

Draft Buckinghamshire Green Belt Assessment

Appendix 2: Defining assessment areas

February 2026

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Introduction

A2.1. This appendix supplements Section 2 of the main report, which deals with defining Assessment Areas (AAs). This appendix covers:

- Approach and method
- Outcomes including maps of assessment areas

Approach and method

Introduction

A2.2. As discussed in Section 2, the aim is to identify AAs that are sufficiently granular with a view to minimising internal variation in terms of contribution to the relevant Green Belt purposes and also National Planning Policy Framework (NPPF) footnote 7 constraint.

A2.3. There is clearly a need to balance a desire for granular analysis with a need to ensure proportionality and this is achieved by a targeted approach involving smaller AAs where there is more realistic potential for development.

A2.4. Identifying a large number of granular AAs accounting for multiple factors is inherently challenging. However, a helpful starting point was the 171 AAs defined for the purposes of the previous Buckinghamshire GBA (2016).

A2.5. This section discusses:

- how the 2016 AAs were used as a starting point;
- the process of defining granular AAs around settlements;
- the approach to defining AAs away from settlements; and
- defining AAs around railway stations.

The 2016 AAs as a starting point

A2.6. AAs were defined in 2016 on the basis of a robust two-step methodology accounting for clear boundaries comprising “physical features that are readily recognisable and likely to be permanent” (NPPF paragraph 149):¹

A2.7. Firstly, account was taken of the primary linear features within the plan area, namely railway lines, motorways, A-roads, B-roads and main rivers.²

A2.8. Secondly, account was taken of “additional durable boundary features” such as: unclassified public roads; smaller water features; prominent physical features (e.g. ridgelines); existing development with strongly established, regular or consistent boundaries; and protected woodland or hedgerows.

¹ It can be noted that the Green Belt PPG lists the presence of “physical feature(s)... that could restrict and contain development” as a key criterion to account for when assessing contribution to Purpose A.

² There is considerable variation across these features in terms of the extent to which they typically act to restrict and contain development. At one extreme, motorways will typically (but not always) have this function. However, at the other extreme, it is quite common for a case to be put forward for development extending beyond a main river (many of which are small streams).

- A2.9. Ultimately, following review, all of the AAs defined in 2016 were considered to be robust, however:
- 13 AAs from 2016 were deleted for the purposes of this current GBA for one of two reasons:
 - The AA fell outside the Green Belt in 2016 but was assessed to inform consideration of options for extending the Green Belt.
 - The AA has been removed from the Green Belt since 2016 (specifically through the Wycombe District Local Plan (2019)).
 - 28 AAs from 2016 extended beyond the Buckinghamshire boundary and these were reviewed with a view to considering whether it remains necessary to assess land beyond the boundary, given the new focus on defining ‘sufficiently granular’ AAs.
- A2.10. Focusing on the review of the AAs from 2016 that extended beyond the Buckinghamshire boundary, the outcome was that in the great majority of cases it is now considered appropriate to define AAs that align with the Buckinghamshire boundary. However, in four cases it remains appropriate to continue to consider an AA that extends beyond the boundary. In two of these cases the AAs was reduced in extent such that it extends less far beyond the Buckinghamshire boundary relative to the 2016 study.

Defining granular AAs around settlements

- A2.11. From the starting point of the AAs from 2016 (as adjusted), the first task was to define granular AAs surrounding all inset settlements accounting for both Green Belt purposes and NPPF footnote 7 constraints.
- A2.12. As part of this, account was taken of strong physical features to restrict and contain development, which primarily meant the “additional durable boundary features” listed above. However, given a new emphasis within the PPG on “sufficiently granular” AAs aimed at minimising internal variation it was the case that there was sometimes a need to compromise in terms of the strength of physical boundary features drawn upon.
- A2.13. Another factor is that account was taken of previously developed land (PDL), in short because where there is PDL / existing development then the potential for grey belt increases. Specifically this is because:
- The NPPF defines PDL as grey belt.
 - The presence of “existing development” is a criterion with a bearing on the assessment of AAs in terms of both Purpose A and Purpose B.
 - The presence of PDL / existing development can have implications for the assessment of AAs in terms of NPPF footnote 7 constraint.
- A2.14. However, it can also be the case that some PDL sites are not associated with strong boundaries, such that release from the Green Belt with a view to intensification could give rise to risk of development creep and even sprawl.
- A2.15. Finally, as part of work to define granular AAs around settlements account was taken of proximity to transport hubs, as discussed below.

Defining AAs away from settlements

A2.16. The final task was to consider sub-divisions of the remaining part of each of the AAs from 2016, i.e. that part not comprising a new AA adjacent to an inset settlement. The approach was to draw a distinction between land:

- Within the National Landscape (NL) – for the most part, the new AAs simply comprise the remaining part of the 2016 AA (i.e. no further sub-division). This reflects a view that there is limited potential to identify grey belt away from settlements within the NL.
- Outside of the NL – the AAs from 2016 are sub-divided including accounting for the presence of transport hubs (discussed below).

A2.17. Having defined AAs both around / adjacent to settlements and away from / not adjacent to settlements it was possible to assign a reference number to each AA, as discussed below.

A note on the naming convention

A2.18. Each of the identified AAs is assigned a reference number which reflects either: A) the adjacent settlement where the AA is adjacent to a settlement that is inset from the Green Belt; or B) the corresponding AA from 2016.

A2.19. For ‘adjacent’ AAs the reference begins with an acronym that reflects the settlement name, for example AAs adjacent to Little Chalfont begin ‘LC’. AAs around any given settlement are then numbered in geographical order.

A2.20. For ‘non-adjacent’ AAs the reference begins with ‘OGB’ (Outer Green Belt) and then a reference number that aligns with that from 2016. A suffix of ‘-1’, ‘-2’, ‘-3’ etc is then added where there has been a subdivision.

A2.21. For both ‘adjacent’ and ‘non-adjacent’ AAs, where a reference number ends with ‘-a’, ‘-b’, ‘-c’ etc this is an indication that the AAs was initially defined before then being subdivided with a view to granularity.

A2.22. Finally, note that due to the above process, not all assessment reference numbering will read in exact sequential order and there may be gaps in the numbering. This reflects the iterative nature of the process.

Defining AAs around railway stations

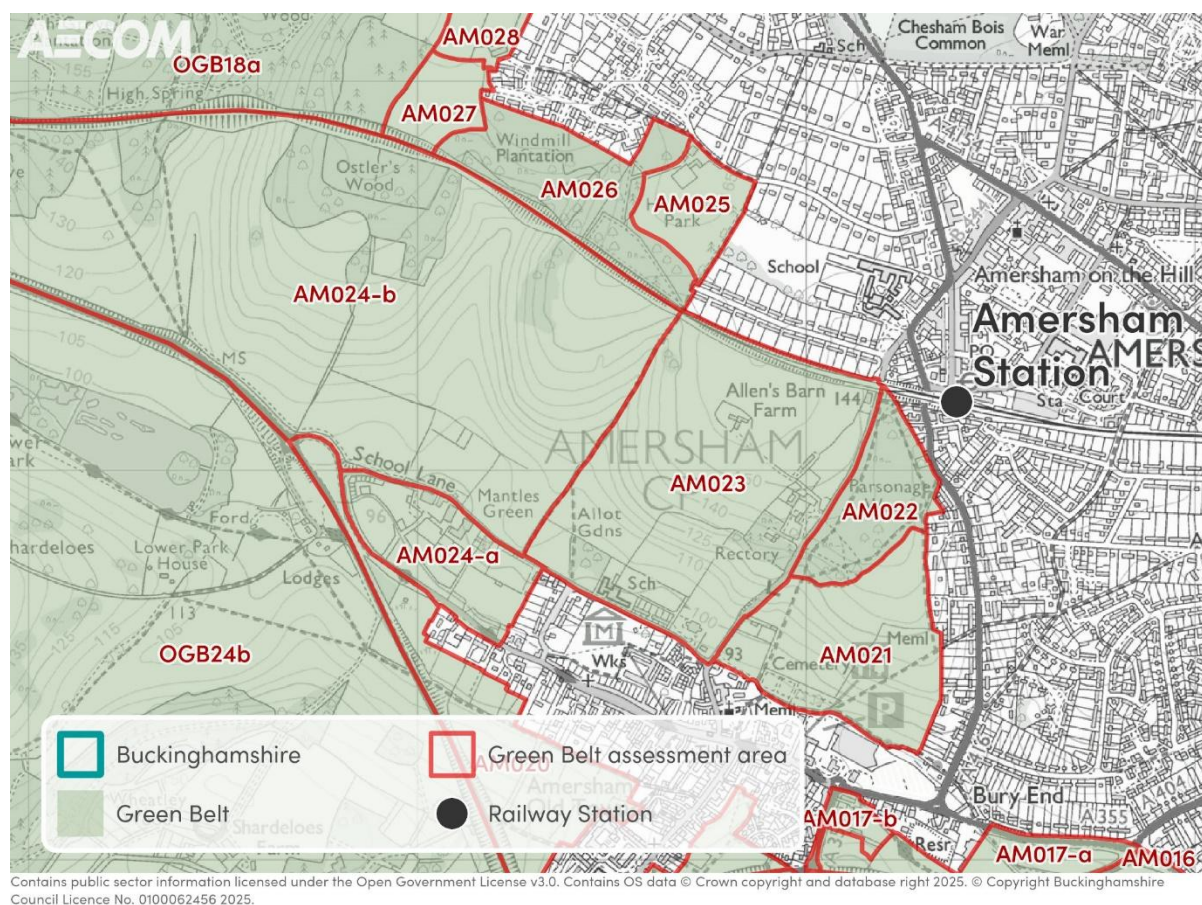
A2.23. Set out below is a discussion of AAs in proximity to a railway station, recognising that the PPG states:

“... the assessment of smaller areas may be appropriate in certain places, such as around existing settlements or public transport hubs or corridors.”

A2.24. Specifically set out below is a discussion of the factors that fed into identification of AAs close to each of those railway stations that are within c.200m of the Green Belt. The aim is to demonstrate that a robust approach has been taken to identifying granular AAs balancing multiple factors.

Amersham station

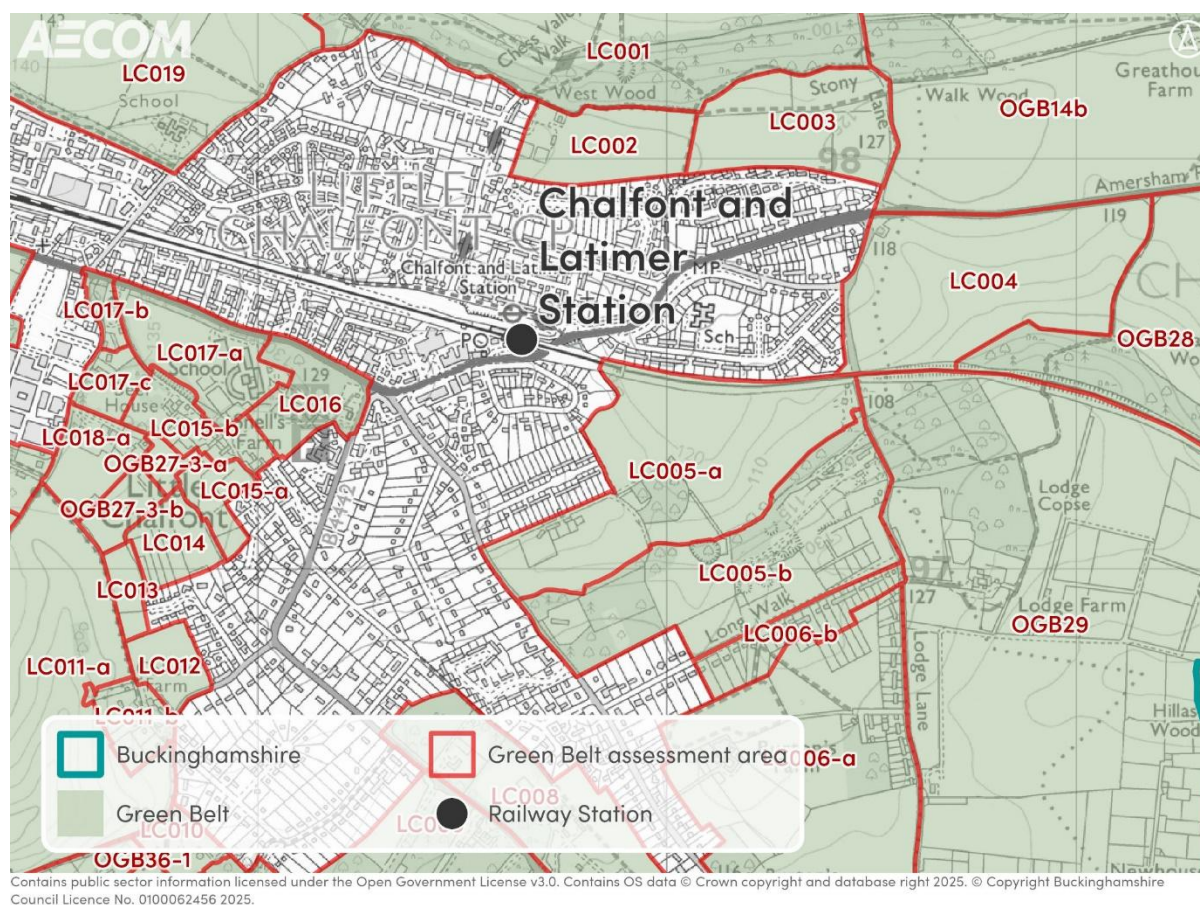
Figure A2.1: AAs in proximity to Amersham station



- A2.25. Land within the Green Belt closest to the station comprises an ancient woodland and so warrants being identified as a stand-alone AA (in order to minimise internal variation of NPPF footnote 7 constraint within AAs).
- A2.26. The next two closest AAs are then quite self-explanatory. Focusing on **AM023**, the western boundary is not only a field boundary but also a distinct valley and development up to this field boundary could feasibly amount to a logical extent of built form given the adjacent existing built form to the south.
- A2.27. It could be suggested that AM023 warrants subdivision, accounting for field boundaries and/or the very steep topography. However, in practice the AA as a whole is clearly significantly constrained in both National Landscape and historic environment terms, which reduces the case for subdivision.
- A2.28. Moving west, **AM024-b** is a large AA which is warranted because the land in question is clearly highly constrained in NPPF footnote 7 terms.
- A2.29. Finally, to the northwest of the station, **AM025** is self-explanatory (it comprises a park) but **AM026** requires more careful consideration, as whilst it comprises woodland in its entirety only around half is ancient woodland. The non-ancient woodland is not shown on [historic mapping](#) but is recorded as priority habitat within the national dataset and, on balance, a single AA was defined covering both the ancient and non-ancient woodland.

Chalfont and Latimer station

Figure A2.2: AAs in proximity to Chalfont and Latimer station

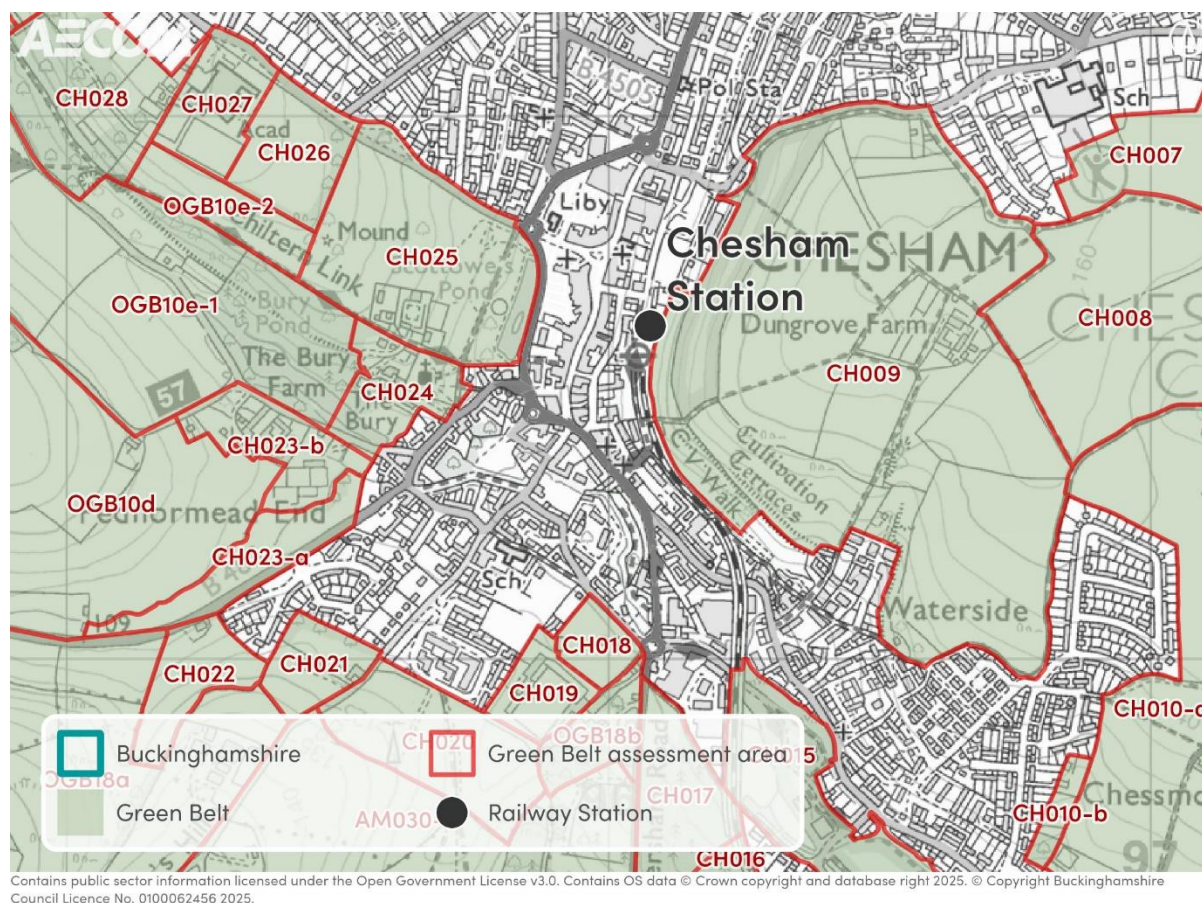


- A2.30. The focus here is on **LC005-a** and an important consideration is that this land has planning permission for 380 homes ([PL/21/4632/OA](#)). **LC005-b** also partially intersects the site with planning permission, but this part of the site is set to come forward as greenspace.
- A2.31. With regards to **LC006b**, the decision to treat this as a stand-alone AA (rather than combining it was LC006a), was taken on balance recognising the extent of built form and proximity to a railway station.
- A2.32. To the west, **LC016** comprises ancient woodland and a nature reserve, such that it warrants being a stand-alone AA in order to minimise internal variation. The adjacent and nearby AAs are then notably granular reflecting a fine grained pattern of land uses (see historic land uses [here](#)).
- A2.33. To the north, **LC002**, **LC003** and **LC004** are self-explanatory (LC002 is a park). Finally, with regards to the two non-adjacent ('outer green belt') AAs:
- **OGB29** – is a large AA on the basis that this is the National Landscape and the AA is not adjacent to a settlement boundary (it abuts the corner of the settlement, but where this is the case the AA is judged to be non-adjacent). It mostly aligns with the AA defined in 2016, except its eastern boundary is adjusted to: A) separate out a stand-alone AA adjacent to the edge of Chorleywood; and B) remove land outside of Buckinghamshire (which mostly comprises an ancient woodland).

- **OGB14b** – again is defined as a non-adjacent / outer Green Belt AA because it only abuts the corner of the settlement. The current AA is much smaller than that defined in 2016 because it is defined to align with the Buckinghamshire boundary, which is considered appropriate because the boundary broadly aligns with the Chess Valley.

Chesham station

Figure A2.3: AAs in proximity to Chesham station



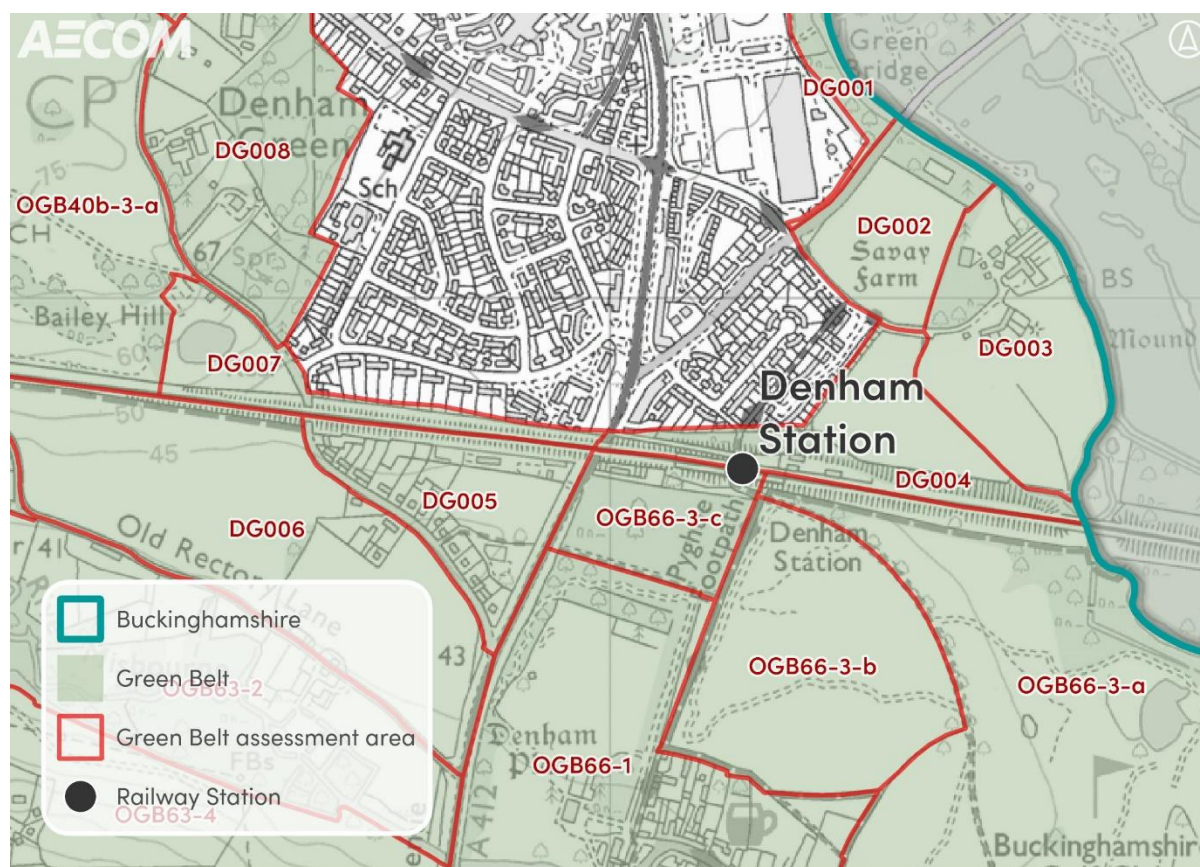
A2.34. The focus here is **CH009**, which comprises a steep hill within the National Landscape that is crossed by footpaths and where land closest to the station is registered common / open access land (also, there may be some archaeological constraint, with the OS map recording ‘cultivation terraces’).

A2.35. In this light there is little case for subdividing this AA. It can be noted that the southeast extent is separated from the wider AA by woodland, but this was recently planted (c.2005) which limits the case for a stand-alone AA here (recalling that the land is within the NL; also the station is quite distant).

A2.36. Elsewhere AAs are quite self-explanatory. Most are associated with distinct land uses such as a park, a school, a football ground and a cricket ground.

Denham station

Figure A2.4: AAs in proximity to Denham station



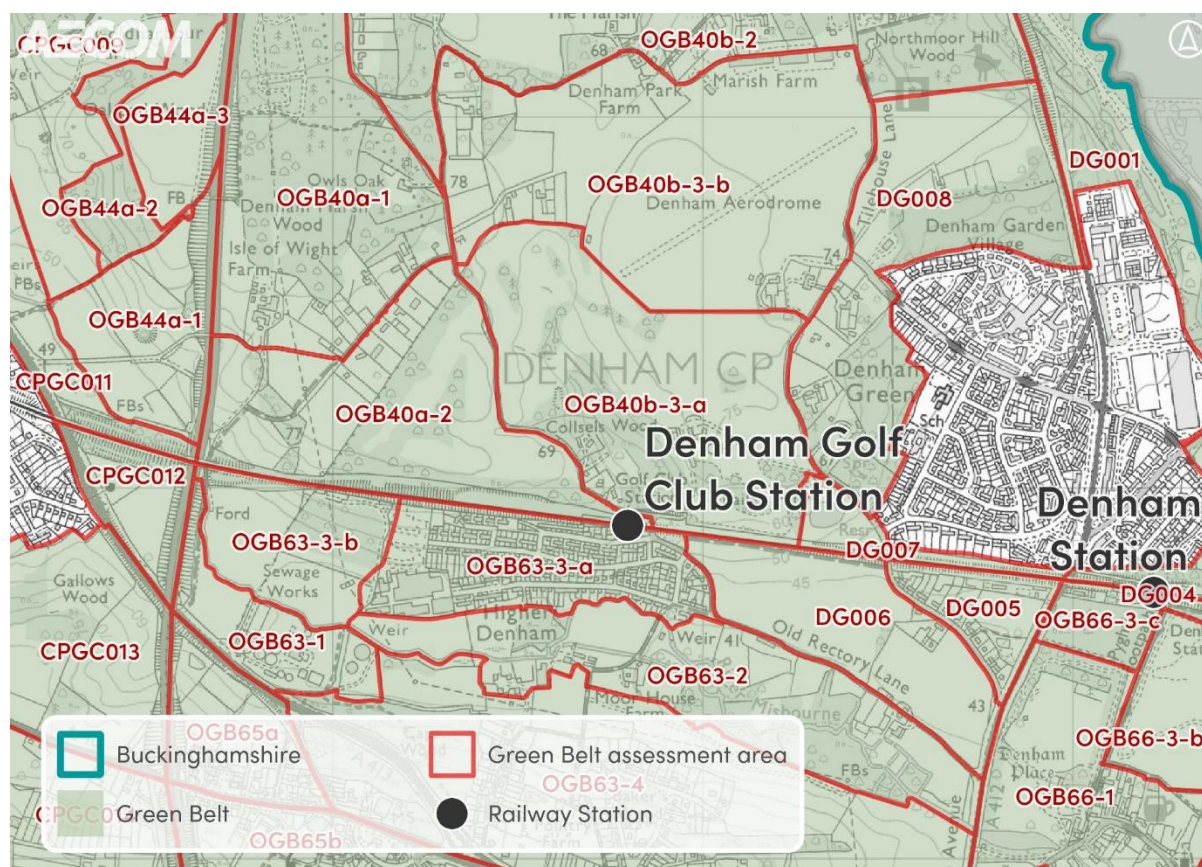
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- A2.37. Beginning with land to the north of the railway line, the AAs here are quite self-explanatory. It can be noted that **DG003** is subject to NPPF footnote 7 constraint, namely a cluster of listed buildings in the north (including one that is grade I listed; also a scheduled monument) and flood risk in the south.
- A2.38. Similarly, the definition of **DG005** and **DG006** is self-explanatory. There is little pressure to sub-divide DG006 because it is adjacent to a SSSI which clearly limits the potential to conclude that the AA is grey belt.
- A2.39. The sector of land directly to the south of the station is then more difficult to confidently subdivide for the purposes of GBA aimed at identifying grey belt.
- A2.40. Beginning with **OGB66-1**, the definition of this AA is straightforward as it corresponds with the extent of the conservation area (with the northwest extent of the conservation area also a grade II registered park and garden).
- A2.41. **OGB66-3-c** is then defined as a stand-alone AA 'on balance' given the need for granular AAs close to transport hubs. It comprises woodland planted in around 2002 (this can be seen on historic satellite imagery) and whilst the eastern edge is a bridleway there is a clear concern that development of OGB66-3-c would risk further development creep to the east.

