

Chantry Park

GERRARDS CROSS

PROMOTIONAL DOCUMENT



“THE GOVERNMENT
ATTACHES GREAT
IMPORTANCE TO THE
DESIGN OF THE BUILT
ENVIRONMENT. GOOD
DESIGN IS A KEY ASPECT
OF SUSTAINABLE
DEVELOPMENT, IS
INDIVISIBLE FROM GOOD
PLANNING, AND SHOULD
CONTRIBUTE POSITIVELY TO
MAKING PLACES BETTER
FOR PEOPLE.”

(PARA. 56, NPPF 2012)

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



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1

INTRODUCTION

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SITE

OXFORD ROAD

BULL LANE

01 | INTRODUCTION

INTRODUCTION

- 1.1 Richborough Estates is a responsible and specialist strategic land promotion business founded with the aim of working in partnership with landowners. Our projects are located throughout the country, ranging from residential schemes of around 100 dwellings to large urban extensions, including sites in the Green Belt.
- 1.2 Richborough oversee entire planning processes from start to finish and seek to work very closely with local communities, Planning Officers and Councils to create the most mutually beneficial schemes before appointing a development partner. Richborough is seeking to apply this approach to the site at Bull Lane, Gerrards Cross. The proposal is known as Chantry Park.
- 1.3 The site extends to about 22.4 hectares (55.4 acres) and comprises undulating grazing land located to the west of Gerrards Cross which straddles the boundary between South Bucks and Chiltern Districts. The site is bounded by the railway and urban area of Chalfont St Peters to the north; the urban area of Gerrards Cross to the east and the southern boundary is the A40 and the rear boundaries of properties fronting the road. The western boundary is defined by a post and wire fence augmented by planting.
- 1.4 Both South Bucks and Chiltern District Councils recognise that to meet their objectively assessed housing needs for the period up-to 2036 there is a need for the identification of residential allocations adjacent to sustainable settlements. The Chantry Park site falls within one of the 6 Strategic Options which are being assessed as potential locations for housing at Gerrards Cross and Chalfont St Peter as part of the joint Local Plan which is being prepared.
- 1.5 To inform the assessment work being undertaken by the Councils, this document seeks to bring together the initial technical and environmental studies of the site which have been undertaken by Richborough's consultant team.

- 1.6 This document also includes an indicative scheme for Chantry Park which demonstrates how part of the site could be developed for up to 350 new homes, with the remainder used for open space purposes, including the replanting of part of the lost Chantry Wood and the creation of a parkland adjacent to the A40, complementing Bulstrode Park.
- 1.7 The proposed housing would be well related to the existing settlement form of Gerrards Cross and Chalfont St Peter. Indeed, the edge of the proposed housing would respect and reflect the dwellings and school fronting Maltmans Lane north of the railway rather than encroach further west into the open countryside. By reason of the site's location, any future occupiers would have easy access on foot and cycle to the extensive facilities within the town centre of Gerrards Cross, including the railway station.
- 1.8 What is presented in this document is not intended to be a fully worked-up scheme for Chantry Park. It has however, been prepared for illustrative purposes, to be used as the basis for discussions with key stakeholders, including the local community and the Councils and representations have been submitted by Richborough Estates in respect of the Local Plan.

DESIGN VISION

- 1.9 The overarching vision for Chantry Park is to create an attractive, high quality and sustainable residential neighbourhood which responds positively to its urban and landscape surroundings.
- 1.10 The indicative masterplan seeks to encourage sustainable modes of travel, through the provision of a fully accessible and integrated pedestrian/cycle route network, opening up the recreational benefits of the site to both new and existing residents of Gerrards Cross.

- 1.11 The indicative masterplan is structured around an extensive and meaningful green infrastructure network which will address views to and from the site and provide safe, attractive and convenient access to new public open spaces, children's play and new residential areas provided as part of the development.
- 1.12 The vision includes the provision of development Character Areas, which will create identity, distinctiveness and a sense of place. A permeable hierarchy of streets and places, together with a green infrastructure network will draw together and complement proposed Character Areas, which have been influenced by an understanding of the sites context.

- 1.13 The overall vision is based upon the following principles:
- To produce a new living environment of the highest standard, with a clear and recognisable identity which reflects the vernacular and character of the existing townscape, contextual views and residential amenity, creating a strong 'sense of place' and a new enduring Green Belt boundary;
 - To provide the right ingredients for a balanced and sustainable new development, providing a range of high quality homes, open space and recreation;
 - To establish safe, attractive and secure neighbourhoods, streets and places which promote social interaction, affording access and movement priority to pedestrians and cyclists;
 - To apply the practical use of environmentally friendly technology and techniques through the development, with the emphasis on carbon reduction, energy-saving and the avoidance on waste;
 - To create a new garden suburb which will further enhance the attraction of Gerrards Cross as a place to live, incorporating valued aspects of local character, landscape, Heritage, visual amenity and biodiversity.



01 | RICHBOROUGH ESTATES CONSULTANT TEAM

The Richborough Estates Consultant Team comprises:

Planning:
Star Planning and Development



Transport:
PTB Transport Planning



Agricultural Circumstances:
Kernon Countryside Surveyors



Landscape:
Tyler Grange LLP



Archaeology and Built Heritage:
RPS CgMs



Drainage:
BWB Consulting



Urban Design:
Pegasus Design



Noise:
Resource and Environmental Consultants



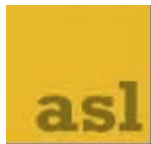
Utilities:
MEC Consulting



Ecology:
Ecolocation



Ground Conditions:
ASL Environmental





2

THE DEVELOPMENT SITE AND CONTEXT

Chantry Park

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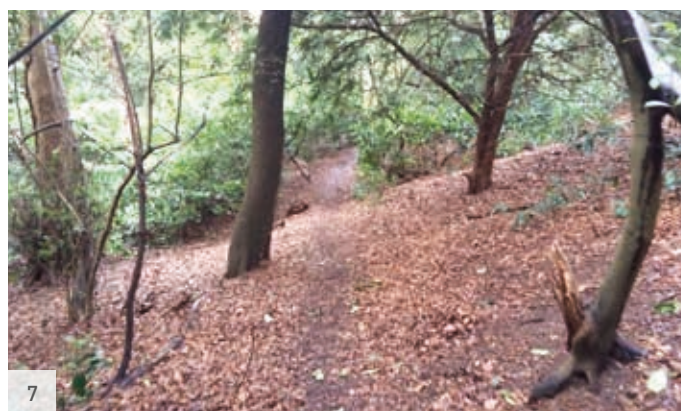


SITE AND CONTEXTUAL ANALYSIS PLAN



VIEWPOINT LOCATION PLAN

02 | THE DEVELOPMENT SITE

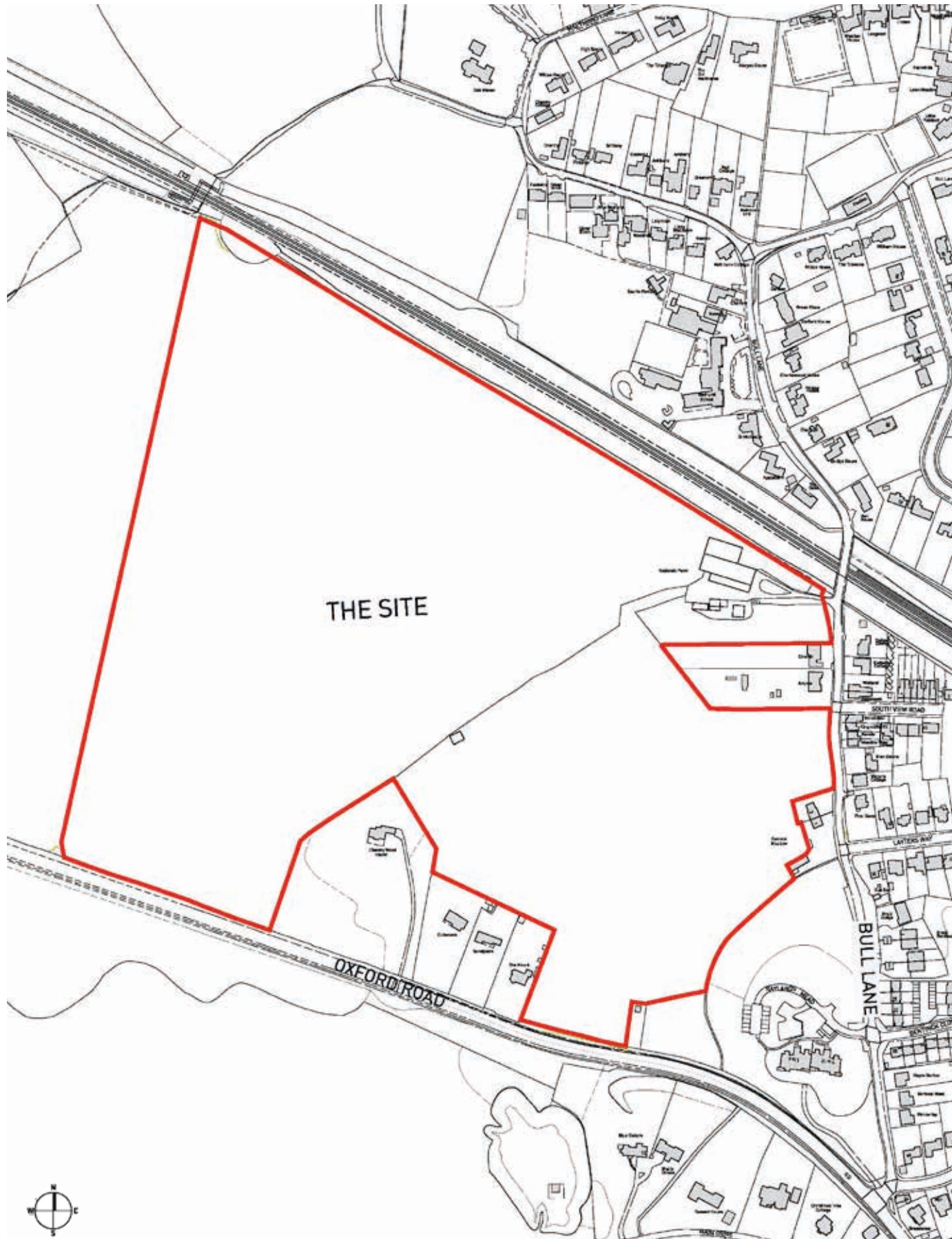


CONSIDERATIONS

- C1. The undulating site topography and associated site high and low points;
- C2. Existing vegetation, mainly located around the perimeter of the site;
- C3. Contextual views into and out of the site;
- C4. The Tree Preservation Order (Woodland) in the east of the site;
- C5. Eroded field patterns and lost areas of woodland, as evidenced by historical mapping;
- C6. The leafy character of the adjoining garden suburbs, such as Bulstrode Way and Top Park, which have a diverse vernacular and are characterised by strong landscaped frontages and linear streetscapes;
- C7. Acoustic levels along Oxford Road and the adjacent railway line;
- C8. The proximity of the site to existing public transport connections, such as Gerrards Cross Railway Station and the town centre;
- C9. Mitigating the visual impact of the development on wider countryside;
- C10. Utilising existing landscape components and creating new to provide a suitable Green Belt Boundary;
- C11. The setting of Bulstrode Park;
- C12. Areas of ecological value to be retained and mitigation provided; and
- C13. Ensuring the development positively assimilates into the existing urban edge and settlement pattern and does not disproportionately extend westwards.

