- App/X1925/W/19/327185 Pirton Water Tower. Hertfordshire. It was noted that the inspector gave full weight to the Chilterns AONB Management Plan 2019-24
- 19/07065/FUL at Wallace Hill Farm, Stokenchurch. Pending.
- APP/K0425/W/19/3226658 North side of Cholsey Grange, Ibstone. Appeal dismissed.
- Chorleywood Golf Club at pre-application planning stage.

1. The Committee NOTED and APPROVED the responses made in connection with the applications as listed.

385. Development Plan Responses

The Planning Officer informed the Committee that she had submitted representations on 7 consultations of which 1 was a local plan, 1 a supplementary planning document, 1 a neighbourhood plan, 1 a regional transport strategy, 2 airport expansion consultations and 1 government consultation on telecoms.

Members noted the various representations made.

1 The Committee APPROVED the responses that had been sent, NOTED the current consultations on development plans.

386. Site visit introduction- Saints Hill (formerly West’s Yard)

The Planning Officer gave a brief presentation on the site and the development of the site. The site had been visited on the Quality Counts design tour recently. The Planning Officer who had dealt with the application from the start would lead the tour.

387. Urgent Business

Elizabeth Wilson was thanked for her past Chairmanship and presented with a small gift.

388. Date of the next meeting Wednesday 4th March 2020 at CCB offices at 10.30 am.

Further meetings were agreed: Wednesday, 15th July 2020 and 18th November 2020.

The Chair.....

Date.....

Item 6 Update on Planning Officer recruitment and future priorities

Author:	Lucy Murfett, Planning Officer
Lead Organisations:	Chilterns Conservation Board
Resources:	Staff time
Summary:	An update on arrangements for recruiting a new Planning Officer and discussion on cover and priorities.
Purpose of report:	As above

Background

1. The current Planning Officer for Chilterns Conservation Board is leaving on 18th March.
2. The job description has been updated to reflect new areas of work and work priorities (see Appendix 2). The main changes are a change in job title to Principal Planning Officer, the role advertised as full time, and more coverage of infrastructure, net gain and securing mitigation and enhancement through the planning system.
3. The post is currently being advertised online on Planning Resource and Environment Jobs with a closing date of 16th March 2020. The job pack is available on the Board's website at <https://www.chilternsaonb.org/conservation-board/vacancies/principal-planning-officer>
4. There is likely to be some degree of hiatus in the planning service that the Board provides while a new officer is recruited. An example is not being able to participate in the Chiltern and South Bucks local plan examination hearings in late March.
5. Mike Stubbs Planning Advisor is willing to work 2 days a week but there will not be capacity for keeping up with consultations, meetings, examinations and project work (e.g. National Park, airport growth). The planning inbox receives a large volume of consultations and enquiries every week.
6. Arrangements for the next Planning Committee (15th July 2020) may need to be reviewed.

Recommendation

1. **To note the update on planning recruitment and promote the job opportunity among networks.**
2. **To provide feedback on assistance that Board Members may be able to offer if there is a temporary hiatus in planning capacity.**

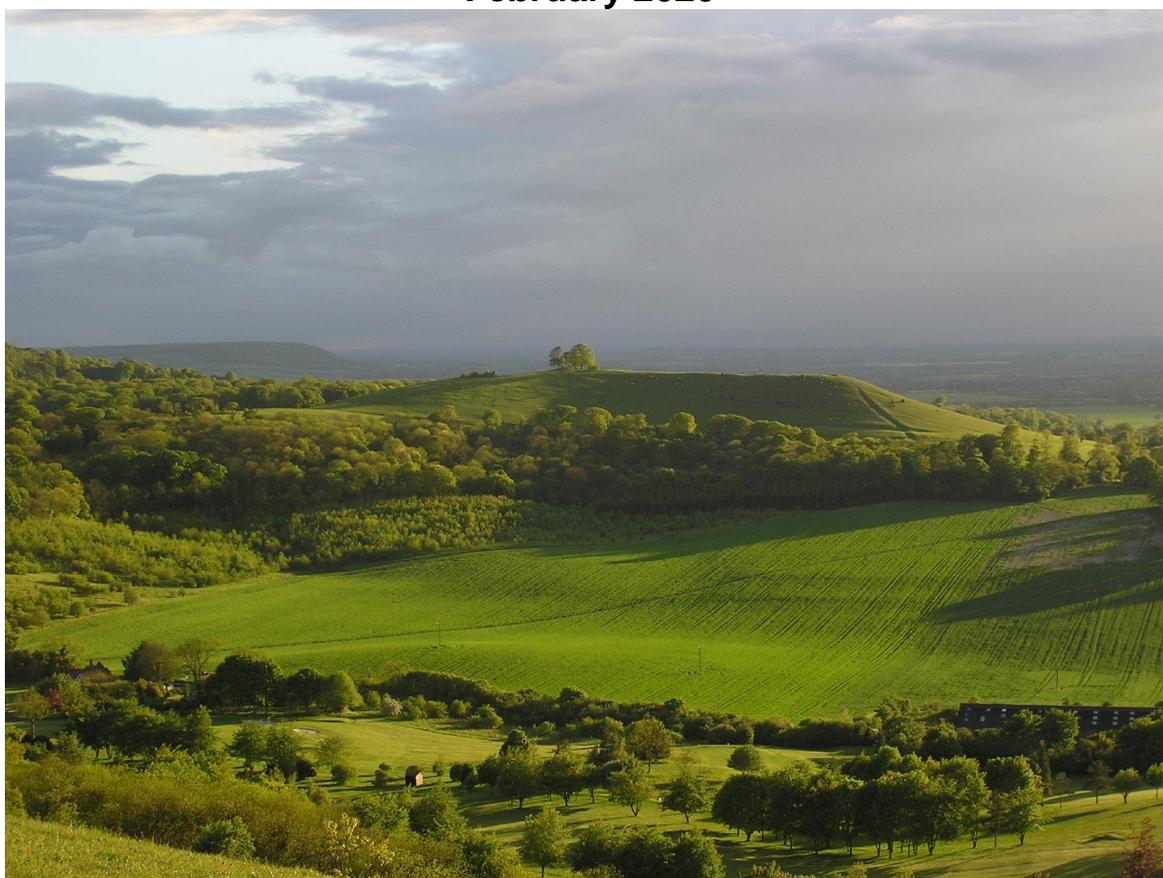
APPENDIX 2
Job Pack



Job Information Pack

**Principal Planning Officer
Chilterns Conservation Board**

February 2020



Chilterns AONB – view from Coombe Hill

Photo: Richard Gillin

Principal Planning Officer

Job Description

Job title: Principal Planning Officer

Location: The Chilterns Conservation Board,
The Lodge, Chinnor, Oxfordshire OX39 4HA

Salary: £44k - £48k per annum

Hours: 37.5 hours per week. Permanent contract. Requests for four days a week and flexible hours considered.

Reports to: Chief Executive Officer with a functional report to the Chair of the Chilterns Conservation Board Planning Committee

Responsible for: No direct reports but responsible for contract management and volunteers as required (currently one part-time freelance planner).

About the role

This is a rare and exciting opportunity to join a multi-disciplinary team working in one of the country's finest and most high-profile protected landscapes. The Chilterns Conservation Board (CCB) is seeking a highly motivated and dynamic Principal Planning Officer to help champion the Chilterns AONB.

The CCB is the public sector statutory body for the Chilterns AONB. This protected landscape is under huge threat from pressures including housing development and infrastructure projects. You will ensure that the purpose of the AONB designation - and the importance of the management of the landscape - are taken into full account and, where possible, enhanced. You will play a key role in influencing and shaping development, working closely with the 13 local authorities that cover the AONB.

This is an exciting time to be joining the CCB. Following publication of the Landscapes Review of protected landscapes - the Glover Review - you will also take a leading role in supporting and developing the CCB's work in responding to the recommendations in the Review, which include recommendations that the Chilterns be designated a National Park and have a single AONB-wide local plan.

In addition, the CCB is in the early stages of delivering an ambitious five-year AONB Management Plan. As a senior member of the staff team, you will play a leading role in shaping the organisation and ensuring that it delivers huge impact for the Chilterns AONB.

We are seeking an MRTPI qualified professional with an in-depth knowledge of planning, in addition to an understanding of the importance of all aspects of natural beauty and an ability to maximise the opportunities in the planning process for enhancing the natural and historic environment. You will be a strategic thinker and a strong communicator. You will also be a team player, have a passion for and knowledge of the environment, and bring significant added value to the CCB's work. The package comprises a competitive salary and benefits, including being part of the local Government pension scheme (LGPS) and continuous Government service.

How to apply

To apply for this role, please download the application form, together with the equal opportunities monitoring form, here: <https://www.chilternsaonb.org/conservation-board/vacancies.html>

Completed forms should be emailed to: office@chilternsaonb.org

The closing date for applications is **10am on Monday 16 March 2020**. Successful candidates will be invited to interview week commencing 23 March 2020.

Applicants must be willing to undergo screening appropriate to the post, including checks with past employers.

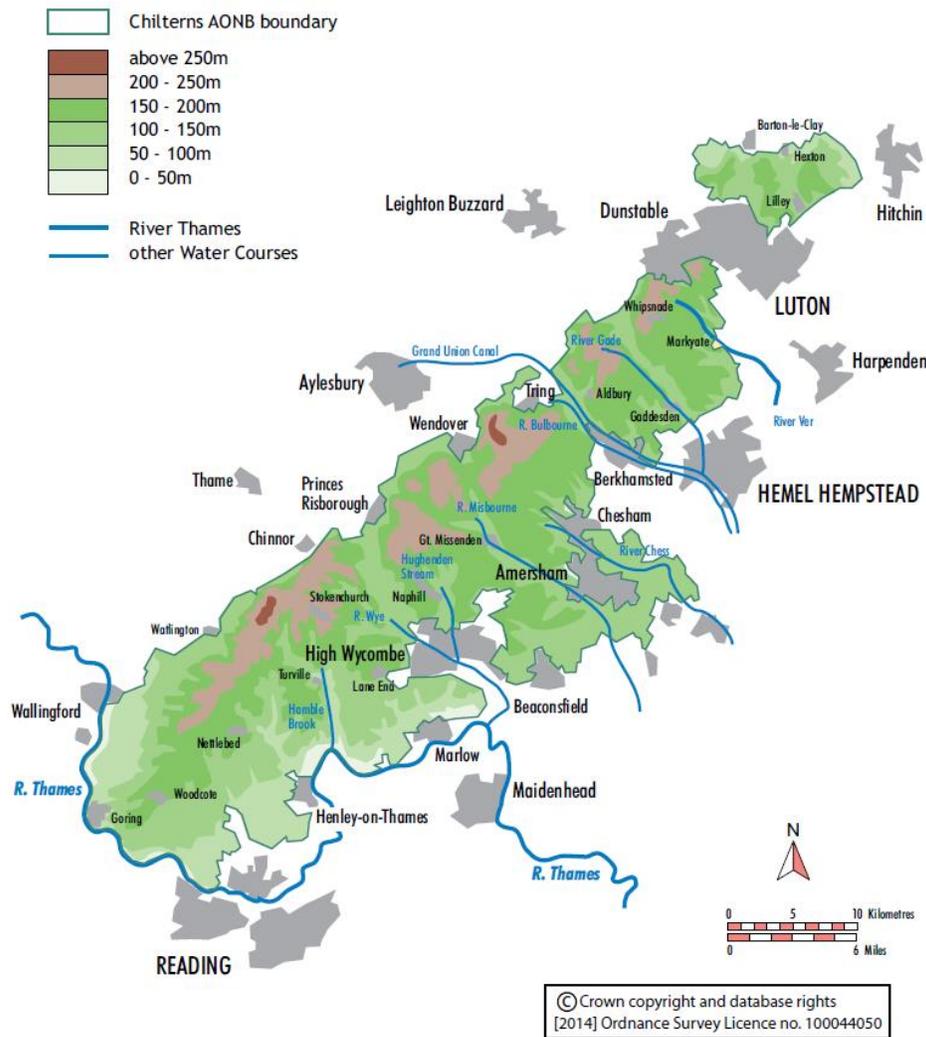
For further information or informal discussion contact:

Dr Lucy Murfett (Planning Officer) 01844 355507 or
Dr Elaine King (Chief Executive Officer) 01844 355505

Supporting Information – Principal Planning Officer, Chilterns Conservation Board

1. The Chilterns Area of Outstanding Natural Beauty (AONB) was designated in 1965 and covers 833sq.kms, stretching from Goring on Thames in Oxfordshire, across Buckinghamshire and Bedfordshire to the outskirts of Hitchin in Hertfordshire. It is an area noted for its beech woods, chalk downs, chalk streams, and brick and flint architecture. The area receives 55 million leisure visits per year, making the Chilterns one of the most popular areas for walking in Europe.

The Chilterns Area of Outstanding Natural Beauty



2. The development pressure on the Chilterns is considerable. Lying only 35 miles from central London, there is significant pressure for new housing development, employment opportunities, transport infrastructure and leisure facilities.
3. The Chilterns Conservation Board was established by Parliamentary Order in 2004. It is one of only two Conservation Boards (the other being for the Cotswolds) set up

under the Countryside and Rights of Way (CROW) Act 2000 which enables the establishment of independent statutory bodies to manage AONBs.

4. The Board has two statutory purposes:
 - to conserve and enhance the natural beauty of the AONB and
 - to increase the understanding and enjoyment of the special qualities of the AONB.

In fulfilling these purposes, the Board has a duty to seek to foster the economic and social well-being of local communities within the AONB.

5. The CCB has 27 members of the Board and a staff team of 24 based in Chinnor, in Oxfordshire.
6. The AONB covers parts of three counties, two unitary authority areas and eight districts and boroughs (shortly to change with the creation of the Buckinghamshire unitary authority in April 2020). The Chilterns Conservation Board is the only public sector body which looks at the Chilterns comprehensively across the boundaries of the 13 councils.
7. The Board has a duty to advise on all planning matters, and comments on all aspects of the development process. The Board's focus in commenting on development plans or planning applications is ensuring that the special qualities of the AONB are recognised and protected. This advice is provided to the area's Local Planning Authorities and is influential in steering their decisions.
8. The Board employs one planning officer (at Principal Planner level) who is a senior member of the staff team and is supported by a part time freelance planner. The Principal Planning Officer has a strategic, extremely active and varied role, supporting the Board in fulfilment of its statutory duties.
9. Current initiatives include:
 - Commenting on planning applications, local plans, neighbourhood plans, regional and national consultations affecting the Chilterns AONB (this is the core of the role).
 - Advising communities on the production of Neighbourhood Development Plans.
 - Take a leadership role in conceiving, consulting on and gaining partner agreement to guide policies across the AONB. Past examples include the Chilterns Buildings Design Guide, highway design guidelines, creating a model Local Plan policy, and writing the planning elements of the AONB Management Plan.
 - Representing the CCB on the Department for Transport's High Speed 2 Review Group and responding to emerging HS2 designs.

- Organising the Chilterns Building Design Awards.
- Liaising with key contacts in local planning authorities on Chilterns-wide planning issues. This includes convening the Chilterns AONB Planning Forum.
- Contributing to the development of national AONB planning policy and practice by providing advice to Government, Natural England, the National Association of AONBs and individual AONBs.
- Influencing the strategy and location of growth and infrastructure in the wider region as a stakeholder in the Oxford to Cambridge growth corridor.
- Developing proposals and fostering relationships for achieving significantly stronger landscape-scale planning for the Chilterns, as recommended in the Glover Review of designated landscapes, and especially the recommendations that the Chilterns be made a National Park and have a single AONB-wide local plan.
- Inputting on airport growth (including Heathrow Third Runway and Luton airport expansion) and airspace change over the AONB.
- Negotiating mitigation and offsetting packages with national infrastructure providers and developers, once all avenues for avoidance of harm to the Chilterns have been exhausted. This includes working with colleagues to secure funding to deliver AONB enhancement projects (for example electrification of the Great Western mainline).

Job Summary

1. Ensure that the purpose of the AONB designation – conserving and enhancing the natural beauty of the protected landscape – is at the heart of planning for the area.
2. Provide advice and guidance to the Chilterns Conservation Board ('the Board') to ensure that the purpose of designation is taken into full account when considering planning matters.
3. Effectively communicate the Board's advice, views and guidance to the relevant planning authorities, Natural England, the Government and other relevant bodies to ensure fulfilment of their statutory duty with regard to the AONB as set out under s85 of the Countryside and Rights of Way Act (2000).
4. Contribute to the review of the AONB Management Plan policies and develop initiatives and programmes to support delivery of the Plan's objectives.
5. Provide strategic support and advice to the CCB's Chief Executive, Senior Leadership Team and other team members as required.
6. Maintain and enhance the profile and reputation of the Board.

Key accountabilities

1. Advise the Board on planning issues with regard to the Board's statutory purposes, AONB designation and objectives of the AONB Management Plan.
2. Prepare and, where appropriate, coordinate responses to planning matters, most of which are delegated to this post for decision and are reported retrospectively to the CCB Planning Committee. Where appropriate, cases are put to the Board for its consideration.
3. Advise the Board on the need for changes to local, strategic and national planning policies.
4. Advise, report to and ensure the effective operation of the Board's Planning Committee, and to provide advice to other Board Committees and Advisory Groups as required (for example in relation to transport, water, power, telecommunications, housing, employment, agriculture and the historic environment). This includes working closely with the Chair of the Board's Planning Committee.
5. Provide advice and make representations to the planning authorities on matters of importance to the designated area and to represent the views of the Board.
6. Liaise with local authorities to maximise opportunities for the Board to be consulted on development management casework.

7. Liaise with planning authorities and town and parish councils to promote appropriate policies and proposals for incorporation in development plans and neighbourhood plans to support the aims of the Board and purposes of AONB designation. This often requires giving evidence at local plan and neighbourhood plan examinations.
8. Identify and assess planning applications on behalf of the Board which are likely to have significant impacts on the Chilterns and its setting, and - where necessary - make an appropriate response. This may require giving evidence at planning committees and planning inquiries.
9. Prepare responses to relevant strategic, national, regional and local planning consultations, development plans and similar consultations.
10. Maintain records of responses to consultations and their impact and effectiveness, using this information to help monitor compliance of local authorities and other relevant stakeholders with the statutory duty of regard (Section 85 of the Countryside & Rights of Way Act).
11. Keep track of and advocate exemplar best practice for planning policy and development management in other protected landscapes. Keep track of relevant planning appeals and case law.
12. Proactively develop new planning and transport policies and relevant position statements for adoption by the Board, and convene meetings of relevant stakeholders, in response to new local and national opportunities, thinking and initiatives.
13. Provide input on HS2 design and mitigation, including representing the Board on the Chilterns HS2 Review Group.
14. To provide advice and make representations on Nationally Significant Infrastructure Projects in or affecting the Chilterns AONB. This may entail appearing at NSIP examination hearings.
15. Advocate for stronger landscape-scale planning for the Chilterns, assisting with the case for the Chilterns to become a National Park, and for a possible AONB boundary review.
16. Liaise with other AONB units/ Conservation Boards and Natural England on national planning policy issues of relevance to AONBs.
17. Produce and present papers, briefing notes, press releases, articles, guidance documents, as necessary.
18. Provide training on AONB planning to constituent local planning authorities.
19. Assist the Board with income generation, providing chargeable pre-application advice to developers and infrastructure providers, and securing project funding and

mitigation as appropriate. This may also require providing advice and input to funding applications.