- A2.42. In considering whether OGB66-3-c should comprise a stand-alone AA there was also a need to consider whether there is any realistic grey belt potential given the adjacent conservation area / registered park and garden and also noting that the woodland is shown by the nationally available dataset to comprise priority habitat in the context of two quite nearby SSSIs.
- A2.43. This leaves the question of how to treat the golf course to the southeast of the station. On the one hand there is a case for defining a single AA with a view to making best use of strong physical boundary features. However, on the other hand:
- There is an emphasis on defining smaller AAs close to railway stations.
 - Within the golf course there are boundary features that can be drawn upon most notably a historic tree lined driveway and footpath with TPOs.
 - A development within the northwest part of the golf course focused on the station would not necessarily risk ongoing development creep.
 - The southeast part of the golf course is likely more constrained than the northwest part, recognising that the southeast part is strongly associated with the confluence of the River Misbourne and the River Colne. There are two adjacent conservation areas (including Denham which is a visitor destination) linked by the South Bucks Way and both are strongly associated with the Colne Valley Regional Park. It can also be noted that the entire southeast part of the golf course was historically the grounds of Denham Court and is now a locally listed park and garden. Also, there are nearby SSSIs along both river corridors, and, in turn, there is a need to note priority habitat and TPOs within the golf course.
- A2.44. Taking all of the above into account, on balance it was determined appropriate to split the golf course into two AAs.
- A2.45. The final question was whether the northwest AA within the golf course should draw upon the tree-lined driveway / footpath as its eastern boundary or the boundary of locally listed Denham Court; on balance the decision was made to draw upon the tree-lined driveway. This led to the definition of **OGB66-3-b** and **OGB66-3-a** (N.B. inclusion of “a” and “b” within the reference indicates that a decision to split made late in the process).

Denham Golf Club station

Figure A2.5: AAs in proximity to Denham Golf Club station



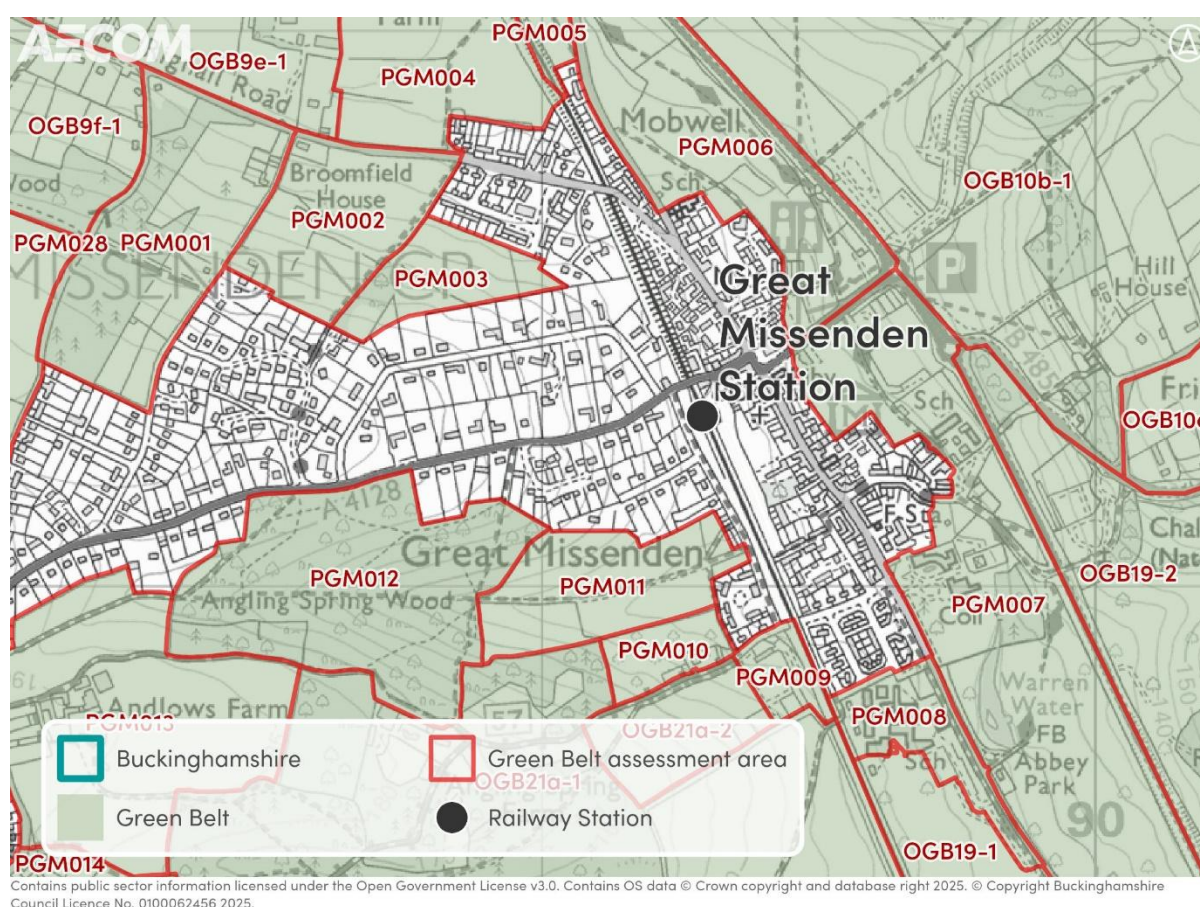
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- A2.46. Beginning to the northwest, the definition of **OGB40a-2** is clear cut, noting that the boundaries comprise a motorway, lanes and a railway line.
- A2.47. Moving to the southwest, the decision was taken on balance to define two AAs covering Higher Denham (**OGB63-3-a**) and land to the west (**OGB63-3-b**), although this decision was marginal (as reflected by “a” and “b”). Alternatively, there is a case for a single AA covering this area to draw upon strong boundaries and also because: A) the urban area is constrained by an adjacent SSSI (in unfavourable condition); and B) the greenfield land to the west includes significant priority habitat in context of the nearby SSSI.
- A2.48. Definition of **OGB63-2** is then self-explanatory as this comprises the river corridor including the aforementioned SSSI. Similarly, definition of **Den006** is self-explanatory, and the presence of the adjacent SSSI reduces the pressure to split this AA into two utilising the field boundary that runs through the centre. Given railway stations located both to the west (Denham Golf Club) and to the east (Denham) it seems likely that development of one of these fields would lead to pressure to develop the other, and a modest field boundary would do little to restrict this.

- A2.49. Finally, it is difficult to know how to treat land to the north / northeast of the station, namely Denham Golf Club with Denham Aerodrome beyond. On balance the approach taken is to define two AAs here, namely **OGB40b-3-a** and **OGB40b-3-b**, however this decision is marginal.
- A2.50. On one hand, there is a clear distinction of land uses between the golf course and the aerodrome (the golf course dates from 1910); the golf course is associated with biodiversity and ancient woodland constraint; and the golf course is associated with a distinct valley. However, on the other hand, the boundary between the golf course and aerodrome appears weak and development of the aerodrome could potentially 'spill' downhill.

Great Missenden station

Figure A2.6: AAs in proximity to Great Missenden station

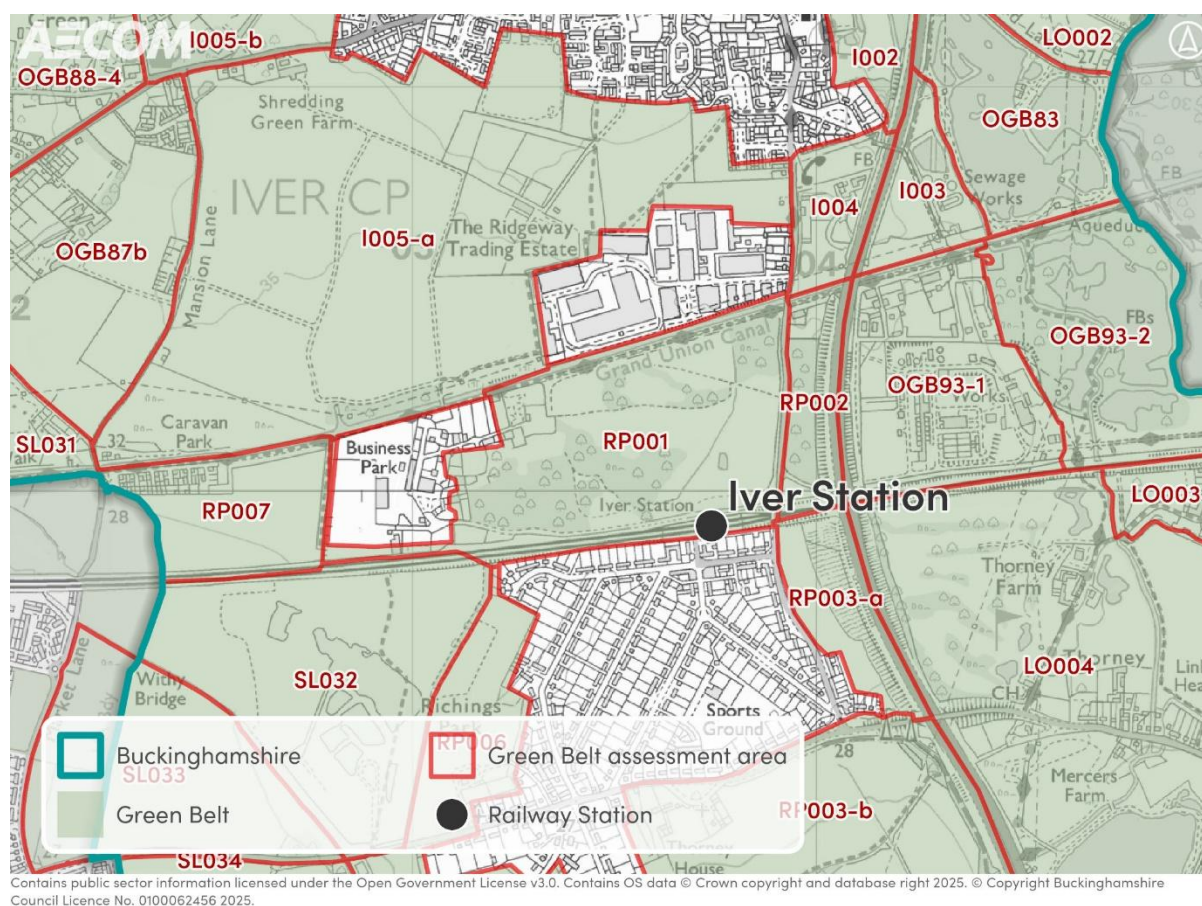


- A2.51. Beginning with **PGM006**, this land is strongly associated with the River Misbourne corridor and is within the National Landscape (as is the case for all land surrounding Prestwood and Great Missenden). On this basis, there is little case for sub-division. **PGM007** is then an unusually shaped linear AA that, were it to be developed, would clearly represent an incongruous pattern of built form. However, the AA boundary is justified on account of all land within the AA comprising a conservation area and a registered park and garden, plus all of this land is associated with the river corridor.
- A2.52. Elsewhere the AAs are evidently granular and fairly self-explanatory. The following AAs can be compared and contrasted:

- **PGM003** – the decision was taken to define this as a single AA rather than to subdivide accounting for the internal boundary, after having considered what might represent a logical pattern of development. There is also a case for combining this AA with PGM002, but this case was considered to be quite weak, including noting that the western boundary of PGM003 is a public footpath.
- **PGM010 / PGM011** – the decision to split these two AAs rather than combine into a single AA was quite marginal. PGM011 comprises a distinct valley with a footpath at its centre, whilst PGM010 appears to comprise the gardens of single property and is shown as an orchard on historic mapping. It is recognised that PGM010 on its own would form an incongruous pattern of development.

Iver station

Figure A2.7: AAs in proximity to Iver station

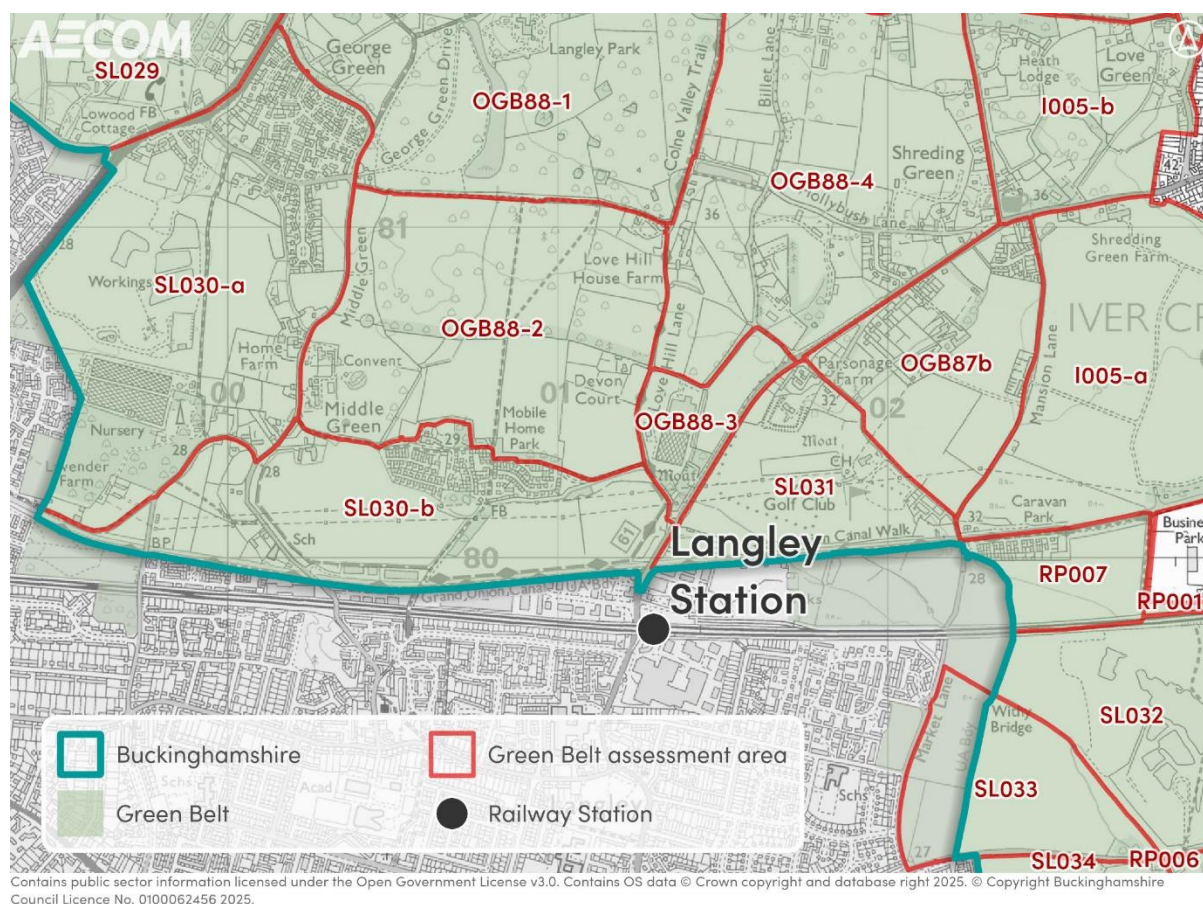


A2.53. Defining AAs in this area is very straightforward, including noting that the two industrial areas to the north of the station are inset from the Green Belt. It can also be noted that **RP002** was a distinct AA in 2016 and hence this approach is taken forward at the current time; there might alternatively be a case to be made for merging it with **RP001** in order to draw upon a stronger boundary (the M25).

A2.54. **I005-a** also warrants consideration as it is one of the largest AAs defined adjacent to a settlement. However, definition of a single AA here is considered to be strongly justified because internal boundaries are weak and there is very little if any internal variation in terms of contribution to purposes or NPPF footnote 7 constraint.

Langley station

Figure A2.8: AAs in proximity to Langley station

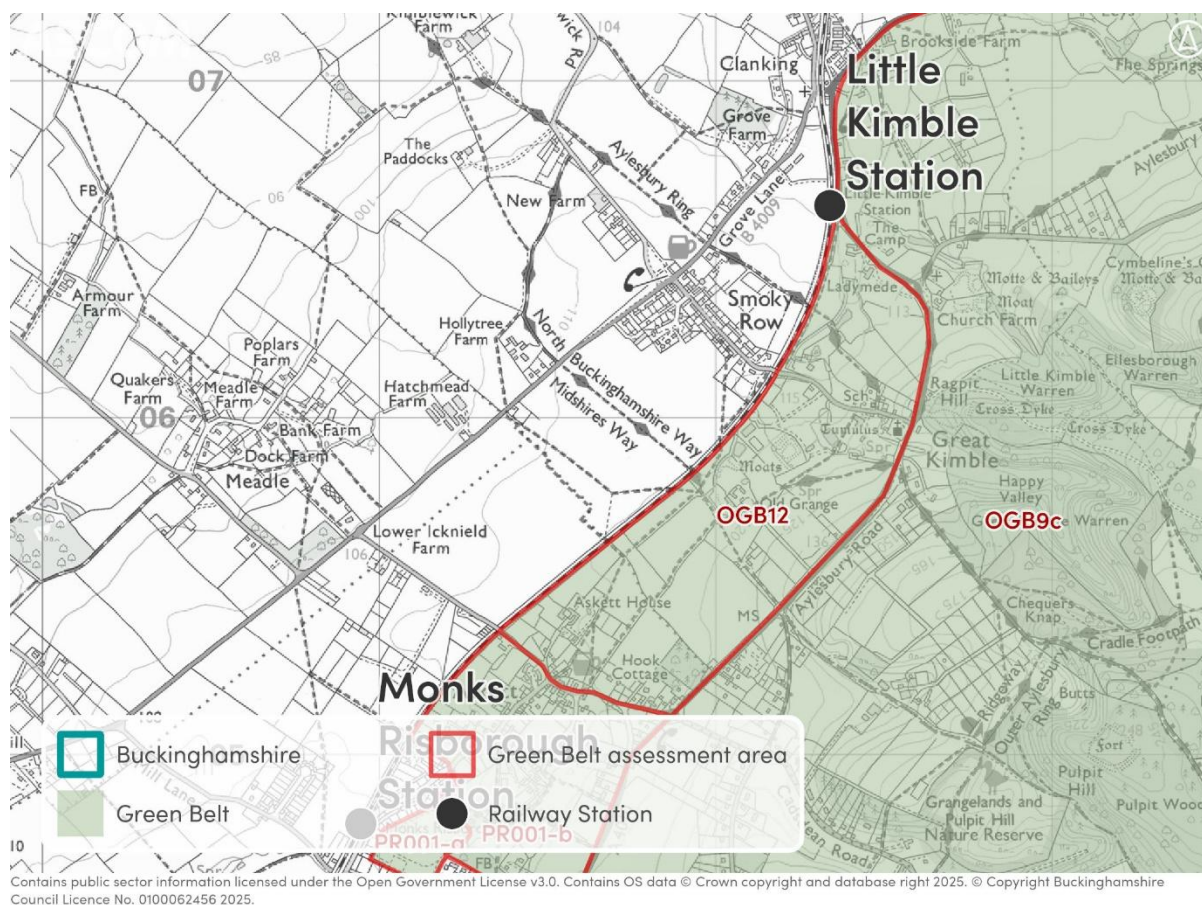


A2.55. Attention focuses on **SL030-a** and **SL030-b**, where a decision to split these AAs was made 'on balance', recognising that development in combination could amount to a more logical / rounded built form that minimising the risk of a new built form that is in any way incongruous. As part of this, account was taken of the fact that SL030-b mostly comprises former landfill.

A2.56. The boundary between the two AAs broadly follows a flood risk zone, and it is important to note that the effect of the flood risk zone is to limit the potential for development between Slough and George Green to link effectively to Slough. However, there would be potential to draw upon some notable concentrations of listed buildings (also TPOs) at Middle Green and at the southern edge of George Green for containment.

Little Kimble station

Figure A2.9: AAs in proximity to Little Kimble station



A2.57. Here there is a need to balance on the one hand knowledge that the PPG encourages consideration of smaller AAs in proximity to transport hubs with, on the other hand, an understanding that there is limited potential to define grey belt in this area on account of the land falling within the Chilterns National Landscape (NL).

A2.58. Beginning with **OGB12**, this is quite self-explanatory, with a clear need to draw upon the railway line and the A4010 as strong boundaries. There is little case for splitting out the northern part of this AA adjacent to the station (north of Great Kimble) because this is a sensitive location within the NL, notwithstanding the urbanising effect of the A4010. Specifically, there are two adjacent grade I listed churches as well as a range of archaeological constraints, this is the edge of Chequers registered park and garden (grade II), there are views to/from Beacon Hill and the Aylesbury Ring long distance path passes through this area.

A2.59. Secondly, **OGB9c** is a very large AA that almost entirely aligns with that previously defined and assessed in 2016. There is a case for separating out the northern part of this AA, namely that part adjacent to the railway station, recognising that:

- The land here is low lying, essentially comprising the start of the Vale of Aylesbury, with the Chilterns escarpment to the east and south.

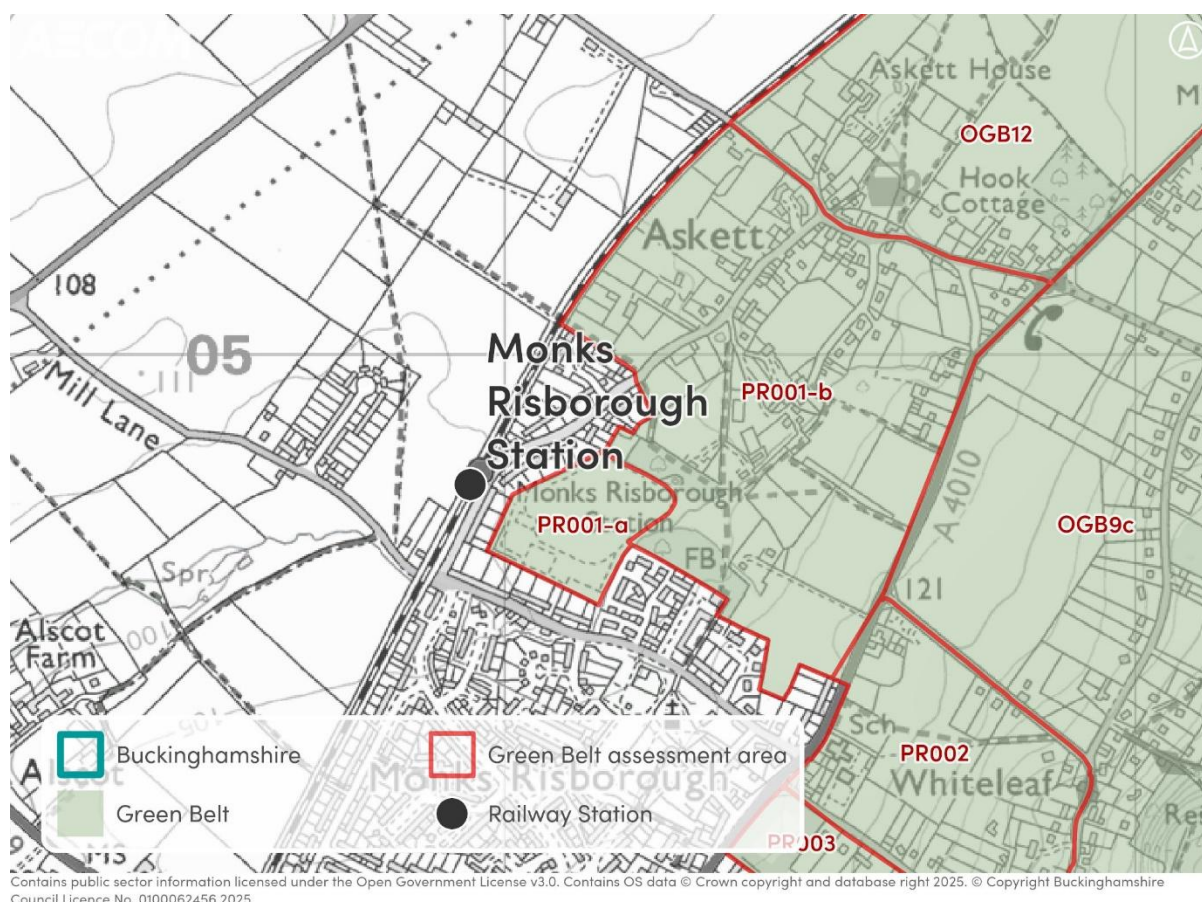
- There would be the potential to draw upon the escarpment to the south (the edge of Chequers registered park and garden) and east (the historic village of Ellesborough with its prominent church) as a strong boundary.
- There are few headline NPPF footnote 7 constraints in close proximity to the station, aside from the NL constraint.

A2.60. However, despite these points there is not considered to be a strong case for subdividing this AA. Whilst this is a rare instance of the NL boundary extending to include a sector of the Vale of Aylesbury, the decision to extend the NL boundary in this way will presumably have been made for good reason and likely recognising that the nearby escarpment is one of the most popular areas for walkers and other visitors. This being the case, there is no doubt that the land within OGB9c does contribute to the purposes of the NL and, in turn, cannot be grey belt. Finally, it is noted that the escarpment in this area is associated with two springs, and one of the associated surface water flood channels runs adjacent to the station.

A2.61. To conclude, the default approach within the NL is to align with AA boundaries from 2016 other than for land adjacent to an inset settlement, and there is no clear case for departing from this approach in the case of OGB9c, despite the AA being located adjacent to a station.

Monks Risborough station

Figure A2.10: AAs in proximity to Monks Risborough station

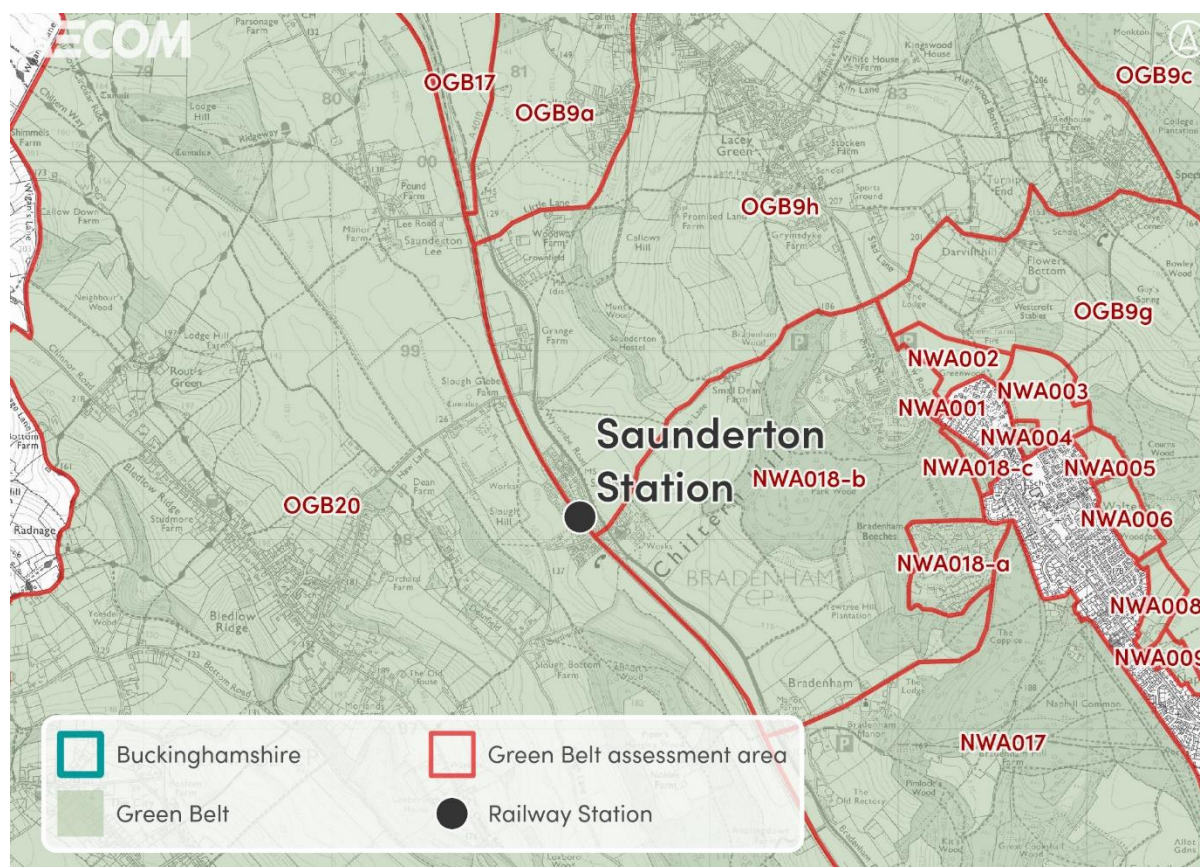


A2.62. This is a second area for discussion that falls within the NL.