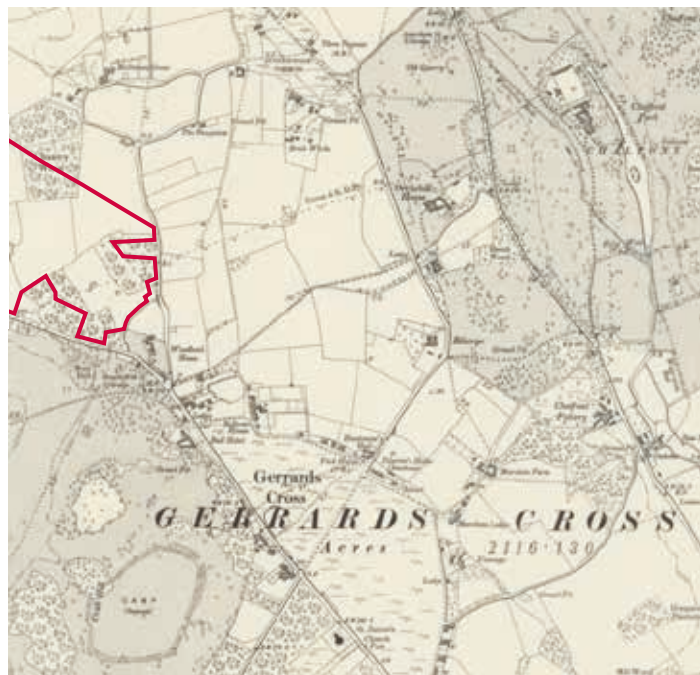
OPPORTUNITIES

- O1. To logically provide access to the development via the existing road network (Oxford Road);
- O2. To create a high quality and landscape led development, supported by extensive public open space, children's play and new infrastructure;
- O3. To create a sustainable, balanced development which offers a range of family house types, sizes and tenures;
- O4. To make efficient use of land, through the application of appropriate densities;
- O5. To create a range of development character areas which respond positively to site edges and the adjoining residential context;
- O6. To provide an interconnected landscape structure, based on the retention of existing and provision of variety of additional planting types, which also provide opportunities for biodiversity gain and an increase in habitat potential;
- O7. To create a strong open space strategy which retains trees (notably those protected by a Tree Preservation Order) and reinstates lost historic landscape components such as hedgerows and woodland;
- O8. To respect and bolster existing woodland and hedgerows as suitable Green Belt boundaries;
- O9. To create a fully accessible and permeable development, opening up public access across the site and strengthening links to Gerrards Cross Railway Station and the town centre;
- O10. To create quality architecture and identity which reflects and positively assimilates with the character and extent of the existing settlement pattern; and
- O11. To provide a range of green spaces including an ecological area, children's play, natural play and green corridors and for both new and existing residents.

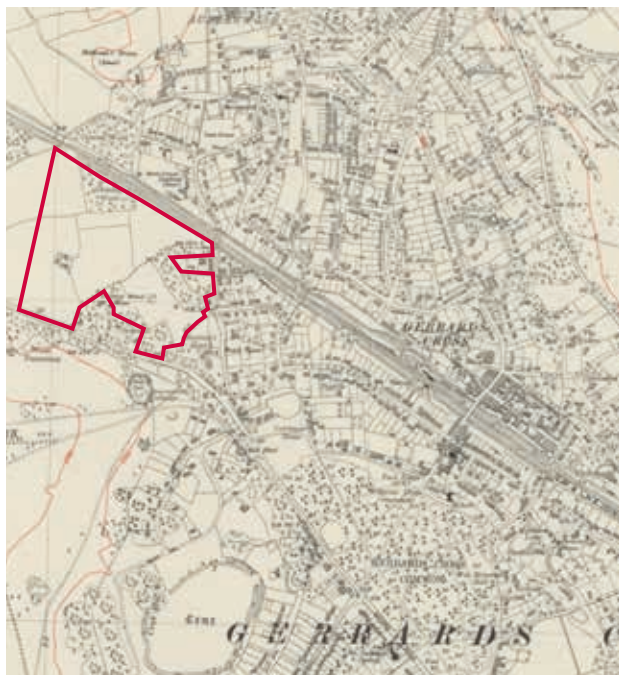


SITE LOCATION PLAN

1897



1938



HISTORIC MAPPING

2.1 Historic map regression indicates that the site once comprised a number of rectilinear fields which were likely to have been defined by hedgerows. These features have since been eroded and survive mostly along the perimeter edges. Additionally, the north western corner of the site once formed part of Chantry Wood, although this area was lost with the formation of the railway line which bounds its northern boundary.

SITE LOCATION AND CONTEXT

2.2 The site is situated adjacent to the western urban edge of Gerrards Cross; its southern and eastern edges flanking Oxford Road and Bull Lane respectively. The immediate urban area to the east is an established residential area and is summarised as follows:

WEST COMMON (RIGHT):

- Location:** East of the site
- Characteristics:**
- Located within a Conservation Area;
 - Comprises a number of listed buildings;
 - Includes some contemporary additions;
 - Focused around greens and woodland edges;
 - Comprises a range of housing typologies including detached houses and terraces;
 - Low/ medium density patterns of development; and
 - Traditional architecture and a varied palette of building materials engenders a varied vernacular.



02 | URBAN CONTEXT



OXFORD ROAD/ MAIN DRIVE (ABOVE):

Location: Adjacent to the south of the site

Characteristics:

- Partially located within a Conservation Area;
- Located within Residential Area of Exceptional Character;
- Houses set well back from the streetscape;
- Dwellings with elevated, outward aspects;
- Landscaped frontages;
- Very low density patterns of development;
- Large residences within treed curtilages; and
- Comprises a limited range of housing typologies (detached houses) a varied vernacular.



BULSTRODE WAY

Location: East of the site

Characteristics:

- Located within a Conservation Area;
- Linear building patterns with a generally consistent set back from the street;
- Landscape frontages;
- Low density development;
- Large residences of varying designs set amongst a trees landscape to the rear; and
- Backs onto the adjacent railway line.



BULL LANE (RIGHT)

Location: Adjacent to the east of the site

Characteristics:

- Linear, ribbon development aligning routes;
- Comprises a diverse range of building typologies including bungalows, semi-detached, terraced and detached;
- Higher density patterns of development;
- Narrower curtilages and closer spaces between buildings;
- Varied vernacular and architectural styles; and
- Landscaped frontages.



3

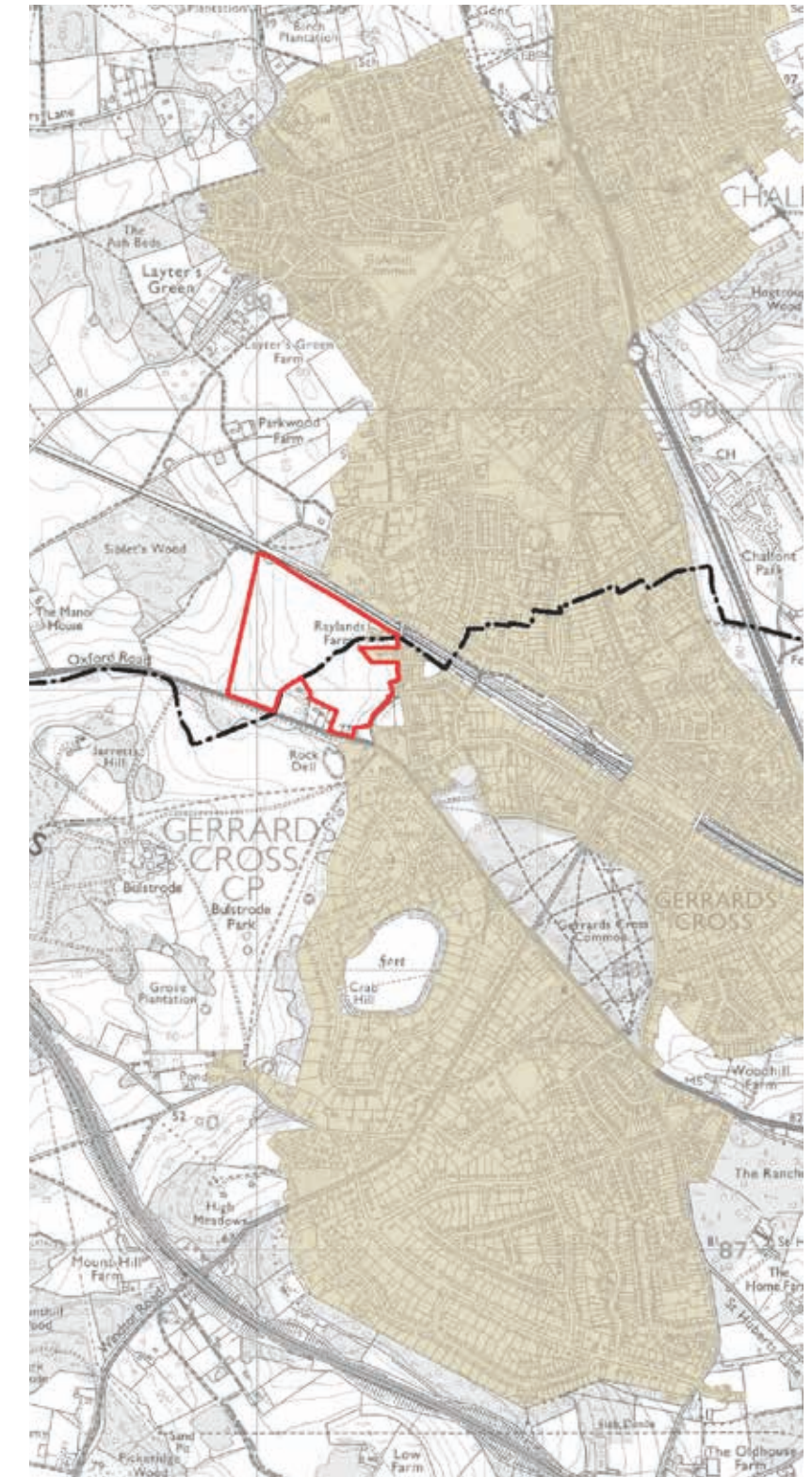
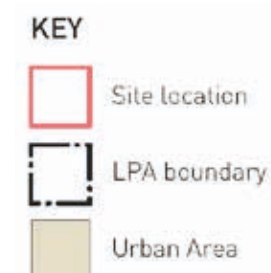
PLANNING CONTEXT