20. Support the Chief Executive Officer by acting as a spokesperson for the Board and the Chilterns AONB as required.
21. Contribute to delivering the Board's communications strategy, utilising a range of communications platforms to share information and amplify the Board's voice, including dealing with the media, particularly on matters linked to planning and development.
22. Manage the work of freelance Planning Consultants and volunteers assisting the Board with planning and transport work.
23. Liaise on planning casework with statutory bodies including Natural England, Historic England, Parish Councils and environmental stakeholders including the Chiltern Society and local Wildlife Trust.
24. To lead or assist with any other relevant duties as may be allocated from time to time by the Chief Executive.
25. To be committed to the strategic aims of the Board and contribute to the effective management of the AONB.
26. To attend meetings and events outside normal office hours as necessary i.e. evenings and weekends.

This job description does not constitute a 'term and condition of employment'. It is provided only as a guide to assist the employee in the performance of their job and the job description is not intended to be an inflexible or finite list of tasks and may be varied from time to time after consultation/discussion with the post holder.

Person Specification

Experience & Knowledge

Essential

- A demonstrable and proven track record of relevant experience of working in the public, charitable or private sector, including development plans and development management work.
- Experience in preparing responses to local and national policy and strategy consultations, and giving evidence at public inquiries
- Up to date detailed knowledge and understanding of planning legislation, policy and procedures
- In depth knowledge of landscape assessment, in addition to all aspects of natural beauty, especially as it relates to the AONB
- Experience and understanding of maximising the opportunities in the planning process for conserving and enhancing the natural and historic environment.
- A strong understanding of housing provision and housing need, in the context of NPPF policies for the AONB
- Experience of effective working in active partnerships
- Experience of organising and presenting technical seminars and events

Desirable

- Knowledge of the Chilterns AONB and a good understanding of the potential impacts of environmental issues in this designated area
- Experience of working on planning, transport or landscape issues in a protected landscape
- Experience of securing mitigation and developing funding proposals
- Experience of managing projects, contracts and budgets
- Highly skilled in handling media enquiries

Skills & Abilities

Essential

- High level of IT skills, including Microsoft Office and GIS
- Excellent written and verbal communication and presentation skills with the ability to promote and articulate key priorities for the Board, communicate its vision and with the ability to inspire and enthuse others
- Ability to assess development proposals, understand the impacts of development, and identify possible amendments and mitigation
- Excellent networking skills, with an ability to develop constructive relationships with colleagues, partners and stakeholders
- Leadership skills and an ability to support and mentor colleagues
- Strong decision making, negotiating and influencing skills
- Ability to effectively prioritise and manage a heavy, varied and sometimes unpredictable workload
- Ability to work independently, in addition to being a strong team player
- A positive and collaborative 'can do' attitude to work

<ul style="list-style-type: none"> • High levels of tact, discretion and confidentiality
<p>Qualifications</p>
<p>Essential</p> <ul style="list-style-type: none"> • Educated to degree level or equivalent in planning
<ul style="list-style-type: none"> • Membership of the RTPI
<p>Desirable</p>
<ul style="list-style-type: none"> • Landscape or building design qualification • Membership of the CMLI
<p>Other</p>
<p>Essential</p> <ul style="list-style-type: none"> • A strong interest in the Chilterns AONB, its environment, wildlife, and its communities • Personally credible with a professional and approachable demeanour that generates trust and confidence • An ability to self-reflect, set goals to further your personal development and to identify new challenges • Share knowledge and ideas with colleagues, and encourage others to support change • Current car driving licence • Ability to access all parts of the Chilterns AONB and surrounding areas

Summary of Terms and Conditions of Employment

1. **Employer:** Chilterns Conservation Board Office, the Lodge, 90 Station Rd, Chinnor, Oxfordshire OX39 4HA.
2. **Location:** The post will be based at the Chilterns Conservation Board's offices in Chinnor, Oxfordshire. Home working will be supported to suit diary commitments.
3. **Salary:** £44k - £48k per annum. Salaries are normally reviewed in April.
4. **Duration of role:** Permanent.
5. **Working hours:** 37.5 hours per week. Working hours are 37.5 hours per week. In addition, attendance will be required at occasional evening meetings and at weekends. No overtime is payable but time off in lieu can be taken. Requests for four day a week and flexible hours considered.
6. **Leave:** The basic annual leave entitlement will be 26 days plus public / bank holidays pro rata.
7. **Travel:** The post-holder will be required to travel throughout the AONB area and attend meetings elsewhere in the UK. The postholder will be entitled to claim travelling and subsistence expenses incurred in the course of work in accordance with the Chilterns Conservation Board's policy.
8. **Pension:** The Board is a member of the Buckinghamshire Country Council Local Government Pension Scheme (www.buckscc.gov.uk/pension)
9. **Probationary period:** Six months, during which the notice will be one month by either party. Subsequent to that, notice will increase to two months by either party. A full review will be carried out in the fifth month.
10. All employees are expected to comply with Chilterns Conservation Board's terms and conditions, rules, policies, procedures, codes of conduct, values, quality standards, authorisation processes, risk management, and other policies, in addition to relevant external regulations.
11. CCB strives to be an equal opportunities employer.

This summary is for information only and does not constitute a contractual agreement

Item 7 **Update on Chilterns Transport Strategy work**

Author: Lucy Murfett Planning Officer

Lead Organisations: Chiltern Society, Chilterns Conservation Board

Resources: Staff time, Planning Committee member time, partner time

Summary: An update on emerging joint work with the Chiltern Society on transport in the Chilterns.

Purpose of report: To update on emerging joint work on transport and next steps.

Background

1. The Chilterns Conservation Board (CCB) has been working in partnership with the Chiltern Society to develop a possible Chilterns Transport Strategy. The work was initiated by the Chiltern Society and has been led by 4 volunteers with transport expertise, together with the CCB Planning Officer and Chair of Planning Committee.
2. At the last Planning Committee on 20th November 2019, the partners from the Chiltern Society presented the draft transport work. Committee agreed the draft strategy should be used as the basis of going forward for informal discussions with the Highways Authorities.
3. The 3 key objectives set out in 'Chilterns Transport Planning: a common approach – Discussion Paper' are to:
 1. Reduce the impact of traffic and the need to travel
 2. Increase travel by sustainable modes
 3. Enhance and protect the Chilterns environment and air quality
4. Some further re-drafting of the Transport Strategy paper took place after the meeting and the latest draft is now attached at Appendix 3. The Chiltern Society has held an exploratory meeting with two transport strategy officers at Bucks County Council. Officers were encouraging about this initiative and so we now propose to convene a joint meeting to progress a common approach for Chilterns Transport across the local authorities that cover the AONB.
5. The Chiltern Society volunteers have offered to make the arrangements for the meeting. The proposal is to invite two transport strategy officers from each of the 5 Highways Authorities (Oxon, Bucks, Herts, Central Beds and Luton) to explore how

this work could influence their transport strategies and transport decisions affecting the Chilterns.

6. In the gap between planning officers (see item 6), the Chair of Planning Committee has kindly offered to lead on this joint work for CCB, representing the Board at the meeting convened with the Highways Authorities.

Recommendation

1. **That the Committee notes the update and provides feedback on a way forward.**

Appendix 3

Latest draft of the joint Chilterns Transport Paper

Chilterns Transport Planning: a proposed common approach

Date: 6 February 2020

A. INTRODUCTION:

The Chilterns Area of Outstanding Natural Beauty (AONB) is a nationally protected landscape of beauty and tranquillity, providing a vital leisure resource for London and the South East, with 1.6 million people living within 8km of its boundary and 10 million people living within an hour's drive. As a rural and relatively wealthy area, it also has high levels of car ownership and use.

The Chilterns geographical area, within which the AONB sits, straddles the boundaries of four counties and includes significant portions of each one. However, despite the shared set of transport planning issues prevailing across this whole area, there is currently no common transport strategy or policies reconciling the conservation and enhancement of this fragile area with the access needs of visitors, people who live or work in the area, and those who pass through it.

B. PURPOSE OF THIS DOCUMENT:

This document has evolved through joint work between the Chilterns Conservation Board (CCB) and the Chiltern Society (CS), and has now been agreed by both organisations as the basis for ongoing work and wider engagement.

As well as advocating designation as a National Park, the Glover Review suggests a single statutory Local Plan for the entire area. The CCB and CS welcome this recommendation and, through this paper, suggest that this unified approach could usefully be extended to transport planning.

This paper therefore sets out for discussion a suite of suggested transport-related objectives and interventions of intended benefit to the AONB and wider Chilterns, which could be drawn upon to form the basis of this common approach.

It would supplement and complement those policies applying specifically to the AONB which are set out in the Chilterns AONB Management Plan 2019-2024.

Should the merits of this common approach (both the principle and its possible broad content) be accepted, a particularly significant step would be for all five relevant Highway Authorities to incorporate relevant elements in their respective Local Transport Plans as each comes up for renewal, and in the meantime as a possible policy addendum to their existing Plans.

The content of the document may also be used in other ways, for example internally by both organisations to help inform responses to local, regional or national consultations.

C. SUGGESTED OBJECTIVES:

Road transport affects the Chilterns area and can be detrimental to people, places and wildlife. But it is not purely road transport that has detrimental impacts: for example, noise and pollution from air travel and inappropriate and / or poorly designed and constructed transport infrastructure can also be harmful.

Detrimental impacts on human health and the natural environment can arise from:

- emissions of carbon and air pollutants such as particulate matter, hydrocarbons and oxides of nitrogen
- water, noise and light pollution
- traffic danger, domination, intimidation and severance
- physical and visual damage to the natural beauty, landscape and heritage of the Chilterns.

Developing a common approach with clear objectives and broad ranging interventions will help address the causes of these impacts and will ultimately result in positive outcomes across the entire Chilterns area.

These outcomes include:

- protection and enhancement of the special quality of the Chilterns
- protection and enhancement of the Chilterns natural, historical and cultural heritage
- enhancement of the visitor experience and accessibility into and within the area
- protection of the wildlife and biodiversity in the Chilterns
- support for local businesses and the local economy
- enhancement of the quality of life for people who live in the Chilterns area

The suggested objectives and supporting interventions that follow on pages 4 – 7 are intended to form the basis of such a common approach. They will be variously relevant to the short, medium and longer term, and apply not only to plans and proposals within the Chilterns, but also to plans and proposals for areas outside the Chilterns which might affect them.

For those areas that comprise the setting of the AONB, a legal duty exists under S85 of the Countryside and Rights of Way Act; the meaning of setting is explained in Policy DP4 of the Chilterns AONB Management Plan 2019-2024.

For ease of reference, the interventions have been numbered and organised under three broad objectives, but it should be stressed that all three objectives are closely interrelated and of equal status.

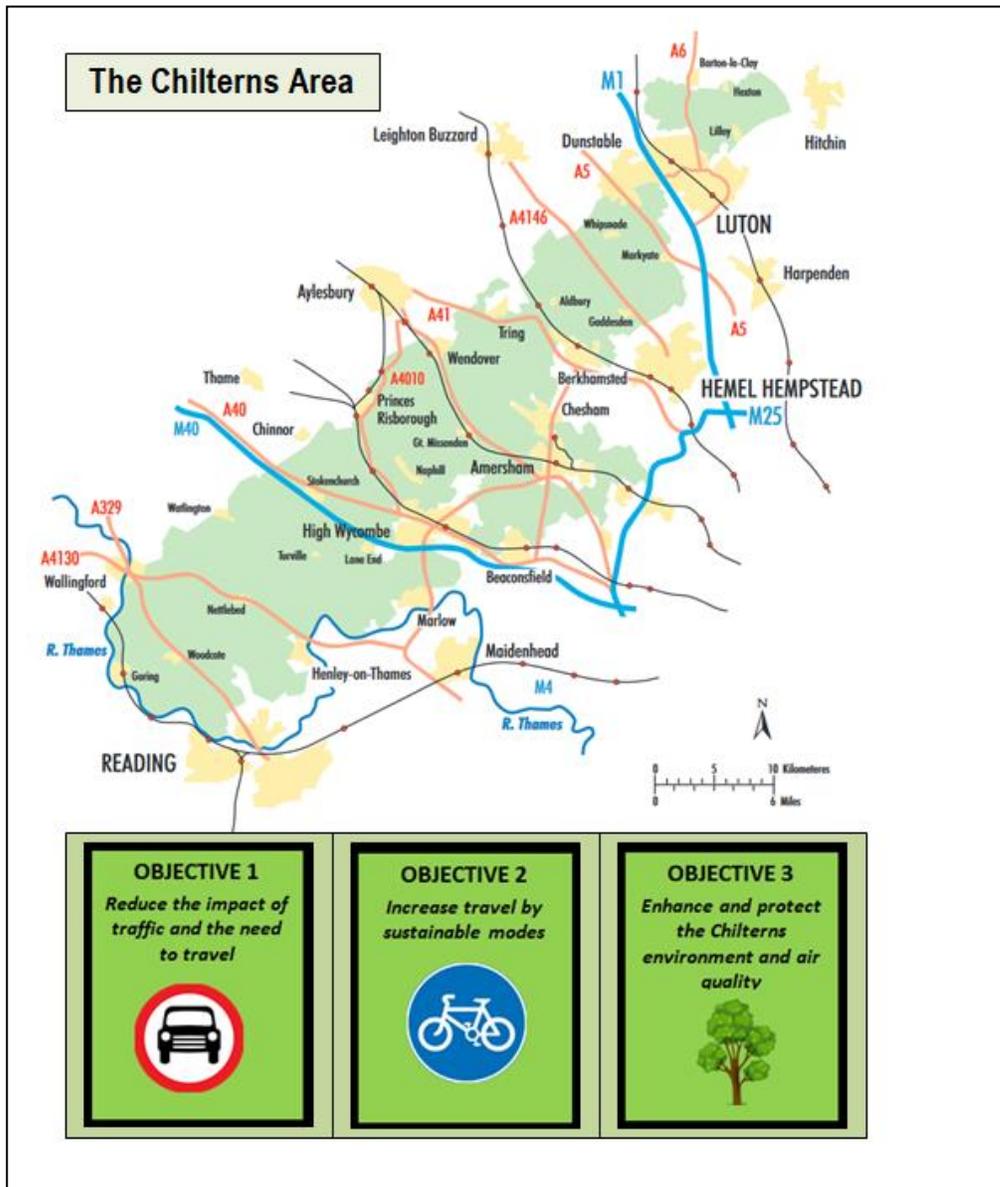
To successfully deliver these objectives will require meaningful engagement with the many organisations, agencies and individuals that have the direct responsibility, ability and powers to make a difference.

These include local organisations such as the highway and planning authorities in the Chilterns area, but also national and regional organisations such as central government agencies, England's Economic Heartland and rail operators.

It will be necessary to work with and influence these organisations to seek policy adoption and policy change, including ongoing co-operation and commitment.

The suggested objectives and supporting interventions are set out and described in detail as follows overleaf:

SUGGESTED OBJECTIVES AND INTERVENTIONS IN DETAIL:



OBJECTIVE 1: REDUCE THE IMPACT OF TRAFFIC AND THE NEED TO TRAVEL

1.1 Keep road based through-traffic away from Chilterns and residual traffic off unsuitable roads:

1.1.1 All national/regional strategies and projects (e.g. HS2, OxCam Arc, Heathrow, Luton airports) to avoid and mitigate their traffic and transport impacts on the Chilterns area by, for example, routing strategies to avoid traffic using through routes that traverse the Chilterns, use of rail instead of road-based transport.

1.1.2 All strategic and local environmental assessments arising from national, regional and local

strategies and projects to identify and include the Chilterns as an area that might be affected (a 'sensitive receptor') so that the environmental and traffic/transport impacts on the Chilterns can be fully understood and mitigated.

1.2 Manage traffic and transport demand:

1.2.1 Improve broadband and fast line speed in the Chilterns area to encourage and support 'smart' working.

1.2.2 Consider the use of road charging within the Chilterns as a potential tool in appropriate circumstances for the effective management of traffic demand.

1.2.3 Consider the implementation of workplace parking levy initiatives in the Chilterns, where they do not jeopardise the viability of local businesses.

1.2.4 Implement new parking management strategies for towns and villages in the Chilterns, which deliver environmental benefits without significant adverse economic impacts.

1.3 Integrate land use and transport planning:

1.3.1 All land-use and transport planning policies and decisions to deliver better integration between homes and jobs to reduce the need to travel (e.g. co-location of jobs/homes, local provision of services and facilities, live-work opportunities).

1.4 Adopt an area wide approach to the management of traffic, to include:

1.4.1 A Chilterns road hierarchy and route signing strategy to ensure traffic uses the most appropriate routes through the Chilterns.

1.4.2 Traffic management strategies for main routes within and through the Chilterns, affording priority for sustainable modes.

1.4.3 Speed management and traffic calming strategies for minor roads in the Chilterns, including greater use of Quiet Lanes.

1.5 Encourage travel and transport by non-road-based transport modes:

1.5.1 Increase rail capacity and frequency of services, but only where there will be zero net adverse environmental impact on the Chilterns.

1.5.2 Design and construct all rail route improvement proposals in a way appropriate for the Chilterns, including an appropriate level of mitigation works.

1.5.3 Transfer freight onto rail and water where practical to do so and where there will be zero net adverse impact on the Chilterns.

1.6 Reduce the adverse impacts arising from lorry traffic:

1.6.1 Existing local authority Freight Strategies to be reviewed to ensure policies exist that work to protect the Chilterns from the worst impacts of Lorries.

1.6.2 Sat nav providers to update software to exclude routes and roads in the Chilterns that are unsuitable for lorries.

1.7 Manage impacts arising from recreational visitors to the Chilterns:

1.7.1 Develop policies for visitor management and access to the Chilterns, focusing on:

- improving visitor traffic routeing to and from key destinations within the Chilterns
- improving visitor attraction direction signage
- encouraging travel by sustainable modes

- comprehensive marketing and promotion of the Chilterns visitor management and access strategy

OBJECTIVE 2: INCREASE TRAVEL BY SUSTAINABLE MODES

2.1 Support/promote/encourage bus transport as an alternative to car transport:

2.1.1 Create a network of rural bus services in the Chilterns sufficient to provide a realistic offer that helps to address rural isolation and includes appropriate feeder links to the main bus networks.