- A2.63. Beginning with **PR001-a**, this area is well contained and potentially associated with limited NL sensitivity. It is a former sports ground, and was notably the subject of a planning application for 140 homes that was submitted in 2015 before being dismissed by the Secretary of State following a recovered appeal in 2017 (see [here](#)).
- A2.64. The AA is precisely 4ha in size and, in turn, is a focus of discussion below within Appendix 3, which presents a discussion of all AAs up to 4ha in size and adjacent to a town (such as Princes Risborough).
- A2.65. The previously proposed scheme was considered to represent ‘major development’ (NPPF para 190), and the NL constraint did weigh against the proposal, but was not the “determinative issue”. Rather, the primary constraint applied as part of the planning balance was harm to the Green Belt, although this was primarily in terms of Purpose C.
- A2.66. All in all, there is a clear case for PR001-a. However, whether there is a realistic potential to conclude that the land is grey belt is another matter, because the land is within the NL and likely does make some contribution.
- A2.67. With regards to **PR001-b** there is considered to be little case for subdivision. This is a notably low-lying part of the NL, with high points some way distant; however:
- In the east of this area there are field boundaries that could be drawn upon with a view to sub-division, but these are not particularly strong boundaries, and there would be a risk of development extending along the road corridor. The fields in question are quite visible from the A4010 (dependent on hedgerow height).
 - In the north of this area, whilst there is extensive built form this is mainly designated as the Askett Conservation Area, which is a strong indication that the built form does contribute to the NL.

Saunderton station

Figure A2.11: AAs in proximity to Saunderton station



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A2.68. This is a third area for discussion that falls within the NL.

A2.69. The station is distant from a settlement inset from the Green Belt, which is suggestive of NL sensitivity. Also, this is a distinct valley that is a historic transport corridor that links High Wycombe to Aylesbury.

A2.70. However, the part of the valley in close proximity to the station is arguably not as high sensitivity as that part closer to / at the edge of High Wycombe (at which point there is quite a dramatic sense of entering the Chilterns).

A2.71. The valley is associated with the A4010 and the small washed over village of Saunderton, along with the station, is located to the west of the road. To the east there is open farmland and, whilst there is an extensive area of relatively flat land associated with the valley bottom, there is little potential to identify grey belt, because:

- It is highly visible from the road and also likely Lodge Hill to the north, which is an important local high point associated with the Ridgeway.
- There would be a risk of sprawl along the valley including south towards the Bradenham Conservation Area (the birthplace of Benjamin Disraeli and part of the National Trust's Bradenham Estate).

- This land is near adjacent to the Bradenham Woods SSSI component of the Chilterns Beechwoods SAC and, furthermore, most of the farmland in this area was recently designated as a Local Wildlife Site.
- Also, it is noted that the farmland along the valley is one of the few areas of grade 2 quality agricultural land within the Chilterns NL, which may be a further factor indicative of NL contribution (albeit this may be marginal).

A2.72. To the west of the road, the village of Saunderton is almost entirely 20th century in origin which is indicative of limited NL sensitivity. Saunderton Station opened in 1901 (the station building was burned down by the Suffragettes in 1913), prior to which the settlement here was called 'Slough' and associated with little more than an isolated large workhouse (the Wycombe Union Workhouse; see [historic mapping](#)).

N.B. the village of Saunderton associated with the station is not to be confused with the Oxfordshire village of Saunderton located to the north.

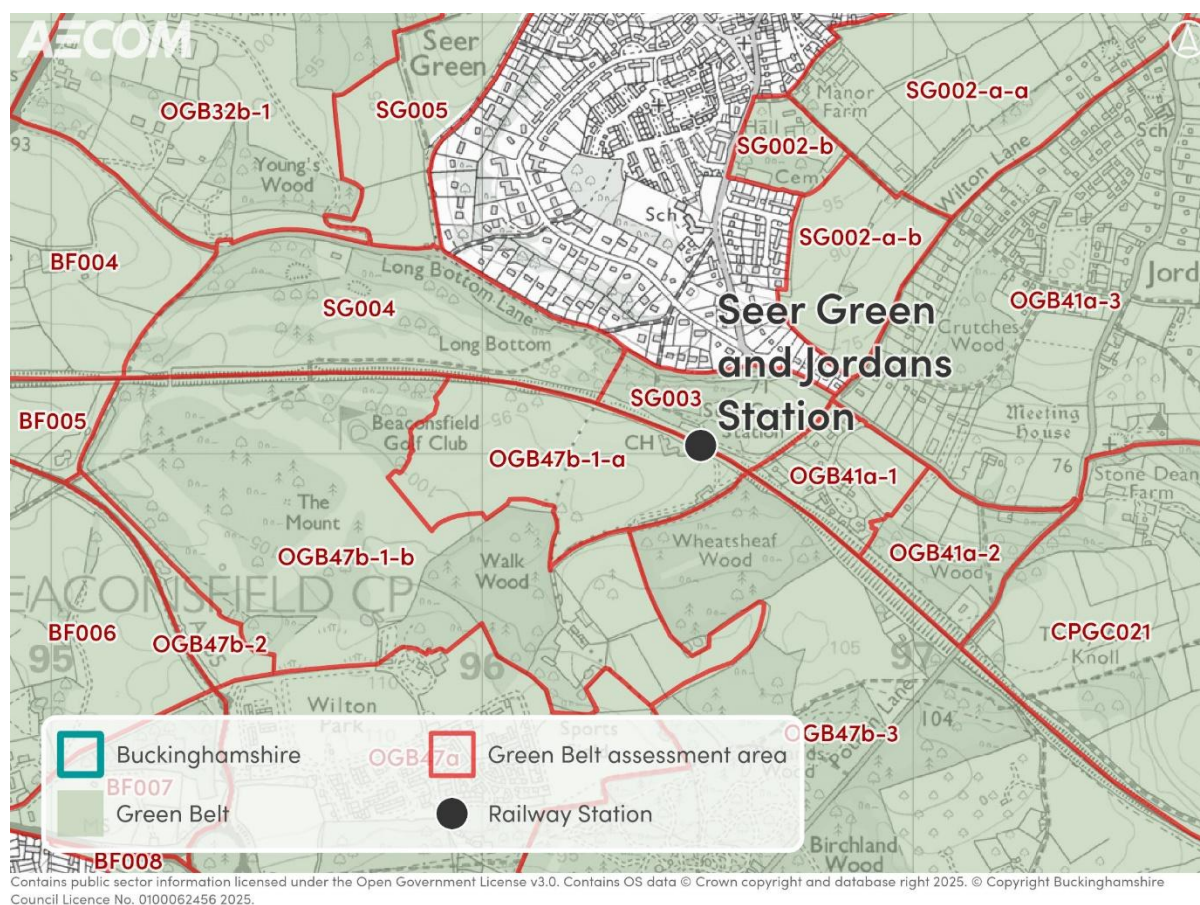
A2.73. There is little doubt that there is land adjacent to the village that is *relatively* low sensitivity in NL terms, let alone the village itself, and it is also noted that a datacentre is currently under construction just to the north.

A2.74. However, it could nonetheless be the case that land surrounding the village and perhaps even the village itself makes a contribution to the NL that is sufficient to preclude grey belt. See further discussion in Appendix 3.

A2.75. As such, it is appropriate to simply default to the AA defined by the Buckinghamshire GBA in 2016 for the purposes of this current GBA. Through the Local Plan the Council may nonetheless wish to give consideration to Green Belt release in proximity to the station.

Seer Green and Jordans station

Figure A2.12: AAs in proximity to Seer Green and Jordans station



- A2.76. Beginning with **SG003**, whilst the boundary is self-evident on three of its sides, this is not the case for the western boundary. This western boundary was defined through the Buckinghamshire GBA in 2016 but is notably weak.
- A2.77. Specifically, it is the historic parish boundary that was also the district boundary at the time (prior to creation of Buckinghamshire Council) but there is little if anything to mark the boundary on the ground. It is appropriate to apply the boundary from 2016 but alternatively the boundary could be moved circa 100m to the east in order to avoid any ancient woodland falling within SG003 / contain ancient woodland within SG004.
- A2.78. With regards to **SG004**, other than its eastern boundary (discussed above), its northern and southern boundaries are self-evident, leaving the western boundary for discussion. Here the decision was taken to cut through the golf course in order to draw upon a small patch of ancient woodland and a larger area of priority habitat woodland as a strong boundary and with a view to excluding these constraints from BF004 to the west, which itself likely has more potential to be considered for development on account of linking to Beaconsfield (within 1km of the station) and being located adjacent to the A355 (as opposed to Long Bottom Lane, which is the NL boundary). Also, this western boundary was defined in the knowledge that this was historically the boundary of Wilton Park (see [historic mapping](#)).

A2.79. To the south of the railway line, **OGB47b-1-a** is defined to reflect that part of the wider golf course that is both in closest proximity to the station and subject to the least amount of biodiversity constraint. Specifically, whilst the AA does contain some priority habitat woodland, its boundaries reflect:

- North – this boundary is the railway line and so self-evident, although it can be noted that the clubhouse for the golf course is located here and is grade II listed (constructed in 1913, it was listed in 2023).
- East – this is the boundary with Wheatsheaf Wood, which whilst not an ancient woodland is registered open access / common land.
- South – this is the boundary with Walk Wood which is an ancient woodland and also open access / common land.
- West – this is the boundary with a large block of priority habitat woodland, which could have ecological/biodiversity value noting ancient woodlands and, regardless, forms a strong boundary.

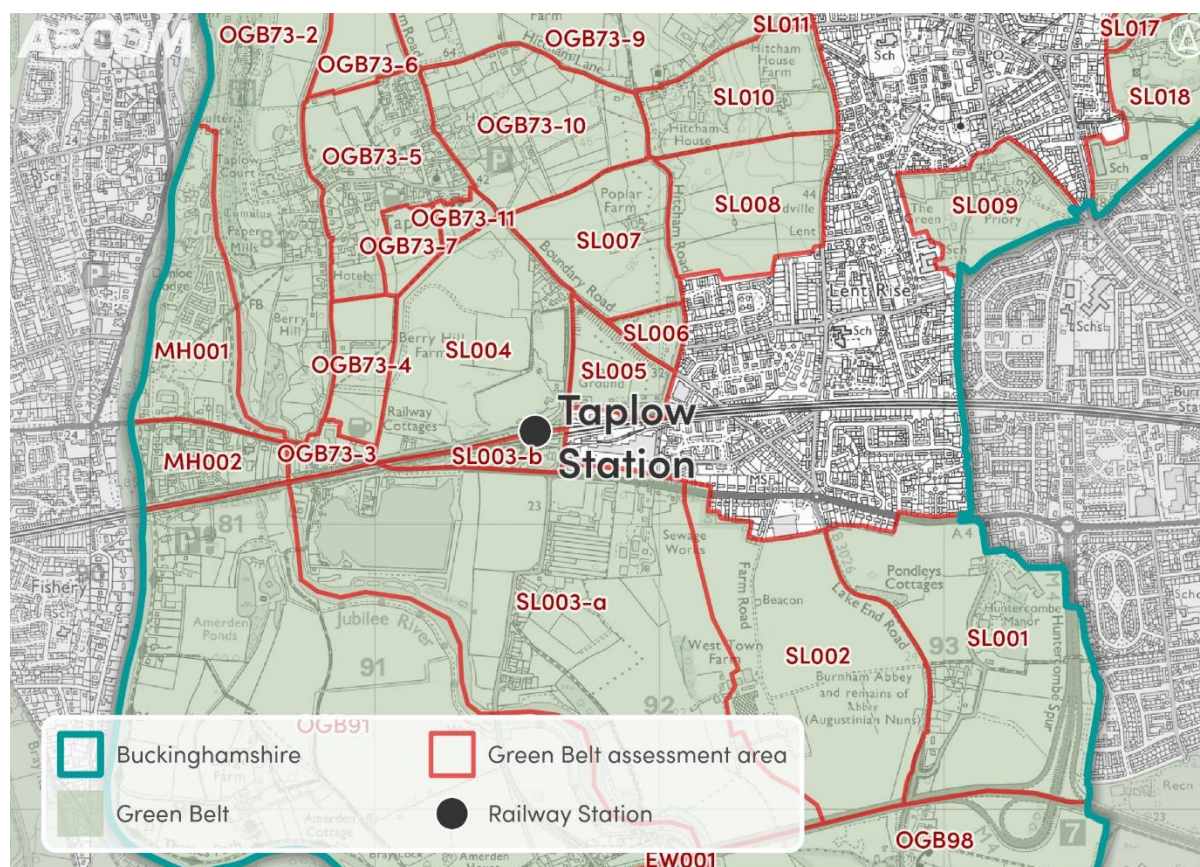
A2.80. **OGB47b-1-b** then comprises the remainder of the golf course. The southern boundary aims to exclude the Wilton Park development area and aligns with that previously defined in 2016. Within this AA there is clear ancient woodland constraint, and it can be noted that some of the extensive woodland priority habitat likely relates to former parkland (Wilton Park).

A2.81. Moving to the east, **OGB47b-3** is a large AA that is primarily defined to align with extensive ancient woodland. There is a case for sub-dividing this AA along Potkilm Lane, but this case is not strong because the lane passes through the middle of a large ancient woodland. At the eastern edge of this AA (distant from the railway station), the AA boundary extends to include the land associated with Stampwell Farm, which is associated with an extensive area of traditional orchard priority habitat (adjacent to the aforementioned ancient woodland; also shown clearly on [historic mapping](#)) plus there is a cluster of three grade II listed buildings.

A2.82. Finally, to close to the station, **OGB41a-1** and **OGB41a-2** are subdivided in order to minimise internal variation in terms of footnote 7 constraint. Specifically, whilst the former (which is located closest to the station) is unconstrained, the latter mostly comprises ancient and wider woodland.

Taplow station

Figure A2.13: AAs in proximity to Taplow station



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A2.83. Beginning to the south of the railway line, almost all land is within the flood risk zone bar **SL003-b**. **SL003-a** is an example of an AA that does not align with physical features but rather the eastern boundary follows the edge of the flood risk zone (thereby excluding the flood risk zone from **SL002**). This approach is considered appropriate because Farm Road would not form a strong physical boundary in the context of a flat expansive landscape.

A2.84. Finally, with regards to land south of the railway line, **SL001** warrants consideration, albeit it is some distance from the station. The central part of the area comprises a conservation area and a registered park and garden, with two grade 1 listed buildings (Burnham Abbey). A single AA was defined on balance, but some internal variation is noted, specifically:

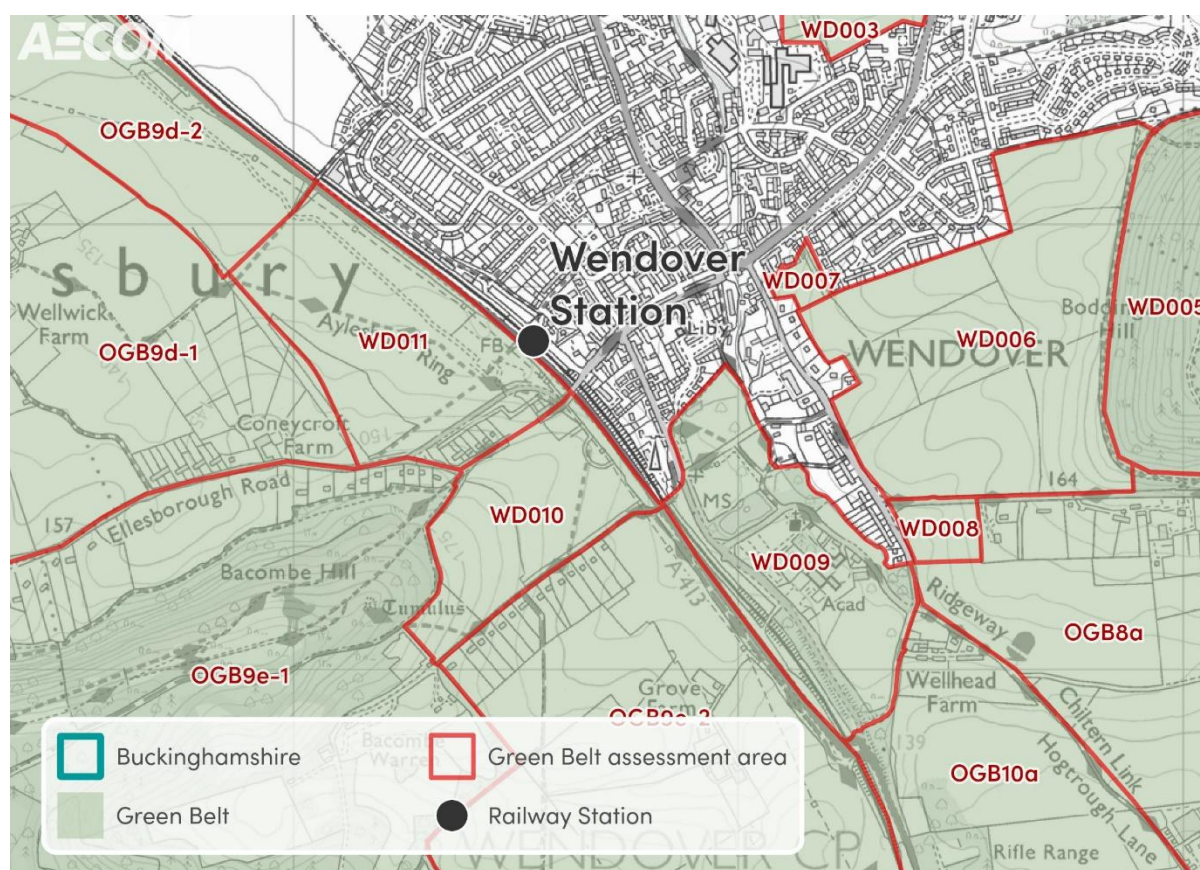
- The northern extent, which comprises fields highly visible from the A4 (Bath Road). These fields are adjacent to the registered park and garden but not the conservation area. There are no footpaths in this area, but the visual connectivity between the A4 and the trees / small woodland marking the edge of the registered park and garden is a factor.
- A small area to the northeast, which comprises former commercial land recently developed for housing. The area is very small and so, on balance, does not warrant being separated out as a distinct AA.

A2.85. Land to the north of the railway line is then a key area for consideration, as this land would have excellent access to the Elizabeth Line and both Slough and Maidenhead. Defining AAs in this area is challenging, and it can be noted that the previous GBA in 2016 defined a very large AA that stretched north to include all of Cliveden, which is a renowned grade 1 registered park and garden and tourist destination. On the one hand there is a need to define smaller AAs in accordance with the PPG; however, on the other hand, smaller AAs risk hindering consideration larger scale growth options that could draw upon logical boundaries in Green Belt terms.

A2.86. In this light, **SL004**, **SL007** and **SL008** are defined as individual AAs on balance, but there is also an acknowledged case for considering them in combination with a view to allowing consideration of a possible large scale strategic urban extension that secures a rounded urban edge and a defensible gap to key areas of sensitivity on raised ground to the north. Also, a clear priority would be maintaining a sense of a strong gap to Maidenhead notwithstanding the Thames flood zone supports the gap.

Wendover station

Figure A2.14: AAs in proximity to Wendover station

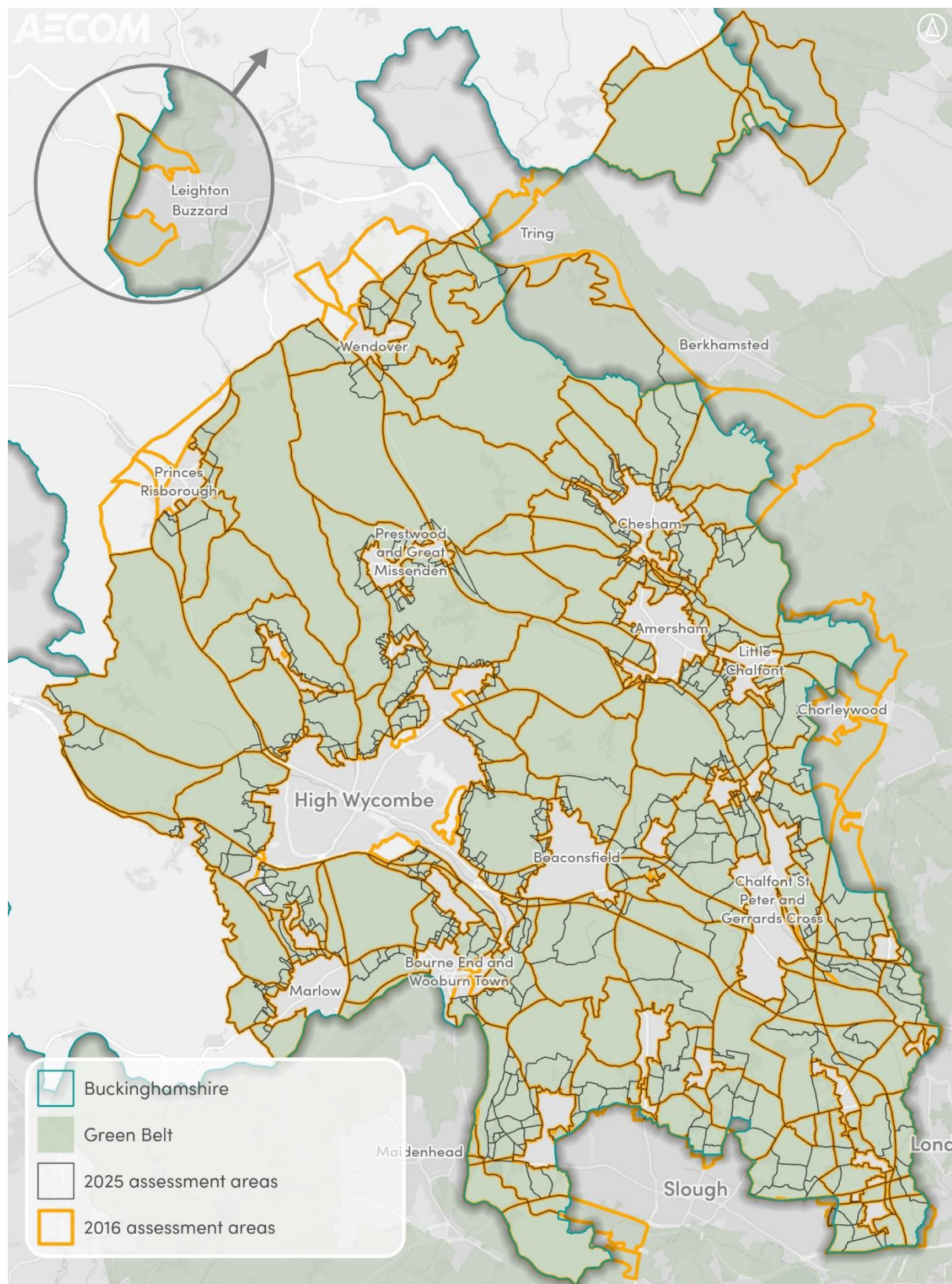


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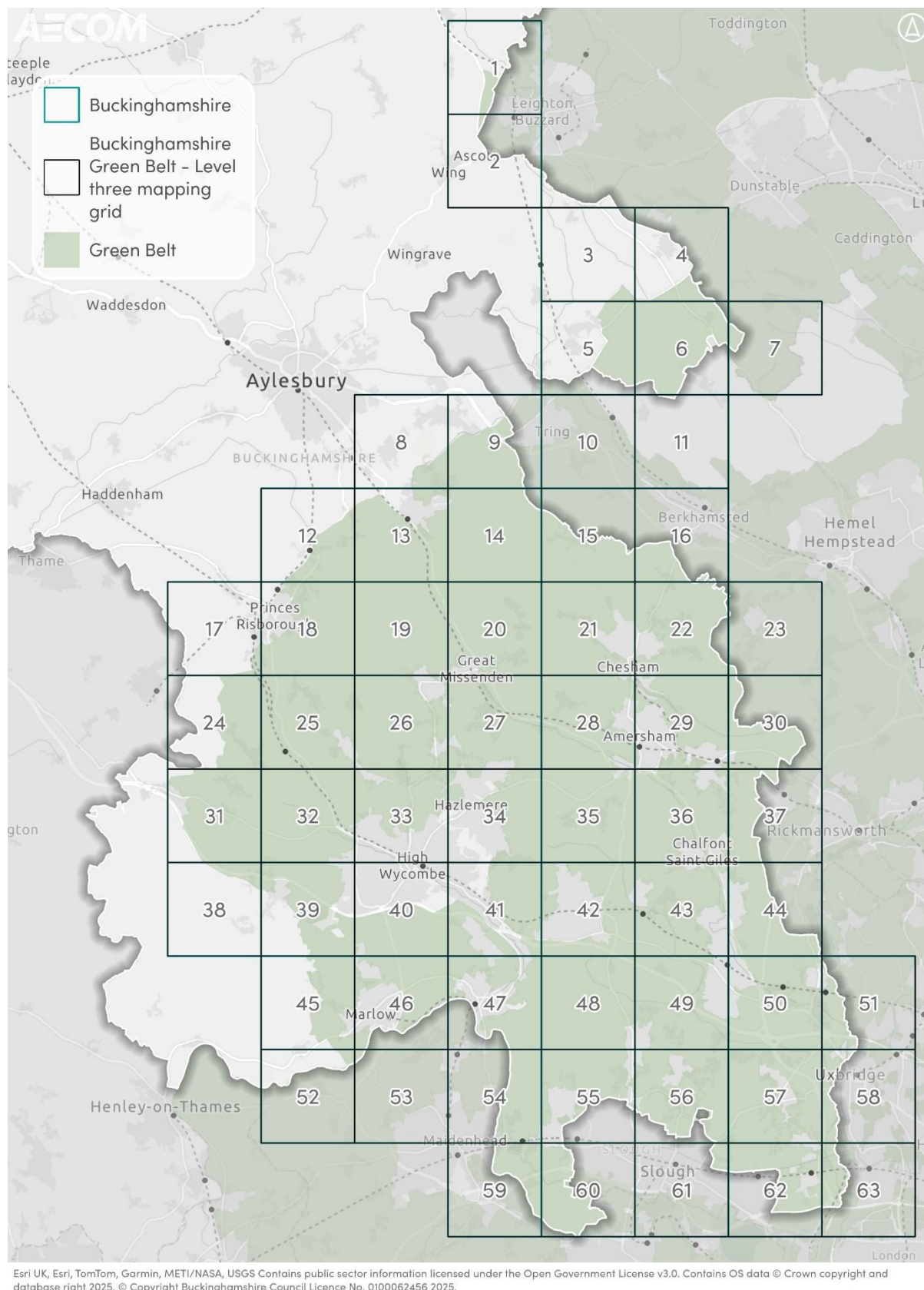
- A2.87. Focusing on AAs to the west of the railway line, a key point to note is that this is the route of HS2 and, at the time of writing, all of these AAs are heavily affected by ongoing construction. The approach taken is to draw upon historic / pre-HS2 field boundaries and, in the case of the boundary between **WD011** and **OGB9d-2**, the route of an important footpath (linking to a pedestrian bridge over the A413).
- A2.88. To the east of the railway line, there is little pressure to sub-divide the defined AAs because all are subject to clear NPPF footnote 7 constraints in the form of the Chilterns NL and/or the Wendover Conservation Area. **WD007** and **WD009** are the AAs here that fall outside of the NL, but both fall within the conservation area.
- A2.89. With regards to the NL constraint, this is considered to apply strongly in the vicinity of Wendover given the proximity of important high points and noting the convergence of three or four long distant paths including the Ridgeway National Trail.