03 | PLANNING CONTEXT

PLANNING CONTEXT

- 3.1 As with other land on the periphery of Gerrards Cross and Chalfont St Peter, the site is situated within the Green Belt. However, exceptional circumstances now exist for the Chantry Park site to be released from the Green Belt for housing purposes.
- 3.2 South Bucks and Chiltern District Councils are co-operating to jointly prepare a Local Plan. One of the key issues is the requirement for the Councils to identify sufficient land to meet their objectively assessed housing need which is currently estimated to be around 15,100 homes during the period up-to 2036.
- 3.3 To accommodate this level of new homes it will be necessary for greenfield land to be developed on the periphery of sustainable settlements, particularly towns and villages outside the Chilterns Area of Outstanding Natural Beauty. Gerrards Cross and Chalfont St Peter are already categorised as 'main settlements' and because of their scale and range of available facilities they are recognised as being sustainable settlements capable of accommodating growth.
- 3.4 The scale of the housing need to be met is such that it provides the necessary exceptional circumstances to release land from the Green Belt for residential development. This need for Green Belt land releases has been recognised by the Councils as part of the commissioning the Buckinghamshire Green Belt Assessment Report: Methodology and Assessment of Land Parcels (January 2016).
- 3.5 Numerous general areas within the Districts have been assessed as potential locations for land to be released from the Green Belt but only some passed the initial assessment exercise, including what are now 6 Strategic Options or Areas of Search on the edge of Gerrards Cross and Chalfont St Peter. These Strategic Options are identified in the Chiltern and South Bucks Local Plan: Initial Consultation (Regulation 18) Incorporating Issues and Options and have been the subject of initial sustainability assessment.
- 3.6 The Chantry Park site falls within the eastern part of the Gerrards Cross 3 Area of Search. Although the Area of Search has been the subject of assessment, the Chantry Park site has not been assessed in isolation. Accordingly, this document includes a summary of the environmental and technical assessment work which has been commissioned to-date by Richborough Estates and demonstrates that the Chantry Park proposal would have no adverse effects which would preclude the site being released from the Green Belt and allocated for housing development as part of the emerging Local Plan.
- 3.7 Richborough Estates have submitted representations in respect of the Local Plan.



URBAN AREA
PLAN





4

THE EMERGING PROPOSALS



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04 | THE EMERGING PROPOSALS



INITIAL DESIGN
RESPONSE

THE EMERGING DEVELOPMENT PROPOSALS

4.1 The indicative masterplan proposal comprises:

- A new vehicular access off Oxford Road (A40);
- New pedestrian footways which link to the existing footway provision on Bull Lane and Oxford Road;
- A residential development comprising up to 350 dwellings;
- A net development parcel of approximately 25 acres/ 11.6 hectares, equating to gross average density of between 13 and 16 dwellings per hectare and an average net residential density of between 30-35 dwellings per hectare;
- A range of housing types and sizes comprising 1 and 2 bedroom apartments up to 5 bedroom houses;
- An allowance for 40% affordable housing offered in the form of groups of 1, 2, 3 and 4 bedroom tenure blind dwellings and pepper-potted in clusters across the development;
- Accommodation suitable for the elderly, dwellings which facilitate working from home and possibly live/work style units;
- The demolition of existing farm buildings associated with Raylands Farm; and
- Approximately 28.75 acres/ 11.6 hectares of landscaped public open space, comprising a new parkland, reinstated woodland, green corridors, natural and equipped children's play, green edges and an ecological area.

4.2 The indicative masterplan is founded on the following key design principles:

1. To integrate the development proposals into the existing movement network via a new traffic roundabout off Oxford Road (A40);
2. To create new woodland and hedgerows which reinstate eroded historic landscape features and filter views of the development from the west;
3. To create a new garden suburb comprising residential character areas and linear streets with strong landscape themes, drawing upon the characteristics of Bulstrode Way and Top Park;
4. To create soft edges and an 'Arcadian' residential character area to the southern and eastern areas of the site, comprising very low density development set within a treed landscape;
5. To provide a new residential frontage along Oxford Road, which continues the loose, elevated building line and wooded edge and maximises the potential to use building mass and orientation to overcome potential acoustic constraints;
6. To relate built form edges of the development to the existing residential streetscape along Bull Lane, whilst maintaining views into the site and legible links to new public open space;
7. To focus new development on less undulating areas of the site, maintaining an outward facing landscaped frontage, carefully offset from steeply sloping landform;
8. To provide a new pedestrian/cycle route into the development via Bull Lane which meets the existing footway provision and leads towards Gerrards Cross Railway Station and the town centre;
9. To locate higher density patterns of housing within the central and northern areas of the site, and envelop these areas with low density development to the east, south and west;
10. To provide linked green spaces and attractive green corridors, which retain existing landscape components;
11. To reinstate historic hedgerow patterns;
12. To offset development from existing hedgerows along the northern boundary and create an ecological corridor which meets with the wider green infrastructure network; and
13. The provision of new tree planting, also strengthening the new Green Belt boundary.