2.1.2 Where required, financially support new and existing rural and interurban bus services using appropriate government, developer, or other funding.

2.1.3 Implement new Community Bus initiatives and other means of providing shared transport.

2.1.4 Implement promotion and marketing strategies to maximise patronage and fares income.

2.1.5 Improve integration between different bus service providers and between different sustainable modes (especially bus to rail, and walking / cycling to rail), to facilitate door-to-door journeys.

2.2 Support/promote/encourage walking and cycling:

2.2.1 Create a joined-up cycling and walking network for the Chilterns to include:

- a family friendly leisure route network, including filling gaps to connect with the existing Rights of Way network
- the provision of more and improved safe crossing points and traffic calming measures to reduce severance created by roads and road traffic
- downgrading and/or closure of roads considered unsuitable for motorised traffic to convert into safe walking and cycling routes
- cycling and walking to be prioritised along roads in appropriate locations

2.2.2 Implement a promotion and marketing strategy to encourage cycling / walking in the Chilterns (with emphasis on the health and environmental benefits).

2.3 Local Business:

2.3.1 Increase the number of Workforce Travel Plans and monitor compliance.

2.3.2 Encourage smart working to reduce commuting.

2.3.3 Identify transport improvements to reduce congestion and improve accessibility to local businesses.

OBJECTIVE 3: ENHANCE AND PROTECT THE CHILTERNES ENVIRONMENT AND AIR QUALITY

3.1 Support and encourage low carbon policies and policies to improve air quality:

3.1.1 National and local government to seek greater use of alternative fuels for transport (e.g. electric, hydrogen) including a network of electric vehicle (EV) charging points across the Chilterns.

3.1.2 Local government to implement Air Quality Management Areas in Chilterns towns and villages where legally required to do so (i.e. where air quality limits are exceeded).

3.1.3 Local authorities to ensure infrastructure proposals for the generation and effective utilisation of non-fossil fuels within the Chilterns is located and designed appropriately to respect the special qualities of the Chilterns area.

3.1.4 Local authorities to minimise the impacts from lighting (light pollution, energy use, and disruption to wildlife), by not having lighting at locations and times when not needed, and through the use of appropriate LEDs with a warm white colour temperature no higher than 2700 Kelvin wherever possible.

3.2 Reduce the impacts of aviation on the Chilterns:

3.2.1 Oppose the expansion of airports in and adjacent to the Chilterns where unacceptable and unmitigable impacts arise.

3.2.2 The relevant authorities to exercise control to minimise overflying of the Chilterns by commercial air transport and general aviation to protect tranquillity.

3.3 Design, construction and maintenance of transport infrastructure:

3.3.1 Review the use and application of the Environmental Guidelines for the Management of Highways in the Chilterns published jointly by the Chilterns Conservation Board with the County Councils, and engage with local authorities to seek greater adherence where necessary.

3.3.2 Local authorities to ensure the design and choice of materials used for new transport infrastructure, whether in-house or developer-led, and maintenance of existing infrastructure, is consistent with the Environmental Guidelines for the Management of Highways in the Chilterns, and is in keeping and sympathetic to the Chilterns natural and historic environment.

3.3.3 Local authorities to carry out environmental audits of all their proposed highway and open space improvement and maintenance works.

3.4 Enhance biodiversity through proactive measures and mitigation:

3.4.1 National, Regional and Local Agencies to co-ordinate focussed action to protect sensitive habitats (Special Areas of Conservation, SSSIs, National and Local Nature Reserves) from the effects of air pollution and other transport related effects.

3.4.2 Raise the awareness of local authorities, landowners and developers to the issue of atmospheric nitrogen deposition arising from traffic and transport.

3.4.3 Local authorities, land owners and developers to review their traffic and transport proposals and land management practices to avoid and mitigate the impacts of nitrogen deposition on soils, water bodies and flora.

3.4.4 Land owners and local authorities to manage verges and other green spaces for biodiversity.

3.4.5 Local authorities and developers to incorporate measures to overcome the barrier to wildlife movements created by major roads and railways (e.g. road crossings, green bridges).

D. JOINT WORKING:

There will be a wide range of stakeholders and interested parties who will play a role in delivering the objectives and interventions. These include:

STAKEHOLDERS:	
Chilterns Conservation Board	Highways England
Chiltern Society	Environment Agency
Unitary, County, and District Local Authorities within and adjoining the Chilterns	National Trust
Local Enterprise Partnerships	Local Nature Partnerships

England's Economic Heartland	Network Rail and Train Operating Companies
Town and Parish Councils	Tourist Attraction Operators
Emergency Services	Utility Companies
Transport Operators	Local Landowners and Businesses

E. FUNDING:

Successful delivery of the objectives and interventions will not only be dependent upon stakeholder support and commitment, but also securing the necessary funding.

It is suggested that a funding strategy will be required to identify and guide bids for such funding. Funding sources could include: local authority mainstream funding, Section 106 and Community Infrastructure Levy funding, Local Enterprise Partnership funding approvals, bids for government funding and grants, funding from OxCam growth arc, funding from HS2 Ltd.

F. REVIEW:

In the light of experience and through engagement with stakeholders, it is anticipated that this document will be periodically reviewed and evolve further as work progresses.

Item 8 **Planning Application responses and updates**

Author: Mike Stubbs Planning Advisor

Lead Organisations: Chilterns Conservation Board

Resources: Staff time

Summary: Representations have been made regarding a number of planning applications and a number of previous cases have been determined.

Purpose of report: To inform the Committee about, and seek approval of, the responses that have been made under delegated powers in connection with the planning applications as listed and to update the Committee on any outcomes.

Background

1. News on the outcome of previous planning applications on which the Board has made representations is summarised in Appendix 4.
2. Since the last Planning Committee papers for the November 2019 meeting, the Board has made 19 formal representations on planning applications and 2 appeal representations, including 3 objections, 12 comments and 2 part objection/part comment, 2 in support together with 1 consultation on the scoping content to an environmental impact assessment. The formal representations are summarised in Appendix 5.
3. Current live casework is listed in Appendix 6.
4. The Planning Advisor will provide reflections on outcomes of CCB representations.

Recommendations

1. **That the Committee notes and approves the responses made in connection with the applications listed in Appendix 5.**

APPENDIX 4

Update on Status of Planning Applications CCB previously commented upon

Location	LPA	Ref. No.	Proposal	Status	CCB response	Date CCB responded
Land West of Cockernhoe / Land East of Cockernhoe	NHDC	16/02014/1	Erection of 660 dwellings	Pending	CCB Comments as previously reported	05.03.16
Land south and north-west of Cockernhoe and east of Wigmore, Cockernhoe	NHDC	17/00830/1	Mixed use application for up to 1,400 new dwellings and other uses - Outline planning application with all matters reserved	Pending	CCB Objection as previously reported	3.8.17
Land to the south of Newnham Manor, Crowmarsh Gifford Planning Application	SODC	P16/S3852/FUL	Hybrid planning application for the erection of 100 new residential dwellings	Pending	CCB Qualified Objection as previously reported	24.7.18
Land at Britwell Road Watlington	SODC/ PINS	P17/S3231/O APP/Q3115 /W/19/322 2822	(1) Full planning permission for the demolition of the existing pig farm and its associated buildings; the erection of 183 dwellings (2) Outline permission for up to 650sqm of Use Class B1a floorspace	Appeal allowed 25 th Feb 2020	Part CCB Comment on LVIA / Part Objection to raised numbers above SODC Capacity Study Secretary of State decision awaited. A similar planning application has also been submitted	27.09.18
Century Park Luton	LBC	17/02300/EA	Outline Consent for a business park comprising office space (Class B1), warehouse and industrial space and Full application for the construction of a	Pending	CCB Holding Objection / Part comment as previously reported. Objection based on vehicular routing and cumulative impacts on the AONB, without necessary assurances in the application details.	21.1.18

			2km Century Park Access Road			
Abbey View Primary Academy	BCC	CC/0017/18	Development of a new two storey 2FTE (420 place) primary school	Pending	CCB Comments as previously reported.	2.5.18
Land at White Cross Farm, Reading Road, Cholsey, Oxfordshire	OCC	0033/18	Planning Application to allow the development of an offline River Thames marina basin with fixed and floating pontoon moorings for approximately 280 boats.	Pending	CCB Objection as previously reported. [To Note] SODC have now objected to this application.	1.6.18
Abbey Barn Lane- Abbey Barn South Reserve Site Abbey Barn Lane High Wycombe	WDC	18/05363/FUL	A hybrid planning application seeking outline consent for up to 550 residential dwellings (with a minimum of 520 dwellings)	Granted 10 th July 2019	CCB Comments as previously reported.	27.3.18
Tralee Farm 20 Wycombe Road Holmer Green Bucks	WDC	18/07194/OUT	Outline application (including details of access, layout & scale) for erection of 103 dwellings with all other matters reserved	Pending	CCB Comment / Part Objection as previously made (based on Local Plan due process).	25.9.18
Kitcheners Field, Castle Hill, Berkhamsted,	DBC	4/01663/18/FUL	Light external drive and parking area	Pending	CCB Objection as previously reported (Amended details submitted).	26.7.18
Upper Little London Farm Little London Wendover Buckinghamshire HP22 6QQ	AVDC	17/00148/AOP (amended landscape assessment documentation submitted June 2018).	Outline application for the demolition of the existing metal barns and outbuildings, conversion of four historic brick barns into one single dwelling and erection of 10 new dwellings	Pending	CCB Comments (original CCB Objection 10th April 2017 as previously reported).	24.7.18
Land off Pyrton Lane Watlington	SODC	P16/S2576/0	Outline application for the erection of up to 100 residential dwellings.	Pending	CCB Objection as previously reported.	16.7.18

Land Between Longwick Road & Mill Lane Princes Risborough	WDC	18/06916/OUTEA	Outline application (including details of access only, with all other matters reserved) for the erection of up to 360 dwellings.	Pending	CCB Objection as previously reported.	1.9.18
Land north and east of Glynswood High Wycombe	18/07274/OUT	WDC	39 dwellings	Pending	CCB Objection as previously reported. A revised scheme (at pre-application stage) is proposing 50 dwellings and CCB has repeated its concerns here.	3.10.18
Land at Hithercroft Farm Wallingford	SODC	P18/S2506/O	Outline planning application, with all matters reserved (except for access in to the site) for the erection of up to 170 dwellings and 3.1ha of employment floorspace.	Refused 9 th Jan 2020 on sustainability, design and highway grounds.	CCB Comments as previously reported.	25.9.18
Boztdown Farm Hardwick Road Whitchurch On Thames	SODC	P19/S0113/FUL	Five Winter Yurts	Pending	CCB Comments as previously reported.	6.2.19
Marchmont Farm Hemel Hempstead	DBC	4/00045/19/MOA	Outline application for up to 350 dwellings and 5 gipsy pitches.	Withdrawn 13 Nov 2019	CCB Comment (AONB settings and cumulative impact issues in Habitats Regulation Assessment), as previously reported.	28.1.19
Land at Holly House Harpsden Bottom Harpsden	SODC & PINS	LPA references P18/S3724/DA and P18/S3725/DA PINS references APP/Q3115/C/18/3215 490 and APP/Q3115/C/18/3215 491	Without Planning permission the erection of various buildings and laying of hard standing areas in the approximate locations own edged blue and hatched orange respectively on the "Topographical Survey" annexed (Enforcement Notice Appeal on grounds a, f and g).	Appeal dismissed and enforcement notices upheld 13.2.20	CCB Written Representations as precisely reported. Appeals dismissed [To note] Planning Inspector gave weigh to CCB representations and to the Chilterns Buildings Design Guide	10.1.19

Arla Foods Ltd Aylesbury Dairy, Samian Way, Aston Clinton Bucks	AVDC	19/00399/ APP	Extension to dairy (Final Phase as approved by 11/0962/APP dairy consent - revised scheme)	Granted 20 th Dec 2019	CCB Holding Objection , as previously reported. Amended plans and further details submitted.	22.1.19
Land at West Hemel (site allocation LA 3)	DBC	4/03266/1 8/MFA	West Hemel expansion for up to 1100 (outline) and 350 (full)	Pending	CCB Comments as previously reported	15.2.19
Ashwells Field Cock Lane Tylers Green Bucks (amended details - access / revised layout)	WDC	18/05002/ R9	Outline application for the erection of up to 102 dwellings. The application includes details of access (site access, estate roads and widening of Cock Lane)	Pending	CCB Comments , as previously reported.	12.4.19
Aston Hill Place Aston Hill Chivery Aston Clinton Bucks.	AVDC	9/00679/A PP	Demolish existing house and erect replacement detached dwelling	Pending	CCB Comments , as previously reported.	21.3.19
Gomm Valley Reserve Site Cock Lane High Wycombe Bucks	WDC reference	19/05281/ OUTEA	Outline application (including details of main accesses only) for mixed use development on 57.7ha of land providing for the phased delivery of: residential development of up to 1000 dwellings (Use Class C3)	Pending	CCB Objection , as previously reported.	18.3.19
Langlands Chivery Aston Clinton Bucks	AVDC	19/00842/ APP	Demolition of existing single storey dwelling and related outbuildings and the construction of a new two storey detached dwelling house.	Pending	CCB Comments , as previously reported.	21.3.19
London Luton Airport Airport Way Luton	LBC	19/00428/E IA	Application to vary condition 10 of planning permission 15/00950/VARCON for a temporary	Pending	CCB Holding Objection , as previously reported.	10.5.19

			period (to the end of 2024) to enable the area enclosed by the 57dB(A) daytime noise contour to increase from 19.4 sq km to 23.4 sq km and the area enclosed by the 48dB(A) night time noise contour to increase from 37.2 sq km to 44.1 sq km).		CCB Holding Objection (lack of information as to environmental impacts) 10th May 2019	
Owlpen School Lane Medmenham Bucks	WDC	19/06054/F UL	Demolition of existing dwelling and outbuildings and erection of replacement 3 bed detached dwelling with associated bin store and landscaping work.	Pending	CCB Comment , as previously reported.	20.6.19
The Old Reservoir Greenmore Woodcote	PINS SODC reference	reference: APP/Q3115 /W/19/323 0748 P19/SO259 /FUL	Change of use of the land to a park home site to allow the siting of 16 residential park homes	Pending	CCB Written Representations as previously reported.	23.7.19
Woodside Farm Chivery Aston Clinton Bucks	AVDC	19/01107/ APP	Permanent agricultural worker's dwelling	Pending	CCB Comments , as previously reported.	25.4.19
Land off Cuxham Road Watlington	SODC	P19/S1928/ O	Outline planning permission for up to 70 dwellings with associated open space and sustainable drainage	Pending	CCB Comments The landscape strategy as proposed, combined with the indicative layouts, avoids developing the north – western limb of the Cuxham Rd site (denoted as allotments) and we support that approach. The Kirkham / Terra Firma report for WAT 9 (now broadly site C) also dealt with the importance of	

					avoiding urban sprawl to the north-west of the town. It is important that the landscaping breaks up the layout, avoids a hard urban edge but also nestles the development with a pattern that fits with the grain of Watlington. Distant views from within the AONB would, in that event, be less impacted by adopting these principles.	
Memorial Hall Field, Sonning Common, Reade's Lane, Sonning Common	SODC	P19/S2515/FUL	Change of use from agriculture to recreation and sport, with groundworks - contour	Pending	CCB objection as previously reported Harm to character and topography of undeveloped greenfield land in the AONB from levelling of land to create sports pitches, plus associated fencing, activity and paraphernalia.	27.8.19
Highlands Farm, Highlands Lane near Rotherfield Greys RG9 4PR	SODC	P19/S2646/FUL	Variation of housing mix at Highlands Farm, comprising the substitution of 85 dwellings in the central and south-western parts of the site with 113 dwellings; a net increase of 28 dwellings	Pending	CCB Objection as previously reported The impact on the AONB would be greater than the consented scheme in terms of design (especially materials and higher building heights) and the larger number of homes means more car parking and journeys through the AONB	24.10.19
Land to the east of Manor Road to the south of Little Croft and to west of Elmcroft Manor Road Goring	SODC	P19/S2923/FUL	Erection of 20 dwellings and associated works with all matters reserved except for access.	Pending	CCB Objection as previously reported	16.10.19

Land west of Fairmile Henley-on-Thames RG9 2JU	SODC	P19/S2350/FUL	Demolition of existing buildings and development of 72 residential units comprising 52 houses and 20 flats.	Pending	CCB Comments as previously reported	9.9.19
Land at Woodcote Road South Stoke	SODC	P19/S2865	Application for approval of reserved matters relating to appearance, landscaping, layout and scale following application P17/S3206/O for residential development (up to 5 dwellings), and associated works, including access.	Granted 4 th Dec 2019	CCB Comments as previously reported	14.10.19
Shirburn Road Watlington	SODC	P19/S2380/RM	Reserved Matters application following Outline approval P18/S0002/O for 37 retirement houses, care home and 4 units of staff accommodation	Pending	CCB Comments as previously reported	27.8.19
At Berry Hill Farm Cobblers Hill Wendover Buckinghamshire HP22 6QD	AVDC	19/02319/APP	Laying of Hardcore surface (Retrospective)	Pending	CCB Comment / part Holding Objection as previously reported	12.8.19
Durham Farm Durham Farm Lane Wendover Buckinghamshire HP22 6PX	AVDC	19/02501/APP	Relocation of Durham Farm from its existing location to a new location along Durham Lane.	Pending	CCB Objection as previously reported	28.8.19
At Wallace Hill Farm Wellground Stokenchurch Buckinghamshire HP14 3YF	WDC	19/07065/FUL	Demolition of existing agricultural building and silos and the erection of a three storey (plus attic) practice centre building (Use Class	Pending	CCB Comment / Support as previously reported	2.10.19