Outcomes

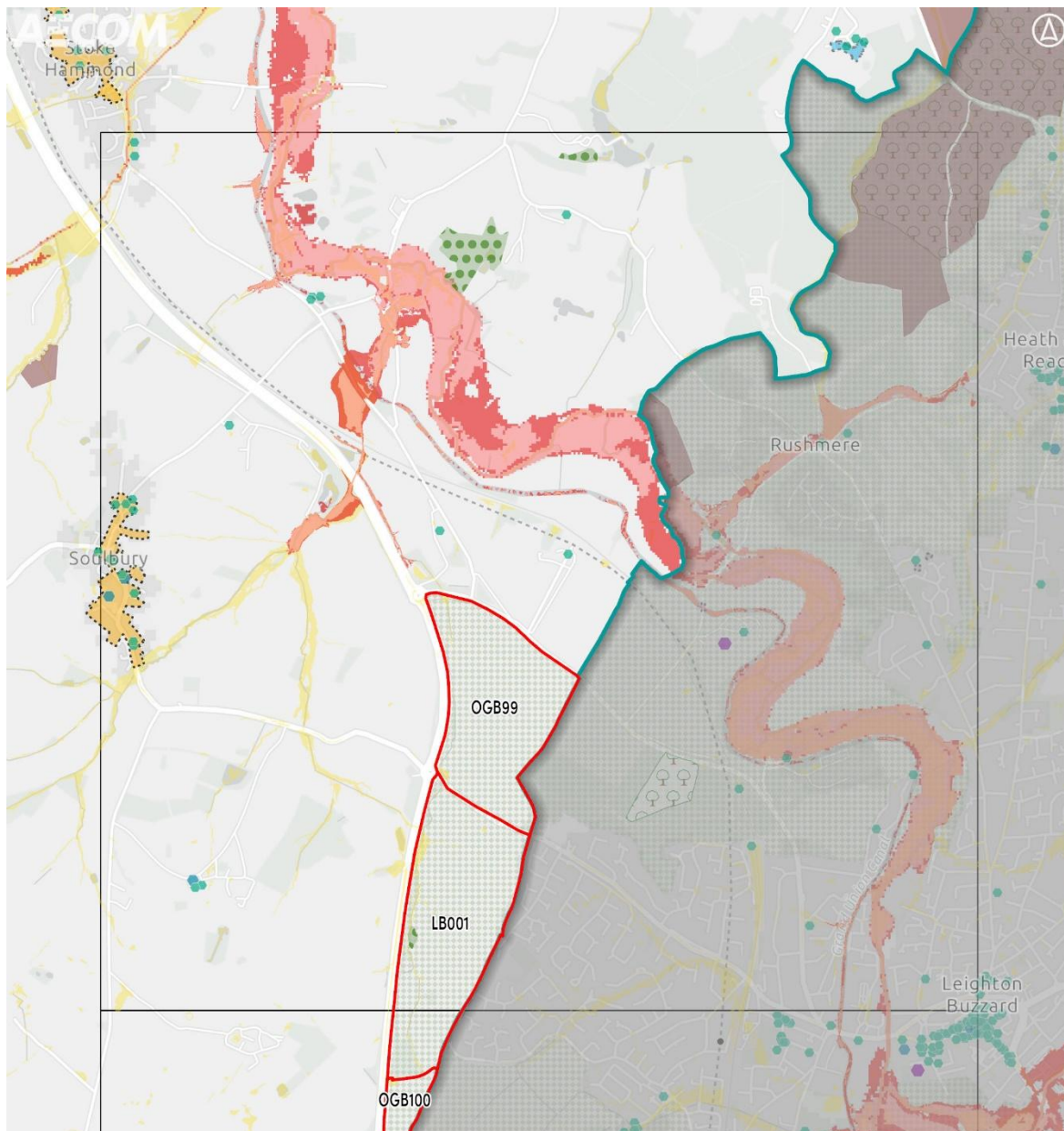
- A2.90. In total 808 AAs are identified for assessment.
- A2.91. The AAs are mapped at a high level in Figure A1.15.
- A2.92. Figure A1.16 then breaks the study area down into grid squares before a map is then presented for each grid square, showing AAs as well as NPPF footnote 7 constraints. Also, reference numbers for each of the AAs can be found via an interactive web map.

Figure A2.15: The AAs from 2016 subdivided to form new AAs

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Figure A2.16: The study area divided into grid squares

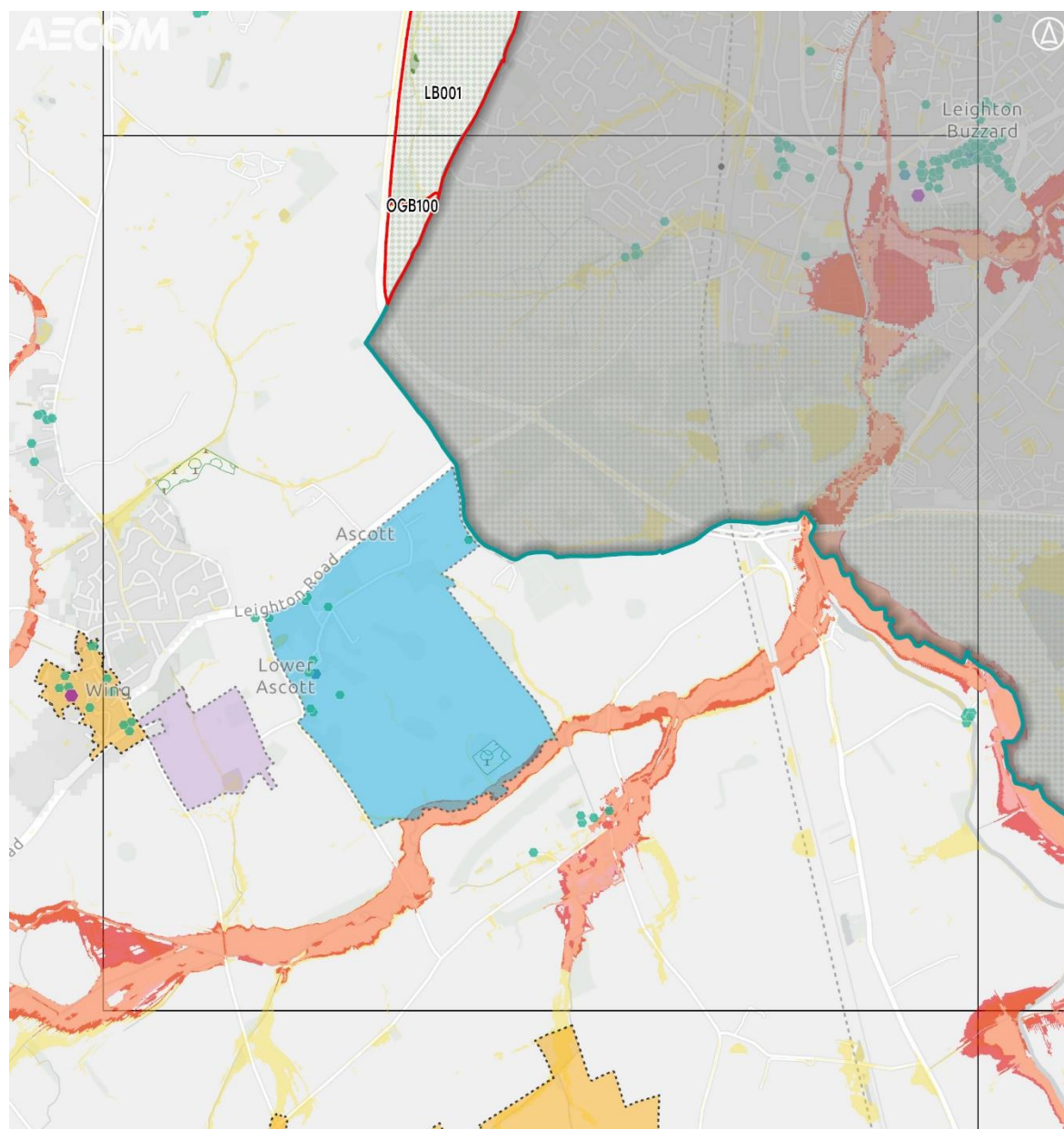
Maps showing AAs and footnote 7 constraints in each grid square