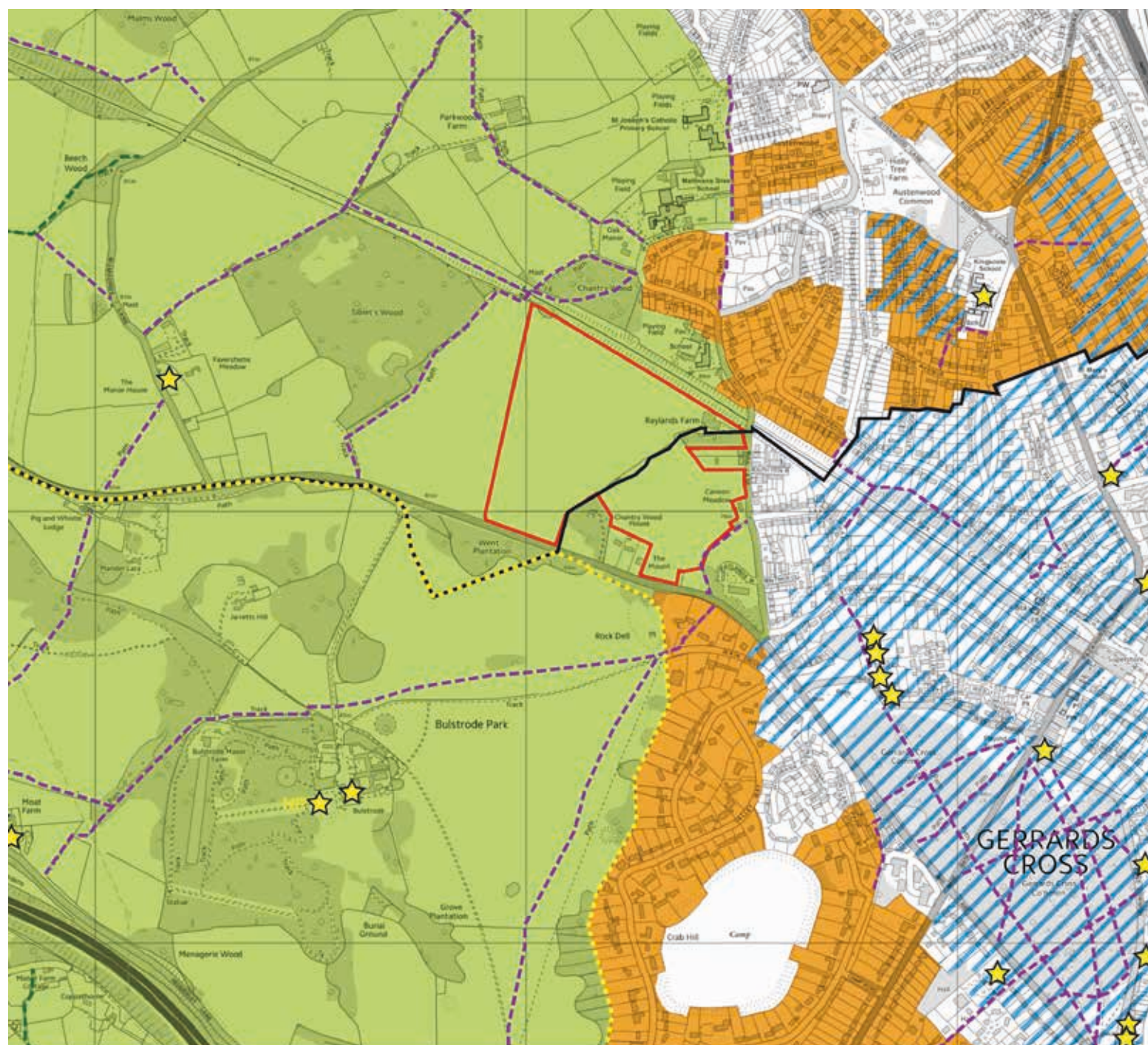




5

LANDSCAPE ASSESSMENT

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LANDSCAPE PLANNING CONTEXT & PUBLIC RIGHTS OF WAY

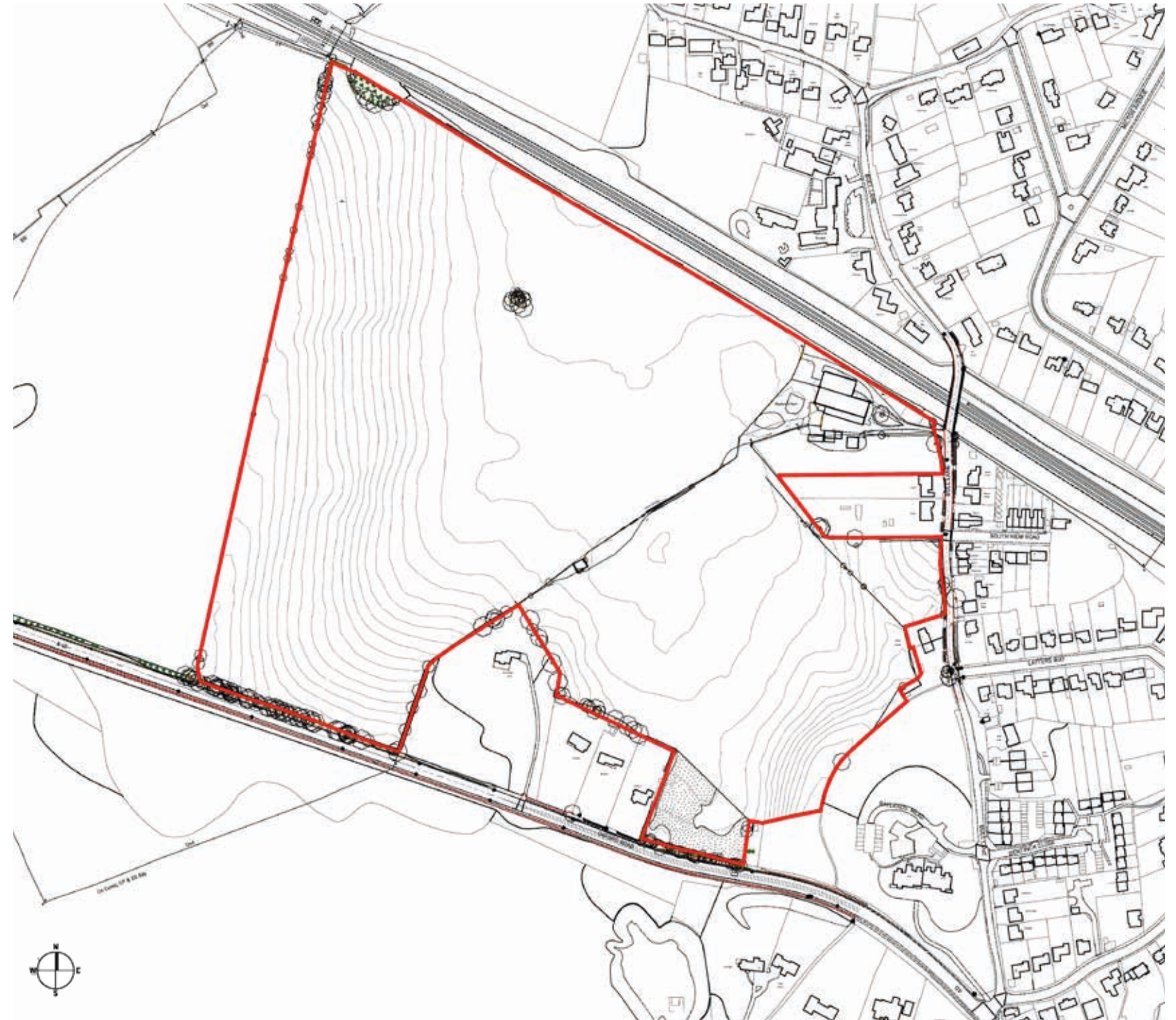
AREA CONTEXT

- 5.1 Gerrards Cross is a town and civil parish in the South Bucks district of Buckinghamshire, England. Geographically, London is located approximately 19 miles to the south-east and the settlement itself comprises the combined suburban areas of Gerrards Cross and Chalfont St Peter (to the north). It sits at the undulating fringe of the Chiltern Hills (located to the north-west) and to the west of the River Misbourne and River Colne valley.
- 5.2 The site is located to the immediate north-east of Gerrards Cross, with Oxford Road (A40) and Bulstrode Park (Registered Park & Garden) to the south. Bull Lane and the Layter's Way residential area to the east, and the Chiltern Main Line railway is to the north. To the west, the site is influenced by Siblet's Wood and the woodland agricultural landscape beyond.
- 5.3 The land itself currently comprises improved pasture, with some internal hedgerows and a more species diverse hedgerow to the north associated with the railway corridor. Broadleaved woodland surrounds the site, including that associated with Raylands Farm (to the north-east), Raylands Mead (to the east) and Chantry Wood House / The Mount (to the south).
- 5.4 In terms of the landscape planning policy context, the site is not subject to any national or local qualitative landscape designations.

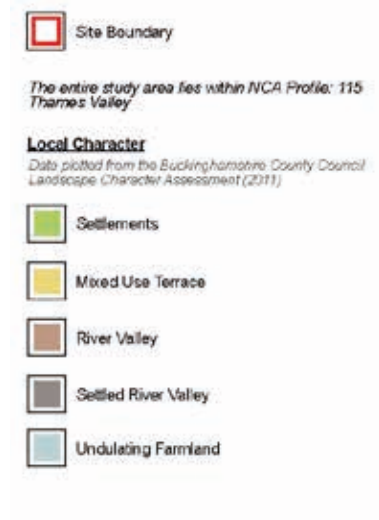
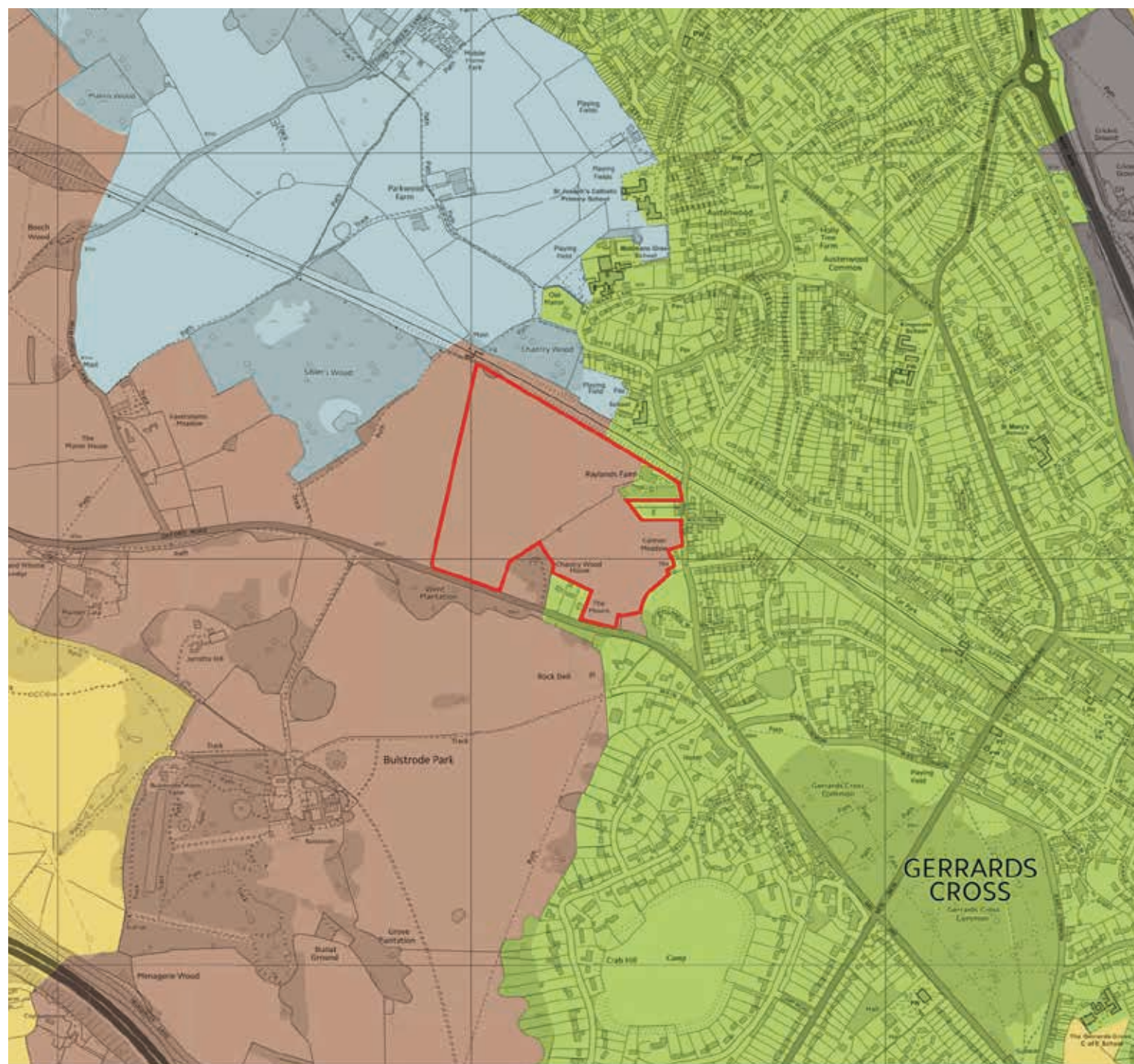
05 | LANDSCAPE ASSESSMENT

TOPOGRAPHY

- 5.5 Topographically, the central and northern portion of the site occupies the highest elevation at 87m AOD. To the west / south-west the land falls away with a notable westerly facing slope and the low point of the site adjoining Oxford Road (A40) at 63.5m AOD. Similarly, the land also falls to the east, with a south-easterly facing slope falling to 71m AOD at the boundary with Raylands Mead. The central plateau sits at approximately 85.5m AOD.