			D2) incorporating Wallace Hill Cottage, the conversion of Wallace Hill Farmhouse for ancillary office use, replacement of the agricultural store (Bee House) with a two-storey workshop.			
Weyburns Wood Longdown Hill Cadsden	WDC	WDC Ref 19/06683/F UL	Erection of building for tractor storage and two containers as workshops for use in Forestry Work (Retrospective)	Refused 24 th Oct 2019 and appealed (now withdrawn)	CCB Objections as previously reported [To Note Appeal now withdrawn]	22.10.19
OS Parcel 1318 Upper Icknield Way Saunderton Buckinghamshire	WDC	19/07349/ PNP16A	Prior Notification for the installation of 10.00m TP325 replica telegraph pole on new D6 foundation and associated works	Approval given 7 th Nov 2019	CCB Objection as previously reported The location is sensitive and highly valued within the Landscape Character Type 17 'Dipslope with Dry Valley'. The track would harm the landscape and its use would clash with walkers of the footpath and diminish their enjoyment of the AONB. This harm is unnecessary and can be avoided through reconsideration of the location and vehicular access requirements.	29.10.19
Land To The North Of Heath End Road Little Kingshill	CDC	Ref CH/2017/0 290/FA	Temporary rural workers dwelling, erection of general purpose agricultural building and yard, formation of farm track	Pending	CCB Objection as previously reported	16.10.19
Hawkins Farm Frieth Road Marlow Buckinghamshire SL7 2QU WDC	WDC	19/06552/F UL	Redevelopment of disused farm buildings to create ancillary residential accommodation including conversion	Pending	Part comments / Part objection as previously reported	23.8.19

			of traditional barn, replacement of two farm buildings			
Pirton Water Tower Priors Hill Hertfordshire	PINS	APP/X1925 /W/19/322 7185	Demolition of redundant water tower and erection of one x 3 bed dwelling	Appeal dismissed 8 th Nov 2019	Written Representations on behalf of the Chilterns Conservation Board, as previously reported [To Note CCB Committee Note – new AONB Management Plan mentioned in the decision to refuse and dismiss the appeal].	7.8.19
Chalfont St Peter	CDC	PL/19/2726 /FA	Temporary haul road for the Chalfont St Peter HS2 vent shaft	Pending	CCB Objection as previously reported	17.10.19
London Luton Airport Airport Way Luton	LBC	19/00428/EA (additional details consultation July 2019)	Application to vary condition 10 of planning permission 15/00950/VARC	Pending	CCB Objections as previously reported	22.8.19
Land Between Junctions 16 and 17 Of The M25	CDC	PL/19/2260 /OA	Outline Application for the erection of a Motorway Service Area	Pending	CCB Comments as previously reported	29.8.19
66 Hambleden Village Hambleden Bucks	WDC	19/07105/FUL&106/FUL	Householder application for construction of two storey rear extension	Refused 4 th Dec 2019	CCB No Comments as previously reported [To note Reason (2) Harmful to AONB]	10.10.19
The Misbourne School Misbourne Drive Great Missenden Bucks	BCC	CC/0043/19	Construction of a new two-storey Sports Hall adjacent to the south of the new playing area.	Granted 29 th Jan 2020	CCB Comments as previously reported	14.10.19

At Stony Dean School Orchard End Avenue Amersham	BCC	BCC reference CC/0046/19	Proposed new single storey self-contained 6th Form block	Pending	CCB Comments as previously reported	17.9.19
Gooseacre, Buckwood Road, Markyate	DBC	4/01283/19/FUL	New para 79 dwelling	Pending	CCB comments as previously reported	22.7.19
M1 junction 11a to A6 Barton Road Sundon Chalton Streatley	CBC	CB/19/00887/FULL	Construction of a new single and dual carriageway 2.75 miles (4.4km) road linking the M1 and the A6 between the M1 junction 11a and the A6 Barton Road. Comprising intermediate junctions, overbridges, underbridges, cycle paths, revisions to the Public Rights of Way network, drainage and landscaping	Granted 8.1.20	CCB Objection as previously reported Our key concerns as follows: 1) Prematurity to the Central Beds Local Plan 2) The plans do not conserve and enhance the natural beauty of the Chilterns AONB 3) Major development in the Chilterns AONB 4) Landscape and visual impacts 5) Increased traffic through the AONB 6) Noise 7) Lighting 8) Protection of chalk aquifer 9) Rights of way impacts 10) Future road pressures in AONB 11) Cumulative impacts	13.5.19

APPENDIX 5

New CCB Responses on Planning Applications since Last Planning Committee

Location	LPA	Ref. No.	Development	Status	Summary of the Board's Response (please contact the Board for more detailed information if this is required)	Date
BP Technologies campus near Caversham	SODC	P19/S4248/FUL	Redevelopment of the site to include demolition, refurbishment and redevelopment.	Pending	<p>CCB Comment</p> <p>CCB is generally supportive of the application. The supporting planning statement forms the view that this is not major development (within the tests in NPPF 172) because the application has a 'negligible impact' on the AONB (Planning Statement 6.21). They then argue exceptional circumstances (Planning Statement 6.22). Whilst this is a little confusing, it must be the case that the major development test is assessment by reference to the magnitude of development proposed. Whilst much debate exists on this point it is very much a matter of planning judgment for the decision-maker. Taking a straightforward view as to what is proposed, it is evidently major development. This means that the LPA would then need to satisfy themselves as to the exceptional tests in NPPF 172 and (a) the need for the development, (b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and (c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated. In this case and to assist the decision-maker we can see the exceptional case. To render the application as a matter in the public interest, we would conclude that the exceptional justification must be pursued and further or additional benefits that result in the conservation or enhancement of the</p>	29 12 19

					landscape must be given weight. Thus our points as to glazing – light spill, lighting within the wider site, materials from the Chilterns and a travel management plan, must all carry some authority in the assessment of the application.	
Adj Chiltern railway Dunsmore to Great Missenden	AVDC	19/04476	Construction of path for cyclists and pedestrians	Pending	<p>CCB Support</p> <p>The Board supports the principle of such a multi-use path, which is consistent with the (new) 2019-2024 Management Plan section 8, dealing with <i>‘Enjoyment and Understanding’</i> and especially the strategic objectives of promoting opportunities for access and recreation. Detailed policy EP1 in particular sets out to <i>‘Secure greater support and funding for a well maintained, high quality and better connected rights of way network for walking, cycling and riding’</i>. CCB do have some detailed points, as to detail with a particular focus on the surfacing treatment. The applicants are looking to produce a surface for multi-users including disability use which will have implications for gradients but this should not require an impermeable tarmac surfacing along the length.</p>	14.1 .20
Land Adjoining Green Street and Orchard Drive Green Street Chorleywood Hertfordshire	THDC	20/0002/EIAS	Scoping Opinion Request - Development of up to 800	n/a	<p>CCB Scoping Opinion – Comments</p> <p>CCB has previously commented on the pre- application merits and on the basis of that information (in November 2019) we concluded that the proposal could not satisfy the legislative and policy test that protect the Chilterns AONB. We are aware that the current application is about scoping content, consistent with the regulations</p> <p>The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in</p>	9.1. 20

					<p>exceptional circumstances, and where it can be demonstrated that the development is in the public interest.</p> <p>Development here is harmful to the special qualities of the AONB.</p>	
Land at Clappins lane Naphill	WDC	19/08031/FUL	Residential development for 65 dwellings	Pending	<p>CCB Part Comment / part objection</p> <p>Matters of Planning Principle (Objection).</p> <p>(1) Green links – background. The green links connecting the site must be considerably bolstered by a combination between off-site works and layout amendments to reinforce the principal hedgerows on 3 of the site boundaries.</p> <p>(2) Compliance with RUR 7 - CCB contends that much greater information is required to address RUR7 (5</p> <p>(3) Air Quality and nearby SACs – CCB is concerned that at the local plan making stage Wycombe District Council screened out the Naphill Common SSSI part of the Chilterns Beechwoods SAC from needing a Habitats Regulation Assessment</p> <p>(4) Overall biodiversity implications – There is (as mentioned above) a deficiency in this application when assessing harm to local ecology and the Naphill Common SAC especially.</p> <p>Matters of Design Detail (Comments)</p> <p>(5) The rural character of Clappins Lane must be maintained. No widening or introduction of pavements of Stockings Lane or Clappins Lane should be permitted</p> <p>(6) We support the relocation of the access from the indicative location in the Local Plan to a location away from the oak tree in the south western corner (tree T1 and A</p>	30.1 .20

					category on the tree retention plan 7725-T-02-D).	
Greenvale Nurseries, Watling Street, Caddington, Dunstable, Beds	CBC	CBC Ref CB/19/03745 and 46.	Alterations to site layout and addition of 4 new caravans.	Pending	CCB Comments We note that both applications seek to accommodate a change of layout within the existing site. From an AONB standpoint it is important that site screening is the subject of a landscape plan and that this can be conditioned. Further, that the existing site curtilage is not expanded into the AONB. From our reading of the plans that does not appear to be the case here.	22.1 .20
Holmer Green High Wycombe Buckinghamshire HP15 6SP	WDC	CC/0059/19	Demolition of a single storey building; Erection of new two storey Teaching Block, Sports Hall and Changing Facilities; Single storey extension to create Music Practise Rooms;	Pending	CCB Comments The Chilterns AONB designation does 'wash over' Holmer Green but the siting, location and design would not impact upon the special qualities of the Chilterns landscape, which surrounds. We do recommend, however, that external lighting is kept to a minimum and note the point made by the applicant in their supporting planning statement (at its 6.7.5) that this is for security purposes and designed to limit glare and night-time light spill. A condition is recommended and we set out below our Management Plan policy on lighting.	16.1 .20
Land to South of Kennylands Road, Sonning Common, Oxfordshire	SODC	SODC reference P19/S4350/	Outline planning application for up to 26 dwellings including affordable housing, new public open space, landscaping and surface water attenuation with detailed vehicular access.	Pending	CCB Comments (1). The principle of development is established within the Development Plan. (2). A full LVIA is submitted. The setting of the AONB comprises our principal point of interest and we concur with the landscape architect's appraisal as to impact upon the boundary and the setting more generally. The immediate AONB boundary is some 400 m to the west. (3). CCB supports the mitigation proposed which manifests as the	3.1. 20

					retention and enhancement of the existing hedgerow.	
Lila's Wood Wick Road Wigginton Tring Herts.	DBC	19/02588/MF A	Material change of use of woodland and agricultural land to a wedding venue, including all chattels, structures, trackway and other materials associated with such use between May to September for 15 events per annum.	Pending	<p>CCB Comments</p> <p>The Board previously commented on the enforcement notice planning appeal as subsequently upheld on appeal on 12th April 2018 (PINS reference PP/A1910/C/17/3182746). The stipulated remedy required the removal of various structures on-site as well as the removal of an earth bund.</p> <p>In that appeal the Planning Inspector dealt with the Chilterns AONB within the remit of the Ground (a) appeal. In this assessment the Inspector gave close attention to the physical and visual aspects of this highly valued nationally protected landscape.</p> <p>CCB recommends that there is a discussion as to conditions and that such details are the subject of a further round of consultation, potentially. Most certainly the ecological recommendation that visitors are discouraged from entering areas of the site where there is existing ground flora, must be the subject of further scrutiny as it fails the test of precision as expected in a planning condition. This 'discouragement' will require a sensitive treatment.</p>	23.1 2.19
Land at Little Sparrows Sonning Common	SODC	P19/S4576/O	Hybrid planning application for the development of a continuing care retirement community care village. Full planning permission for a "village core" with 31 assisted living units and	Pending	<p>CCB Objections</p> <p>The applicant's case rests upon the exceptional circumstances test in the NPPF 172 which itself in this national policy includes a test of need, cost and mitigation/moderation of impact. The NPPF contains key guidance ahead of these exceptional tests where it states that <i>'The scale and extent of development within these designated areas should be limited'</i>. That amendment was added to the 2018 (now 2019)</p>	23.1 .20

			16 care units and ancillary care facilities, community space, gardens, green space, landscaping and car parking areas with a further 26 assisted living units in blocks B1-B4. An outline application (all matters reserved except access) for 60 assisted living units, ancillary community space, gardens, green space and landscaping and car parking areas.		<p>version. In any event the exceptional case advanced here is solely based on an assessment of need in the SODC area. No evidence supports a national need and in effect the applicants are asking the LPA to accept harm to a nationally protected and highly valued landscape on the basis of need within the SODC area only.</p> <p>The public interest benefit of this landscape by far outweighs the local need as asserted, even accepting the argument as advanced in the appendix of sites in the supporting planning statement, i.e. that no other suitable sites exist. Such arguments are usually scrutinised in the examination of Local Plans.</p>	
Owlpen School Lane Medmenham	WDC	19/07971/FU L CCB	Demolition of existing dwelling and outbuildings and erection of replacement 3 bed detached dwelling with associated bin store and landscaping works (Alternative Scheme).	Pending	<p>CCB Comments</p> <p>The design and access statement states that a ‘precedent’ is established for contemporary homes within the AONB and mentions the modernist house at Ipsden (SODC reference P10E/ 0716 28). No precedent is established and the Ipsden House is in a different location with a different topography and landscape character. CCB had objected to that application. However, the Chilterns Buildings Design Guide does accept design innovation and paragraph 3.31 deals with the ‘one-off’ design</p> <p>We appreciate that the elevations (as shown on 16/43/12B) denote fenestration within a recessed</p>	16.1 .20

					opening but we would seek a detailed level of control by means of planning condition to prevent light spill into the landscape. The nature of the approved glazing is very important and specialist guidance will need to be taken into account on matters such as laminated and tinted glazing. This protects the wider dark skies landscape and lessens impacts from nearby public paths which cross Millbank Wood.	
Hazel Grove, Blounts Farm Blounts Court Road Sonning Common	SODC	reference P19/S3252	Change of use of land to accommodate nine huts and tents for holiday lets together with provision of visitor bays	Pending	<p>CCB part comment / part objection</p> <p>(1) The plans show an extensive array of structures which do not conserve and enhance the natural beauty of the Chilterns AONB and due to their nature and spatial extent, result in a configuration that cumulatively develops what is an otherwise rural and open land parcel within a nationally protected landscape. The business case document reveals a series of semi-permanent and permanent structures that rather noticeably change the rural nature of the woodland.</p> <p>(2). No formal landscape assessment is submitted, however, the sensitivity of the AONB here is a combination of both visual impact and landscape character. The woodland nature of the site does heavily screen and shield views from the wider landscape. This is to be expected within a predominant landscape character that is defined as ‘Wooded Dipslope within the Chilterns Plateau with Valley’</p>	23.1 2.19
The Cow Barn Holloway Cottage Track From Gadmore Lane To Hastoe	DBC	4/02170/19/F UL	Re-building and conversion to form holiday let and hobby studio accommodation	Pending	<p>CCB Comments</p> <p>(1) The landscape treatment will need to be very low key, i.e. the materials used in the access track and the avoidance of external lighting. That the flint work detailing</p>	27.1 2.20

Grove Hastoe Tring					and brick/slate materials as proposed follows best practice guidance as set out in the Chilterns Supplementary Technical Notes on flint, brick and roofing materials. (2) That the planning use is controlled by condition, in fulfilment of the AONBs secondary duty under the CROW Act 2000 section.	
The Hoo, Ledgemore Lane, Great Gaddesden, Hemel Hempstead	PINS	DBC reference 4/00373/19/FUL Planning Inspectorate appeals reference: APP/A1910/W/19/3242164	Retention of access track	Pending	Written Representations on behalf of the Chilterns Conservation Board CCB would make the point that any discussions of planning merit here must address the special qualities of the AONB which abound in the appeal site and its vicinity. Local Plan Policy 97 and the purposes of a conservation board include the economic and social well-being of the area and its communities and the purpose of increasing the understanding and enjoyment by the public of the special qualities of the AONB. Great weight must be given to these qualities, in accord with the policy in the NPPF at 172 and the duty of regard in section 85 of the CROW Act. CCB sets these out to assist in the discussions as to merit and remedy as would be anticipated in an enforcement notice appeal. We draw particular attention to paragraph 34 of the previous appeal Inspector's judgment, because we would seek a resolution of those detailed design matters.	9.1.20
Green Park Copperkins Lane Amersham Buckinghamshire HP6 5SS	CDC	PL/19/1299/FA	Change of use of land to extend existing residential caravan site to provide 6 additional traveller pitches each containing a single static caravan and	Pending	CCB Objection Fails to conserve and enhance the natural beauty of the AONB. Great weight should be given to this (NPPF para 172). It is very difficult for caravans not to bring detrimental changes the character and appearance of land in the AONB. Caravan sites tend to have limited architectural merit and do not comply with the principles of the	15.1.20

			single touring caravan with associated hardstanding/in frastructure.		<p>Chilterns Building Design Guide. Light pollution and unsympathetic boundary treatments are often involved, and can seldom be addressed satisfactorily through conditions.</p> <p>The land is Deciduous Woodland Priority Habitat (see DEFRA's magic maps https://magic.defra.gov.uk/MagicMap.aspx) to which NPPF para 174(b) applies. There are no proposals for biodiversity net gain with the application. There is no Landscape and Visual Impact Assessment.</p>	
The Sycamores Land east of 206 Crowmarsh Hill	SODC	P20/SO267/F UL	Erection of five dwellings and associated works	Pending	<p>CCB Comments</p> <p>(1). CCB did not comment on the previously approved outline consent for 4 dwellings (SODC reference P17/S1168/O), however, we accept and agree with the planning balance and general rationale behind this decision as set out in the Planning Officer’s delegated report. In particular we agree with the need for a robust landscape strategy to supplement and reinforce the tree cover within this site, which is a major part of its contribution to the special qualities of the AONB in this location. This links to the wider AONB character that is evident to the rear of the site.</p> <p>(2). The additional unit above the planning history (and thus the baseline – ‘fallback’) is acceptable, in our view, and with careful regard to the landscaping and tree cover point as discussed CCB we would consider this application can conserve the special qualities of this nationally protected landscape, consistent with the duties in s 85 of the CROW Act, NPPF 172 and in the Core Strategy at CSEN 1. We only qualify this with regard to point (3) as below.</p>	3.2.20