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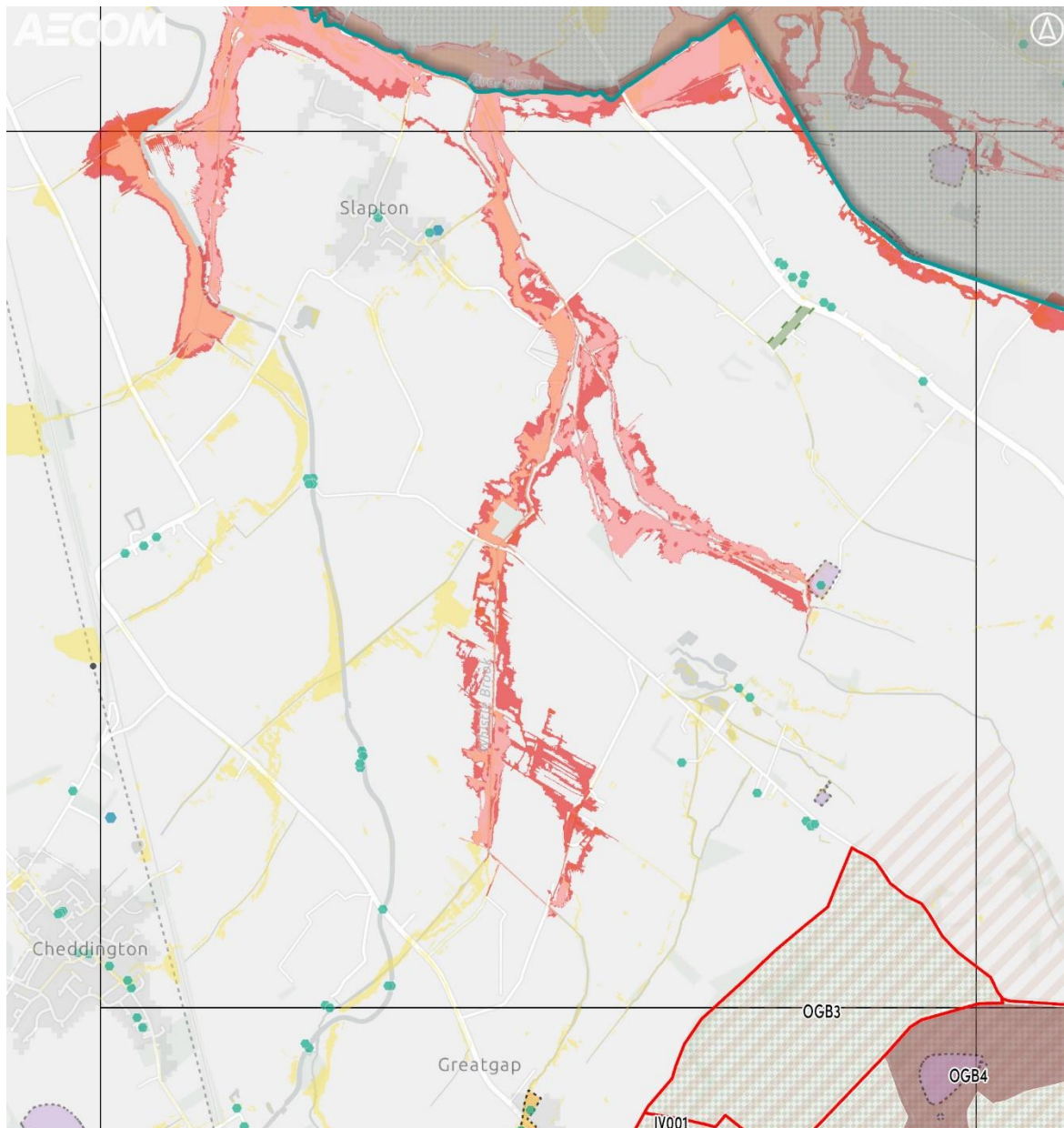
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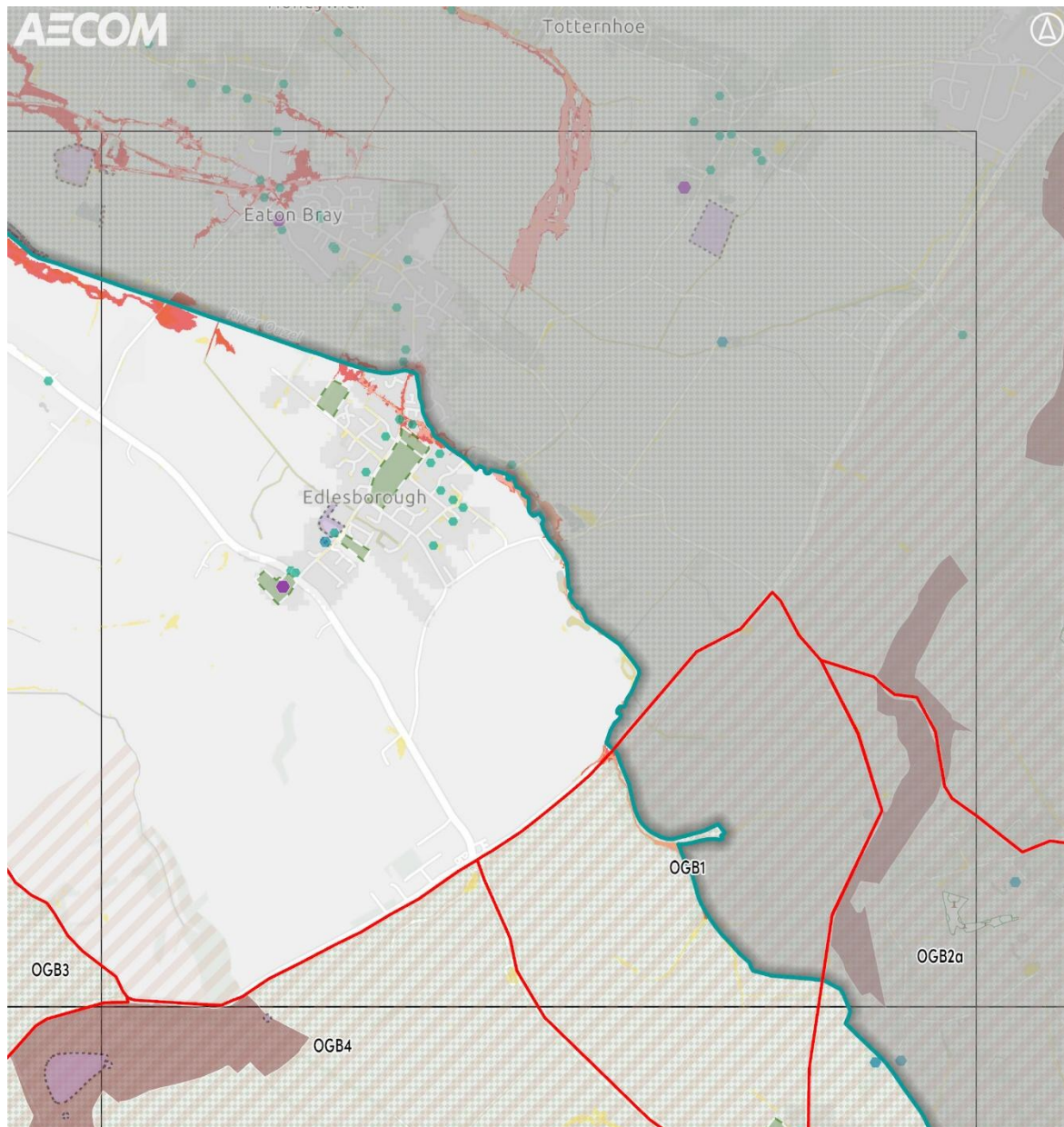
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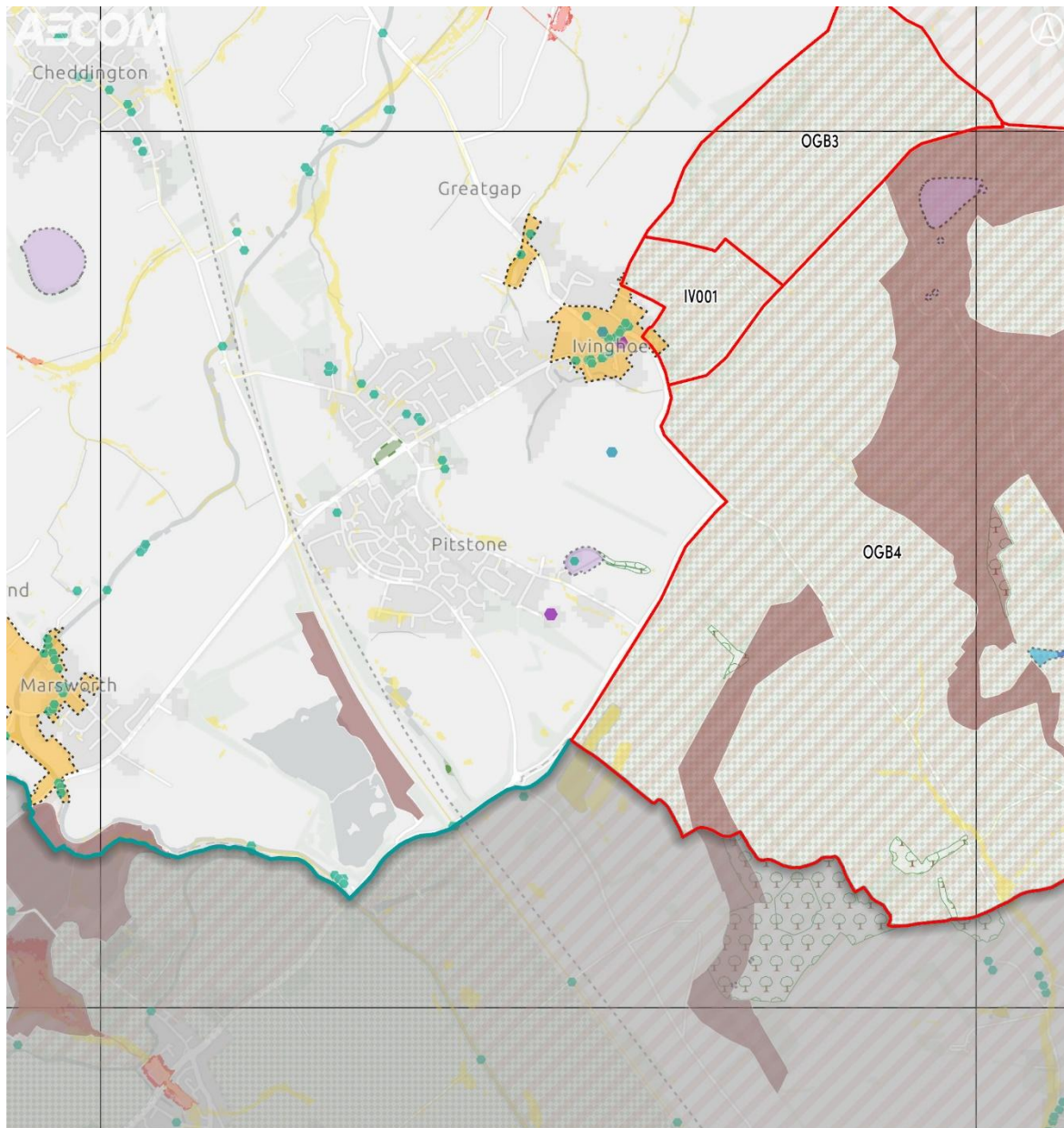
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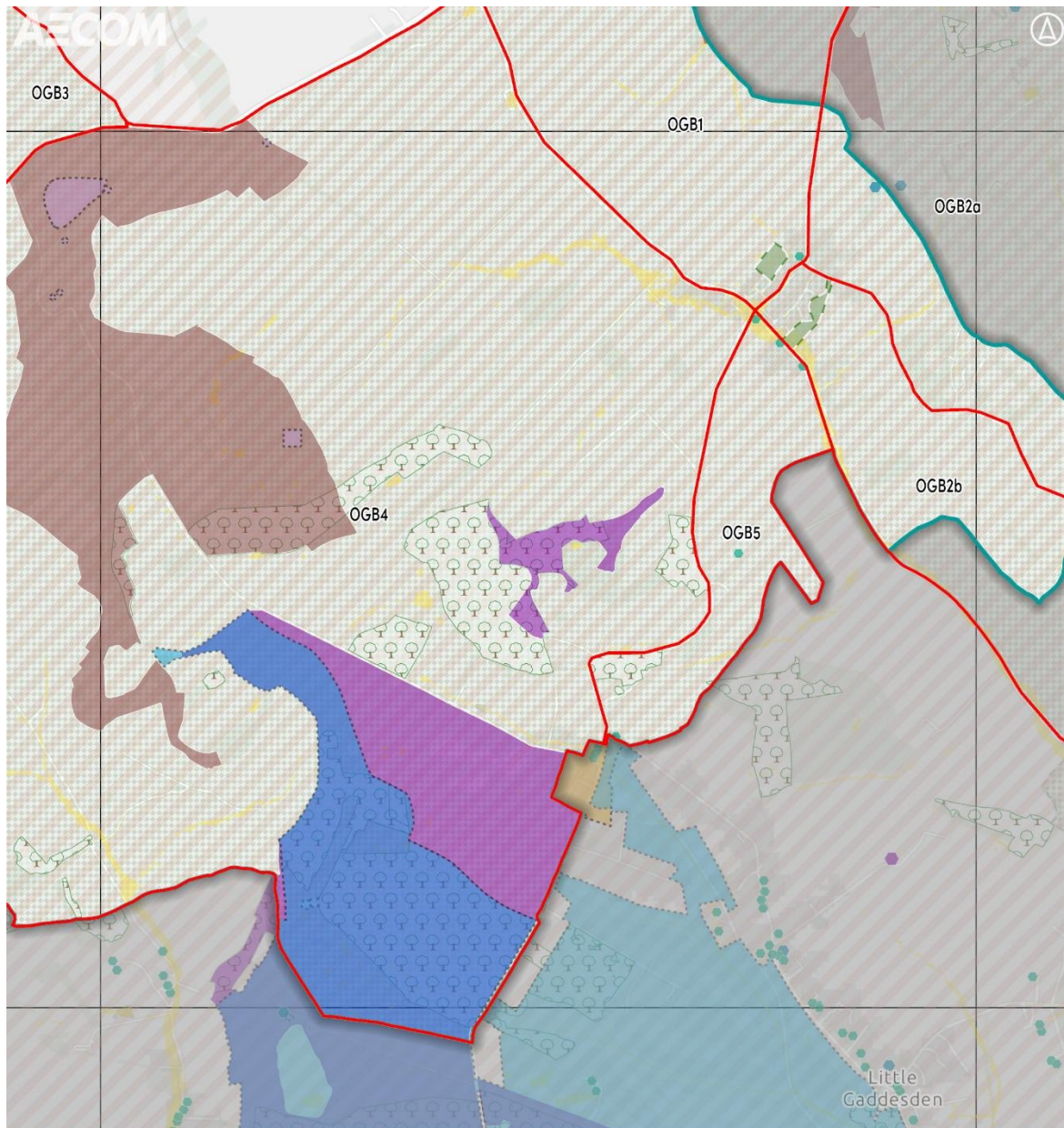
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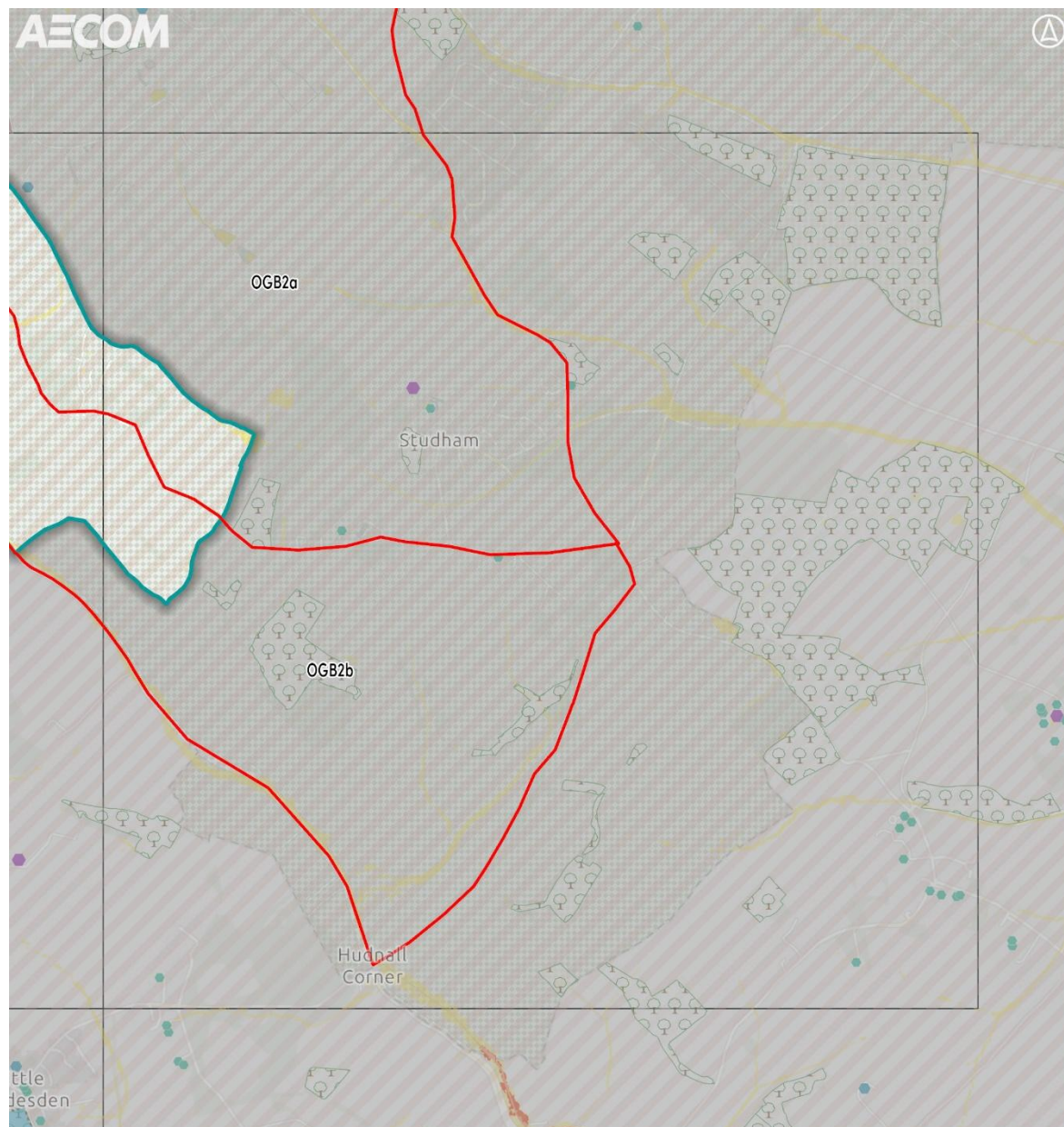
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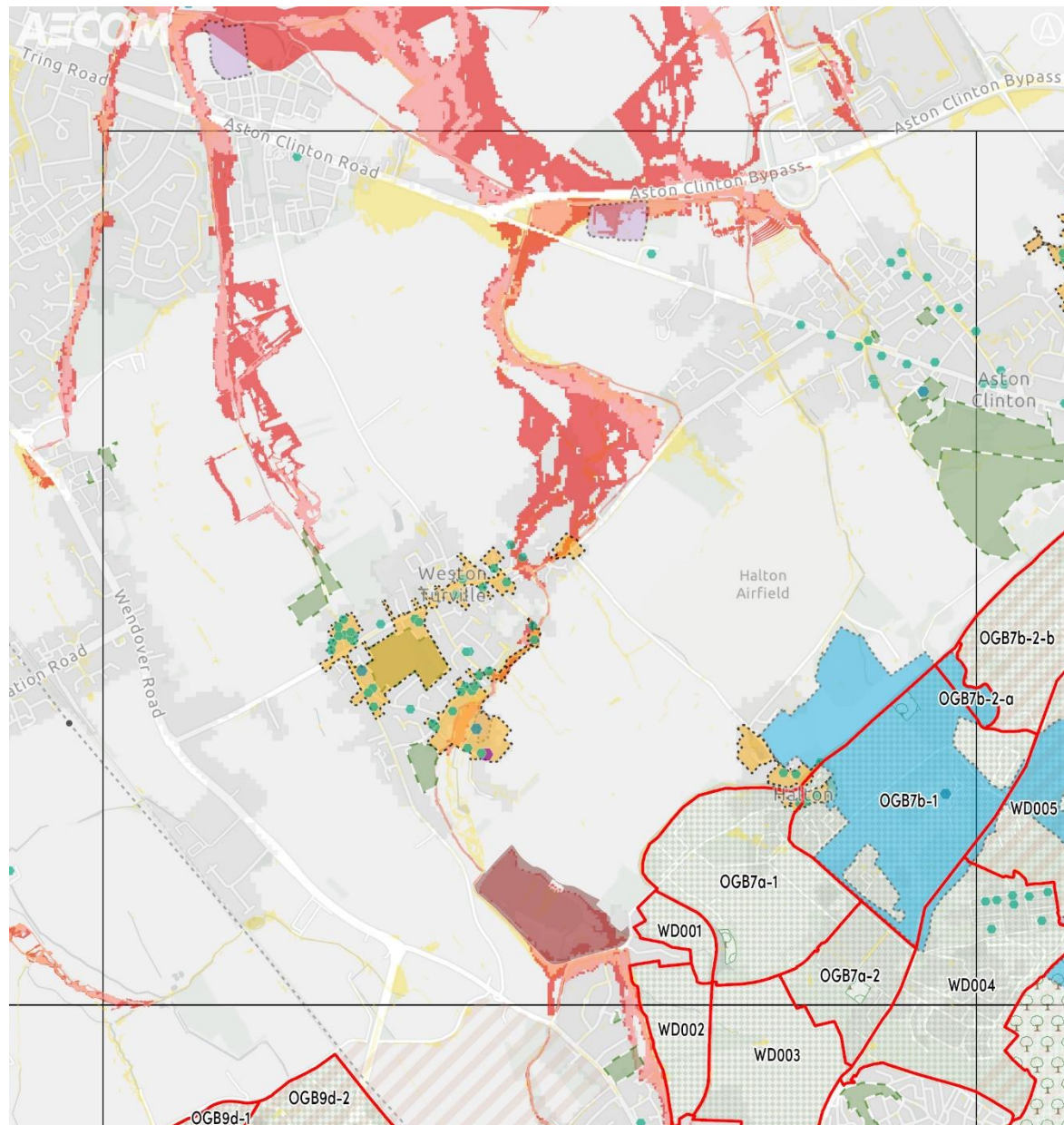
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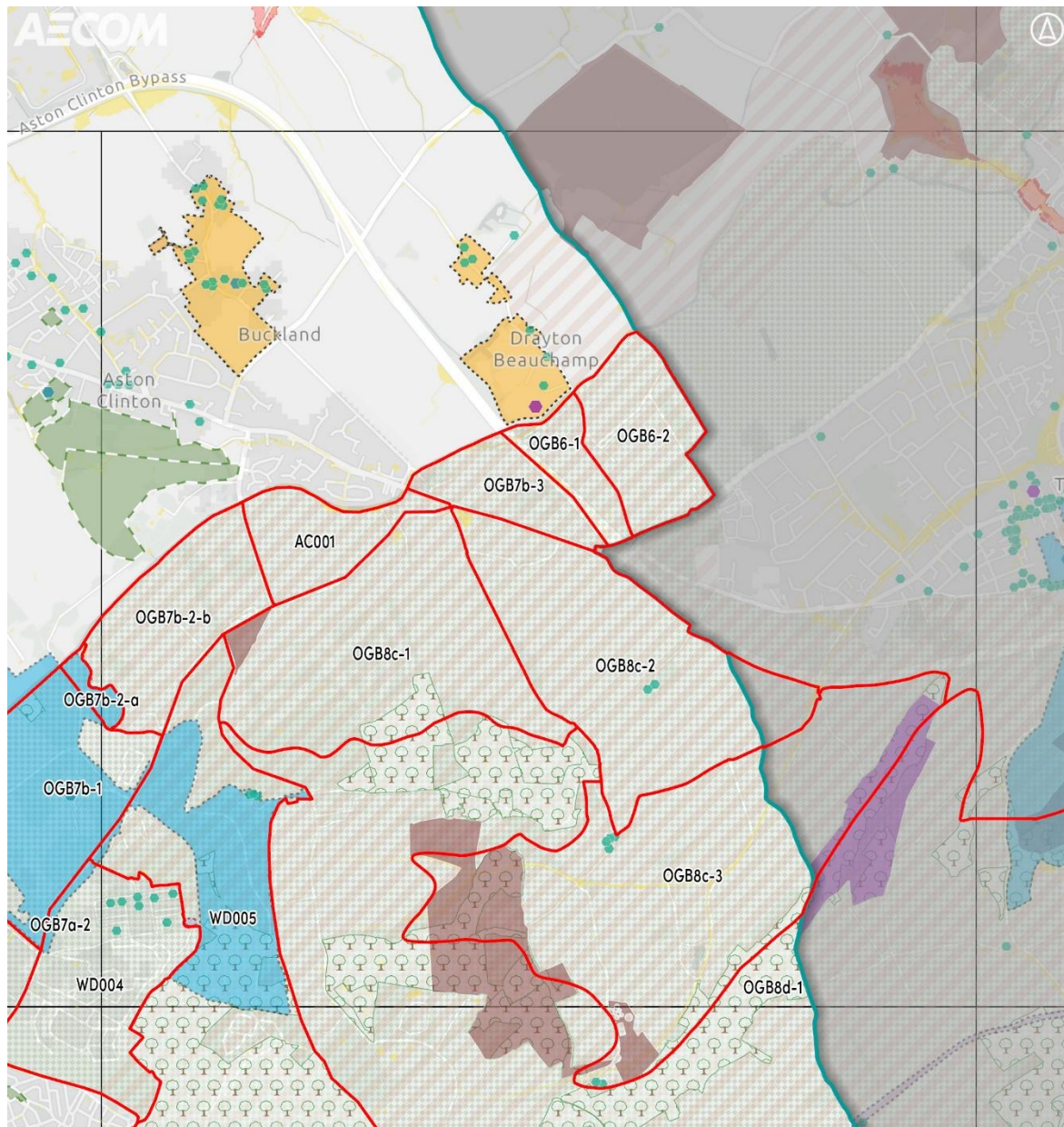