TOPOGRAPHICAL SURVEY & LOCAL CONTEXT PLAN



LANDSCAPE CHARACTER
AREAS



LANDSCAPE CHARACTER & VISUAL CONTEXT

5.6 At a national level the site lies within the 'Thames Valley' Character Area (National Character Area 115); however, at a county level, and of greater relevance, the site and study area is described within the Chiltern District Landscape Character Assessment and the South Buck District Landscape Character Assessment. Both assessments consider the site to be located within the 'River Valley' Landscape Character Type (LCT). The key characteristics of this area are:

- "Small scale, shallow and broad river valley, with steep, narrow tributary valleys. Slowly permeable loamy/clayey soils from the valley floor.
- A mix of rough grazing, pasture and paddock, with occasional arable farmland, delineated by an extensive network of hedgerows and hedgerow trees.
- Deciduous and broadleaved wooded higher valley sides, providing a sense of enclosure.
- Sparsely populated, with isolated farmsteads and villages along the valley floor. Some suburban expansion.

- Largely comprising early field enclosures, with some modern subdivisions. Areas of historic parkland.
- Busy roads cut the landscape, and create visual and audible influences. However, a strong rural character prevails elsewhere.
- Woodland encloses and limits views, with long views afforded from valley sides."

5.7 Elements of the River Valley LCT are present on site and within the immediate context. These include the arable and pasture lands delineated by hedgerows and hedgerows trees, early field enclosures with some modern subdivisions, and wooded valley sides that enclose views. There is also evidence of busy road cutting the landscape, creating visual and audible influences immediately to the south of the site. The settlement edge and proximity to Gerrards Cross is also an influencing factor.

5.8 An Historic Landscape Characterisation project was also completed in 2006 through the co-operation of Buckinghamshire County Council, Milton Keynes Council and English Heritage in order to assess the various components of the landscape such as fields, woodland and settlements and map the results for use within the planning and conservation process.

5.9 The site has been identified as being located within the 'Prairie' and 'Modern Enclosure' Character Type. These areas are considered to be landscapes characterised by featureless expanses of countryside which have been created by widespread removal of boundaries, hedgerows, woods and other landscape features in order to create open lands. These fields are considered to be modern (1950's) created due to mechanised agricultural methods and the landscape type is considered to have few features due to its expansive often bleak character. Sensitivity ratings within this area are considered to be low as no areas of particular significance have been identified.

5.10 The site certainly contains no rare, notable or unique landscape features; and, would not be considered to represent a 'Valued Landscape' in terms of paragraph 109 of the National Planning Policy Framework (NPPF).

VIEWS

- 5.11 Despite the undulating topography, the visibility of the site is limited by the surrounding context as set out below:

To the north

Views are limited by the wooded backdrop associated with Chantry Wood and the vegetated corridor associated with the Chiltern Main Line railway (see Photoviewpoint 1);

To the east

Whilst the site will be visible from limited sections of Bull Lane and associated residential properties, the visibility is reduced somewhat by the existing woodland planting at Raylands Farm and Raylands Mead (see Photoviewpoints 2, 3 and 1);

To the south

The wooded garden context between Chantry Wood House and The mount provides a sense of enclosure, as does the roadside vegetation along Oxford Road (A40) (see Photoviewpoints 4 and 5). Furthermore, the inter-visibility between Bulstrode Park to the south and the site is restricted by the intervening vegetation, including Went Plantation (see Photoviewpoint 6); and

To the west

Views are largely contained by the presence of Sibley's Wood which acts as a skyline feature. Some distant views are available to the south-west (towards Chiltern Hundreds); however, it is difficult to perceive the site from public vantage points given the undulating topography and layers of intervening vegetation. There is no visibility towards Beaconsfield.

- 5.12 Overall, the number of people (visual receptors) affected by the development of the site would be limited and localised.



Photo viewpoint 1



Photo viewpoint 2



Photo viewpoint 3



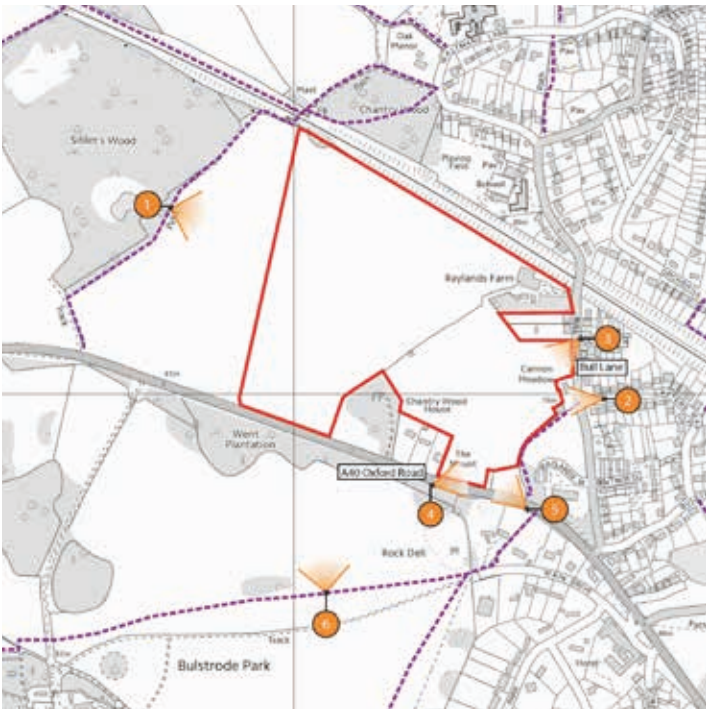
Photo viewpoint 4



Photo viewpoint 5



Photo viewpoint 6



VIEWPOINT LOCATION PLAN



- Site boundary
- Retention & enhancement of boundary hedgerows and hedgerow tree
- Existing tree planting
- Indicative planting reinstating historic landscape features
- Opportunity to create new green boulevard connection
- Public open space
- Development Parcel
- Public Rights of Way
- Existing open countryside
- Existing urban area



LANDSCAPE CONSTRAINTS & OPPORTUNITIES

CONSTRAINTS & OPPORTUNITIES (LANDSCAPE THEMES)

- 5.13 In response to both desktop assessment and fieldwork, a series of landscape opportunities and constraints have been established to guide the sensitive development of the site. These observations have informed the illustrative masterplan and represent a 'landscape-led approach'.
- 5.14 The key themes include:
- Sibley's Wood to the west of the site is an ancient woodland and represents a barrier to the wider visibility of the site and provides a robust boundary in Green Belt terms.
 - The well vegetated Oxford Road (A40) to the south provides another defensible boundary in Green Belt terms and somewhat reduces any perceived landscape tranquility. The vegetation alongside the road corridors permits only glimpsed and sequential view towards the site over a short distance
 - The field boundary to the west of the site can be retained and strengthened as part of an overall strategy to deliver connecting Green Infrastructure.
 - The top of slope 84m AOD contour could be used to define the limits of any proposed built development, with the steeper gradients remaining free from development. A landscaped edge would also assist in assimilating development over time and retain the wooded characteristics of the settlement.
 - The steeper gradients to the east of the site could remain largely free from built development and form part of the connecting Green Infrastructure Strategy. It also provides an amenity buffer and development off-set to the existing properties associated with Bull Lane.
 - Given the extent of planting associated with the A40 and the boundaries of Bulstrode Park (Registered Park & Garden) which includes the Went Plantation, inter-visibility with the site is limited. Development of the site would not alter the character, context or experience of using the heritage asset.

- Although access from the roundabout on the A40 would require the removal of some frontage trees, the trees forming part of the boundary of Bulstrode Park would be retained. Where trees are removed they would be replanted to retain the impression of a narrow belt of trees fronting the A40 on both sides of the carriageway. The planting will mitigate for the roadside trees lost in association with the proposed junction, with new planting of appropriate native species used to retain and enhance the wooded approach into Gerrards Cross. The rising slopes beyond could also be used to create a parkland character and reflect Bulstrode Park to the south.
- Interpolation of historic maps suggests that a development layout would seek to reinstate a portion of Chantry Wood, which has been lost to agricultural use. This would also assist in containing and proposed built development and offer screening to the adjoining railway line.
- The reinstatement of other historic landscape features would also assist in integrating any proposed built development with the existing landscape context.
- The central plateau can accommodate development and utilise the existing field compartments to define housing parcels and connecting green boulevards.
- Existing woodland block to the south of Raylands Farm should be retained.
- The railway line provides another defensible boundary in Green Belt terms and any development offset could be utilised to provide Green infrastructure connections along the northern boundary to Bull Lane.
- Proposed development should respect the wooded character of Oxford Road (A40), which offers visual containment to the site.
- There will be visual connection from Bull Lane and the Layter's Way residential area; however, development setback is suggested and new green linkages could be provided to deal with amenity and offer access to the network of public footpaths to the west.

CONCLUSION

- 5.15 In response to the desktop and fieldwork undertaken it is evident that the site represents a logical release from the Green Belt in landscape terms, particularly given the settlement fringe context and the robustness of the boundaries that surround; and, the visual separation with Beaconsfield to the west. A sensitive development response for the site would not result in any obvious sense of coalescence.
- 5.16 The character of the landscape is neither rare nor unique and is classified within the various Landscape SPG, it is clearly typical of its type, has no real sense of tranquility, is surrounded by urban context; and, the historic field pattern has been influenced by modern enclosure.
- 5.17 Whilst development in this location would result in some very minor narrowing of the existing Green Belt, there is a strong degree of certainty that the wooded landscape to the south (associated with Bulstrode Park – Registered Park and Garden) and Sibley's Wood (Ancient Woodland) will remain constant, safeguarding and further degree of physical or visual merging with Beaconsfield.
- 5.18 Opportunities also exist to maintain and improve public access to the site; to introduce planting that could better reflect the characteristics of the local landscape along the western boundary; and, to enable the connectivity of existing woodland habitats through the reinstate of historic landscape features and the creation of a network of Green Infrastructure.







6

ECOLOGY



Chantry Park

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PROMOTIONAL DOCUMENT



06 | ECOLOGY

- 6.1 An Ecological Appraisal and Initial Bat Survey was carried out at Raylands Farm, Gerrards Cross in February 2016. The aim of these surveys was to identify the habitats present and assess the potential for protected and notable species to use the site. The site was comprised of two large parcels of land and a total of five agricultural buildings. Habitats included species-poor semi-improved grassland, arable land, defunct species-rich hedgerows and an area of rough grassland and bramble scrub recently planted with immature trees.
- 6.2 At the time of the survey the species poor semi-improved grassland was grazed by a small number of cows and the arable field appeared to have been ploughed and drilled with a rye grass mix. The area of rough grassland, scrub and planted trees was fenced off to the cattle and contained a mosaic of bramble scrub with self-seeded young ash trees, with young oak and ash trees planted within small patches of tussocky grassland containing ant hills. The three dimensional habitat was considered to offer suitable foraging and sheltering opportunities to reptiles and as a result of this identified potential further reptiles surveys will be carried out at an appropriate time of year.
- 6.3 During the walkover assessment a number of ground nesting bird species were recorded within the site and as such suitable breeding bird surveys will be carried out at an appropriate time of year with the aim of informing whether notable species are using the site for breeding and in turn inform any necessary mitigation for loss of habitat.