					(3). The design ethos is clearly heavily led by sustainability and energy use. In the balancing of issues weight can now be given to climate change matters (case law in R (McLennan) v Medway Council [2019] EWHC 1738 (Admin), the High Court confirmed that mitigation of climate change is a material planning consideration).	
White Cottage Crosslanes nr. Rotherfield Greys	SODC	P19/S4536/FUL	New Dwelling	Pending	<p>CCB Comments</p> <p>CCB would agree with the applicant’s that the approach proposed here is of a greater design quality than the consented replacement dwelling. In determining the current application, therefore, weight must be given to the Chilterns Buildings Design Guide (which deals with innovation in design at its section 3 and page 29) and to the new AONB Management Plan 2019 – 2024 (as below). In particular we would draw attention to the importance of maintaining a dark sky environment. The Chilterns is an intrinsically dark sky environment and the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light (GN01) accepts that an AONB falls within Environmental Zone E1 Intrinsically dark landscapes and that Development Plans should take this into account</p>	6.1.20
Weyburns Wood Longdown Hill Cadsden Buckinghamshire	WDC	19/06683/FUL PINS Ref APP/K0425/W/19/3242260	Erection of building for tractor storage and two containers as workshops for use in Forestry Work (Retrospective)	Appeal withdrawn 6.2.20	<p>Written Representations on behalf of the Chilterns Conservation Board</p> <p>This is ancient woodland. The clearance for access, building and associated ephemeral activities is unlikely to be in the best interests of this ancient woodland. In the absence of any more information we must raise objection. Para 175 of the National Planning Policy Statement (NPPF) applies where it states “development resulting in the loss or deterioration of irreplaceable</p>	3.2.20

					habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists;” Further Footnote 58 of the Framework provides an explanation of exceptional circumstances where “For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.” The NPPF glossary defines irreplaceable habitats as “Irreplaceable habitat: Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.”	
Land at Britwell Road Watlington	SODC	P19/S4585/O	Hybrid application comprising (1) Full planning permission for the demolition of the existing pig farm and its associated buildings; the erection of 183 dwellings	Pending	<p>CCB Comments</p> <p>CCB would not propose to offer further comments. The applicant’s covering letter is useful in helping to set out the complex relationship between these applications. Our understanding is that the current outstanding appeal is still awaiting a decision. The Planning Committee resolved on 27th November 2019 that had an ostensibly duplicate application not been appealed, then they would have resolved to grant permission. That is the appeal as subsequently withdrawn in January 2020. As the Inspector’s decision must be imminent and is a material consideration of great importance then the current decision should be made in light of that determination. If that is not to be the case and the</p>	17.2.20

					application is to proceed to a decision, then CCB would recommend that lighting is the subject of a detailed condition, as the setting of the AONB will justify and support this approach.	
(Land At Church Road) Church Road Little Gaddesden Herts	DBC	20/00176/FUL	Construction of Detached Dwelling and Garage at Plot 7.	Pending	CCB Objection This application is wholly contrary to the duties in legislation and policy that serve to protect the special qualities of this nationally protected landscape. These duties set a very high and understandably robust series of tests in section 85 of the Countryside and Rights of Way Act 2000 (section 85), Development Plan policy (Local Plan 97 and Core Strategy CS 24) and in the National Planning Policy Framework at 172, together with supporting Planning Practice Guidance	10.2.29
Land Between Stream And Sunridge Risborough Road Little Kimble Bucks (Doe Farm)	WDC	19/08073/OUT	Outline application (including details of access) for 40 residential units (including 48% affordable housing), as well as an A1 shop	Pending	CCB Comments (1) CCB would also draw attention to the cumulative impact of development and the wider implications for matters of setting. As development progresses near to the AONB boundary then the panorama from Coombe Hill / Beacon Hill is affected cumulatively. As far as this application is concerned, that is a justification for the approved layout and planting to be given very careful consideration in the assessment of impacts. Further, that the number of dwellings must be set at 40. The Neighbourhood Plan and Parish Council have indicated that 40 dwellings is the very maximum. (2) CCB supports the careful control of layout and mitigation planting, so that the wider implications for the 'views out', as discussed above, is minimised. It would be preferable that this application were determined after the	10.2.20

					Neighbourhood Plan had concluded as the matter and associated policy objectives becomes a part of the Development Plan framework. This would ensure that site assessment was consistent with POLICY RUR6 – Great and Little Kimble cum Marsh Parish. In the absence of a made Neighbourhood Plan then RUR 6 2(c) applies, whereby <i>Development sites should be selected based on an appraisal of local sustainability issues, including an assessment of:</i> <i>(i). The capacity of the landscape to accommodate development without having a major impact on the setting of the Chilterns AONB.</i>	
Pendley Farm Station Road Tring Herts	DBC	20/00136/FUL	Demolition of barn, indoor school and hay barn. Construction of 6 dwellings	Pending	CCB Comments (1) We have compared the proposed layout and form to the (withdrawn) application reference 4/02045/19/FUL. This application represents a substantial improvement in that it essentially reinterprets the traditional Chilterns farmstead with contemporary design features combined with traditional and rural materials. The Chilterns Design Guide is relevant where it deals with the design detail of traditional farm buildings (at 4.5) and states, <i>'farm buildings have steep roofs, low eaves and are generally modest in size. Farmhouses and barns may be larger. Building groups are often tightly packed. The overall appearance is dominated by walls and roofs with little evidence of windows and doors'</i> . (2) On a matter of design detail, we would only seek to be reassured that light spill is kept to a minimum. This requires that the glazing facing outwards into the landscape, is minimal and therefore relates to non-habitable rooms and the like. This appears consistent with the design orientation that	20.2. 20

					principal/habitable glazing faces into the courtyard, i.e. south-west facing for house 1 and north-east facing for house 6 and north-west for houses 3 and 4. It is important that light spill is kept to an absolute minimum and any wider lighting within the landscape is the subject of conditional approval.	
At Wallace Hill Farm Wellground Stokenchurch Bucks	WDC	19/07065/FU L Amended / additional details (Jan 2020)	Demolition of existing agricultural building and silos and the erection of a three storey (plus attic) practice centre building (Use Class D2) incorporating Wallace Hill Cottage, the conversion of Wallace Hill Farmhouse for ancillary office use, replacement of the agricultural store (Bee House) with a two-storey workshop, the conversion and extension of Moles Cottage to form a two-storey cottage, car parking and track alterations, landscaping, ecological enhancements and associated works	Pending	CCB Support (Amendments) CCB supports the principle of what is proposed. For ease of reference we summarise the amendments/additional details in light of these previous comments. (1) Design point on rainwater harvesting. We understand the point as to technical feasibility with respect to the green roof as proposed. We support the green roof in the design details. (2) Travel Plan proposal We support this inclusion and the aspirations set out. The aspirations in chapter 6 on influencing behavioural change are to be commended. (3) Buffer to ancient woodland This point is addressed by the deletion of the access road. Car park layout and chalk grassland This point is addressed by the amended layout, denoting the chalk priority habitat to the far south-eastern corner and set away from the parking and SUDS as proposed. (4) Dark skies and planning conditions. This is dealt with in the supporting commentary and can be a matter for conditional approval of details. We support the inclusion of the external lighting strategy, which deals with light spill and uses appropriate designs and layout locations. (5) Service delivery – new access road. We support the revision here as denoted on plan 705P 2A dated 29th November 2019.	10.2. 20

APPENDIX 6**Current Live CCB Planning Application Casework**

Location	LPA	Ref number	Development	Deadline
Green Lane Flamstead	DBC	19/03178/FHA	Re-siting of stable block and change of use to a residential dwelling	3.3.20
Berkhamsted Golf Club The Common Berkhamsted Hertfordshire HP4 2QB	DBC	20/00274/RET	Refurbishment of an existing overflow car park (retrospective)	11.3.20
Park Farm The Twist Wigginton Tring Hertfordshire HP23 6DU	DBC	20/00328/FUL	Demolition of existing stable block. Construction of new dwelling.	11.3.20
Hard to Find Farm nr Bledlow	WDC	20/05167/FUL	Convert agricultural buildings to dwellings and business units	13.3.20

APPENDIX 7**CCB Responses on Development Plan Consultations:**

Consultation document	Consulted by	Response – summary	CCB response date
Householder Planning & Design Guidance SPD Draft Supplementary Planning Document	WDC	<p>Section 6.19-6.20:</p> <p>The Chilterns Conservation Board understands that the draft SPD is designed for householders, so is simple and brief. However, it comes across as quite dated in its drawings and presentation. There is no depth of information on the Chilterns, which makes up the vast majority of the district. The text is cut in half by a map showing listed buildings and heritage assets, which doesn't show the AONB in the key. Para 6.19 simply lists considerations with no explanation of what would be good and what bad (e.g. about roof size and shape).</p> <p>The section 6.19 to 6.20 on the Chilterns AONB would be better as:</p> <p>“6.19 The Chilterns AONB is a nationally protected landscape. Extensions should conserve and enhance the natural beauty of the landscape and the distinctive character and special qualities of the Chilterns. The design of extensions needs to be sympathetic to the Chilterns in their shape, scale and bulk; roof size and shape; use of chimneys; walls; materials; colours and textures; shape and size of windows and doors; porches; garages; landscaping, walls and hedges.</p> <p>6.20 New extensions and outbuildings in the Chilterns AONB should be guided by the Chilterns Buildings Design Guidance and Technical Notes. You can find these by visiting www.chilternsaonb.org and searching for 'buildings design guidance'.”</p> <p>Please could you add a drawing of a rural Chilterns extension using vernacular materials?</p> <p>Section 19.2:</p> <p>On boundary treatments, it would help to encourage native hedging in rural areas. This would help with a net gain in biodiversity and avoid introducing inappropriate exotic species with bright coloured leaves and berries like Pyracantha or Barberry.</p> <p>Suggest change to:</p> <p>“Where appropriate, prickly hedges should be considered as effective security boundaries. In the AONB and other rural locations, native thorny species like hawthorn and blackthorn are recommended.”</p>	22.11.19
Luton Airport Expansion	LLAL	The Board's objects to the proposal on the grounds that the plans do not conserve and enhance the natural beauty of the AONB, particularly in relation to aircraft noise and tranquillity of the	16.12.19