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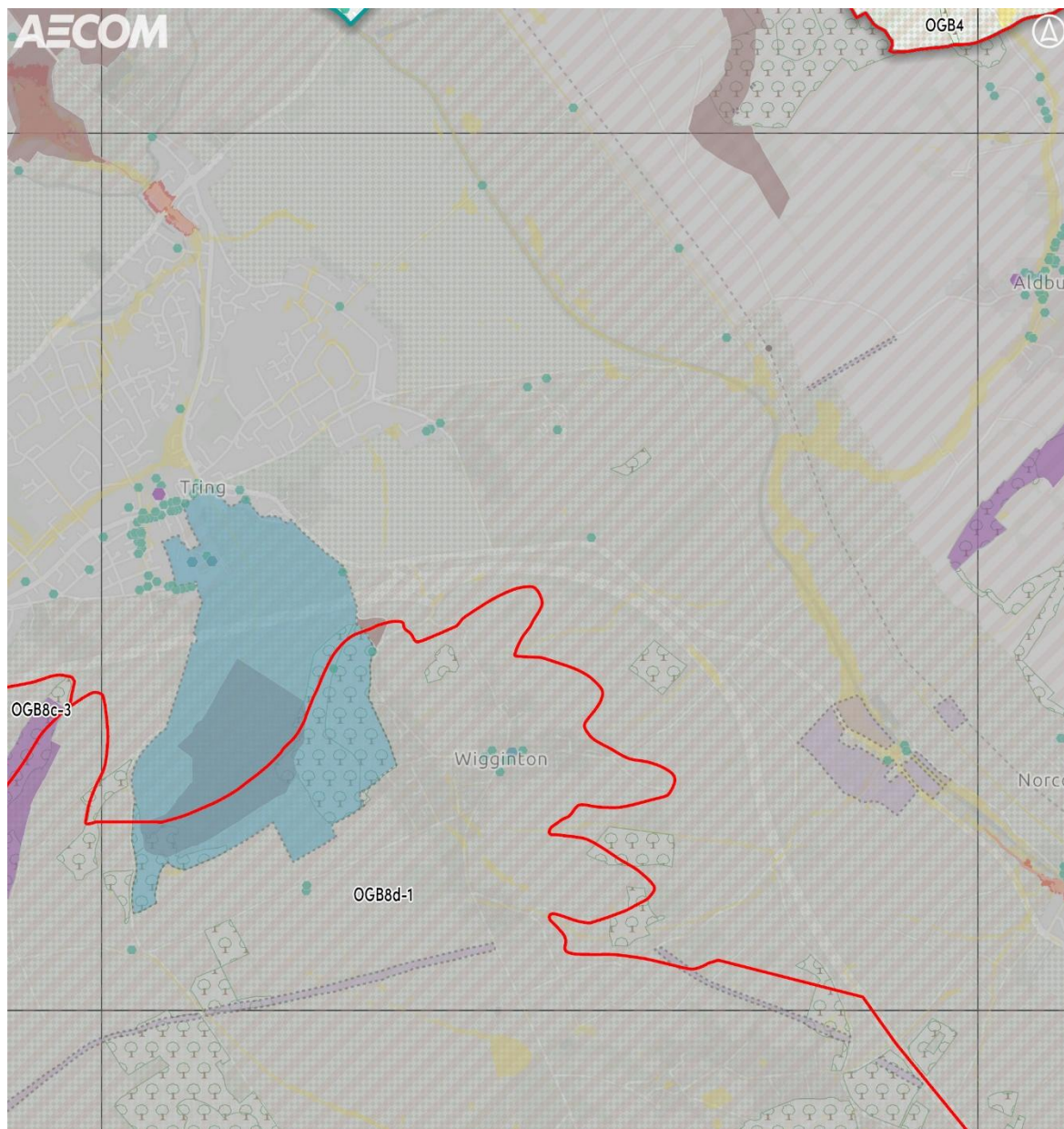
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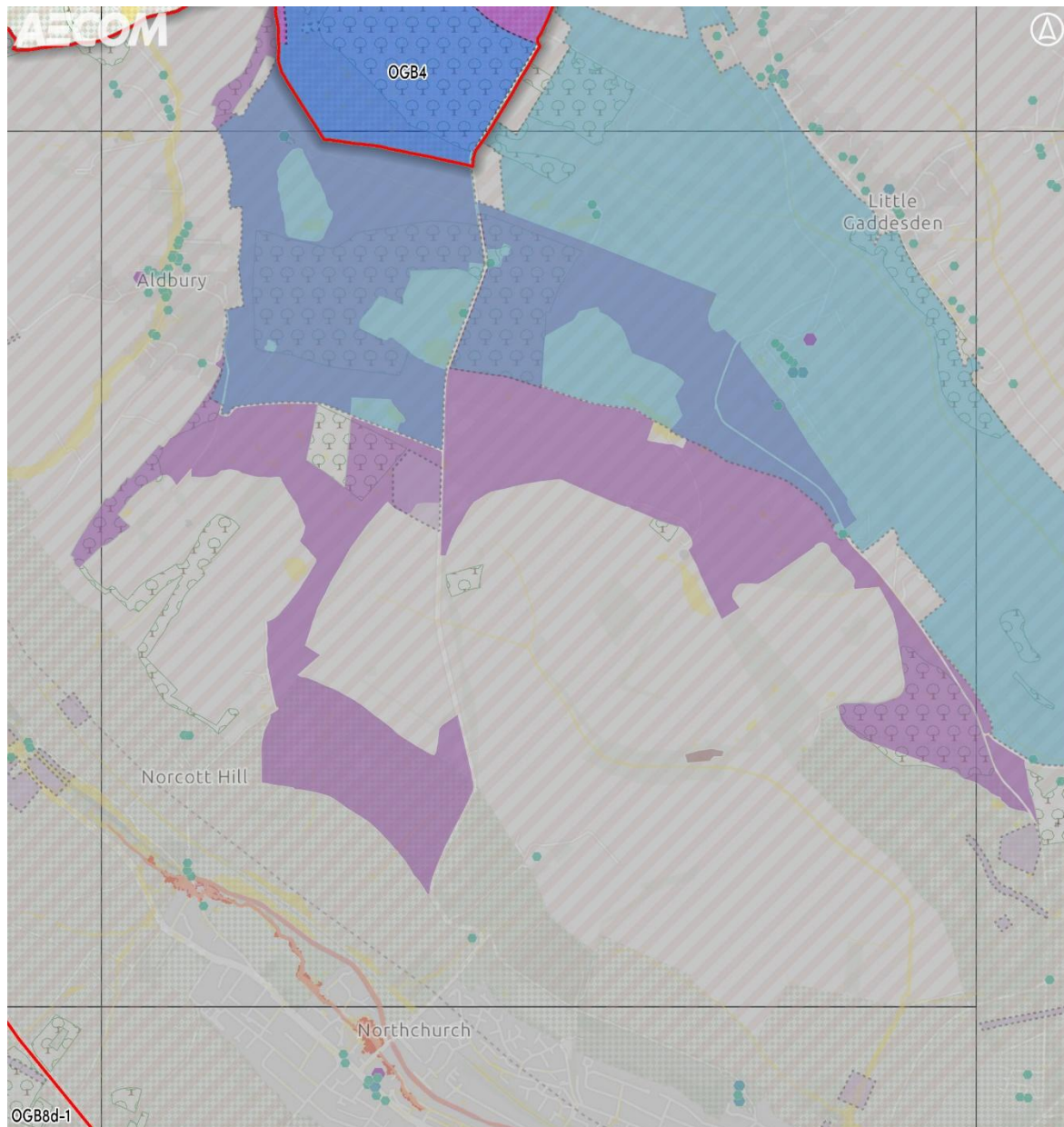
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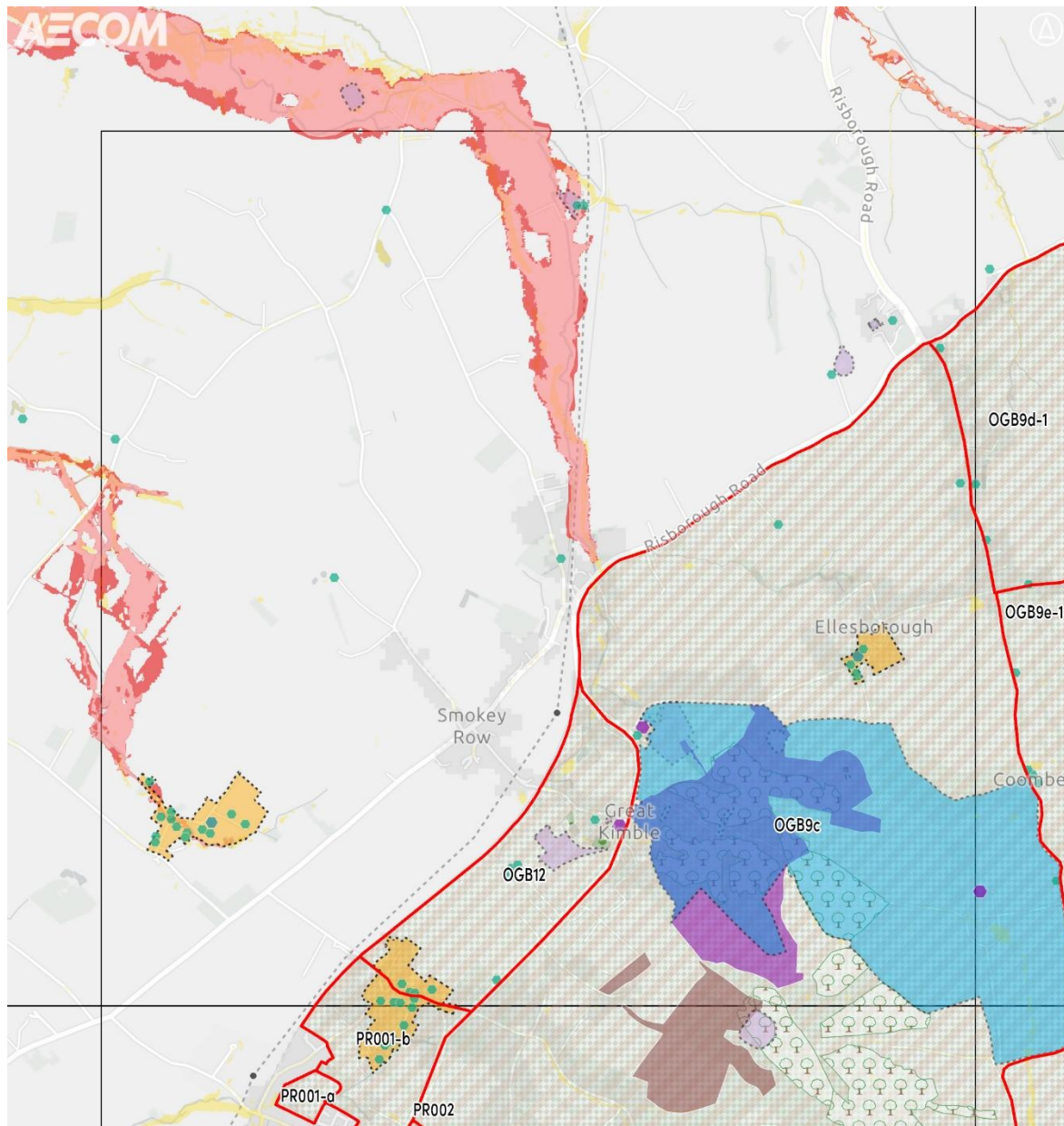
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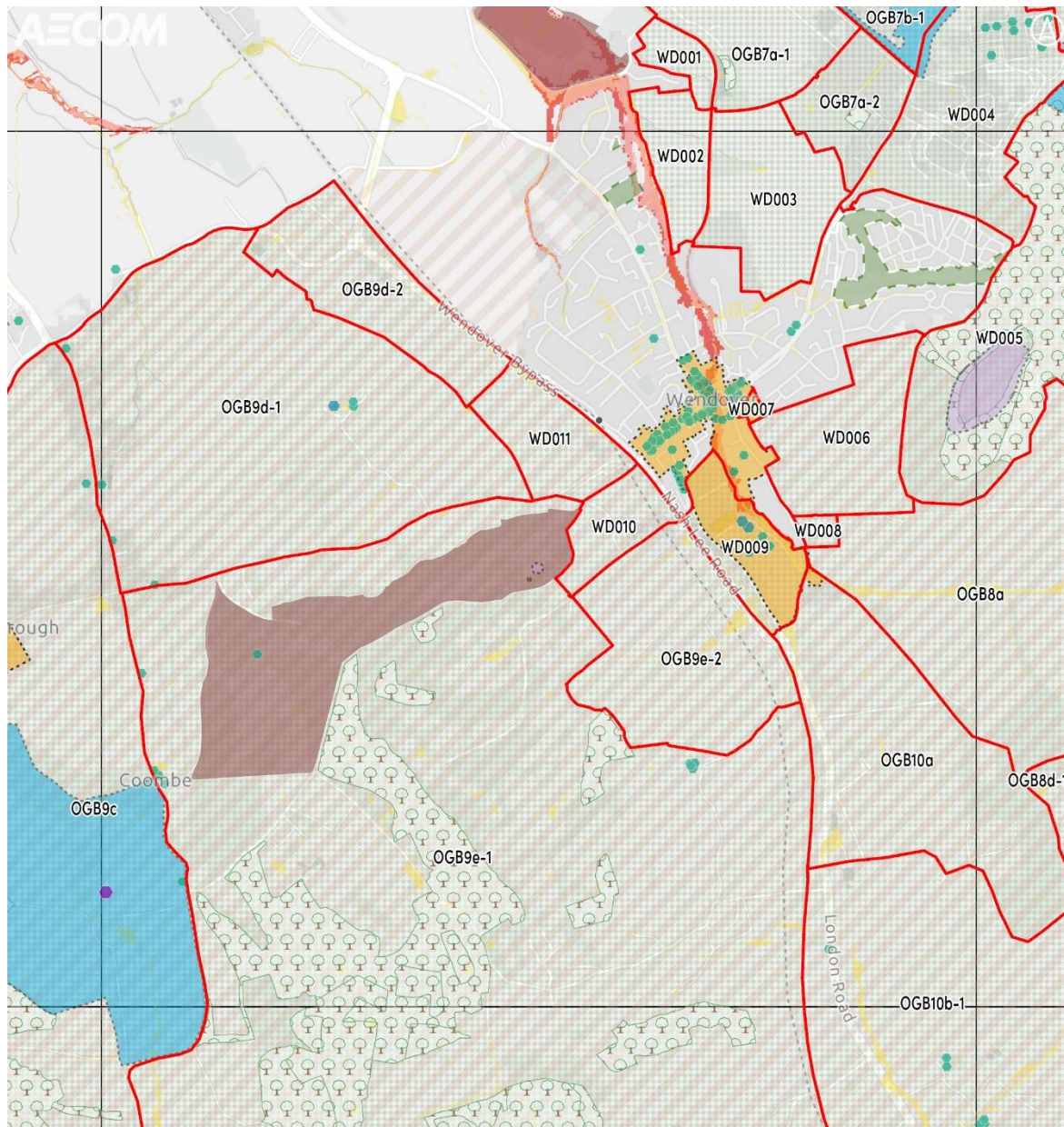
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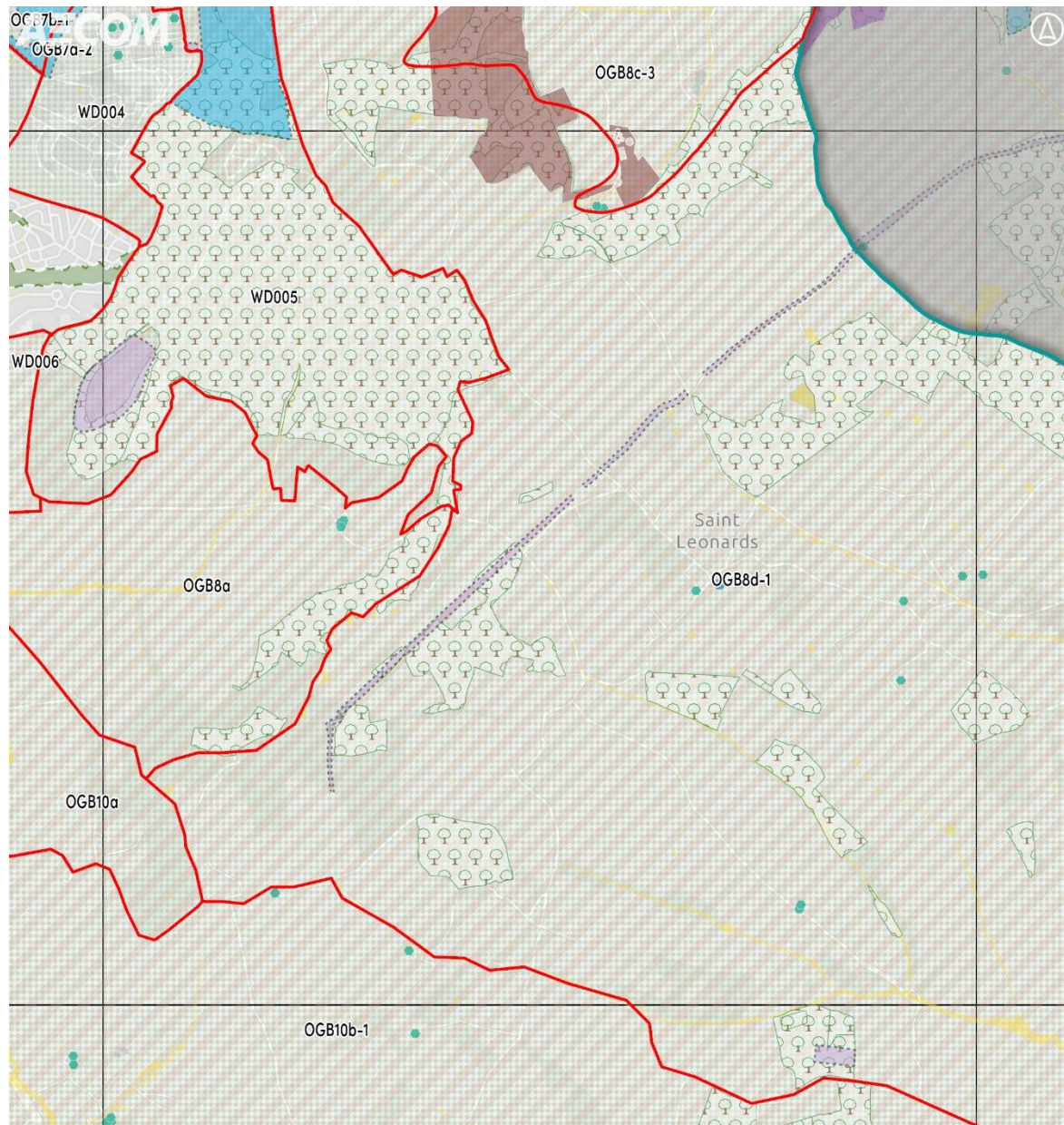
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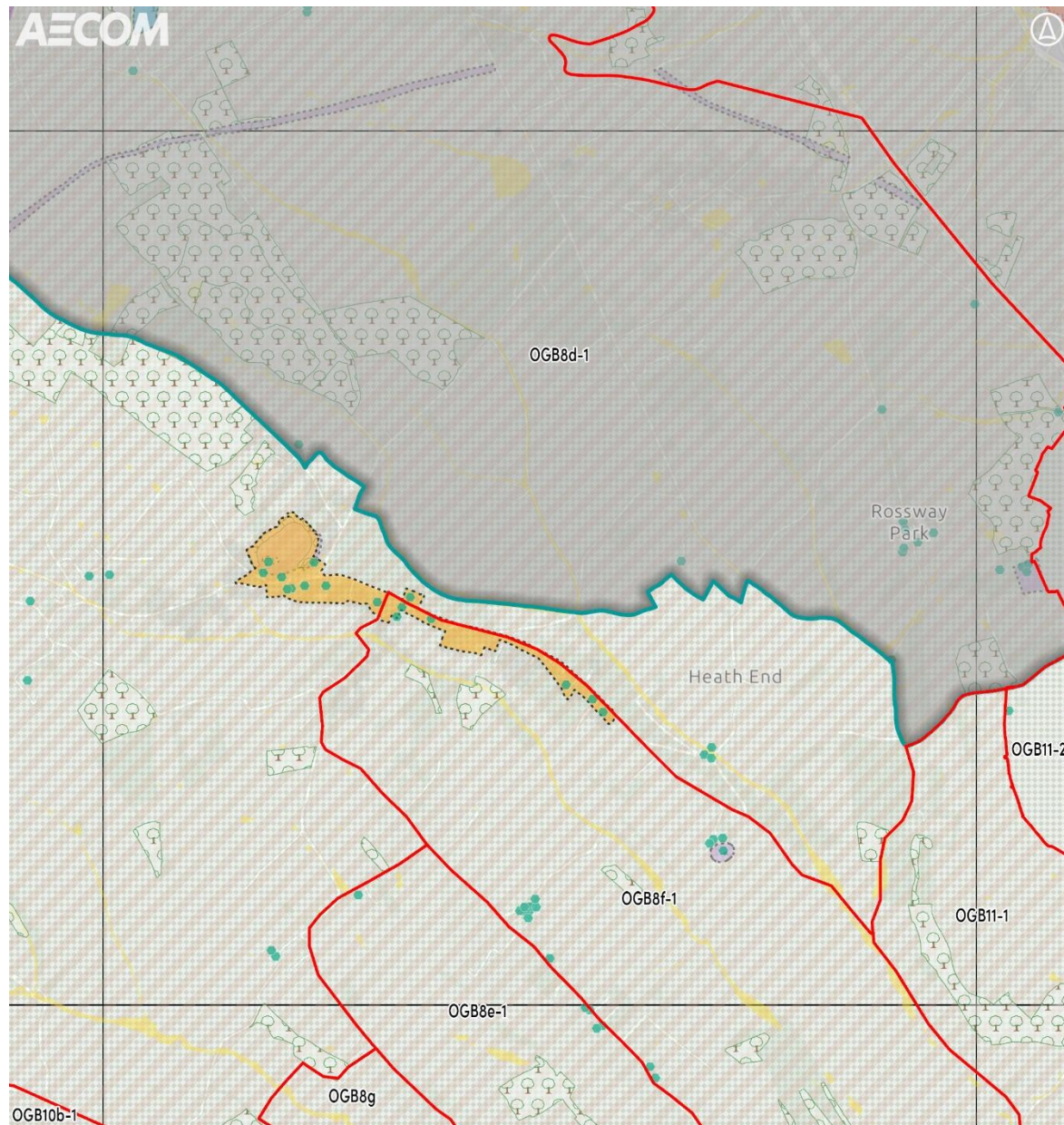
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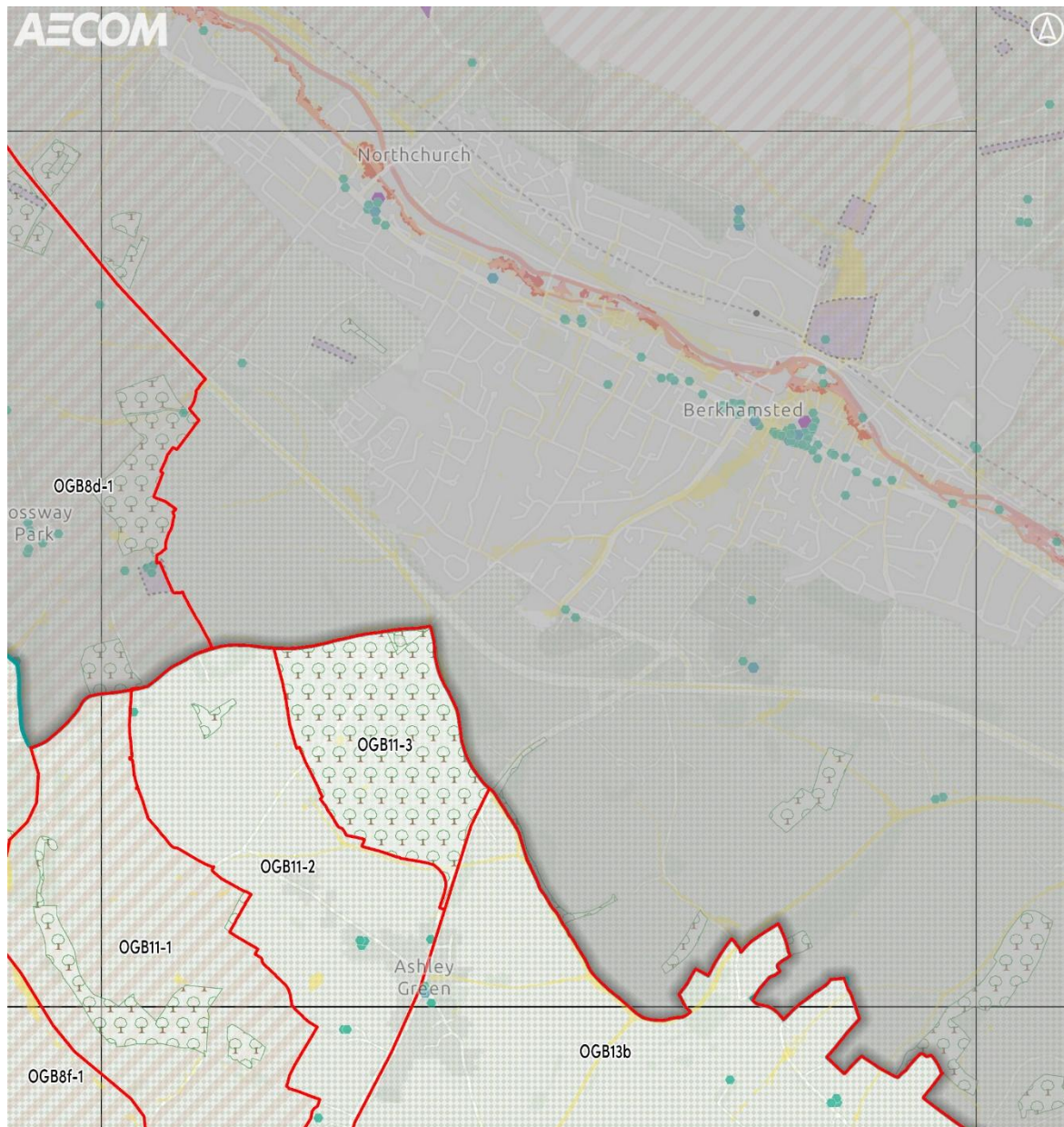