- 6.4 The assessment of the agricultural buildings revealed them to offer minimal potential to support roosting bats and works to demolish the buildings will proceed with sensitivity. Hedgerow features within the site will be retained and enhanced as part of the proposed development works with the aim of promoting connectivity and green infrastructure across the site. Sensitive lighting will be used to ensure existing commuting routes for bats remain undisturbed and additional woodland planting will provide new foraging and roosting habitat for bats into the future.
- 6.5 Development of the site was considered likely to impact on habitats of low-medium ecological value with the potential to impact on breeding birds and reptiles should the presence of these species be confirmed during the further survey effort. Recommendations are therefore made for mitigation measures, sensitive working practices and potential ecological enhancements on site to ensure that protected and notable species are safeguarded during development.

CONCLUSION

- 6.6 Whilst the site has the potential to support low numbers of breeding birds or reptiles, the presence of either can be readily accommodated within the scheme with any residual impact likely to be insignificant. In addition, the extensive areas of landscaping including woodland planting and open space connecting to the railway corridor to the north, offers significant potential for biodiversity gains at the site.



Existing Hedgerows - Northern Boundary



Existing Vegetation



Raylands Farm Building





7

HERITAGE



Chantry Park
GERRARDS CROSS
PROMOTIONAL DOCUMENT



07 | HERITAGE

BUILT HERITAGE

- 7.1 A Built Heritage Assessment has been undertaken which has considered the potential effects of Chantry Park on above ground historic assets. There would be no direct impacts on any Listed Buildings and Conservation Areas or their settings, including both Gerrards Cross Common and Gerrards Cross Centenary Conservation Areas.
- 7.2 To the south of the site is Bulstrode Park which is a Grade II* Registered Park and Garden. There would be no direct effect on this heritage asset. However, the development of agricultural land would result in a change to the pastoral setting of Bulstrode Park.
- 7.3 The degree of change to the setting of Bulstrode Park caused by Chantry Park has been assessed taking into account the location of the proposed housing and the parkland. Although there would be an effect on the setting of this heritage asset the degree of harm would be at the bottom end of the less than substantial harm

referred to in paragraph 134 of the NPPF. The setting of Bulstrode Park would not, on its own, be a reason for precluding the development of the Chantry Park site.

- 7.4 As part of the proposed parkland the opportunity exists for the inclusion of trees planting in appropriate locations which would further filter views of the proposed housing when looking north from Bulstrode Park. Such planting would reduce even further the assessed harm to this heritage asset from the proposed housing to a point where it becomes a negligible impact.

ARCHAEOLOGY

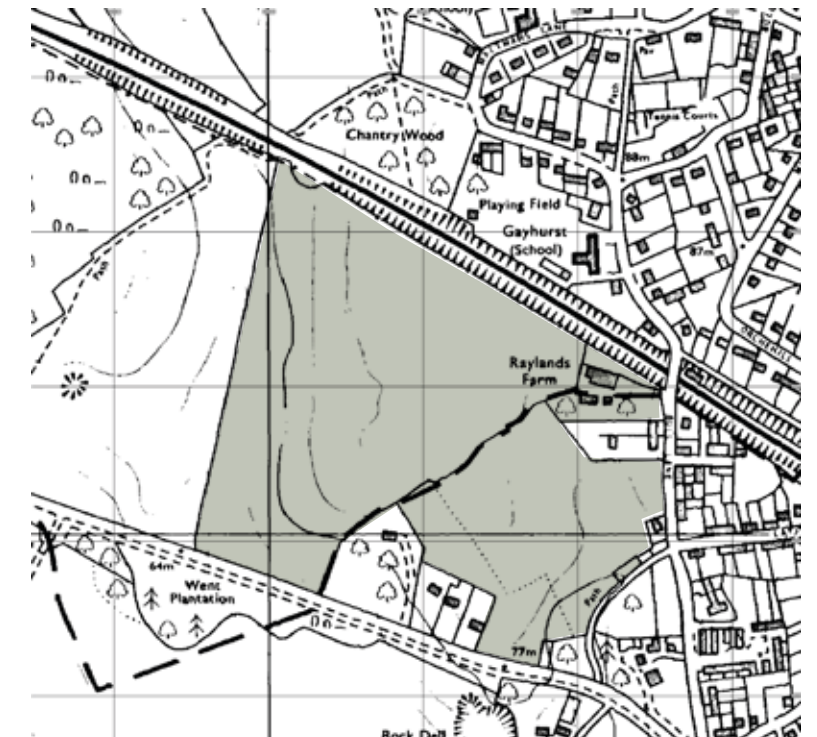
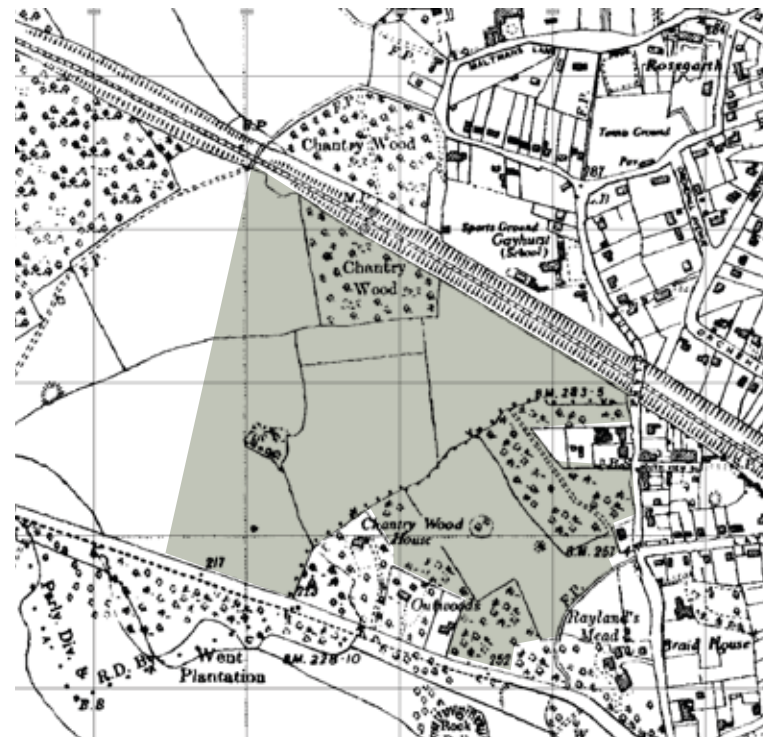
- 7.5 The archaeological assessment has established that there are not below ground heritage assets within or adjacent to the site which would be sensitive to the Chantry Park development. There is no surface evidence of an old chalk pit within the site identified on historical mapping. The archaeological finds within the area surrounding the site have included finds of flint artefacts

of all Prehistoric periods. These flint artefacts include an axe, scrapers, awls and waste. There have been no more recent finds of any particular note within the surrounding area.

- 7.6 Some moderate potential for early pre-historic evidence within the wider area has been identified because flint artefacts have been found. However, there is a low/negligible potential for significant archaeological evidence for all other periods. The archaeological assessment has not identified any specific matters which indicate that site contains remains of such importance that they would need to be preserved in situ. Accordingly, there are no archaeological constraints to the proposals.



Historical mapping





8

ACCESS AND MOVEMENT



Existing access onto Bull Lane



Public footpath along eastern site boundary



Southern site frontage facing Oxford Road



Public footpath onto Oxford Road



Oxford Road



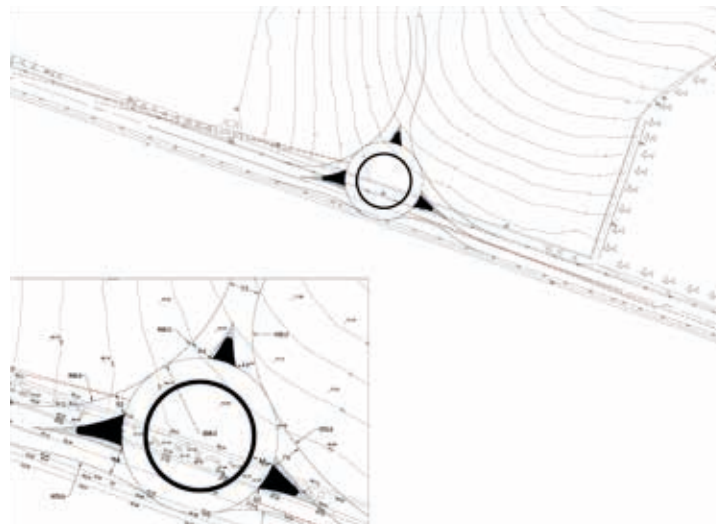
Bull Lane

08 | ACCESS AND MOVEMENT

LOCAL HIGHWAY NETWORK

- 8.1 The site has frontages with both Bull Lane to the east and the A40 Oxford Road to the south, with adopted highway boundary data (obtained from Buckinghamshire County Council (BCC)) indicating that there are no constraints in respect of access between the land ownership and the adopted highway.
- 8.2 The A40 Oxford Road is a single carriageway road in the vicinity of the site, with a 50mph speed limit and wide 4.5m lanes towards the western end of the southern site frontage; and a 40mph speed limit, 3.1m lanes and a 3.1m central hatching width as it enters the built-up area of Gerrards Cross to the east of Bulstrode Park. It has a single continuous footway along the southern edge, with provision along the northern edge extending around 420m to the west of the junction with Bulstrode Way, where it becomes highway verge.
- 8.3 Bull Lane is a single carriageway residential collector road, with a 30mph speed limit and a 5.2m carriageway width in the vicinity of the site; there is limited footway provision (either single-sided or none at all) along its entire length.