<p><u>Statutory consultation on expansion</u></p>	<p>Chilterns Area of Outstanding Natural Beauty (AONB). Our response to the consultation questions is set out below.</p> <p>WHY GROW?</p> <p>Q4a. Are there any other factors that you think we should consider in producing our demand forecasts? Incompatibility of expansion with the Government’s legally binding climate change commitment for net zero by 2050.</p> <p>Public awareness of climate change is increasing. Flying is becoming less socially and ethically acceptable. This is likely to lower demand and reduce the need for airport expansion.</p> <p>Q4b. Do you have any comments on the need for expanding LTN that we have set out? Rather than seeking to expand to compete with other airports (reducing their business) only flights which are best located at Luton to serve local demand should be pursued. This would recognise the sensitivity of the location, with the western approach to the airport falling within the Chilterns Area of Outstanding Natural Beauty (AONB). The Chilterns AONB has been recommended by DEFRA’s Glover Review for National Park status, see https://www.chilternsaonb.org/news/373/19/Chilterns-Conservation-Board-welcomes-the-Glover-Review-of-Protected-Landscapes.html</p> <p>BENEFITS OF EXPANSION</p> <p>Q5a. Do you have any comments about the benefits that we believe LTN will deliver nationally, regionally, and locally? The benefits of expansion nationally, regionally, and locally must be balanced against environmental and social disbenefits nationally, regionally, locally, and indeed globally. These include impacts of airport expansion on the global climate, on the Chilterns AONB, on candidate AONB land to the east of Luton, and on public open space at Wigmore Park.</p> <p>Providing international flights to overseas holiday destinations loses money to the UK economy that would come from staycations. The money is spent overseas. Luton Airport expansion harms the tranquillity and desirability of the Chilterns AONB as a destination, so has local economic costs. International tourists arriving at Luton are not likely to linger locally and spend here, but travel on to London and elsewhere. People making an ethical choice to spend leisure time in the Chilterns (e.g. a long weekend in the Chilterns instead of flying abroad on a city break), will have their enjoyment diminished by LLAL’s expansion. None of these disbenefits are recognised or given weight in LLAL’s analysis.</p> <p>The anticipated benefits section only models Do-Nothing and 32mmpa, failing to assess other reasonable alternatives, like smaller or slower expansion. Options like more modest growth would be prudent given the scale of the investment. This would allow for impacts of current forces, like changing travel behaviour and climate change imperative, to become clearer. It would allow a proper assessment of whether this is the right scale of growth for Luton.</p>	
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	<p>Q5c. Do you have any comments about our proposals for the Future LuToN Impact Reduction Scheme for the Three Counties of Bedfordshire, Buckinghamshire, and Hertfordshire (FIRST)?</p> <p>Following the mitigation hierarchy (avoid, reduce, compensate), funding should be directed for residual harm to the Chilterns AONB. This could fund environmental and community initiatives, including Chalkscapes, and be similar to the £3.75m AONB enhancement fund set up by Network Rail and run by the Chilterns Conservation Board to address the impacts of Great Western Rail electrification.</p> <p>.</p> <p>OUR PROPOSALS</p> <p>Q6a. Do you have any comments about our proposed DCO development boundary and layout for the airport expansion?</p> <p>The airport’s footprint is roughly doubling in size and breaching into unspoilt landscape to the east of the existing airport. This land is candidate-AONB land and should be avoided.</p> <p>Q6b. Do you have any comments on our airfield proposals?</p> <p>The vast engine ground running bay located on raised ground with its monolithic fortress-like wall will dominate views from the north and east which is candidate-AONB land.</p> <p>Q6e. Do you have any comments on our proposals for car parking, including the numbers of spaces and locations proposed?</p> <p>It is unclear why existing rundown brownfield land to the north of the airport is not being used instead of the greenfield parkland and farmland to the east of the airport?</p> <p>We question why extensive outdoor surface car parking is being provided to the east of the airport. Why is new parking (if required) not provided in a more space- efficient multi-storey format closer to the new terminal, and the land to the east retained as or restored to greenfield park after the extraction of material for the platform?</p> <p>Q6f. Do you have any comments on our landscape proposals?</p> <p>The area east of Luton, including land within the airport’s proposed development boundary, is candidate land for AONB boundary review. It has been proposed by the Chilterns Conservation Board for inclusion in the Chilterns AONB, in a still live application made to Natural England in 2013. The area to the east of Luton is a potential candidate for extension of the AONB based on criteria published by Natural England relating to landscape quality, scenic quality and relative wildness, relative tranquillity and cultural heritage (Guidance for assessing landscapes for designation as National Park or AONB, 2011). In September 2010 the North Herts DC cabinet passed a resolution to support consideration of the area as AONB. The area has a clear affinity with the rest of the Chilterns. It contains clearly recognisable Chilterns features such as chalk streams and associated dry valleys and small settlements, with isolated farms and dwellings with red brick and flint as dominant building materials. The woodland cover is good, with much of it being Ancient Woodland. It is of the same high quality as landscape</p>	
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	<p>in the AONB, the current boundary is arbitrary, following the A505 road and not natural features.</p> <p>A decision should not be taken to build an expanded airport on this land pending the AONB boundary review process, and Glover Report’s Chilterns National Park recommendation. The Planning Inspectorate in their scoping opinion comment stated that “The assessment in the ES should take into account the proposed designation and any significant effects that may occur.” The subsequent approach taken in the PEIR is to ignore this: “A 'search area' is identified in the request for a boundary extension to the Chilterns AONB. It is considered premature to consider the effects on any AONB boundary extension as it is early in any application process.” We disagree with this approach and recommend this is addressed in the Environmental Statement.</p> <p>Q6g. Do you have any comments on our proposed park, that would replace Wigmore Valley Park?</p> <p>The erasure of Wigmore Valley Park would involve loss of a varied mosaic of habitats including orchid-rich grassland which is a County Wildlife Site. The replacement park is already greenfield land with a distinctive character which is candidate-AONB land, proposed by the Chilterns Conservation Board to Natural England in 2013 for inclusion within the Chilterns AONB through boundary review. The plans identify land near Winch Hill for “landscape restoration” which implies that it is in poor condition, but it is rural countryside.</p> <p>Q6h. Do you have any comments on our drainage and utilities proposals for servicing the airport?</p> <p>Proposals are weak on grey water recycling and rainwater harvesting. Statements in the PEIR like “Measures to maximise water reuse, such as greywater reuse and rainwater harvesting are also being considered” do not inspire confidence. These options should be mandatory within the design to reduce water usage and safeguard Chilterns chalk streams.</p> <p>Q6i. Do you have any comments on our proposals to deliver fuel by a new pipeline, which would connect to an existing national fuel pipeline in the green belt, rather than delivery of all aviation fuel by tankers on the road?</p> <p>This proposal to permanently plumb-in the airport to a piped supply of aviation fuel seems counter to requirements to move away from fossil fuels and find zero-carbon aviation technologies in order to meet UK legally binding targets on net zero-carbon.</p> <p>CCB’s position would also depend on where the pipeline would travel and whether it is through the Chilterns AONB or candidate AONB land. Wherever it is located, the impacts of constructing and operating the pipeline would need full assessment, to consider for instance impacts on species, habitats, hedgerows and greenfield land, impacts on the chalk aquifer (including pipeline construction methods and risks of fuel contamination of soils and groundwater), adequacy of restoration plans after pipeline construction, and whether any visible traces would be left above ground.</p>	
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	<p>SURFACE ACCESS</p> <p>Q7a. Do you have any comments on our objective of increasing the number of passengers travelling to and from the airport using public transport to at least 45%? More ambitious modal shift targets should be set. This is not decreasing private vehicle use. As proposed, 45% will still represent a growth over the existing number of cars driving to Luton Airport, evidenced by the proposal to supply of 7,750 more parking spaces. There is also a risk of ‘fly-parking’ and private firms setting up unauthorised satellite car parks in the AONB.</p> <p>Q7b. Would the measures we are taking to improve public and sustainable transport encourage you to use them to access the airport? The Luton DART is likely to help modal shift, but only if fares are set at affordable levels that make public transport more affordable than driving and parking near the airport. Direct bus services to the airport from major nearby towns like Aylesbury could be part of the solution too. Passenger’s journeys to airports are typically long, so the airport has a far longer reach than the local area alone.</p> <p>Q7c. Do you have any comments on our proposed road and junction improvements, and are there any other locations that you think need improvements to deal with increased traffic? Assessment and action is needed on use of roads in the Chilterns AONB for accessing the airport. We do not seek junction improvements to ease congestion, we seek measures to reduce use of the AONB for through-traffic, for example using the B489 to Dunstable and A6 to Bedford.</p> <p>Q7d. Do you have any other comments on our surface access proposals? An assessment is needed on airport traffic using roads through the Chilterns AONB, including ‘rat running’ on AONB rural lanes. Airport traffic using rural lanes to the east of Luton, which is candidate-AONB land, also needs careful assessment.</p> <p>The Air Quality monitoring appears to focus on Air Quality Management Areas (monitoring cars in already polluted urban areas) and lacks consideration of effects of air pollution on natural habitats. See for more information Plantlife’s report We Need To Talk About Nitrogen. This is especially important for the SSSIs, and it is critically important for the Chiltern Beechwoods Special Area of Conservation which is an internally important biodiversity designation. All three of the Special Areas of Conservation in the Chilterns AONB (Chilterns Beechwoods SAC, the Aston Rowant SAC and Hartslock Wood SAC have already breached their critical loads for air pollution. For example, see Natural England, Supplementary Advice for Chiltern Beechwoods SAC, Nov 2018: "The supporting habitat of this feature is considered sensitive to changes in air quality and is currently exceeding the critical load for nitrogen (October 2018). This habitat type is considered sensitive to changes in air quality. Exceedance of these critical values for air pollutants may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation</p>	
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	<p>structure and composition and causing the loss of sensitive typical species associated with it.”</p> <p>The Chilterns Beechwoods Special Area of Conservation (SAC) is in close proximity to motorways and major roads which are likely to experience increased traffic from the expansion of Luton Airport. The Aston Rowant SAC is possibly the only SAC in the UK which is actually severed by a motorway, with the vast cutting of the M40 motorway constructed through this nature reserve in the 1960s. The M25 also cuts through the Chilterns through the AONB. Increased traffic for Luton Airport could have an effect on air quality, noise and habitats. Air pollution and effects on sensitive habitats and protected sites of national and international importance and must be carefully addressed through Environmental Impact Assessment and Habitat Regulations Assessment. Currently the PEIR is very thin on air quality effects on habitats including nitrogen deposition. It refers to looking only at sensitive ecological receptors identified within 2km of the main application site; this is not sufficient given the long reach of airport journeys.</p> <p>BUILDING OUR AIRPORT</p> <p>Q8a. Do you have any comments on our proposed preparatory works? Preparatory works that present a fait accompli to the DCO process undermine confidence in that process and should be avoided.</p> <p>Q8b. Do you have any comments on how we propose to phase the development? Growth should be phased to stay within environmental limits. Performance against targets on carbon and surface access should be closely monitored, and noise and air quality should stay within the approved envelope. Growth should be released only when headroom exists within the limits. The current breaching of noise conditions and retrospective planning application undermines public and stakeholder confidence; the solution is to limit noise not change the limits.</p> <p>Q8c. What are your views on our earthworks proposals to create the platform on which to build our expanded airport? This is a very large-scale earthworks proposal which impacts on public parkland and undeveloped countryside which is candidate-AONB land. It is not clear why the airport expansion involves the removal of high quality attractive greenfield landscape to east of the airport, in preference re-developing and extracting spoil from beneath the run-down brownfield employment land north of the airport (Percival Way area etc). Other alternatives to extraction and land-lowering to the east of the airport, could be saving extracted material from construction of the DART and reusing it for the platform? These should be explored as reasonable alternatives under Schedule 4 of the EIA Regulations.</p> <p>MANAGING AND MITIGATING THE EFFECTS OF EXPANSION</p> <p>Q9b. Do you have any comments on our proposals to minimise increases in greenhouse gases, and to adapt our proposed development to climate change?</p>	
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	<p>Expansion of Luton Airport has national and global consequences, as well as local ones. As planned it runs counter to the Government target of reducing greenhouse gas emissions to net zero by 2050. Public awareness of the environmental costs of flying are growing and is likely to constrain demand as people make different choices about air travel. Growth should be phased to occur only when technological innovations provide headroom within environmental and noise limits.</p> <p>Q9c. Do you have any comments on our proposals to manage and mitigate the effects of noise and vibration during construction and operation?</p> <p>Aircraft noise over the Chilterns AONB is our main area of concern. The Chilterns Conservation Board will continue to object to Luton Airport expansion unless it can be demonstrated that there is no harm to the nationally protected landscape of the Chilterns AONB. There is a lack of information on actual future flightpaths and noise implications. The timing of the decision on this DCO for Luton Airport expansion is planned for 2021, which is ahead of the FASI-South airspace change process (due to be completed in 2023/4). This means that the Planning Inspectorate is being asked to make a decision on Luton airport expansion without having any certainty about where flightpaths will be and what the noise impact on the Chilterns AONB and local communities will be. As a nationally protected landscape on the doorstep of London and many large settlements, the tranquillity of the Chilterns AONB is of national importance, not just to residents, but visitors and tourists enjoying the outdoors too. It will not be possible for the Planning Inspectorate to exercise its statutory duty of regard to the Chilterns AONB in these circumstances (required under Countryside and Rights of Way Act 2000 section 85). The process should await the comprehensive review of London’s airspace conducted through the FASI-S airspace change process. This will allow coordinated solutions and assessment of cumulative impacts on the Chilterns AONB of flightpaths for Luton, Heathrow and RAF Northolt.</p> <p>Q9d. Do you have any comments on how we are proposing to manage and mitigate the other environmental impacts outlined in chapter 9 of the Guide to Statutory Consultation, including: soils and geology, water resources, waste and resources, health and community, biodiversity, landscape and visual impacts, and cultural heritage?</p> <p>The PEIR identifies “no likely significant adverse effects” both for construction and operation in relation to water resources. We question this. It just focuses on avoiding contamination and misses consideration of water abstraction. It mentions the River Mimram but not the River Ver.</p> <p>The impacts on the biodiversity and function of Chilterns chalk streams should be assessed, with careful scrutiny of where additional water supply for the expanded airport will come from. Chalk streams are an internationally rare habitat that are suffering from over-abstraction, which is decreasing flows, causing chronic declines in biodiversity and shortening their functional length. The River Ver, Upper River Lea & R. Mimram are chalk streams. Water is abstracted from the Upper Ver catchment at Kensworth to supply Luton with its public water supply. The Ver catchment is already</p>	
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	<p>over-abstracted, the Ver's river bed is consistently dry for half of its former functional length and rarely flows within the AONB. The R. Mimram and Upper Lea are also detrimentally impacted by abstraction and suffer from low flows in their headwaters. The expansion of Luton Airport cannot be allowed to put any further water demands on these chalk stream catchments.</p> <p>Q9e. Do you have any other comments on our proposals to manage and mitigate the effects of airport expansion? No clear evidence of airport expansion being within environmental limits or providing net gain for the Chilterns AONB. All impacts on the Chilterns AONB appear to be negative rather than positive.</p> <p>LAND ASSEMBLY AND COMPENSATION</p> <p>Q10c. Do you have any comments on our proposal to introduce three noise insulation schemes for eligible local residents to address the effects of noise from the expanded airport? Noise insulation schemes for buildings do nothing to reduce outdoor noise in tranquil landscapes valuable for recreation and wildlife. People visiting are more likely to be outdoors in an AONB. Fifty aircraft movements an hour is one every 72 seconds.</p> <p>Q11. Do you have any other comments about our proposals to expand LTN? The new <u>Chilterns AONB Management Plan 2019-2024</u> was adopted in February 2019 and may be a material consideration when assessing planning proposals (as set out in Government's <u>PPG</u> para 040 on the Natural Environment). A number of detailed Chilterns AONB Management Plan objectives and policies are relevant to the proposed expansion of Luton Airport including DO1, DO2, DP1, DP2, DP4 and in particular DP12.</p> <p>The PEIR does not adequately consider the Chilterns AONB. It fails to identify many of the ways that the Future Luton proposals will detract from the AONB. For example, Chilterns Conservation Board has not been included as a stakeholder for the noise and vibration element of the PEIR, despite the Chilterns AONB being directly under the Luton's flightpaths, including the final approach for landing and take-off. By only inviting local authority stakeholders, residential amenity is driving the work to the detriment of noise considerations in the nationally protected landscape. The PEIR addresses AONB tranquillity only in the landscape chapter, but this chapter has no mitigation proposals around noise. The Planning Inspectorate's Scoping Opinion comment that "the assessment of impacts to tranquillity should include consideration of effects to the Chilterns AONB" is contested in the PEIR (appendix 17 page 30) and it appears at this stage that the recommendation is being ignored and 'there is no intention to do a conduct an assessment of impacts on tranquillity' (page 40).</p> <p>The cumulative effects assessment in PEIR Table 20-8 discounts most of the large scale proposals in and near the Chilterns AONB. This means that cumulative impacts (e.g. noise, traffic, water abstraction from the chalk aquifer) on the nationally protected landscape of the Chilterns AONB of major schemes like HS2,</p>	
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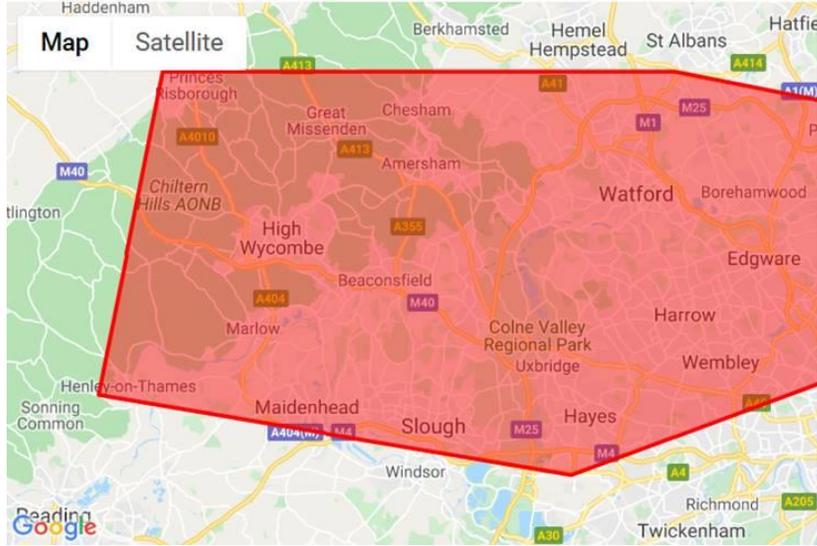
		Heathrow Third Runway and major house growth at Aylesbury and Hemel Hempstead are being ignored.	
Vale of Aylesbury Local Plan Vale of Aylesbury Local Plan Main Modifications	AVDC	<ul style="list-style-type: none"> • MM228 9 Natural Environment Chilterns Conservation Board is concerned with the deletion of "irreplaceable habitats such as ancient woodland and ancient trees". It is important not to lose this text and it doesn't appear to have be slotted in elsewhere. Retain text on "irreplaceable habitats such as ancient woodland and ancient trees". • MM246 Glossary Chilterns Conservation Board support the NEP's views that green infrastructure should not include in its definition hard-standing surfaces such as market squares, civic spaces, cycleways, footpaths (these are not defined and could be pavements). This does not adhere to generally-accepted definitions per PPG guidance, or locally-agreed definitions included in the Bucks GI Strategy and the recent NEP GI Vision and Principles document. Delete potential hard surfaces such as "footpaths", "cycleways" and "other recreational routes". • MM233 Policy NE4 The Chilterns AONB and setting The Chilterns Conservation Board supports the addition of a requirement for a Landscape and Visual Impact Assessment for any development likely to impact on the AONB. • MM233 Para 9.21 Please note that a new Chilterns AONB Management Plan was adopted by Chilterns Conservation Board in February 2019. So please update to refer to the latest version as follows: "AVDC, as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2019-24" and delete "A new Management Plan covering 2019-24 will in due course replace the 2014-19 Management Plan." Please also delete shadow from before Chilterns Conservation Board, we have not been a shadow Board since 2004! Amend para 9.21 to read "AVDC, as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2019-24. The management plan sets a comprehensive vision for the management of the AONB (beyond just town planning) and provides a policy framework for achieving it. Specific policies and guidelines produced by the Chilterns Conservation Board may, if appropriate (such as the Chilterns Building Design Guide), be adopted by AVDC, or as a group of councils, as supplementary planning documents." 	17.12.19
Wycombe Air Park –	WDC	<u>Issue 1: Incursion into the Chilterns AONB</u>	18.12.19

<p>relocation of Glider Take Off Area</p>	<p>The Chilterns Conservation Board is concerned that the proposals for the new runway would lead to incursion of the glider operations of the Air Park into the AONB to the north of the airfield. These plans are not being shown in the consultation materials, but are in the public domain since they were included in WDC’s Local Plan Examination Matter 7 Statement, see map overleaf extracted from the Wycombe Airstrip Grass Runway Study at Appendix E of https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/Local-plan-examination-2018/Matter-7-Wycombe-District-Council.pdf.</p> <p>Staff at the exhibition on 3rd December confirmed that there were wider plans to expand into the field, which is in the AONB.</p> <p>All three options shown in the above document involve incursion into the AONB, see for example North Runway Concept Design 2. Not showing the full extent of the plan in the current consultation, only changes within the aerodrome boundary, is misleading to the public and stakeholders as it fails to show full implications of creating the new glider runway. The new northern runway would involve incursion into the AONB and Green Belt. This land is not within the allocated site, and the land remains in the Green Belt. The incursion would be contrary to the adopted Wycombe Local Plan policy HW15 because the allocation for business use is on the proviso that “Development of this site will be required to: b) Demonstrate that they do not compromise or limit the operation of the aviation uses, including gliding, at the Air Park;” but the current proposal would compromise its operation and push development into the AONB. The supporting text for Policy HW15 sets out: “Para 5.1.121 The Air Park is within the setting of the Chilterns Area of Outstanding Natural Beauty. It is important that any development proposals do not have a negative impact on the Area of Outstanding Natural Beauty. Development proposals will need to be supported by a landscape impact assessment.”</p> <p>Worryingly, a new northern runway would lead to loss of a mature hedgerow used as a foraging corridor for bats. Around half of the total length of the hedgerow would be removed (see label on concept plan above reading “existing trees/shrubs to be removed”). This mature hedgerow is a wildlife corridor. It connects to the nearby broadleaved woodland of Widdenton Park Wood Site of Special Scientific Interest (SSSI) which is also Ancient Woodland.</p> <p>The plans would also involve re-routing the perimeter road and rebuilding it within the AONB, and diverting a Public Right of Way.</p> <p>This hedgerow is well within the SSSI Impact Zone for that woodland, and Natural England must be consulted on any scheme involving airports, helipads and other aviation proposals.</p> <p><u>Issue 2: Tranquillity</u></p> <p>The second key issue of concern to the CCB is the changes to flight patterns triggered by the proposed runway arrangements. These plans propose a loss of peace and quiet in the Chilterns. The future redesigned airspace is likely to create more noise from over-flying aircraft in the Chilterns AONB. The noise effects are not neutral because the fixed wing aircraft are swapping to south which is</p>	
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	<p>relatively more tranquil, and no information has been provided on helicopters, the main noise offenders here. One of the special qualities of the Chilterns AONB defined in the Chilterns AONB Management Plan is “<u>tranquil valleys</u>”, and many of the best of these are in the southern Chilterns. The nearby picturesque Hambleden Valley is one of the best tranquil valleys in the Chilterns, loved by walkers and famously used as a film set and frequent TV location. The Chilterns AONB Management Plan places a high degree of emphasis on conserving and, where necessary, restoring tranquillity, see policies DP1, DP2 and in particular Policy DP14. The need for tranquil outdoor space is greater than ever. The plans should show noise contours and show regard to the tranquillity of the AONB.</p> <p>CAP1616 requires specific attention is given to tranquillity of AONBs. Great weight should be given to minimising over-flying of the Chilterns AONB. The opportunity should be taken to re-prioritise the AONB and re-organise airspace to reduce overflying of the AONB and improve the tranquillity of one of the country's finest landscapes and a nationally important visitor destination. Over 10 million people live within an hour's travel of the Chilterns AONB, and over 55 million leisure visits are made to and within the Chilterns AONB every year. Peaceful leisure time should be recognised as important; the consideration is not only noise over where people live, but where they recreate. Flightpaths should take account of where people visit for leisure time and when people are more likely to be outdoors in the Chilterns AONB. The highest numbers of visitors to the Chilterns AONB are found at weekends and holiday periods, so respite at those times would benefit more people enjoying outdoor activities.</p> <p>There will also be cumulative effects of noise with the shooting facility and the M40 motorway, so in-combination effects will need to be considered in the future Environmental Statement for this project.</p> <p>The Countryside and Rights of Way Act 2000 imposed a duty on public bodies to have regard to the special qualities of Areas of Outstanding Natural Beauty when undertaking their activities. Wycombe District Council, the CAA and airport operators are covered by that statutory duty.</p> <p>Recommendations</p> <p>In summary, we are looking for plans have regard to the AONB. We recommend that the airfield re-design is looked at again to avoid a runway which involves incursion into the AONB and Green Belt. Any flightpath changes should be designed to provide a quieter, cleaner, greener, more tranquil Chilterns AONB than the existing situation.</p> <p>We wrote to the Air Park in 2013 to suggest, as follows, that the Chilterns Conservation Board is invited to join the JCC but this has failed to happen: “The Board notes the terms of reference of, constitution for and representation on the Joint Consultative Committee as detailed in Appendix C. Though the local authority and various Parish Councils and other local interest groups are represented the Chilterns Conservation Board is not. Being a</p>	
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		<p>statutory body with the purpose of the conserving and enhancing the natural beauty of the Chilterns AONB it is felt that it would be appropriate for the Board to be represented on the Joint Consultative Committee. We would welcome the thoughts of the JCC on this matter and would be happy to provide further evidence in support of this request should it be required.”</p> <p>We recommend your future continuing engagement with the Chilterns Conservation Board to do this. For info, the Chilterns Conservation Board is a statutory consultee for National Policy Statement consultations, a prescribed consultee for major infrastructure projects that affect the Chilterns AONB and an interested party for examinations in connection with Nationally Significant Infrastructure Projects that may affect the Chilterns AONB (as set out in the Infrastructure Planning (National Policy Statement Consultation) Regulations (2009), the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) and the Infrastructure Planning (Interested Parties) Regulations (2010).</p>	
<p>Canopy Cover SPD</p>	<p>WDC</p>	<p>The Chilterns Conservation Board warmly welcomes the SPD. Wycombe is at the forefront nationally of delivering improved tree coverage as part of new development. Congratulations! Our comments below seek to ensure that the planting delivered through this excellent policy DM34 is appropriate for the Chilterns AONB and compatible with its conservation and enhancement (Policy DM30).</p> <p>We have a number of general and detailed points of feedback set out below.</p> <ol style="list-style-type: none"> 1. The Board would like to see reference to the Chilterns AONB in the SPD. We seek inclusion of provisions to make sure that within the AONB the planting approach is compatible with conserving and enhancing the natural beauty of the AONB. Special consideration should be given to species mix and planting design, so that the policy achieves the best contribution for biodiversity and protects the landscape character of the Chilterns AONB. This could be achieved through cross references to the Landscape Character Assessment and to Wycombe local plan Policy DM30 (c) "Deliver the highest quality design which respects the natural beauty and built heritage of the Chilterns and enhances the sense of place and local character." 2. We are concerned that the canopy calculator is a quantitative approach which could lead to perverse outcomes. It could incentivise developers to design tree planting schemes based on the cheapest and simplest way to achieve 25% while minimising land take. This could involve planting non-native species and forms of tree that do not sit well in the Chilterns or support much biodiversity. For example upright forms of evergreen conifer. This could also harm the character and appearance of Conservation Areas. Suggest adding a more nuanced and qualitative stage once a shortlist of options is provided by the calculator, to shape decisions in the Chilterns AONB and Conservation Areas. 	<p>3.1.20</p>