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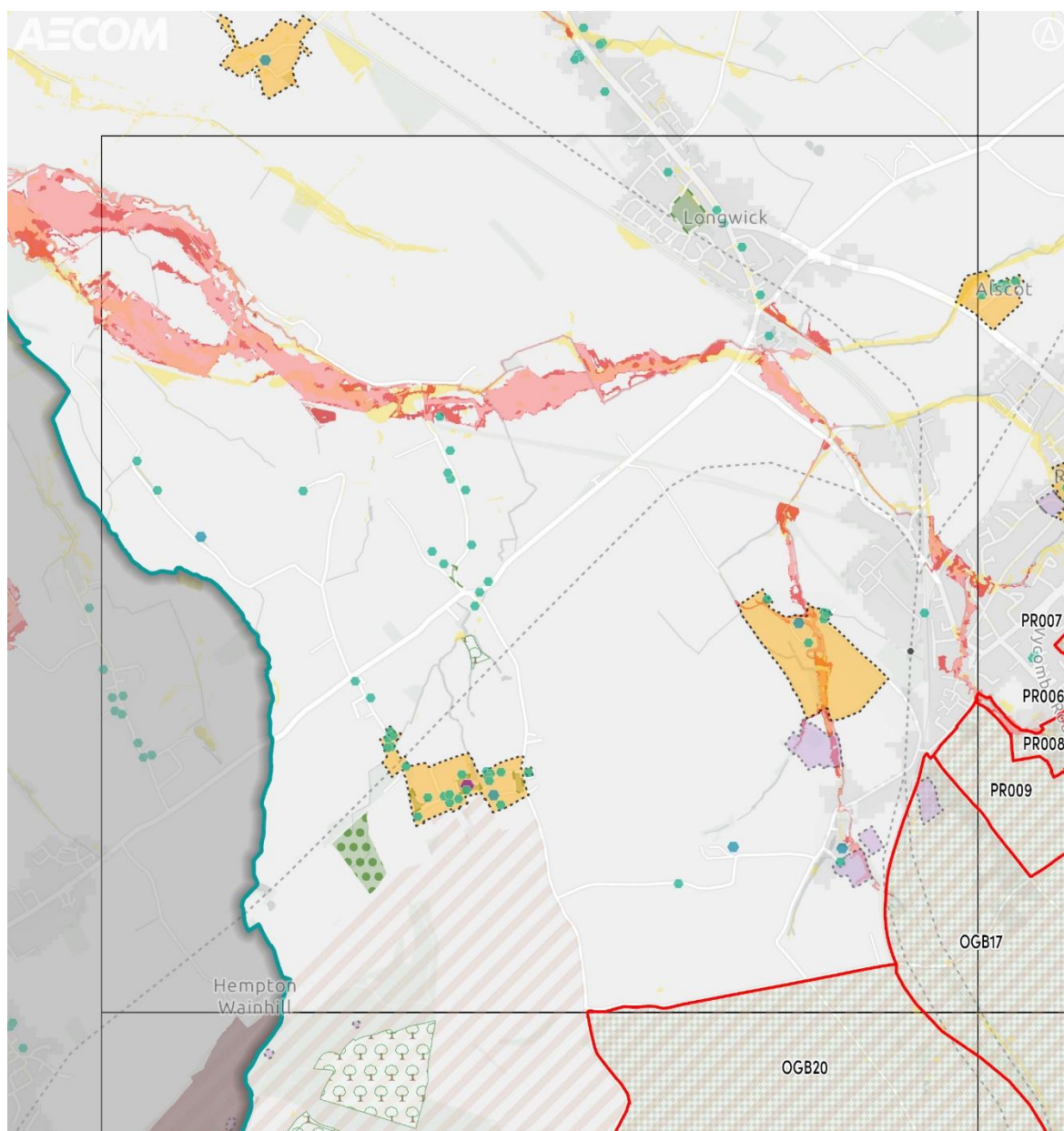
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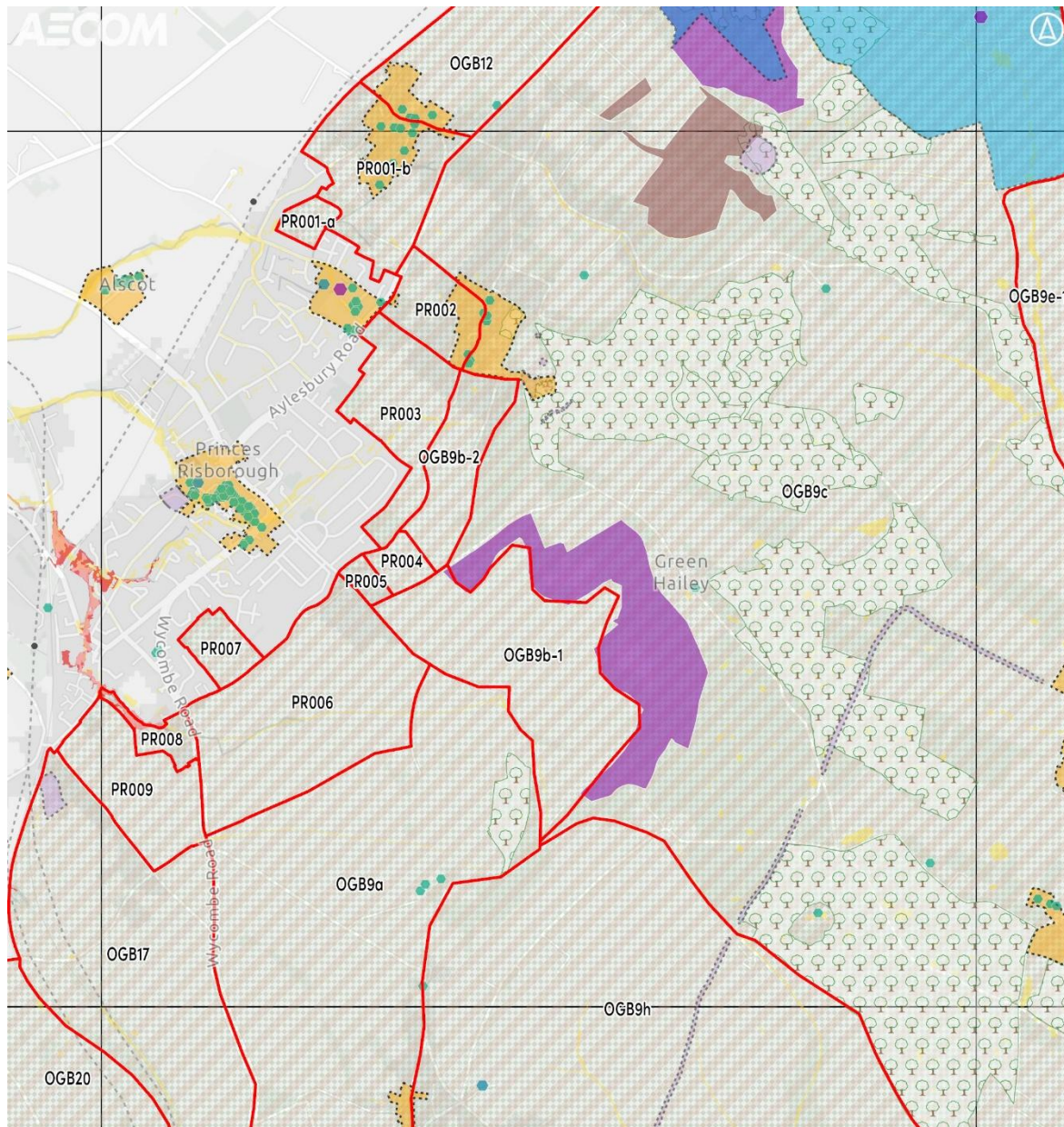
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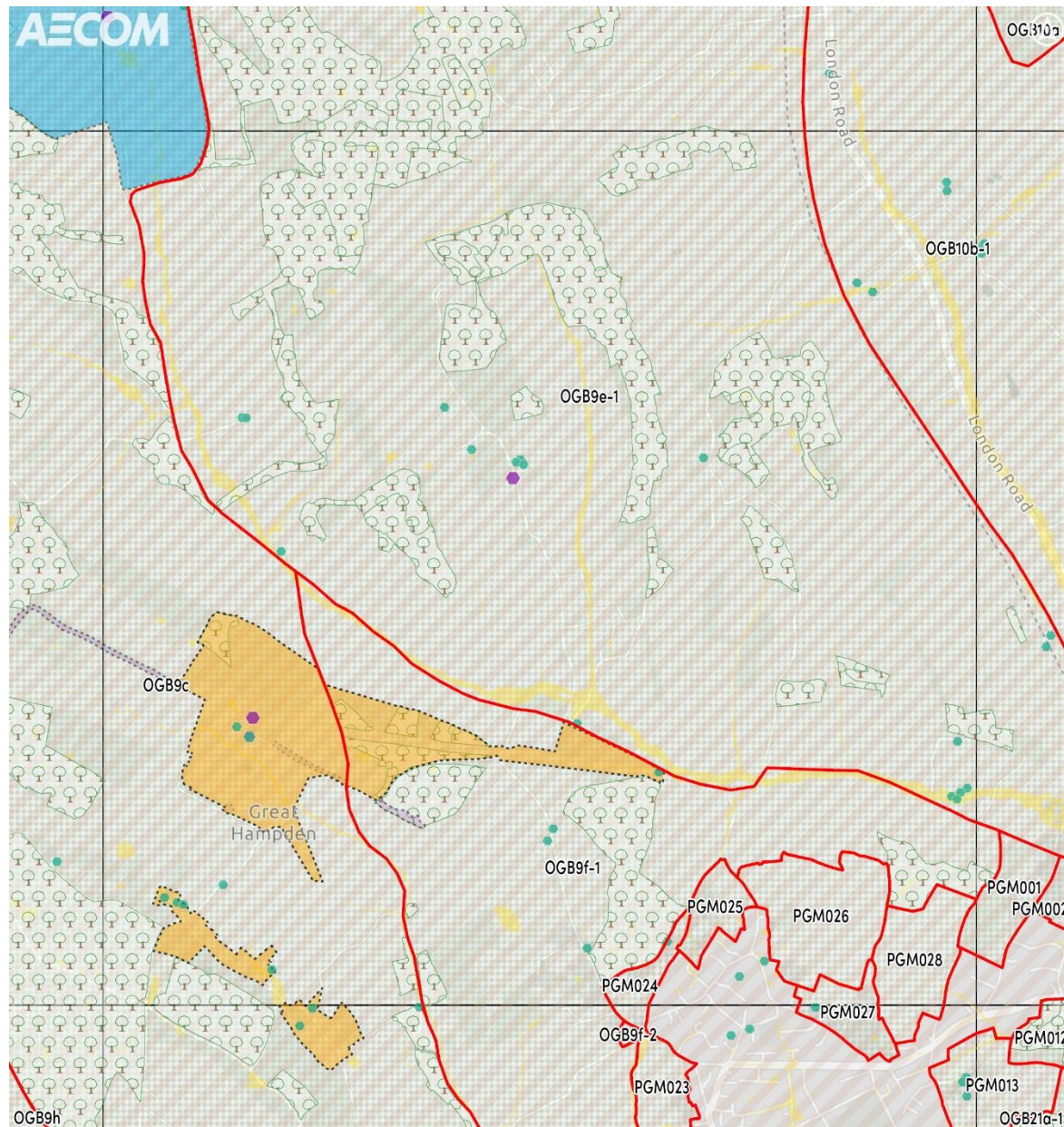
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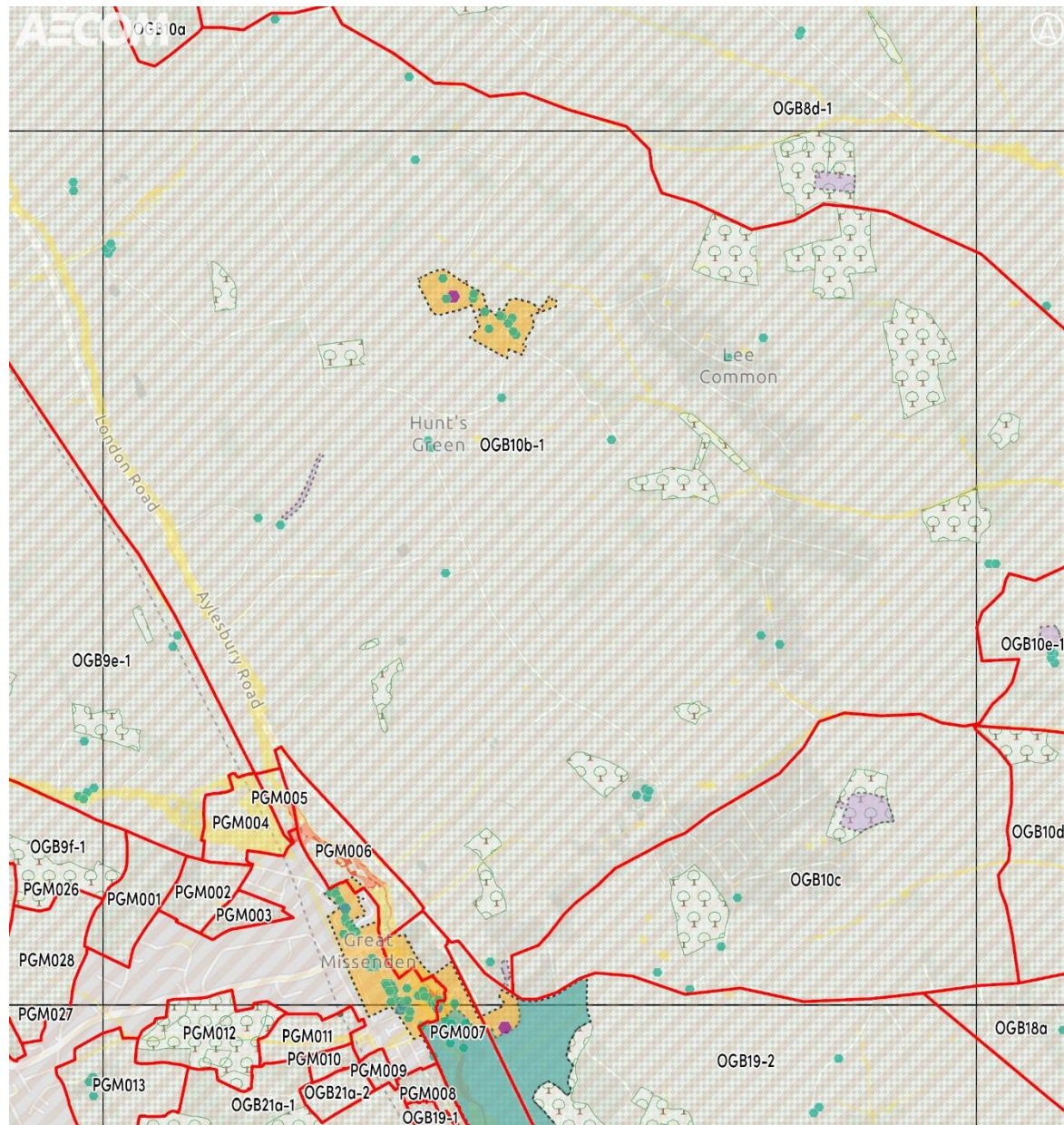
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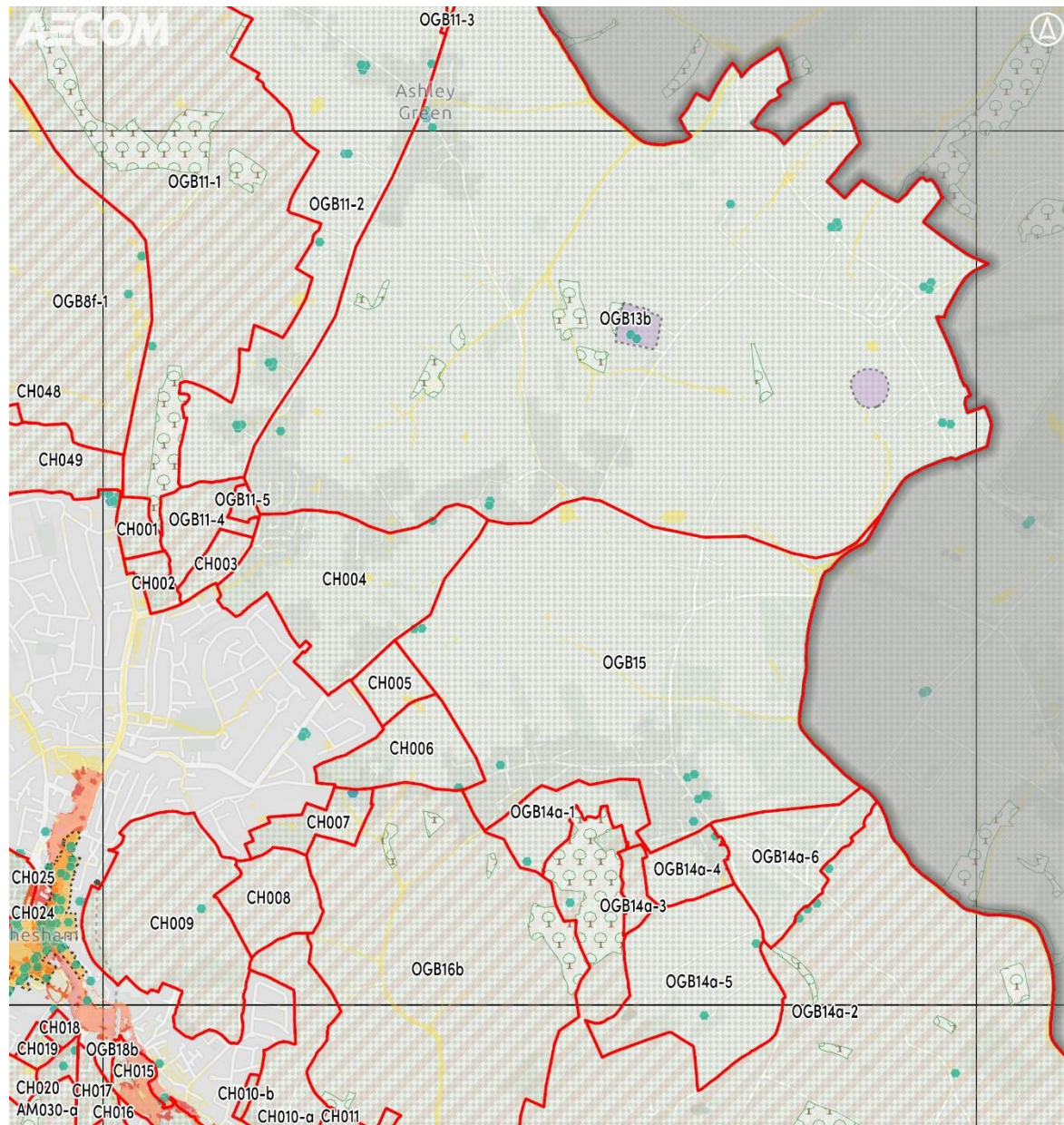
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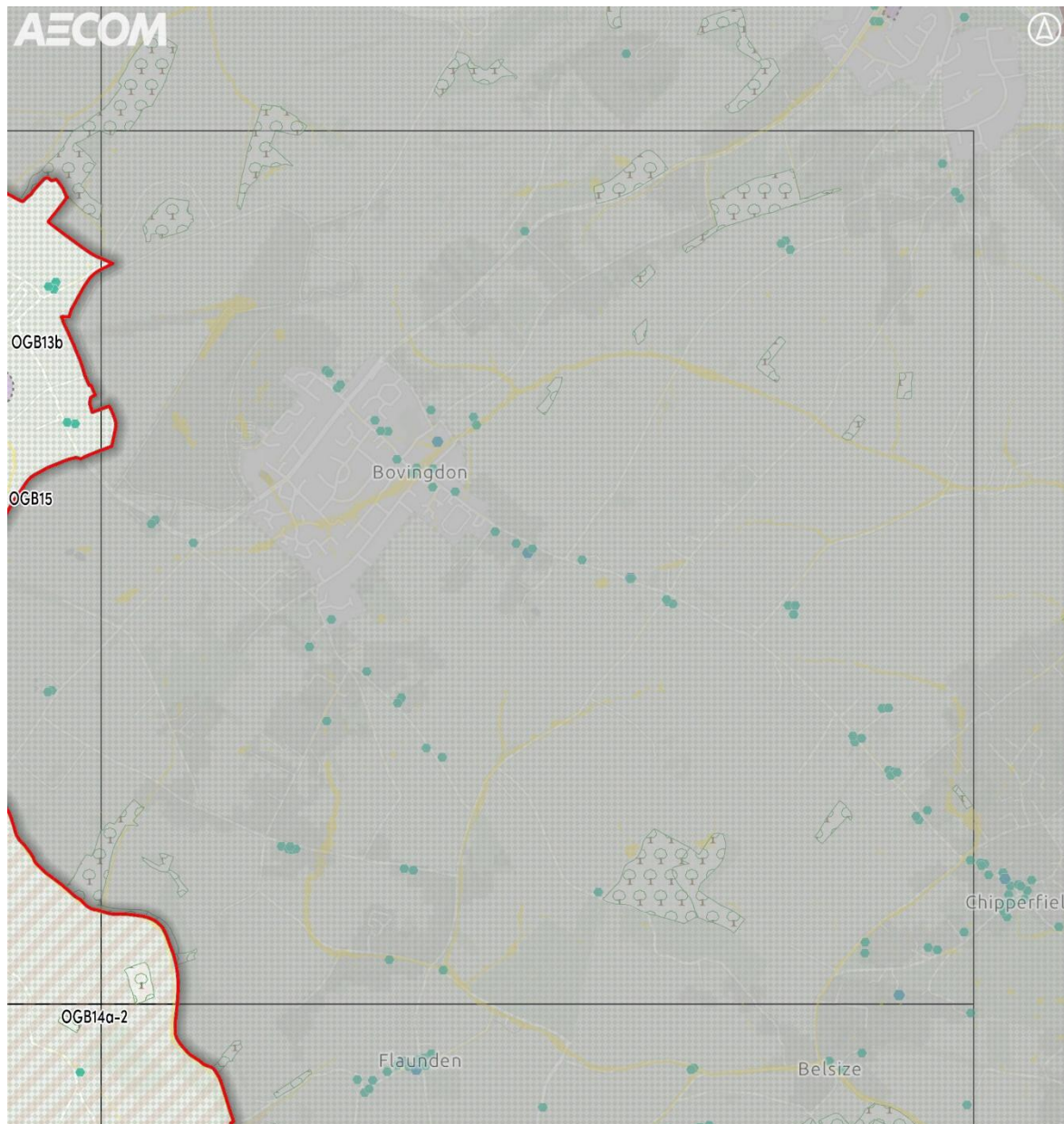
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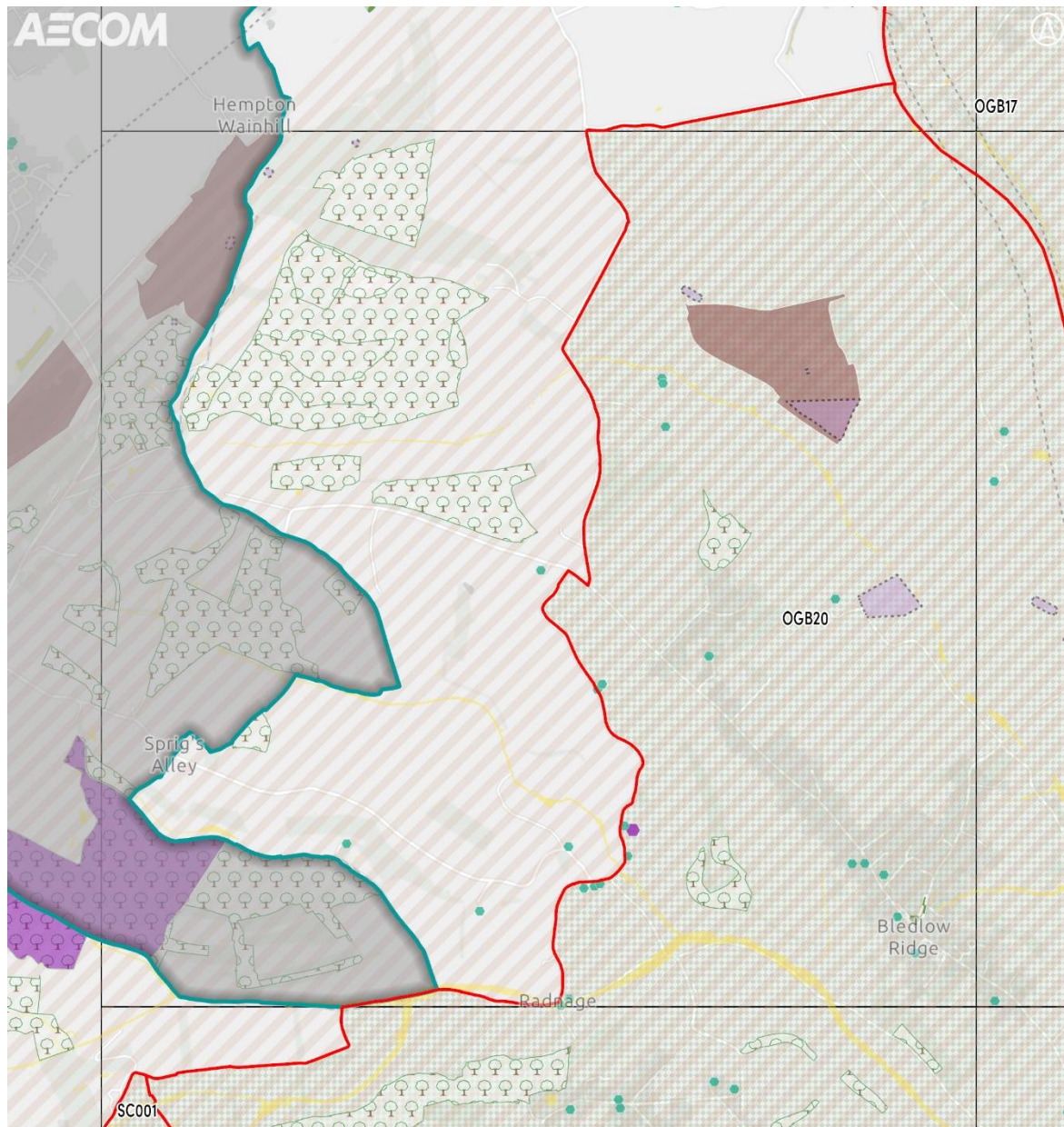