PROPOSED TRAFFIC ROUNDABOUT ON OXFORD ROAD



POLICY CONSIDERATIONS

- 8.4 BCC defines the A40 as one of their 'Strategic Inter-Urban Routes' in their document 'Buckinghamshire Network Hierarchy – A Reference Document' (October 2009); within the same document, reference is made to specific Development Control considerations that relate to these strategic routes and corridors, albeit the policy referred to is some 16 years old.
- 8.5 Although the above policy considerations should be noted for reference, they predate the National Planning Policy Framework (NPPF) from March 2012 which, with reference to transport, states in Paragraph 32:
- 8.6 "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."
- 8.7 Therefore, NPPF is the appropriate guidance here, providing that the above three tests can be met by an access and development proposal.

PROPOSED ACCESS STRATEGY

- 8.8 Access is proposed from the A40 Oxford Road along the southern site boundary, via a 36m diameter standard roundabout, as shown on the drawing below. The access design avoids encroachment into Bulstrode Park and maintains a wooded frontage along Oxford Road.
- 8.9 Forward visibility splays are shown at 120m and 160m distances from the give-way lines, as the proposal would include the relocation of the 40mph speed limit (currently to the east of this frontage) to the western side of the roundabout, the new junction providing a gateway entry feature into Gerrards Cross from the west as the speed limit reduces from 50mph to 40mph.
- 8.10 The access junction will provide sufficient capacity to accommodate both the proposed development traffic and that travelling along the A40 Oxford Road; in addition, the location of the roundabout on the southwestern edge of the site provides easy access to the surrounding Strategic Road Network (the M40 and M25 in particular) without requiring traffic to travel through the centre of Gerrards Cross, thereby limiting the localised traffic impacts of the development significantly.
- 8.11 The existing farm access on Bull Lane is proposed to be replaced with a pedestrian/ cycle route to promote access to Gerrards Cross Railway Station and the town centre.

ACCESS TO LOCAL FACILITIES

- 8.12
- The centre of the site is located within a comfortable walking distance of a significant range of facilities, including (but not limited to):
- Gayhurst School = 550m
 - Local shop (M&S store at the BP garage on the A40 Oxford Road) = 640m
 - 'The Bull' Public House & Restaurant = 760m
 - St Joseph's Catholic Primary School = 980m
 - Gerrards Cross Town Centre (providing access to a significant range of financial, retail, leisure, commercial and employment facilities) = 1.3km
- 8.13
- The range of facilities within 800m (5-minute walk), 1200m and 2000m (IHT guidance walking distance thresholds) are shown on Figure GC3 opposite.



Convenience Store on Oxford Road

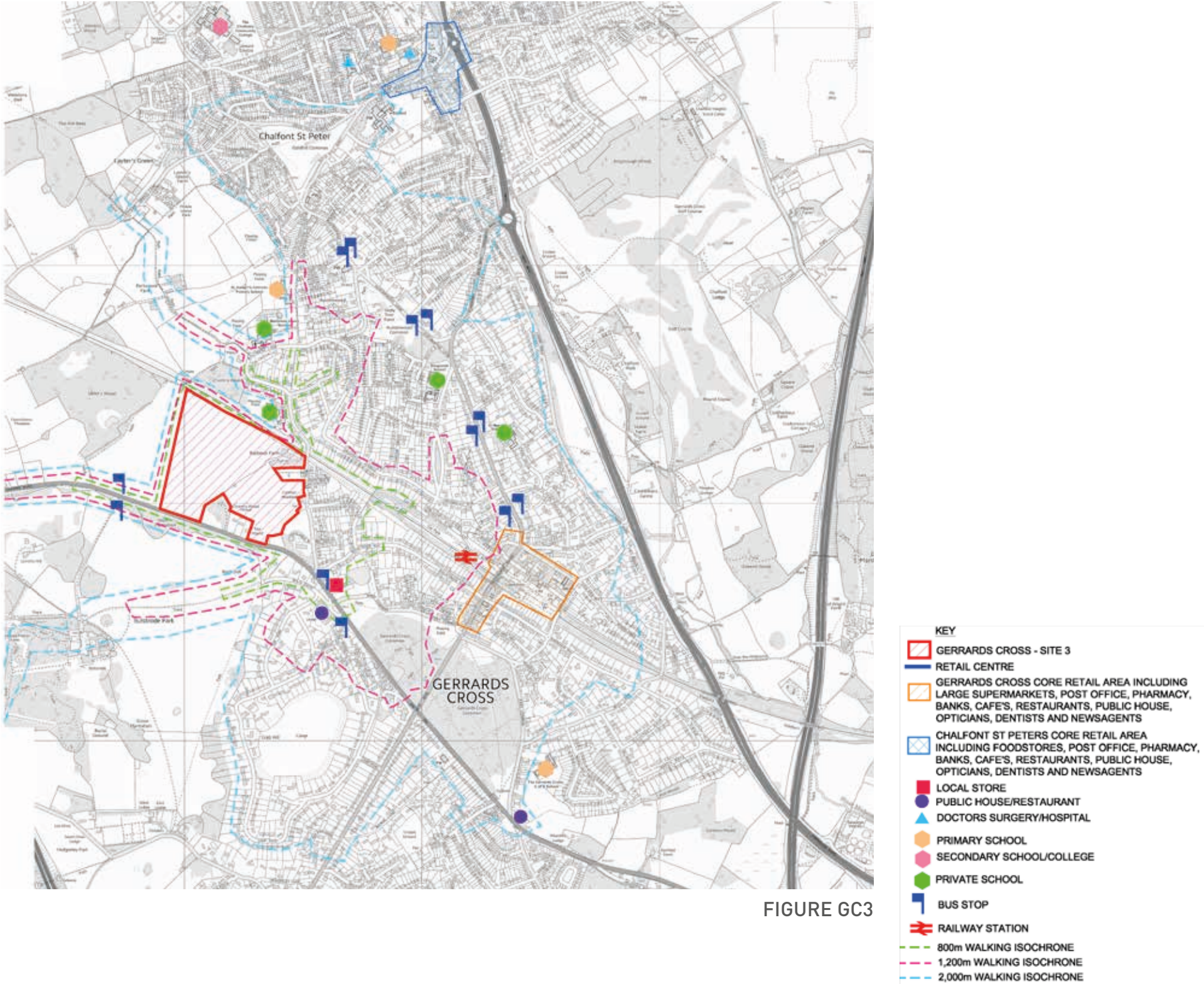


FIGURE GC3



Gayhurst School on Bull Lane



The Bull Hotel on Main Drive

* Images courtesy of Google

ACCESS BY SUSTAINABLE MODES

- 8.14 The centre of the site is located within a 630m walking distance of the nearest bus stops on the A40 Oxford Road and a 1.2km walking distance of Gerrards Cross Railway Station.
- 8.15 The bus stops on the A40 Oxford Road provide access to bus services 581, 740/A40, BB11 and C; the latter two services are school buses serving Marlow Hill Schools, Amersham & Wycombe College and Wexham School.
- 8.16 The primary bus service is the 740/A40 which operates from early morning until the evening, providing three buses per hour throughout the day on weekdays, two buses per hour on Saturdays, and an hourly Sunday service. This service provides a viable and realistic option for sustainable travel for both commuter, leisure/retail trips and education trips.
- 8.17 Gerrards Cross Railway Station is situated to the east of the site at a walking distance of 1.2km, the majority of which is along a flat profile via established pedestrian footways and rights-of-way, and which is lit for the entire length except for a short section (around 200m) of the PROW from the existing railway bridge on Bull Lane.
- 8.18 The station provides access to approximately six services per hour throughout the day, serving many locations including London Marylebone, High Wycombe, Aylesbury, Princes Risborough, Beaconsfield, Bicester North and Banbury. Therefore rail travel is a viable and realistic option for sustainable travel for both commuter, leisure/retail and education trips.

CONCLUSION

- 8.19 It is clear that the site is sustainably located and is served well by public transport and a significant range of local facilities within Gerrards Cross, all of which are within a comfortable walking distance.
- 8.20 Safe and suitable vehicular access can be provided into the site and opportunities for sustainable travel have the potential to be further enhanced through new footway provision along the northern verge of the A40 Oxford Road, upgrades to PROWs in the vicinity of the site, and the potential relocation of existing bus stops on the A40 Oxford Road closer to the site (or new provision adjacent to the site access junction to serve the development).





9

OTHER MATTERS



Chantry Park
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GREEN BELT

- 9.1 The NPPF identifies that the Green Belt serves 5 purposes and the proposals for Chantry Park has been assessed against them:
- The layout and design of Chantry Park, together with its positive relationship to the existing settlement pattern, would not amount to unrestricted urban sprawl of a large built –up area. The proposal would not materially conflict with this Green Belt purpose.
 - Although minor narrowing of the gap between Gerrards Cross and Beaconsfield would occur, development of the site would not result in any obvious sense of visual or physical coalescence of these settlement. Any conflict with this purpose of the Green Belt would be very limited.
 - Built development would encroach into the countryside but the site is contained by the A40, the railway and Sibley's Wood. The western extent of the proposed housing would be similar to the existing urban edge to the north of the railway. The parkland would provide a transition between the proposed housing and the open countryside to the west. The degree of conflict with this Green Belt purpose is limited.
 - Gerrards Cross is not a town in need of regeneration and the Chantry Park proposals would not conflict with the Green belt purpose.
 - Gerrards Cross is not a historic town where the purpose of the Green belt is to preserve its setting or special character.

09 | OTHER MATTERS

FLOOD RISK AND DRAINAGE

- 9.2 The underlying geology in the area is dominated by Chalk, Sands and Gravels and the overlying soils are understood to be freely draining. There are no formal watercourses in the area given the predominant permeable soils and geology, but there are dry valley lines to the immediate east and west of the site that could support surface water flood flow routes in high intensity rainfall. The site is not considered to be at any significant flood risk, subject to the site layout protecting, by avoiding development within, existing surface water flood risk areas as shown on the indicative EA flood maps. Groundwater flood risk should also be further considered within any Geo-Environmental Assessment and reflected on within a site specific Flood Risk Assessment.
- 9.3 Given the freely draining nature of the underlying soils, it is likely that the application of infiltration (soakaway) drainage systems will be applicable at the site. Further Ground Investigation will be required to confirm the best location for such features, but it should be noted that it may be necessary to provide infiltration basins within Public Open Space to the west and south east of the site extents and away from proposed and existing properties to mitigate against the risk of dissolution of underlying chalk.
- 9.4 The site is shown to lie within the Total Catchment designation of a Principal Aquifer. As such, a high level of treatment prior to discharge to the ground will be required, and it is therefore recommended that additional Sustainable Drainage Systems (SuDS) systems are embedded within the proposed layout, following the principles of Source Control as outlined in the The SuDS Manual. The use of porous paving, vegetated swales (potentially lined through the development) and other ponds/ basins prior to discharge to the formal infiltration basins should be considered within any drainage strategy.