		<p>3. This work needs to be aligned with and complement the NEP’s emerging work on biodiversity accounting.</p> <p>4. The calculation process looks quite complicated but, again in-line with the biodiversity metric calculations, will need expert application and robust auditing and verification from the planning authority. The resources to do this must be guaranteed in the new Bucks Unitary Authority.</p> <p>5. We recommend different solutions for the 3 town centres and the rest of district. The key is to get the right tree in the right place – linking to soil conditions and changing climate. For the town centres outside the AONB we agree this needs some faster growing, more resilient tree species in order to combat climate change and provide shade in an urban environment. Trees also help cool the urban environment and take pollutants out of the air – some non-native trees are better at this than natives eg planes, alders. However, we recommend that native trees are more appropriate in the countryside and especially near ancient woodlands. Many of the allocated development sites in the local plan are in the Chilterns AONB (e.g. Lane End, Stokenchurch, Glynswood, Naphill) or within its setting (e.g. Princes Risborough expansion, Gomm Valley), so this SPD will be a significant force for the future character of the AONB. Some of the sites are adjacent to or surrounded by ancient woodland (Heavens Above and Finings Road at Lane End) or are near the Chilterns Beechwoods Special Area of Conservation (e.g. Clappins Lane). We recommend that the SPD encourages native tree planting in the Chilterns AONB and sets a maximum percentage of non-native trees and advice that these should be enclosed within the development</p> <p>6. Another aspect touched upon within the advice is soil quality, water availability and potential inhibitors (e.g. utilities) to healthy root and therefore tree growth. Damage to roots by utility works is a major problem for tree resilience. A solution could be to future proof roads and developments to accommodate trees and any new utility requirements – possibly by including spare capacity within trunking and culverting below road or pavement surfaces. Perhaps this could be included as an aspect of the SPD?</p> <p>7. Page 4 map - Suggest changing the map so that it shows the area (whole district) where the 25% policy applies, as well as the 3 town centres where a different approach applies. This is because at the moment the casual reader would look at the map and think that this SPD only applies in the 3 town centre areas.</p> <p>We would welcome the Chilterns Conservation Board being involved in the discussions to finalise the SPD.</p>	
<p>RAF Northwood Airspace Change</p>	<p>MOD</p>	<p>Thank you for the invitation to the additional stage 2 briefing on 23rd January which Mike Chadwick attended for the Chilterns Conservation Board.</p>	<p>30.1.20</p>

<p>Stage 2a airspace change process</p>	<p>CAP1616 requires that specific attention is given to tranquillity of National Parks and Areas of Outstanding Natural Beauty (AONBs). Given the proximity of the Chilterns AONB to RAF Northolt, and the potentially affected area covering the central Chilterns (see map overleaf), we are disappointed that the design principles agreed at Stage 1 do not include a principle referring to the AONB, and if we had been consulted in Stage 1 we would have made representations to this effect.</p> <p>Map from stage 2 showing Potentially Affected Area with Chilterns AONB shown in green:</p> <p>Potentially Affected Area</p> <p>This is the area which may be affected by this airspace change depending on its development. The map shows the Chilterns Hills AONB in green and the Potentially Affected Area in red.</p>  <p>Even though the agreed Design Principles for RAF Northolt do not give any weight to minimising overflight of the Chilterns Area of Outstanding National Beauty (CAONB), we note and welcome your verbal commitment at the briefing on 23rd January that the options appraisal stage will take full account of the existence and status of the Chilterns AONB as required by CAP1616. In particular that the environmental assessment will include “Explicit consideration of any changes to routes and/or traffic patterns that may affect either an Area of Outstanding Natural Beauty (AONB) or a National Park, with specific regard to impacts upon tranquillity” (p155 of CAP1616 Edition 3); and that the selection of options will have due regard to the Government’s altitude-based priorities set out in para B29 of that document, which includes routes avoiding overflight of an AONB below 7000ft when practicable.</p> <p>We request that you make this commitment to us now, in writing. This is both for clarity, and to ensure that it is carried forward into the options appraisal process.</p> <p>We believe that the list of options being appraised should not have automatically excluded potential “sharing” of routes with Heathrow or Luton. Accommodating fully independent suites of routes for multiple airports in such close proximity is likely to involve</p>	
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	<p>spreading of routes over a larger volume of airspace in a way which does not represent an efficient use of the capacity of that airspace, and Northolt’s low volume of traffic arguably does not justify its own dedicated suite of routes.</p> <p>Subject to, and only subject to, the above provisos, we agree with the approach being taken to develop route options.</p> <p>Great weight should be given to minimising over-flying of the Chilterns AONB. The opportunity of airspace change process should be taken to re-prioritise the AONB and re-organise airspace to reduce overflying of the AONB and improve the tranquillity of one of the country’s finest landscapes and a nationally important visitor destination. Over 10 million people live within an hour’s travel of the Chilterns AONB, and over 55 million leisure visits are made to and within the Chilterns AONB every year. Peaceful leisure time should be recognised as important; the consideration is not only noise over where people live, but where they recreate. Flightpaths should take account of where people visit for leisure time and when people are more likely to be outdoors in the Chilterns AONB. The highest numbers of visitors to the Chilterns AONB are found at weekends and holiday periods, so respite at those times would benefit more people enjoying outdoor activities.</p> <p>One of the special qualities of the Chilterns AONB defined in the Chilterns AONB Management Plan 2019-24 is “<u>tranquil valleys</u>”. The Chilterns AONB Management Plan places a high degree of emphasis on conserving and, where necessary, restoring tranquillity, see policies DP1, DP2 and in particular Policy DP14. Policy DP14 covers aviation, as follows:</p> <p style="padding-left: 40px;">“Policy DP14. Avoid new or upgraded infrastructure (roads, railways, airports, pylons, masts etc.) which harm the AONB landscape, nature, air quality, tranquillity or the visitor experience. Fully assess impacts on the AONB, including increased recreation pressure, traffic, overflying and severance of ecological connectivity in the AONB. Avoid, mitigate and compensate to achieve a net gain for the AONB.”</p> <p>The need for tranquil outdoor space is greater than ever. Your future plans should show noise contours and show regard to the tranquillity of the AONB.</p> <p>The Countryside and Rights of Way Act 2000 imposed a duty on public bodies to have regard to the special qualities of Areas of Outstanding Natural Beauty when undertaking their activities (see Appendix 2). The MoD, CAA and airport operators are covered by that statutory duty.</p> <p>Recommendations</p> <p>In summary, we are looking for your airspace change plans to have regard to the AONB. We would welcome airspace changes being designed to provide a quieter, cleaner, greener, more tranquil Chilterns AONB than the existing situation.</p>	
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		<p>We ask that you confirm in writing that the options appraisal stage will take full account of the existence and status of the Chilterns AONB as required by CAP1616. In particular that the environmental assessment will include “Explicit consideration of any changes to routes and/or traffic patterns that may affect either an Area of Outstanding Natural Beauty (AONB) or a National Park, with specific regard to impacts upon tranquillity”.</p> <p>We welcome your future continuing engagement with the Chilterns Conservation Board to do this.</p>											
<p>HS2 Design Engagemen t: Have your say on HS2 Common Design Elements</p>	<p>HS2</p>	<p>We want to know what is most important to you about the Common Design Elements in your area. Please rank the issues below from 1 to 5, where 1 is not important at all and 5 is very important. Please also outline any ideas you have for how we could make the most of the opportunity presented by each Common Design Element.</p> <p>In rural areas</p> <p>1. The appearance of the structures, including opportunities to add patterns and textures to create a sense of local identity:</p> <table border="0"> <tr> <td>Not important at all</td> <td>1</td> </tr> <tr> <td></td> <td>2</td> </tr> <tr> <td></td> <td>3</td> </tr> <tr> <td></td> <td>4</td> </tr> <tr> <td>Very important</td> <td>5 ✓</td> </tr> </table> <p>Please tell us about any ideas that you have for this.</p> <p>I am responding for the Chilterns Conservation Board. We are the statutory public sector body for the Chilterns Area of Outstanding Natural Beauty. HS2 runs through the nationally protected landscape of the Chilterns AONB between Chalfont St Giles and Wendover, with some 9km above ground in a combination of cutting and on viaduct. The Chilterns is the only section of nationally protected landscape along the route of HS2 Phase 1.</p> <p>HS2 is subject to a statutory duty under the Countryside and Rights of Way Act 2000 Section 85 (see https://www.legislation.gov.uk/ukpga/2000/37/section/85) to have regard to the purpose of conserving and enhancing the natural beauty of the Area of Outstanding Natural Beauty when undertaking its activities. A standard approach, installing the same common design elements as outside the AONB, could leave HS2 open to challenge about whether it has demonstrated that statutory duty of regard to the AONB.</p> <p>The Chilterns Conservation Board sits on the Chilterns HS2 Review Group, comprised of local authorities in the Chilterns affected by HS2, the Chilterns Conservation Board, Natural England, Department for Transport and HS2 Ltd (see https://www.chilternsaonb.org/latestNews/hs2/HS2-Review-Group.html). The HS2 Review Group has been working since April 2016 group to develop design principles (both general and detailed) that could reasonably be applied to HS2 works in the Chilterns</p>	Not important at all	1		2		3		4	Very important	5 ✓	<p>30.1.20</p>
Not important at all	1												
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	3												
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Very important	5 ✓												

	<p>AONB and its setting, which aim to achieve an exemplar landscape design for the project. A key part of the work has been to prepare and agree seventeen General Design Principles, which include Principle 10 “All structures should respect and respond sympathetically to the distinctive rural character of the AONB, including its historic buildings and their settings”.</p> <p>The group has also developed Detailed Design Principles, please see https://www.chilternsaonb.org/uploads/6974-Chilterns%20AONB_HS2%20CEIP_Part%201_Detailed%20Design%20Principles_low%20res.pdf This document gives detailed advice on Common Design Elements as follows: “Elements that are not covered by specimen or key designs are not necessarily by default common design elements and HS2 are, at the time of writing, considering the 'Category' in which certain elements will fall. Regardless of whether an element is considered a key design element it is expected that designers and designs should be responsive to the significance of the AONB designation and the special landscape qualities that underpinned the very reason for its designation. Designers are reminded of the duty of public bodies to have regard to the conservation and enhancement of the natural beauty of the AONB. The guidance and detailed design principles explored in this section should be given proper consideration so that the resultant designs are appropriate to the AONB.” (page 28) HS2 provided an assurance during the passage of the Act in 2017 that this guidance would be used by HS2 and their contractors to inform their design through the Chilterns AONB.</p> <p>While the two viaducts in the Chilterns AONB (Wendover Dean and Small Dean) are Key Design Elements, we are concerned that other bridges (road-bridges and foot-bridges) could receive the standard treatment for parapets and piers. Selection from a palette of design options should be made to achieve a best match with specific needs and their context, or used as the basis for the development of adapted solutions to achieve a better match. Regardless of the fact that each bridge may include Common Design elements this should not preclude the evolution of designs that are particularly appropriate to the Chilterns. Furthermore the design of each bridge should respond to specific site conditions. The aspects of each bridge that appear most easily varied are: i) Colour (landscape fit), ii) Grounding (how the structure meets the ground – landscape fit) and iii) Components that will be directly experienced by users (association).</p> <p>Aside from the major civil engineering structures, we are concerned that elements like noise barriers will be highly visible and create visual clutter over the length of the railway. A rash of standard fencing and noise barriers could undermine efforts to design the main structures in a sympathetic manner to their rural location. As the railway’s outer envelope, in some stretches it is the fencing and barriers which people will see first. In the Chilterns AONB a standard approach will not be acceptable. For noise barriers for instance, the design, height, colour and materials will need to be bespoke, carefully designed to integrate with its particular context. Rather than the concrete barriers proposed as common design elements, the Detailed Design Principles cover design of noise</p>	
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		<p>3. Creating safe spaces and/or a sense of place under the viaducts – for example, through lighting, art and culture or community projects.</p> <p>In rural areas, and especially in the nationally protected landscape of the Chilterns AONB, care should be taken to avoid all intrusive and urbanising addition. Creating a sense of place should be achieved through sensitive design, mitigation planting, greening, biodiversity measures and careful integration into the landscape. Lighting under the viaducts would be inappropriate in this intrinsically dark AONB landscape. Arts elements, if used, would need to be appropriate and sympathetic to the landscape.</p>	
<p>Draft Air Quality SPD</p>	<p>WDC</p>	<p>The Chilterns Conservation Board is concerned that the draft SPD only consider the human health aspects of air quality, and does not consider other environmental aspects of air quality, namely the effect of poor air quality on wildlife habitats and species. The Government’s updated Planning Practice Guidance on Air Quality (para 006 Reference ID: 32-006-20191101) sets out that planning considerations include potential adverse effects of air pollution on biodiversity, especially where it would affect sites designated for their biodiversity value.</p> <p>We have a number of general and detailed points of feedback set out below.</p> <p>General feedback</p> <p>We suggest that the SPD is expanded to include advice on air pollution effects on biodiversity. This is particularly relevant in Wycombe because of international level designations (Special Areas of Conservation) within the district: the multi-site Chilterns Beechwoods SAC, and the proximity of Aston Rowant SAC and Burnham Beeches SAC outside the district. The Chiltern Beechwoods SAC has already breached the critical loads for air pollution. Natural England’s Supplementary Advice for Chiltern Beechwoods SAC, Nov 2018 http://publications.naturalengland.org.uk/publication/4808896162037760 explains (page 12) that:</p> <p>"The supporting habitat of this feature is considered sensitive to changes in air quality and is currently exceeding the critical load for nitrogen (October 2018). This habitat type is considered sensitive to changes in air quality. Exceedance of these critical values for air pollutants may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation structure and composition and causing the loss of sensitive typical species associated with it."</p> <p>Since the entire length of the M40 through Wycombe District is an AQMA (much of it also in the Chilterns Area of Outstanding Natural Beauty and passing directly through a SAC), caution is needed with any housing and business growth (at for example, Stokenchurch) which will be add traffic to the M40. Cumulative effects must be assessed including the expansion of Heathrow airport with the Third Runway would significantly increase traffic on the M40.</p> <p>Specific feedback</p> <p>1) We suggest involving Natural England and the Chilterns Conservation Board in formulating an additional section of the SPD,</p>	<p>3.2.20</p>

	<p>covering the important impacts of air pollution on biodiversity, and including:</p> <ul style="list-style-type: none"> • Effects on biodiversity also being a material consideration in air quality in PPG para 006 Reference ID: 32-006-20191101, especially where designated biodiversity sites are involved • that Wycombe contains sites nationally and internationally designated sites for biodiversity which are close to the main road network. Include map of Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs) both inside and outside the district, including the Chilterns Beechwoods SAC, Aston Rowant SAC and Burnham Beeches SAC. • the situation that the Chilterns Beechwoods SAC has already breached the critical loads for air pollution • refer to the Plantlife report We need to talk about Nitrogen https://www.plantlife.org.uk/uk/our-work/campaigning-change/nitrogen and to advice from APIS on nitrogen deposition on broadleaved woodlands http://www.apis.ac.uk/node/965 and chalk grassland http://www.apis.ac.uk/node/966 • give advice that planning applications that would increase travel or generate trips close to the SACs, SSSIs and NNRs (both inside and outside the district) will raise questions about whether this is compatible with their protection, and will require assessment. • refer to advice on the statutory nature conservation designations which are most relevant to air pollution assessment (which includes AONBs) http://www.apis.ac.uk/overview/regulations/overview_designations.htm • that decision maker will also consider impacts cumulatively with other development pressures or trends likely to increase air pollution. <p>2) Table 1 setting Air Quality assessment thresholds only applies to developments within the urban areas which include an AQMA (High Wycombe and Marlow) and fail to address the M40 AQMA. Two additional rows should be added to the table setting assessment thresholds for:</p> <ul style="list-style-type: none"> • development which would increase traffic on the M40. Otherwise this SPD is failing to cover one of the three AQMAs in the district. • Development outside the two urban areas containing AQMAs which would increase traffic in those AQMAs. For example, air quality assessment and mitigation should also apply to growth at Booker which will draw traffic through the High Wycombe AQMA because there is no motorway junction here. <p>3) Page 18 refers to “certain types of trees such as varieties of pine, planted between a road and residential accommodation may help reduce exposure to particulate”. There is no evidence given for the reference to pine, please delete “such as varieties of pine” to allow for appropriate choice of species in the Chilterns Area of Outstanding Natural Beauty (such as native hedging).</p>	
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		<p>4) Footnote 15 on page 19 refers to relevant limit value of “Annual mean of 40 micrograms per cubic metre of NO₂”. This section should also refer to the different limits set for Special Areas of Conservation. The Chilterns Beechwoods SAC and Aston Rowant SAC are both already in exceedance for critical values of air pollution. For example the critical empirical load for nitrogen for the Chilterns Beechwoods SAC is 10-20 kg per hectare per year (see database at http://www.apis.ac.uk/srcl/select-a-feature?site=UK0012724&SiteType=SAC&submit=Next). Nitrogen deposition “may modify the chemical status of its substrate, accelerating or damaging plant growth, altering its vegetation structure and composition and causing the loss of sensitive typical species associated with it”. This means that however good the work done by wardens and site managers to conserve species and habitats in our most protected nature reserves, rare species could be lost because of air pollution driven by development decisions in and around the district.</p> <p>5) Appendix 1 on page 21 paragraph 1 should explain that “relevant receptors” include sites designated for their biodiversity value such as Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs).</p> <p>6) Similarly, on page 22 at stage F. Identification of sensitive locations should also refer to sites designated for their biodiversity value.</p> <p>7) Appendix 2 on damage costs should also address damage to biodiversity as well as to health.</p> <p>8) Appendix 3 glossary please add biodiversity terms for example, nitrogen deposition, Special Area of Conservation, Appropriate Assessment, Habitats Regulation Assessment.</p> <p>Conclusion Wycombe should be at the forefront nationally of planning for improved air quality, to protect both human health and the natural environment. This is especially critical because of the national and international importance of natural environment assets in the district and nearby. The draft SPD should be expanded to provide guidance on assessment and mitigation of air quality impacts on biodiversity as well as human health. This may require some joint working between the Council’s Air Quality Team and Natural Environment team, plus some expertise from Natural England and Chilterns Conservation Board.</p>	
<p>Kimble Neighbourhood Plan Submission Neighbourhood Development Plan</p>	<p>WDC</p>	<p>The Chilterns Conservation Board wishes to make the comments below by way of response to the submission draft neighbourhood plan. We have made similar comments at the 3 previous stages of consultation on this neighbourhood plan (2017, 2018, 2019) but they have remained largely unaddressed.</p> <p>1. Section 2. Neighbourhood plans are a chance to recognise and protect features that are important or distinctive in a parish. This neighbourhood area contains natural and historic environment assets which are rare, nationally and even internationally important, but this does not come through clearly in the plan. This is no ordinary parish and the plan should</p>	<p>13.2.20</p>