GROUND CONTAMINATION

- 9.5 Although there is an old 'borrow pit' for the extraction of chalk which is within the proposed parkland, the site has historically been used for agricultural purposes and is not, therefore, the subject of any particular contamination risk for future residents. No built development would be proposed adjacent to the borrow pit which has already regenerated. The site is sufficiently distant from the Gerrards Cross landfill site not to be adversely effected by any noise or odour issues.



AFFORDABLE HOUSING

- 9.6 The affordability of housing is a significant issue within Chiltern and South Bucks Districts, particularly at settlements such as Gerrards Cross and Chalfont St Peter where there have been only a limited number of scheme that have included a substantial element of affordable homes.
- 9.7 As part of the Chantry Park scheme the opportunity exists to provide a cross section of housing types and sizes, including smaller units suitable for first time buyers to start on the property ladder. In addition, some 40% of the housing would be for affordable homes available for rent or for sale on a shared equity/ intermediate tenure basis. The opportunity would also exist for starter homes which are sold at a discount to market value to be included as part of the affordable housing mix.
- 9.8 The affordable housing would be the form of groups of 1, 2, 3 and 4 bedroom tenure blind homes that pepper-potted across the development. Although the allocations policy is usually a matter for the Registered Provider, Richborough Estates will seek to promote the first occupations of the affordable homes are by people who have connections with Gerrards Cross and Chalfont St Peter.



The background of the slide features a photograph of a park with several trees. The sky is a bright yellow, while the trees and the lower portion of the slide are in a dark, muted green. The text is overlaid on these elements.

10

SUSTAINABILITY SUMMARY

Chantry Park
GERRARDS CROSS
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Sustainability Objectives	Chantry Park’s Attributes
Cultural Heritage	<p>No heritage assets would be directly affected, including archaeological sites. The settings of Listed Buildings and Conservation Areas within the surrounding area would be unaffected.</p> <p>The effect of Chantry Park on the setting of Bulstrode Park has assessed. The assessment has demonstrated that the harm would be at the bottom end of being less than substantial.</p>
Landscape	<p>The site is within the Alder Bourne River Valley Landscape Character Area but is isolated from the wider LCA the A40 and the railway. The original patchwork of small fields and woodland have been lost. There are also urban influences of the linear development fronting the A40 and there is also a group of farm buildings on part of the site. Siblet’s Wood to the west of the site is an ancient woodland and represents a barrier to the wider visibility of the site and provides a robust future boundary in Green Belt terms.</p> <p>There are public footpaths to the south and west of the site which would be outside any development area. Views towards the site are contained to the west by the existing topography and adjoining woodland; whilst to the south views to Bulstrode Park are heavily filtered by the vegetation associated with the A40 and the Went Plantation.</p> <p>There is no inter-visibility between the site and Beaconsfield to the west; and, a sensitive development response for the site would not result in any obvious sense of coalescence.</p> <p>Built development would not extend further west into the countryside than the existing properties to the north of the railway.</p> <p>The release of the site from the Green Belt would not compromise its purposes. Further, an enduring Green Belt boundary can be established.</p>
Biodiversity	<p>The site has no statutory designated sites within its boundary</p> <p>There are woodland priority habitats adjacent to the site and it is possible that the railway corridor could be eligible as a Biological Notification Site. These features would need to be buffered from any built development. Development of the site would therefore be unlikely to impact on priority habitats and harm any protected or notable species associated with these habitats.</p> <p>The size of the site would provide ample scope for open spaces, parklands and other green infrastructure to mitigate and compensate for any habitats affected by built development. There would be positive benefits for habitat connectivity and green infrastructure via significant blocks of woodland planting that in turn are connected to the railway corridor along the northern boundary.</p>
Climate Change Mitigation	<p>There some local services within the surrounding area, including shop, school and public house. The site is 1.2km from the nearest railway station but there are frequent bus services along the A40. There would be a reliance on private cars for some commuting to large employment areas.</p> <p>As with other potential sites, development would provide the opportunity to meet current standards sustainable construction standards and level of energy efficiency.</p>
Climate Change Adaption	<p>The site is within Flood Zone 1. There is ample space within the site to provide suitable attenuation for surface water as part of a sustainable drainage system.</p> <p>New dwellings would erected to current sustainability and energy efficiency standards.</p>
Natural Resources	<p>The site is agricultural land and the classification is limited due to the topography of the western part of the site. The development of the site for housing would not prejudice the operation of an agricultural holding.</p> <p>The site is within the South Buckinghamshire Minerals Safeguarding Area but this applies to land around Gerrards Cross and Chalfont St Peter.</p>
Pollution	<p>There are no constraints associated with pollution associated with the site. The adjacent railway and traffic using the A40 do not generate noise and air quality issue which preclude development.</p>
Waste	<p>The opportunity would be available to include measures both during the construction and operational phases to minimise and recycle all types of waste.</p>
Transport	<p>The site is sustainably located with viable and realistic alternatives to using the private car.</p> <p>The site is accessible on foot and cycle to the range of facilities within the local area, including the M&S food shop, schools, the Bull Hotel, Gerrards Cross town centre and the railway station. Frequent bus services operate along the A40 to places such as High Wycombe and Uxbridge.</p> <p>The majority of the site provides a relatively flat walking profile to local facilities, including to Gerrards Cross town centre and local schools, whilst the Railway Station has only a short length that is sloped</p> <p>Vehicular access to the site can be gained from the A40 without the need for traffic too use Bull Lane. The design of the access meets the appropriate technical and safety standards.</p> <p>The public right of way along the south east boundary would retain an open and green setting.</p>
Housing	<p>A range of housing types and sizes, including affordable homes and dwellings suitable for the elderly, can be delivered.</p> <p>The density of development would respect the surrounding residential area and maintain the principle of being a garden suburb</p>
Health	<p>There is access to Gerrards Common which is an open space and recreational resources. Opportunity would be available on site to provide play areas for children.</p> <p>There is a Doctors Surgery about 2.2km distant from the site. The local hospital is about 5km away.</p>
Economy	<p>There would be the opportunity to include dwellings which allowed for home working or, potentially, some live work style units could be provided.</p> <p>There would be jobs created associated with the construction of the development. There would be an increase in disposable expenditure to spend in local shops and facilities. Contributions from either a Planning Obligation or the Community Infrastructure Levy would be available to spend on upgrading local infrastructure and this would be supplemented by the New Homes Bonus monies. An increase in community charge revenue to the Councils would occur.</p>




10 | SUSTAINABILITY SUMMARY

- 10.1 The Councils have produced the Chiltern and South Bucks Local Plan Assessment of Reasonable Alternative Report (January 2016) which considers potential locations for development, including the 6 Areas of Search (Strategic Options) at Gerrards Cross and Chalfont St Peter.
- 10.2 The Chantry Park site is smaller than the Gerrards Cross 3 Area of Search within which it is located. Accordingly, utilising the technical and environmental work summarised in this document, and the same criteria contained in the Report, a specific assessment has been undertaken of the sustainability credentials of the Chantry Park proposals. This is indicated on the table shown opposite.







11

CONCLUSION

Chantry Park
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11 | CONCLUSION

- 11.9 This document has demonstrated that the Chantry Park scheme being proposed by Richborough Estates is a sustainable urban extension which reflects the garden suburb character of Gerrards Cross. An indicative masterplan articulates a design response about how Chantry Park could be developed. However, this plan is intended to be a basis for further discussions with stakeholders and is expected to evolve to reflect the outcomes of further studies and consultation.
- 11.10 Chantry Park is a positive response to the emerging Local Plan's need to allocate sufficient deliverable sites capable of meeting the objectively assessed housing needs of both Chiltern and South Bucks District Councils, including at the main settlements of Gerrards Cross and Chalfont St. Peter. As acknowledged by the Councils by identifying 6 potential strategic options for housing growth, development at these settlements will inevitably require an amendment to the Green Belt boundary. The Chantry Park site should be recognised as the strategic option at these settlements which has the least adverse effect on the purposes of the Green Belt and is the most sustainable for housing development.
- 11.11 The site is in the most sustainable location on the periphery of Gerrards Cross being within walking distance of the town centre, railway station, schools, convenience shop and other facilities. There are frequent bus services operating along the A40 to higher order settlements and places of employment. The Chiltern Mainline Railway has frequent services giving future residents the opportunity to access the job opportunities and other facilities available within London and travel further afield. The proposed roundabout access on the A40 provides the opportunity for a gateway style entrance feature when approaching Gerrards Cross from the west.
- 11.12 The proposals for Chantry Park have been landscape led with the emphasis on accommodating development in a manner which would not cause significant harm to the wider countryside surrounding Gerrards Cross, the visual amenity and purposes of the Green Belt and the setting of Bulstrode Park. These aims have been guided by specialist heritage and landscape assessments.
- 11.13 The parkland both respects the character of Bulstrode Park and provides an effective transition between the open countryside and the proposed housing. The landform, the existing woodland adjacent to the site and other physical features have been used to contain built forms of development and to restrict longer distance views.
- 11.14 Through the assessments undertaken by Richborough Estates' consultant team, no insurmountable environmental or technical constraints exist to the delivery of the Chantry Park scheme in the general manner outlined in this document. In addition to landscape and heritage considerations, these assessments have also included matters such as ecology, sustainable drainage, flooding, noise and agricultural circumstances.
- 11.15 Future residents would have the opportunity to occupy a range of house types and sizes some of which could provide the opportunity for home working or be suitable for the elderly. Affordable homes for rent and sale would be an integral part of the scheme. The ease of access to the local facilities and the availability of public transport offers the opportunity to promote non-car mode so travel. Generous open spaces provide the opportunity for future residents to play, for the settings of the public right of way to be respected, for buffers to the woodlands and for biodiversity enhancements.