		<p>explain this.</p> <p>2. The description of the neighbourhood area currently has no section on landscape, only land use. We suggest the following addition before the land use section:</p> <p>“Landscape</p> <p>The south eastern third of the neighbourhood area falls within the Chilterns Area of Outstanding Natural Beauty (AONB), nationally designated as one of the country’s finest landscapes, and much of the area that is not designated AONB forms part of the setting of the Chilterns AONB. The panoramic views over the parish from the top of the escarpment (especially from Beacon Hill, Coombe Hill and Whiteleaf) and the views to the dramatic iconic chalk landform of Beacon Hill from the villages makes this a special and remarkable area of which the parish is justly proud. Beacon Hill is one of the most dramatic and easily recognisable landmarks in the Chilterns.”</p> <p>3. Para 2.2 mentions ‘nature reserves and a Site of Special Scientific Interest’ but this could be expanded into a separate section on biodiversity. We suggest:</p> <p>“Biodiversity</p> <p>The parish is rich in biodiversity and contains habitats identified as of international value (Special Area of Conservation) and national value (SSSIs and ancient woodland), local wildlife sites and biodiversity opportunity areas. The parish contains the largest native box woodland in the country. The southern area of the Parish falls within the Chiltern Beechwoods Special Area of Conservation, an internationally important biodiversity designation. Any developments that could have an adverse effect on a Special Area of Conservation will require a Habitat Regulations Assessment. An initial screening stage would be required, followed by an Appropriate Assessment.”</p> <p>4. Para 2.8 describes the Ridgeway as skirting the north of the parish, this should be corrected to the south of the parish. It could be referred to as a National Trail, rather than a ‘national long-distance path’. It is one of only 15 national trails in England and Wales. A map of Public Rights of Way would be a good addition to the plan.</p> <p>5. Para 2.11 is too brief on the historic assets of the Parish. It should list the Scheduled Ancient Monuments in the parish, including Cymbeline’s Castle, and refer to the Chequer’s Registered Park and Garden. More description could be added on the parish, for example that it is a long, narrow strip parish so classic of the northern scarp of the Chilterns. That Pulpit Hill has a prehistoric hillfort at its summit, that there was a Roman villa at Little Kimble, and a Norman motte and bailey castle at Little Kimble which later became a moated medieval house. That an act of rebellion in the parish in the seventeenth century was one of the incidents that sparked the English Civil War. And that Chequers has been the official country residence for every British Prime Minister and has national importance, a point also raised by Historic England in their SA response: “It also seems remiss not to note that it has formed an official residence for every British Prime Minister since 1921 and has and continues to host numerous official visits for foreign</p>	
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		<p>statesmen and women and, as such provides an important impression of Britain as a nation through its carefully conserved landscape and scenic beauty”.</p> <p>6. Section 3 of the neighbourhood plan addresses Planning Policy Context for the neighbourhood plan.</p> <p style="padding-left: 40px;">Para 3.2 needs to add reference to the NPPF: “Areas of Outstanding Natural Beauty (para 172)”</p> <p style="padding-left: 40px;">Para 3.6 should refer to Wycombe local plan policy: “DM30 The Chilterns Area of Outstanding Natural Beauty”.</p> <p>7. Para 5.1 Vision please correct Chiltern AONB to Chilterns AONB. Why only refer to harm to the character of the Chilterns AONB? This could also say ‘harm to the character, wildlife, habitats, tranquillity, dark skies and recreational enjoyment of the Chilterns AONB’. Or to the ‘character and local distinctiveness of the Chilterns AONB’. Or to the ‘character and special qualities of the Chilterns AONB.’</p> <p>8. KIM2 is not complaint with the local and national policy because it only requires “where practical” a long-term and measurable gain in biodiversity. Delete “where practical”.</p> <p>9. KIM3. The Chilterns Conservation Board objects to all sites proposed for allocation which have not been assessed for their landscape and visual impact. Only site 14 and 17a were included in the Wycombe DC Kimble Area Landscape Sensitivity & Capacity Study (Sept 2017). Both sites were found to have landscape constraints, with medium landscape sensitivity, value and capacity. There is no landscape evidence base for the allocation of sites 1, 10 and 15. This is a key part of the evidence base that has not been addressed and is needed for the examination.</p> <p>10. Wycombe Local Plan policy RUR 6 requires that for the Kimbles Neighbourhood Plan “The selection of sites should be based on an appraisal of local issues, including an assessment of the capacity of the landscape to:</p> <ul style="list-style-type: none"> • Accommodate development without having a major impact of the setting of Chilterns Area of Outstanding Natural Beauty (AONB)” <p>The neighbourhood plan is not in conformity with the local plan policy because no assessment has been done for sites 1,10 and 15, and in the Chilterns Conservation Board’s judgement, the allocations do impact negatively on the setting of the AONB.</p> <p>11. The site that the Kimble Area Landscape Sensitivity & Capacity Study identified as having the highest capacity for development in landscape terms (site 5 in that study), and the only one with high capacity, is not allocated.</p> <p>12. All five allocations are greenfield sites around the villages. They are all in the setting of the Chilterns AONB.</p>	
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	<p>13. The scale of development proposed at 160 homes is disproportionate to the small size of Little Kimble and Smokey Row.</p> <p>14. KIM3 allocations show a worrying lack of understanding about what the setting of the Chilterns AONB is. For example, para 5.14 reads “The site has a boundary on Grove Lane (Ref: Site 15,) lies outside the setting of the AONB”. The setting of the AONB is not a narrow geographic zone directly adjoining the AONB. Developments several miles from the AONB can affect the Chilterns AONB and be in its setting. The plan fails to understand that all the Kimble sites are in the setting of the Chilterns AONB. The degree of harm and acceptability will depend on multiple factors that need assessing, both visual and non-visual. Please see the Chilterns Conservation Board’s Position Statement on Development Affecting the Setting of the AONB. It explains how developments outside the AONB but in its setting can affect the AONB.</p> <p>15. The new Chilterns AONB Management Plan 2019-2024 contains the policy DP4 and supporting text on the setting of the AONB. The sites in KIM3 are all likely to be visible from the escarpment, generate traffic travelling across the AONB and increase water abstraction from the chalk aquifer.</p> <p>16. AONB Management Plan policies should be taken into account in Local Plans and any neighbourhood plans in these areas, as instructed by the NPPG https://www.gov.uk/guidance/natural-environment see Paragraph: 004 Reference ID: 8-004-20140306.</p> <p>17. It is noticeable that the two sites which have a landscape evidence base (14 and 17a) include safeguards for the landscape within the policy. For example, for Land off Kimblewick Road (Ref: No.14) the policy includes “The building types, layout and landscape in the development should be designed to minimise the prominence of the scheme in the wider landscape when viewed from within and outside the AONB”. For site 17a the policy requires “The layout and landscape of the development should deliver a defensible northern boundary to the site to prevent any further encroachment of development into the countryside”. Landscape evidence should have tested the suitability of the other sites 1, 15 and 10 and if assessed as acceptable, provided bespoke policy recommendations on landscape. Landscape assessment might, for instance, find that sites can accommodate no development, or only accommodate development on part of the site, so a reduced development area should be identified.</p> <p>18. By way of example, Dacorum Borough Council proposed an allocation in the AONB west of Tring, to which Chilterns Conservation Board objected at Examination. The Planning Inspector concluded¹: “I have reflected on what I heard at the hearing sessions where this site was discussed, as well as the</p>	
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¹ <https://democracy.dacorum.gov.uk/ieDecisionDetails.aspx?AllId=4447> See Local Planning Framework site allocations Annex A – Inspector’s Post Hearing Note

		<p>submitted written evidence. On the basis of this verbal and written evidence I have serious concerns that the gypsy and traveller site element of site LA5 is unsound. <i>This is because of the lack of a formal assessment by the Council to assess its likely impact on the Chilterns Area of Outstanding Natural Beauty (AONB) and in particular whether it would conserve and enhance the natural beauty of the AONB.</i>.. In conclusion, for the Plan to be found sound the Council will need to, as a minimum, advance main modifications to remove reference to the provision of a gypsy and traveller site as part of LA5". The proposed allocation in the AONB was subsequently deleted from the plan.</p> <p>19. Where there are strong <u>views from</u> the AONB towards sites which are currently open and developed, particularly where these views are from popular panoramic public viewpoints on the Chilterns escarpment e.g. Beacon Hill, Coombe Hill, Whiteleaf, or on the Ridgeway National Trail, these sites should not be taken forward for development. Sites 1, 14, 15 and 17a have characteristics that raise concerns about views from the AONB and need further detailed landscape assessment.</p> <p>20. Equally where development would damage <u>views to</u> the AONB, particularly views from public footpaths (like the Aylesbury Ring) towards the Chilterns escarpment, by blocking or interfering with open views to the hills, sites should be discounted.</p> <p>21. For example, development on the north side of nearby Chinnor has damaged the setting of the AONB because it has harmed the view towards the escarpment. The edge of Chinnor is now very visible from the Thame Road and the Emmington Road and the public footpaths in between. The development is particularly visible because of the alignment of the houses tightly packed in a row parallel to the escarpment, and the lack of screening planting. Sites 1, 15 and 17a in the Kimble plan in particular have some characteristics in common with this landscape mistake. The development of Site 15 at the area proposed would impact on public views of the dramatic and eye-catching landform that is Beacon Hill. It would block and harm views to the AONB. Landscape evidence is required before this site is allocated.</p> <p>22. Three of the allocations (Sites 1, 10 and 17a) have policy requirements to retain 'glimpse views' through the sites. The views are specified (but not shown on a map) and are views from main roads to the countryside beyond the sites. There are other, arguably more important, views that should be protected from development and could have been identified in a landscape study and mapped within the plan. The Chilterns Conservation Board would like policies protecting clear views to the escarpment, particularly to the remarkable landform of Beacon Hill, and to Ellesborough Church on its mound. So while the plan has made efforts to protect some 'glimpse views', they are not the most important views from a national AONB perspective, which are views of the hills and panoramic views from the AONB.</p>	
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	<p>23. Site 10 appears to be the least harmful to the AONB, but this needs proper landscape assessment by a qualified landscape practitioner as part of the evidence base.</p> <p>24. KIM5 landscape buffer is supported. This will help protect part of the setting of the Chilterns AONB from urban encroachment.</p> <p>25. We strongly suggest that the arable land between Grove Lane and the Station should also be designated as a landscape buffer as this land is outside the AONB and very sensitive in views to and from the AONB. This would help ensure that Smokey Row and Little Kimble retain their separation.</p> <p>26. We would welcome policies in the neighbourhood plan about preventing and reducing light pollution from households, businesses, street lights, community facilities and the railway. It is already referred to in KIM 6 but could also be included within Policy KIM7. Flood lighting or high fencing around the community facilities or the new public park on site 14 could be harmful day and night-time views from the AONB. The policy should specify no floodlighting to protect the dark skies of the Chilterns AONB, an intrinsically dark zone.</p> <p>27. KIM8 protecting international habitats is supported in principle, but it is deferring consideration of the effects of development proposals until the planning application stage. This is undesirable because it is harder to assess cumulative effects at that stage, it should be addressed at plan-making stage. The wording of the policy should match the Habitats Directive, rather than reinterpreting it as “no material risk of an adverse effect on the integrity of the Chiltern Beechwoods Special Area of Conservation”. The subsequent sentence should delete both instances of “where practical” as this is not complaint wording.</p> <p>28. There is no standalone policy on the Chilterns AONB. Suggest adding a Policy KIM9 and using the Chilterns AONB model planning policy (available online see neighbourhood planning webpage).</p> <p>Comments relating to the Sustainability Appraisal</p> <p>29. We are concerned that there is no Sustainability Appraisal objective about the Chilterns AONB, this is a serious omission (see SA page 13). The SA Objective on Landscape and the Historic Environment (page 13) should refer to the Chilterns AONB and the setting of the setting of the AONB. Instead it refers to townscape when there are no towns in the neighbourhood area. It appears these generic objectives have been cut and pasted from elsewhere with no consideration of the local area, they are not strong enough for a landscape of this status (the nationally protected landscape of the Chilterns AONB).</p> <p>30. There are no SA assessment questions about the AONB, even under the landscape heading. The SA should be revisited and amended by adding text in bold:</p> <p style="padding-left: 40px;">Will the option/proposal help to:</p>	
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		<ul style="list-style-type: none"> • Conserve and enhance the nationally protected of the Chilterns AONB and its setting? • Support landscape character reflecting the sensitivities of the two local character areas covering the Neighbourhood Plan area (NCA Profile 108: Upper Thames Clay Vales (NE570) and NCA Profile 110: Chilterns (NE406))? <p>31. The SA is not therefore meeting the Parish Council’s statutory duty of regard to the purpose of conserving and enhancing the natural beauty of the AONB (Section 85 of Countryside and Rights of Way Act 2000). The SA fails to be shaped by the WDC RUR6 policy “Accommodate development without having a major impact of the setting of Chilterns Area of Outstanding Natural Beauty (AONB)”. The plan, particularly the KIM3 allocations, should be tested in the SA against whether it has a major impact on the setting of the Chilterns AONB.</p> <p>32. The SA does not correctly address or assess the setting of the Chilterns AONB.</p> <p>33. For example, Site 1 is described in the SA in relation to landscape character as follows “the site is not within the direct setting of the Chilterns AONB, which is located c.175m east of the site.” This shows a misunderstanding of AONB setting. It is not a narrow geographic zone that can be mapped. Ditto other sites which repeat the same statement e.g. site 15 “In relation to landscape character, the site is not within the direct setting of the Chilterns AONB, which, whilst less than 50m east of the site, is screened by the railway corridor and road.” The SA appears to be describing whether the site is in the AONB, and failing to understand that all the Kimble sites are in the setting of the Chilterns AONB. The degree of harm will depend on factors including visual intervisibility with the AONB, whether it blocks views to the AONB, or views from the AONB, breaks wildlife corridors, causes light pollution, harms tranquillity etc. Impacts that affect the AONB can be visual or non-visual. Please see the Chilterns Conservation Board’s Position Statement on Development Affecting the Setting of the AONB. It explains what the setting is and what to look for in assessing whether development in the setting of the AONB will adversely affect the AONB.</p> <p>34. Given the flawed approach to the setting of the AONB in the SA, the Chilterns Conservation Board disagrees strongly with the conclusions in the SA’s Landscape and Historic Environment section (para 5.27) about the effects of the neighbourhood plan. We do not agree that “Residual neutral effects are predicted overall against this SA theme.” The impact of just 8 new houses at Redding Court on views across the fields to the iconic Beacon Hill are clear. Building 160 new homes in this rural parish will undoubtedly change its landscape character and historic character.</p> <p>35. The SA fails to address cumulative effects, for example looking at the allocated sites together rather than individually. The total could be different from the sum of its parts. For example the view from Whiteleaf, Beacon Hill or Coombe Hill could be</p>	
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harmful by experiencing views of development on multiple sites across the parish, changing its overall loose knit character and its appearance of small places set in open green fields.



Panoramic view of the Kimbles from western slopes of Beacon Hill, Feb 2020

36. Page 10 of the SA report states that “Due to the absence of any significant air quality issues within the Neighbourhood Plan area, air quality has been scoped out for the purposes of the SA process.” We disagree. This is only taking into account the public health aspects of air quality. The Government’s updated Planning Practice Guidance on Air Quality (para 006 Reference ID: 32-006-20191101) sets out that planning considerations include potential adverse effects of air pollution on biodiversity, especially where it would affect sites designated for their biodiversity value. The Chiltern Beechwoods SAC in within the parish and is already in exceedance for nitrogen deposition (see para 40 overleaf).

37. The SA also fails to consider cumulative effects on the Chilterns AONB of the Kimbles’ growth plus other nearby planned development such as the expansion of Princes Risborough and Aylesbury, and the construction of HS2. The Chilterns Conservation Board has advice in our [Position statement on Cumulative Impacts of Development on the Chilterns AONB](#).

Comments relating to the Habitats Regulations Assessment (HRA)

38. The approach to HRA does not inspire confidence. It passes the buck both up to the completed HRA for the Wycombe Local Plan, and down to the planning application stage, when policy KIM8 will apply. We have no certainty that the pressures on internationally important and rare habitats in the Chilterns AONB will be adequately protected. These pressures include increased dog walking (and dog fouling) from new residents, extra domestic cats and increased traffic leading to more

		<p>nitrogen deposition.</p> <p>39. The Chiltern Beechwoods SAC has already breached the critical loads for air pollution. See Natural England’s Supplementary Advice for Chiltern Beechwoods SAC, Nov 2018 http://publications.naturalengland.org.uk/publication/4808896162037760.</p> <p>40. There is no certainty that KIM8 will deliver proper consideration of effects on the SAC in combination with other planned development (e.g. 2,500 home expansion of Princes Risborough and 13,500 homes at Aylesbury) when each of the individual planning applications come in for the housing developments at Kimble under KIM3. The same argument will be used then as is being used now re RUR6: a higher level decision has already been made (KIM3), even though the impacts were not then known.</p> <p>If we can help further through the examination of the neighbourhood plan we would be happy to assist. Please contact the Chilterns Conservation Board’s planning officer at planning@chilternsaonb.org</p>	
<p>Aylesbury Garden Town Masterplan consultation</p>	<p>AVDC</p>	<p>Response mainly involve ranking themes and priorities.</p> <p>Q5. Please add any further comments on the types of employment you would like to see coming to Aylesbury Garden Town Leisure and tourism relating to role as a gateway to the Chilterns AONB (sustainable staycations and daycations)</p> <p>Q17. Is there anything you'd like us to include in The Gardenway? A strong focus on links to the Chilterns AONB for nature and people. Links to existing high status routes eg the Ridgeway National Trail and to future planned route eg the Misbourne Greenway which will link Wendover to Great Missenden</p> <p>Q18. Please add any further comments you have on Chapter 6: Green and Healthy The Chilterns Conservation Board would welcome further engagement on links to the AONB. Please contact our Planning Officer or People and Society Officer.</p> <p>Q20. Please add any further comments on Chapter 7: Aylesbury on the move Help people access the Chilterns AONB in car-free and zero-carbon ways to balance increased leisure use with protection of the AONB.</p> <p>Q25. Please add any further comments on Chapter 9: A smart and sustainable Garden Town Renewable energy infrastructure (eg wind turbines, solar farms) should be located away from the setting of the Chilterns AONB as this is a highly sensitive area.</p>	<p>13.2.20</p>

APPENDIX 8**Current Development Plan Consultations:**

Consultation document	Consulted by	Stage	Deadline for CCB responses
Oxfordshire Minerals and Waste Local Plan: Part 2 Site Allocations Plan	OCC	Part 2 Site Allocations Plan	4.3.20

Item 11 Date of Next and Future Meetings**Lead:** Chair of Planning Committee**Purpose or report:** To update on date of next and future meetings

- **Weds 15th July 2020**
- **Weds 18th November 2020.**