Grid Number: 23. NPPF Footnote 7 Constraints

Buckinghamshire	Flood zone 3	Registered Park and Garden
Green Belt	Surface water flood risk: 1% annual chance	Scheduled Monument
Buckinghamshire Green Belt Assessment Areas	Special Areas of Conservation	Conservation area
Buckinghamshire Green Belt - Level three mapping grid	Sites of Special Scientific Interest	Listed Building (Grade)
National Landscape	Ancient woodland	I
Flood zone 2	Irreplaceable habitat	II*
	Local Green Space	II



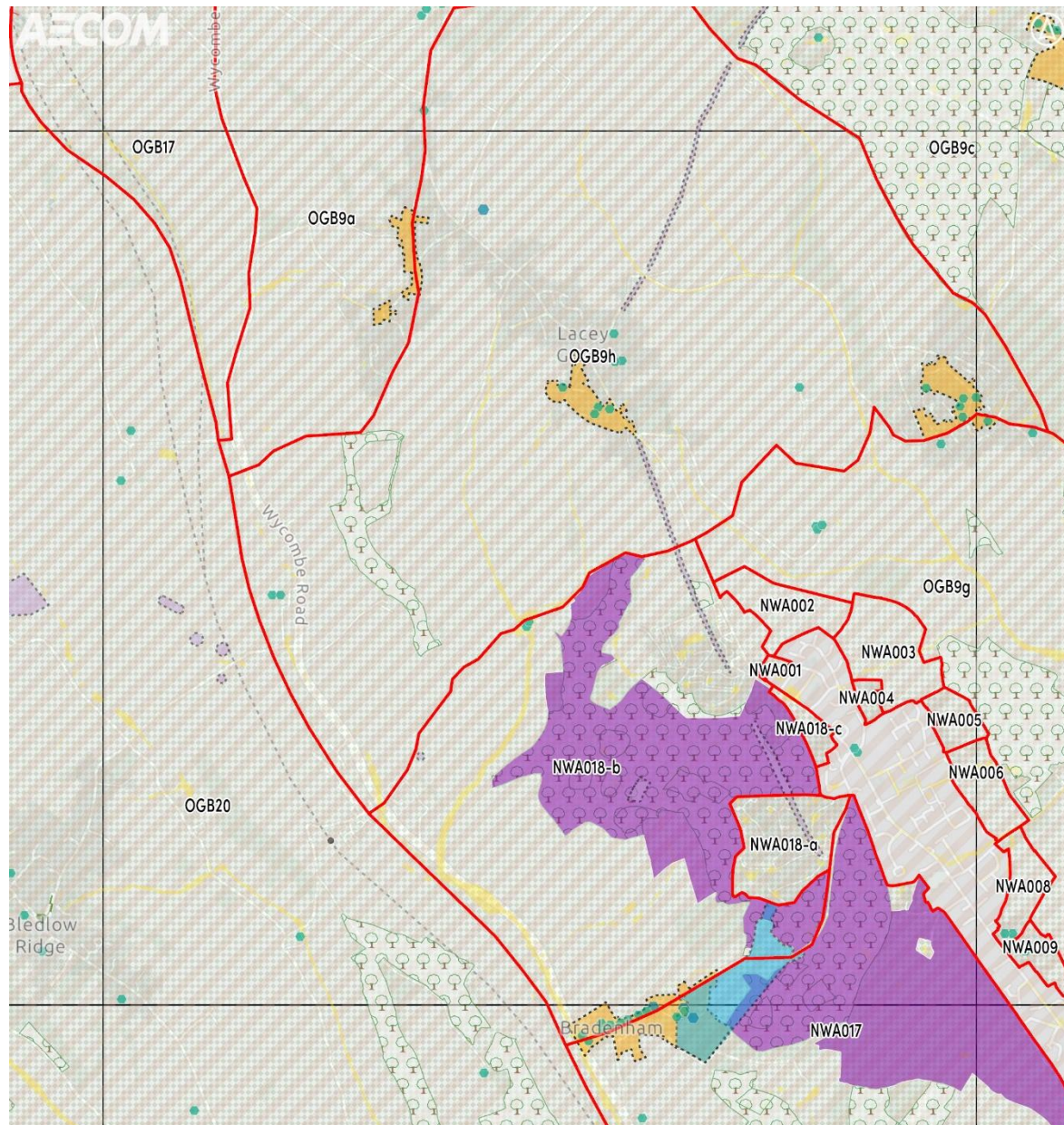
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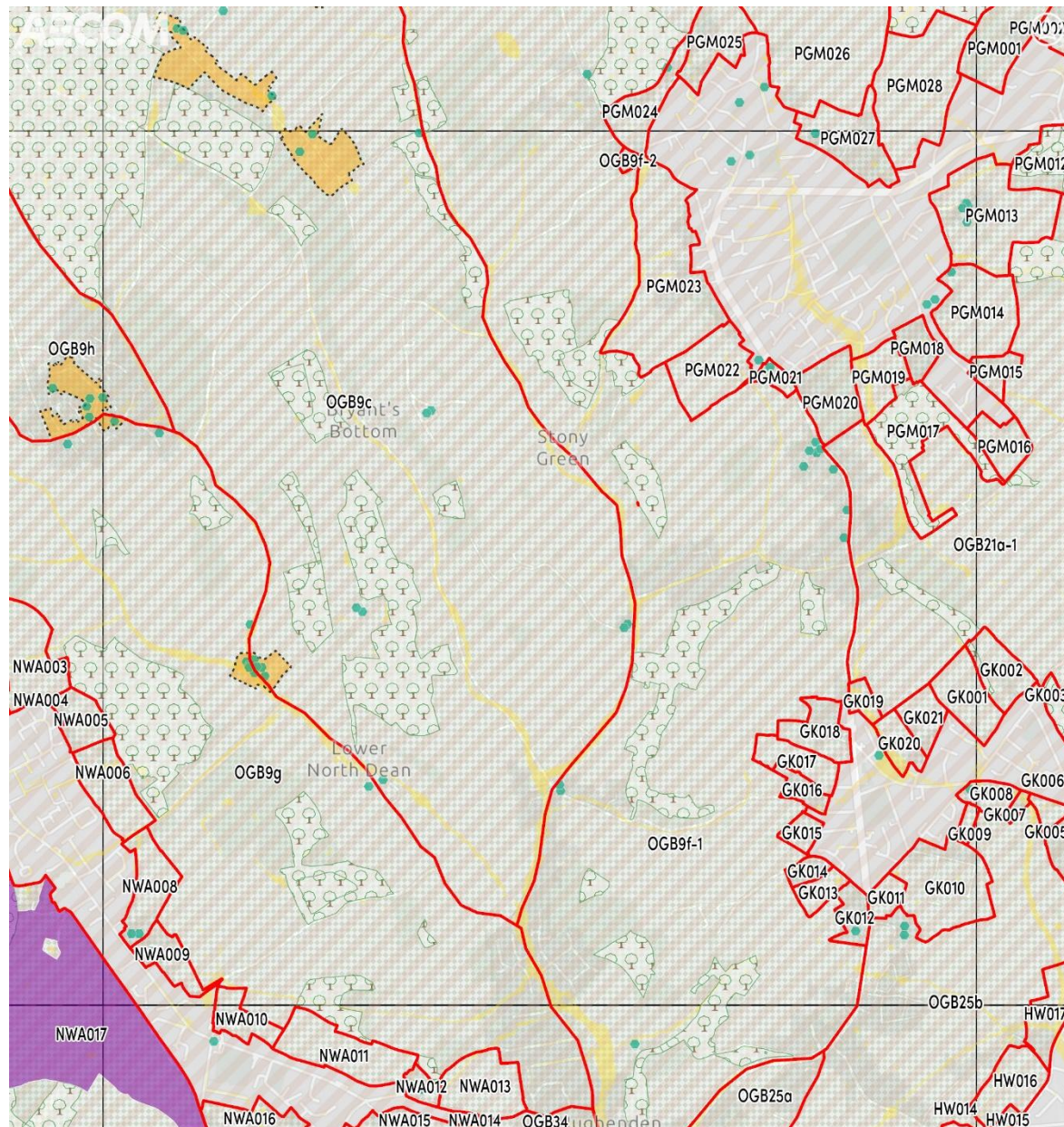
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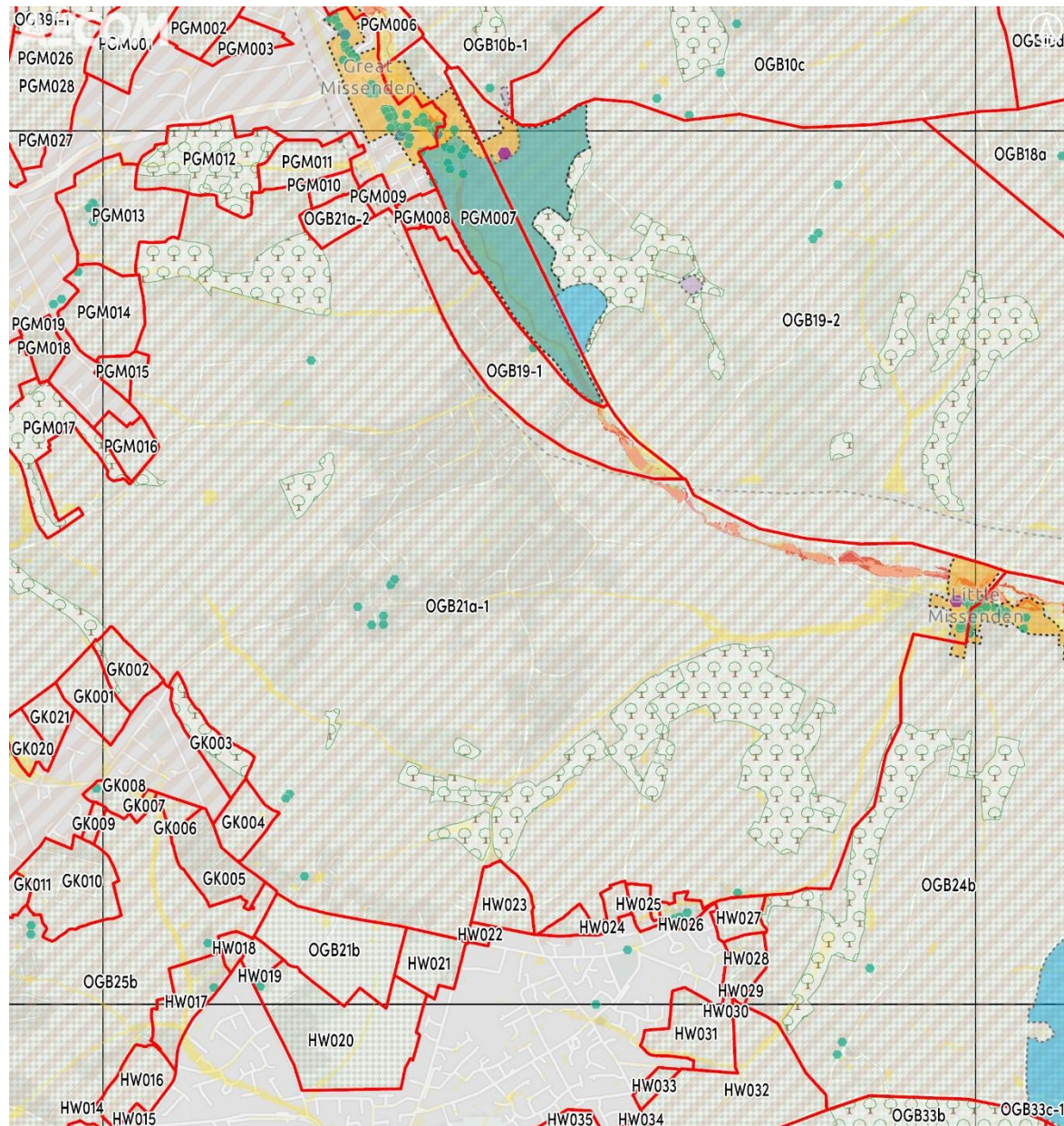
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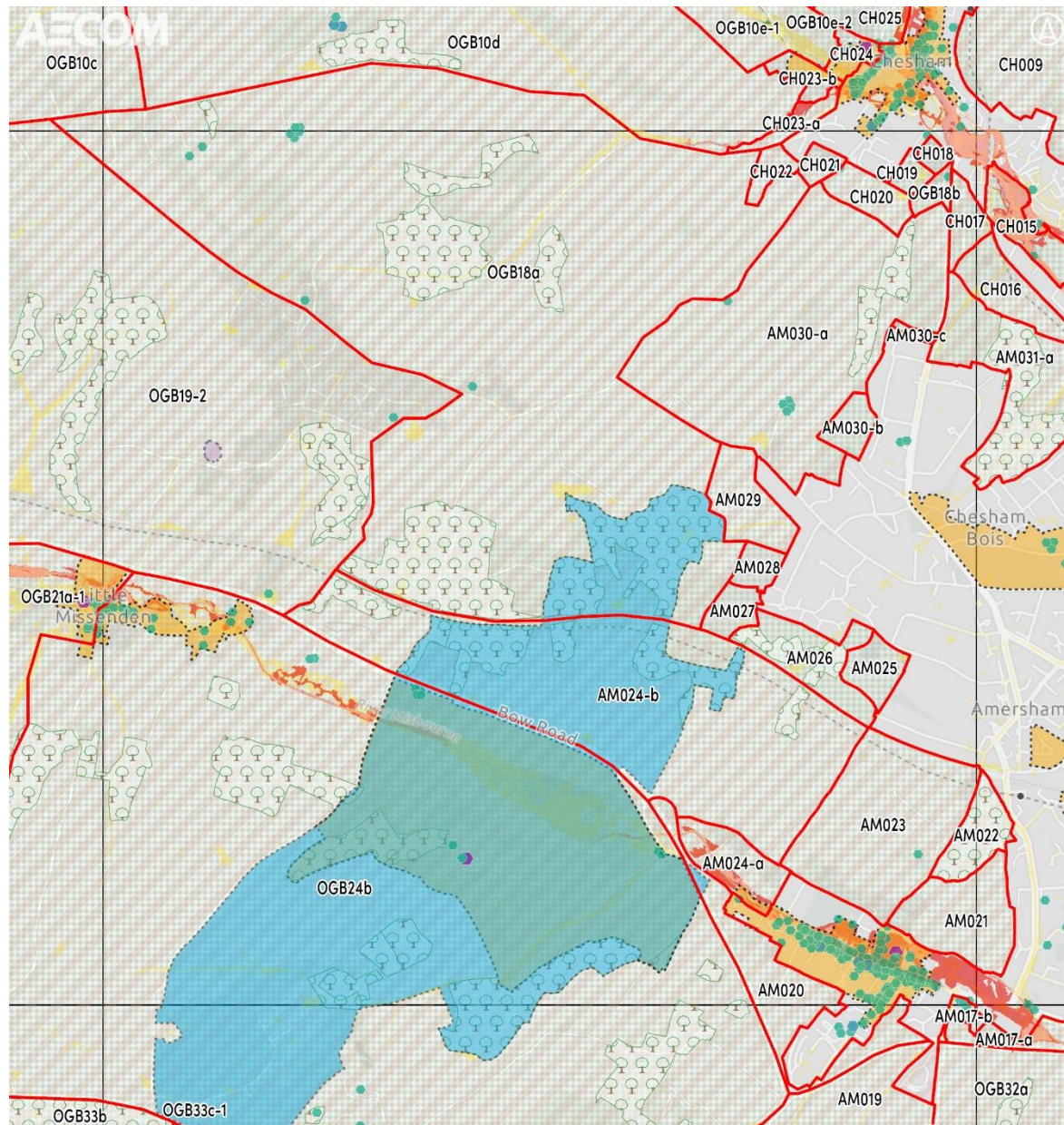
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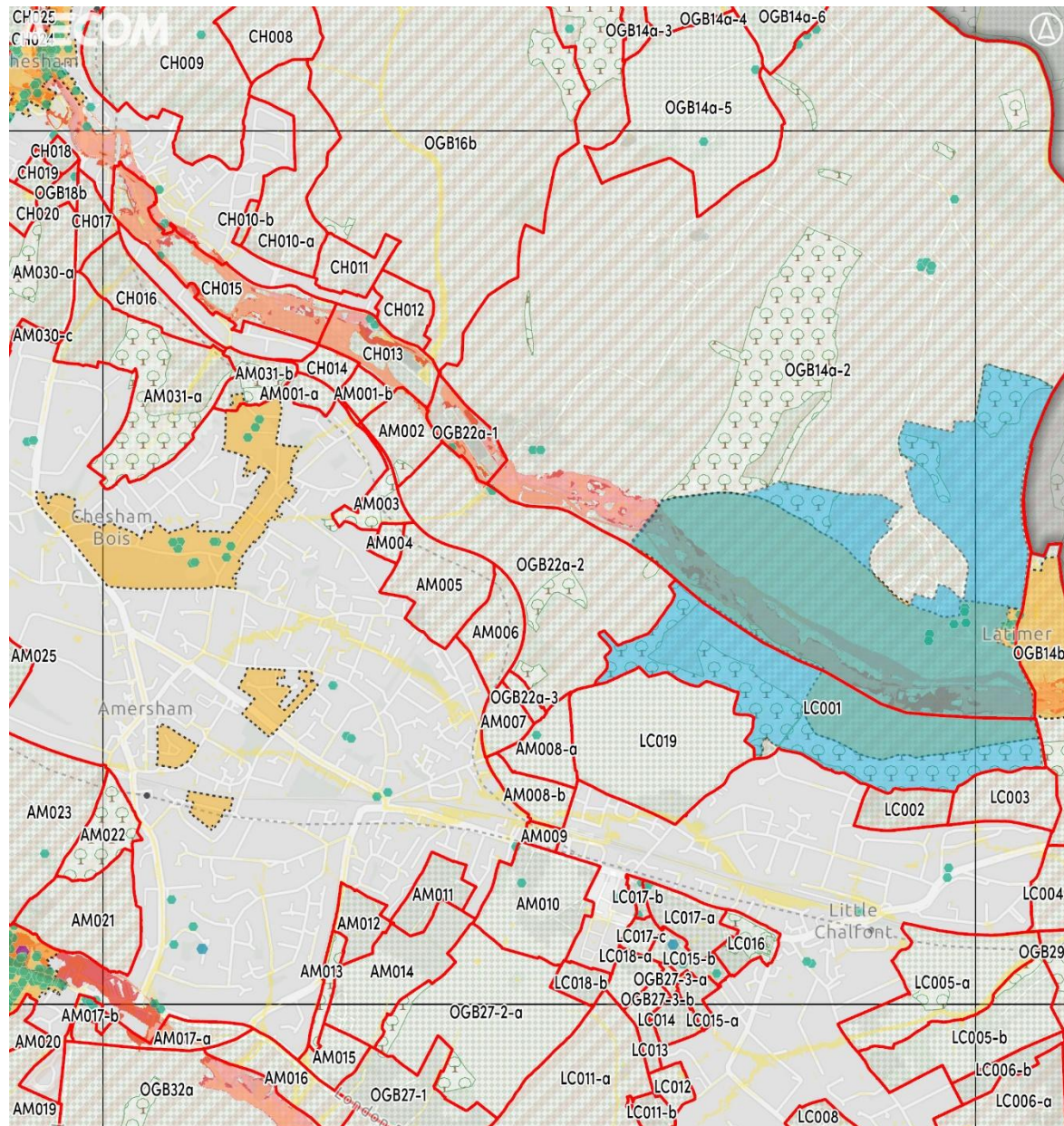
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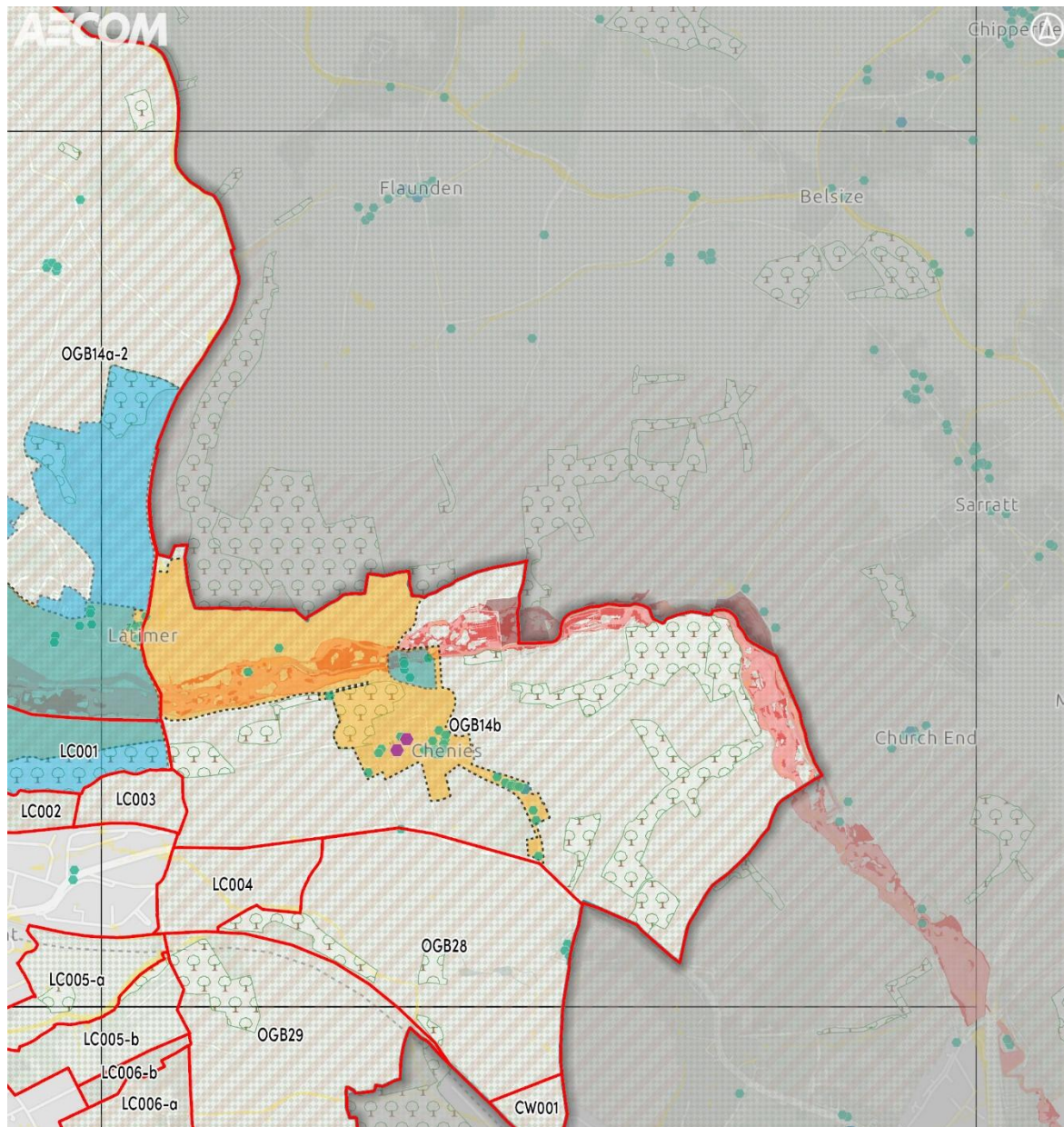
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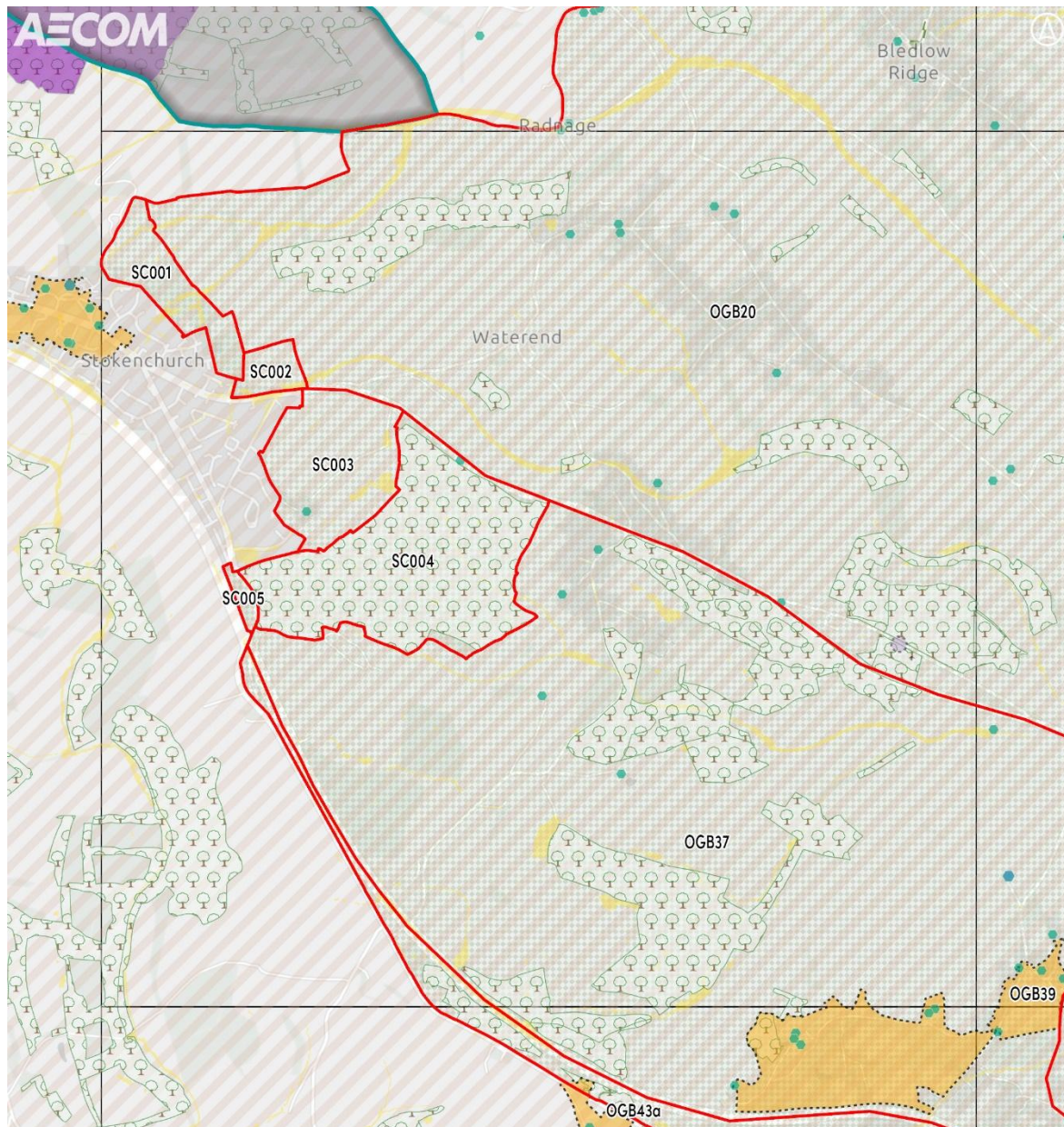
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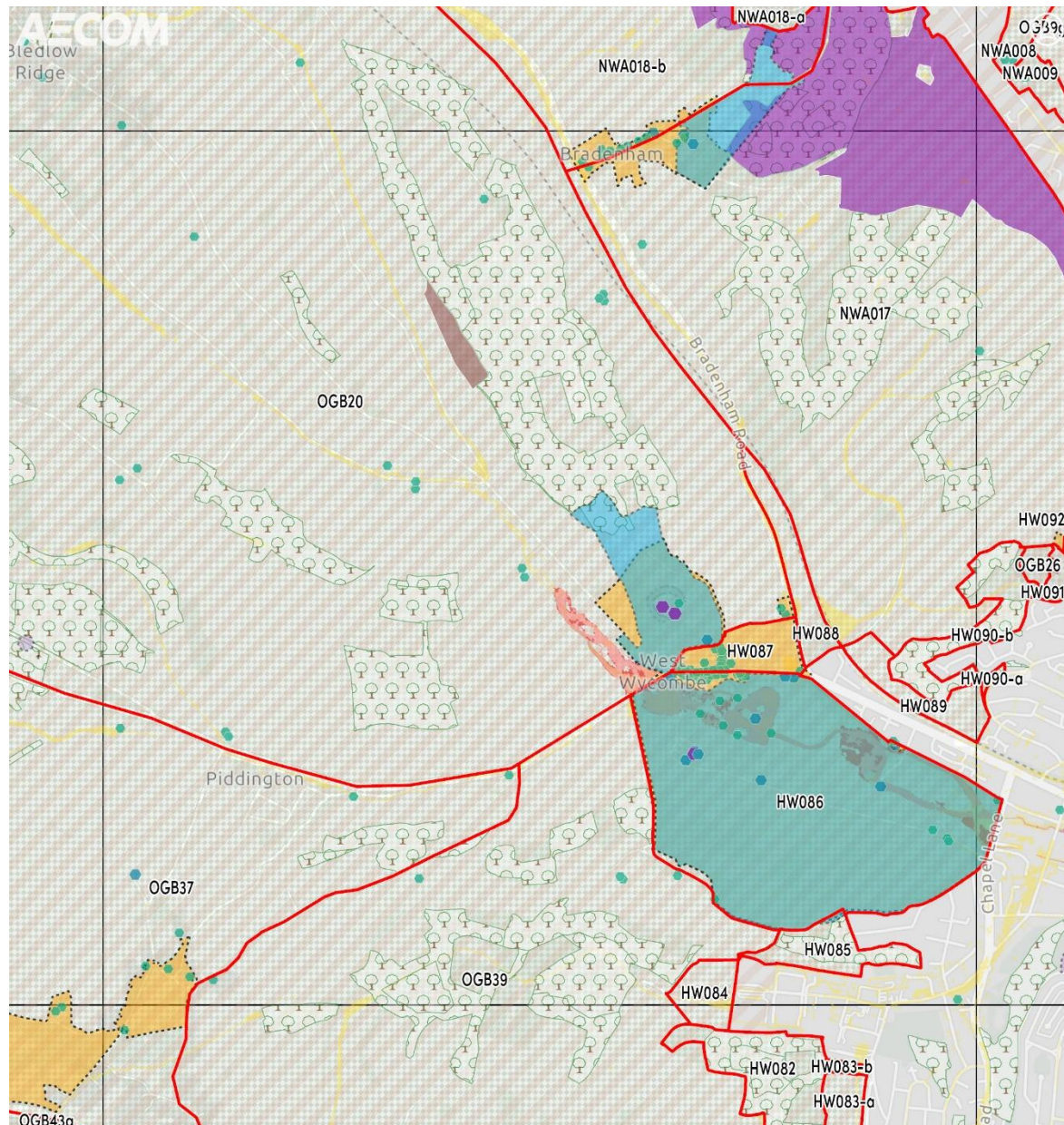
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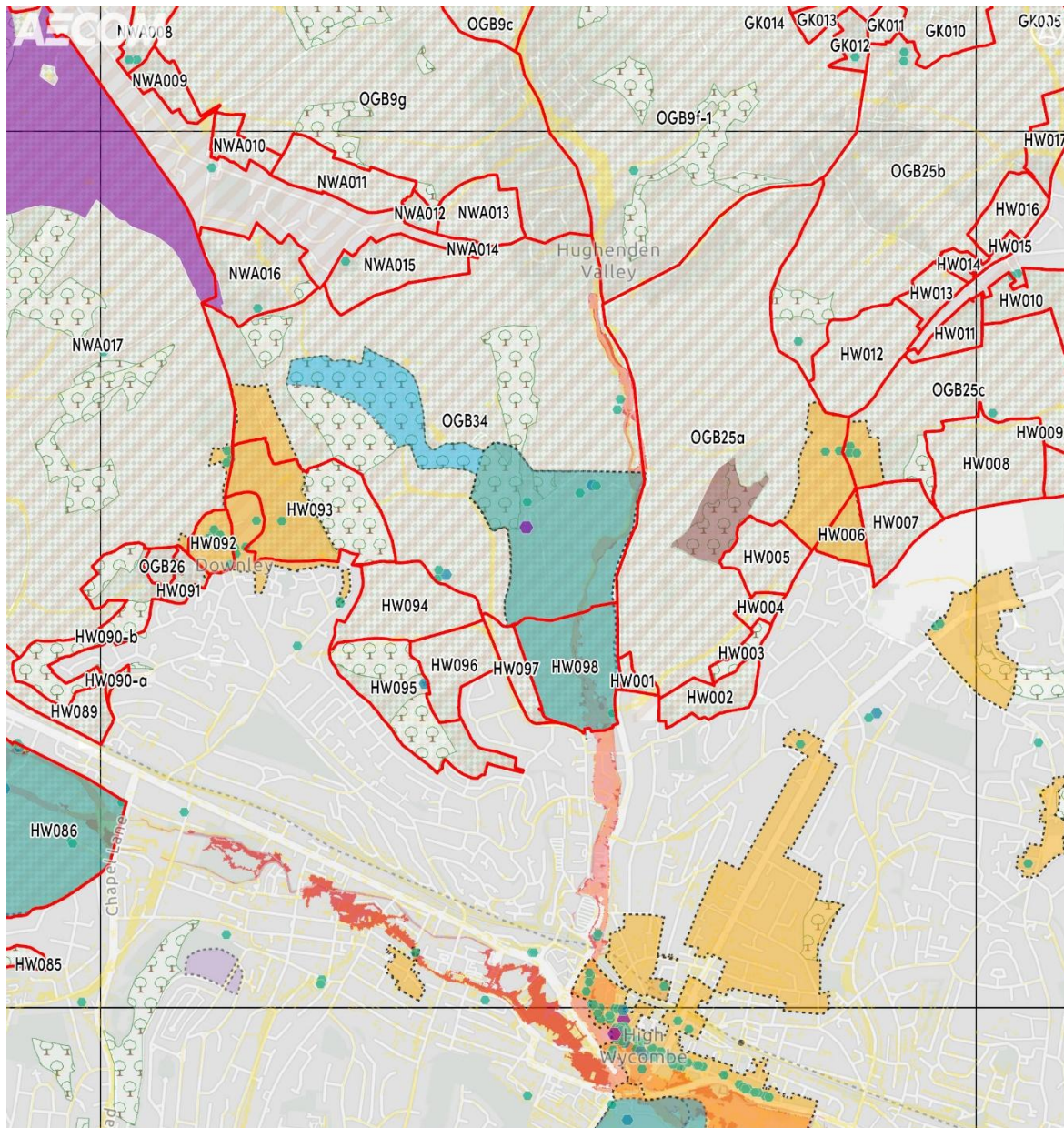
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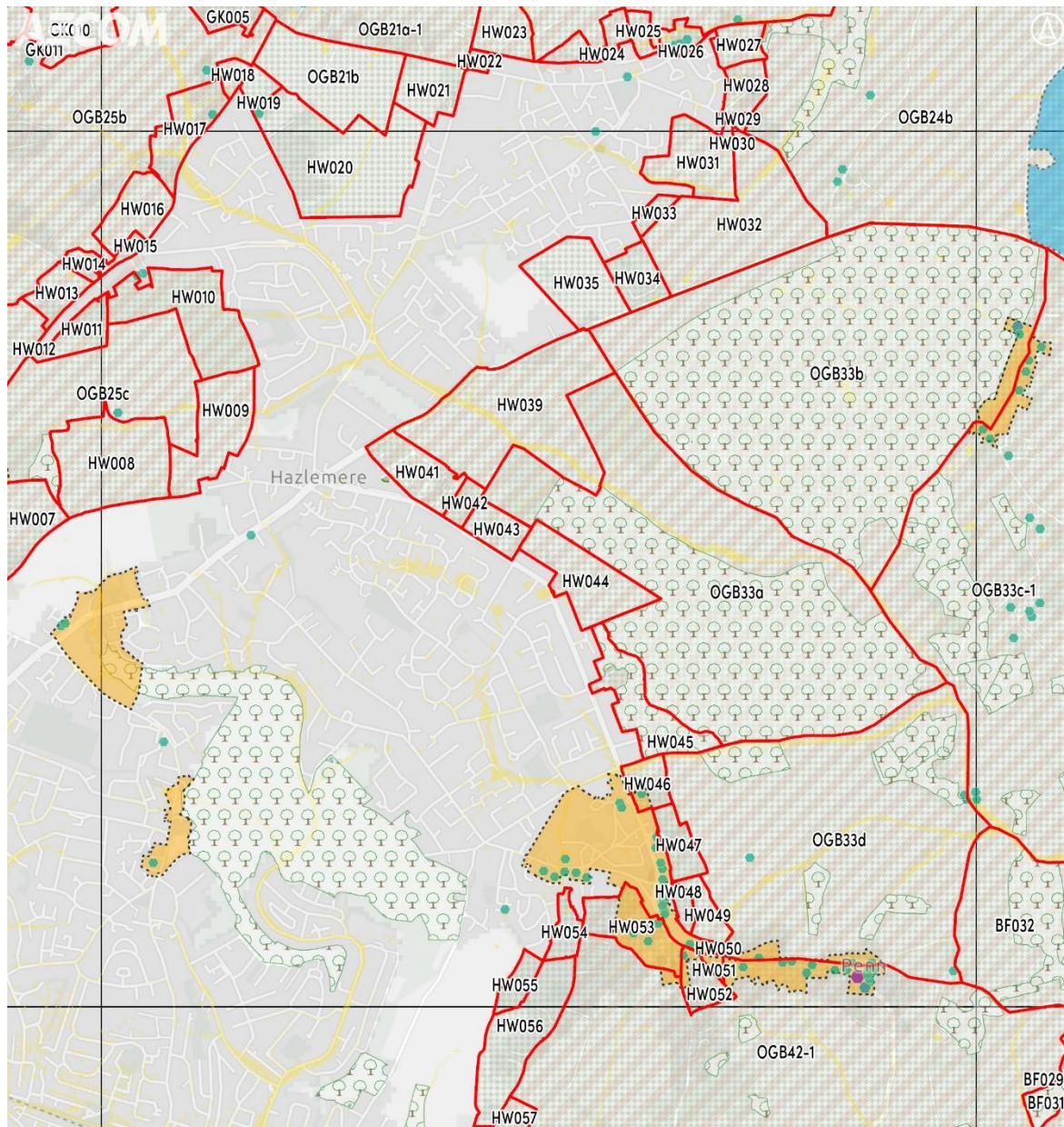
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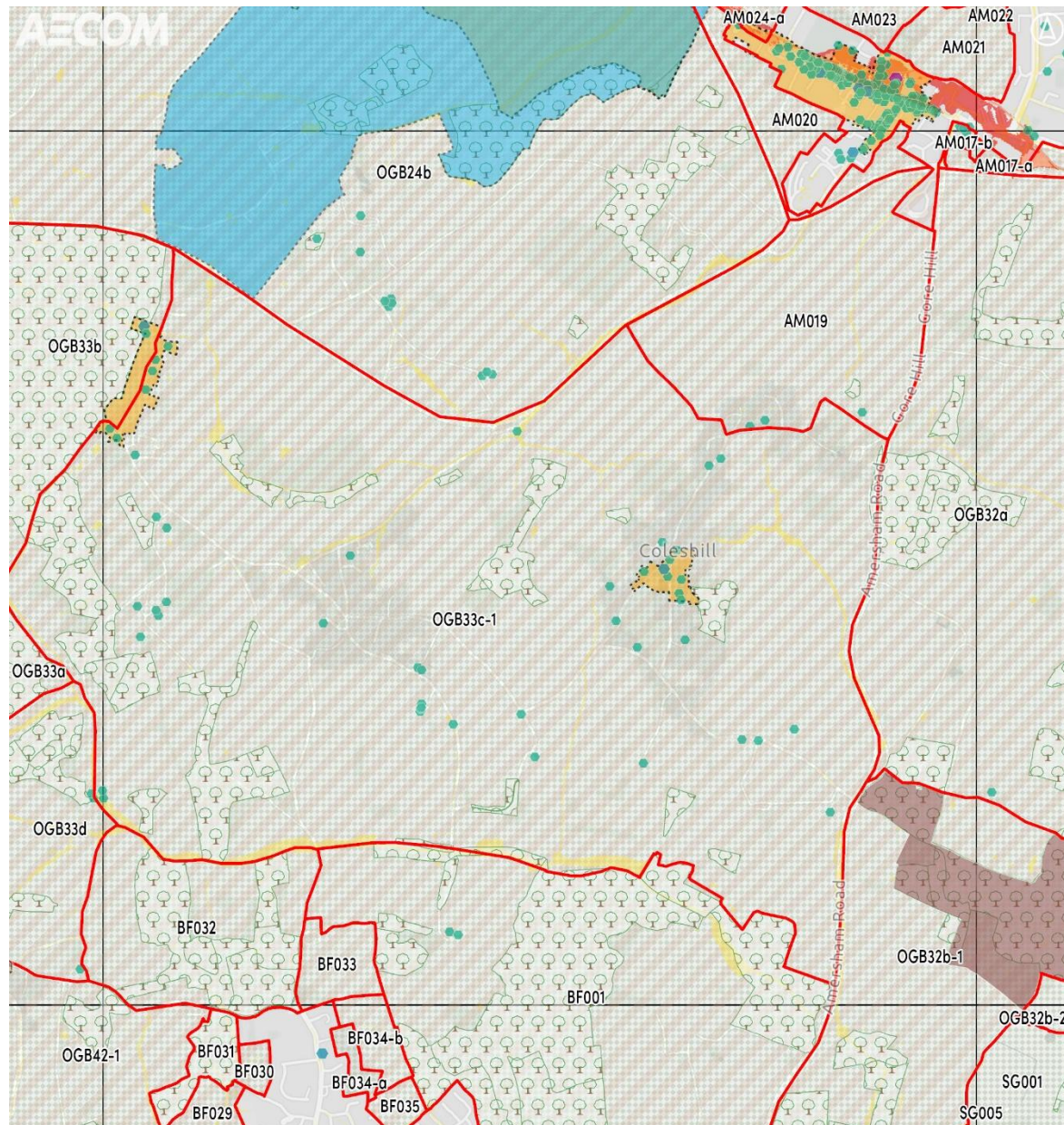
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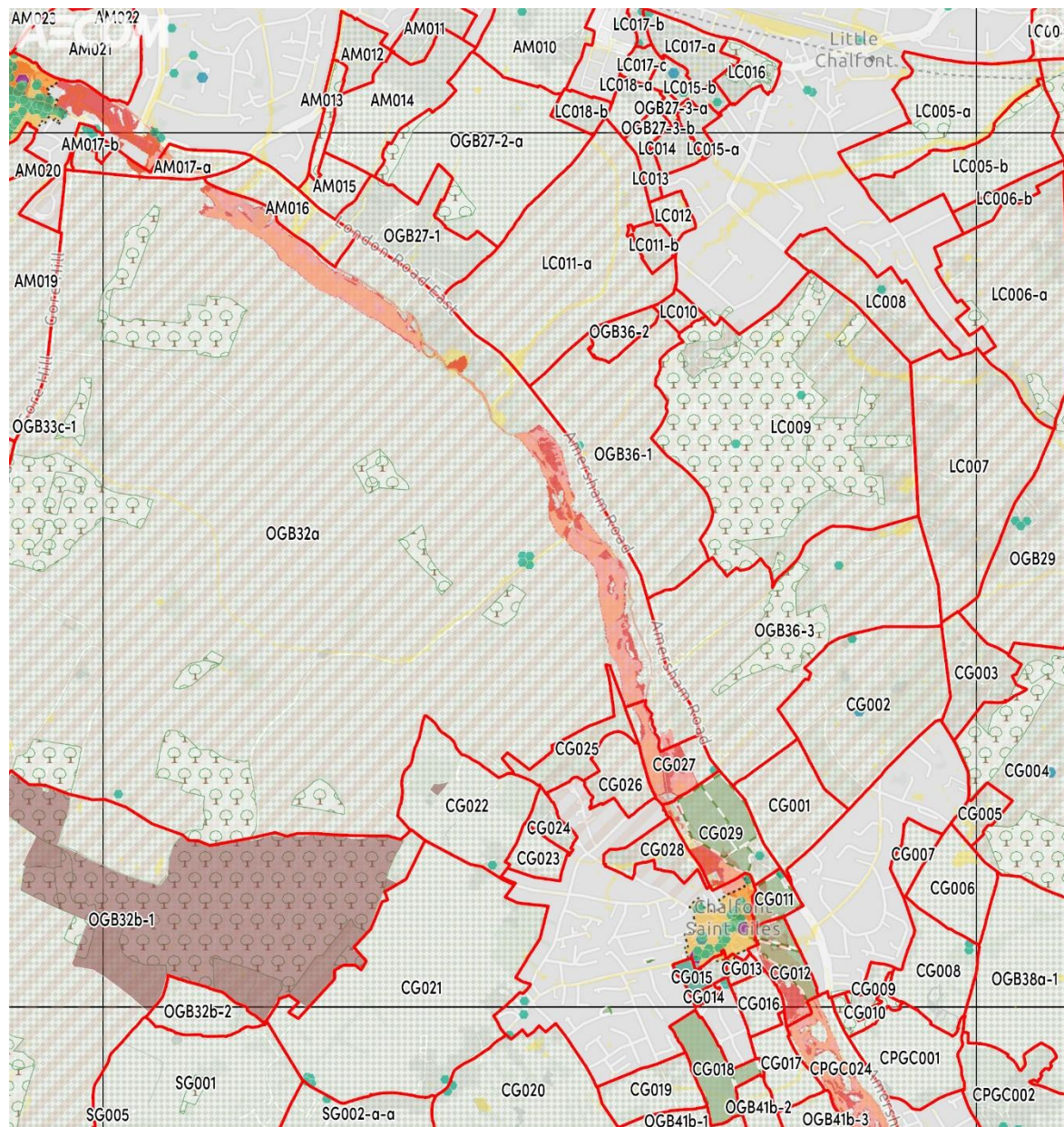
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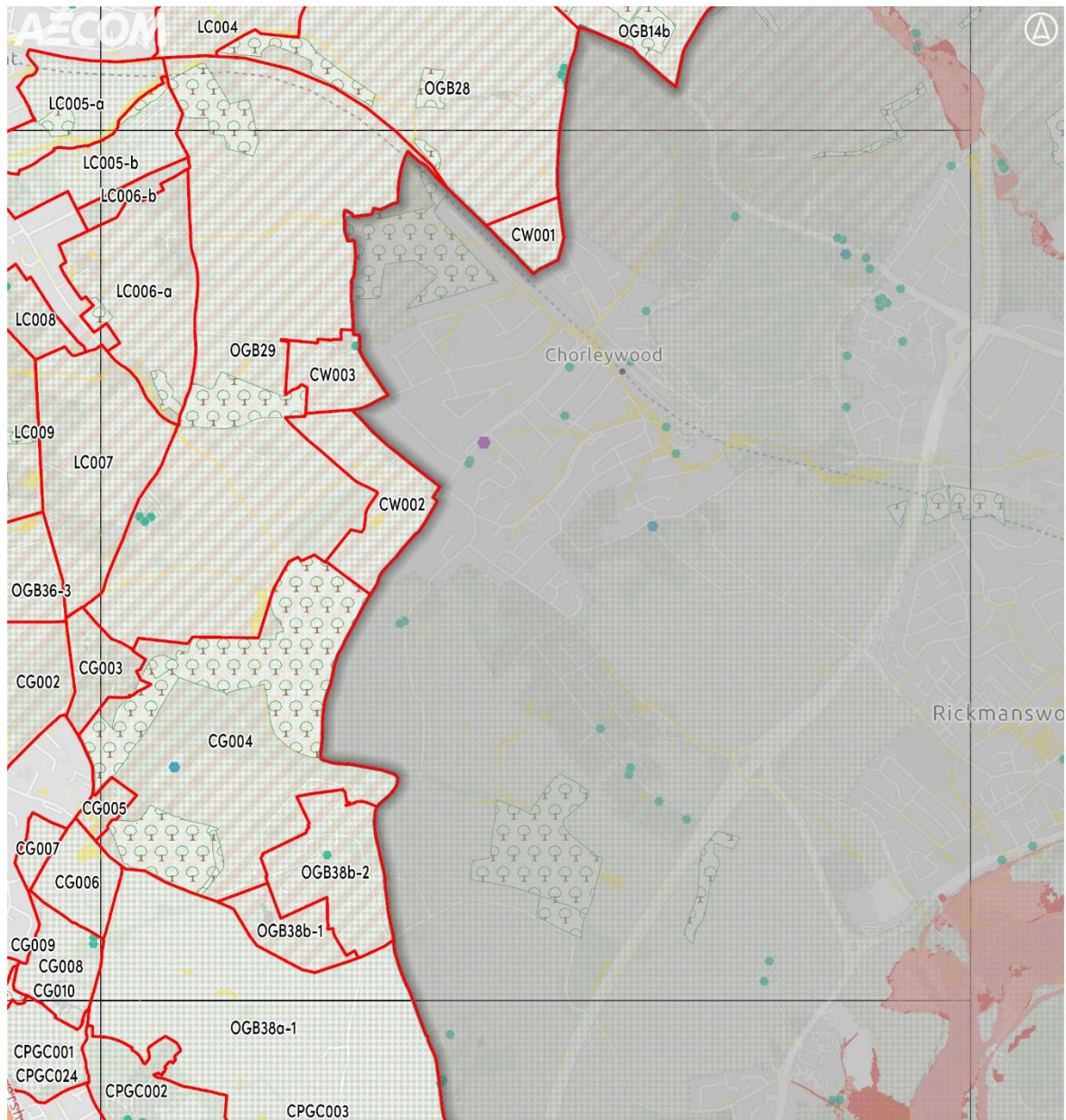
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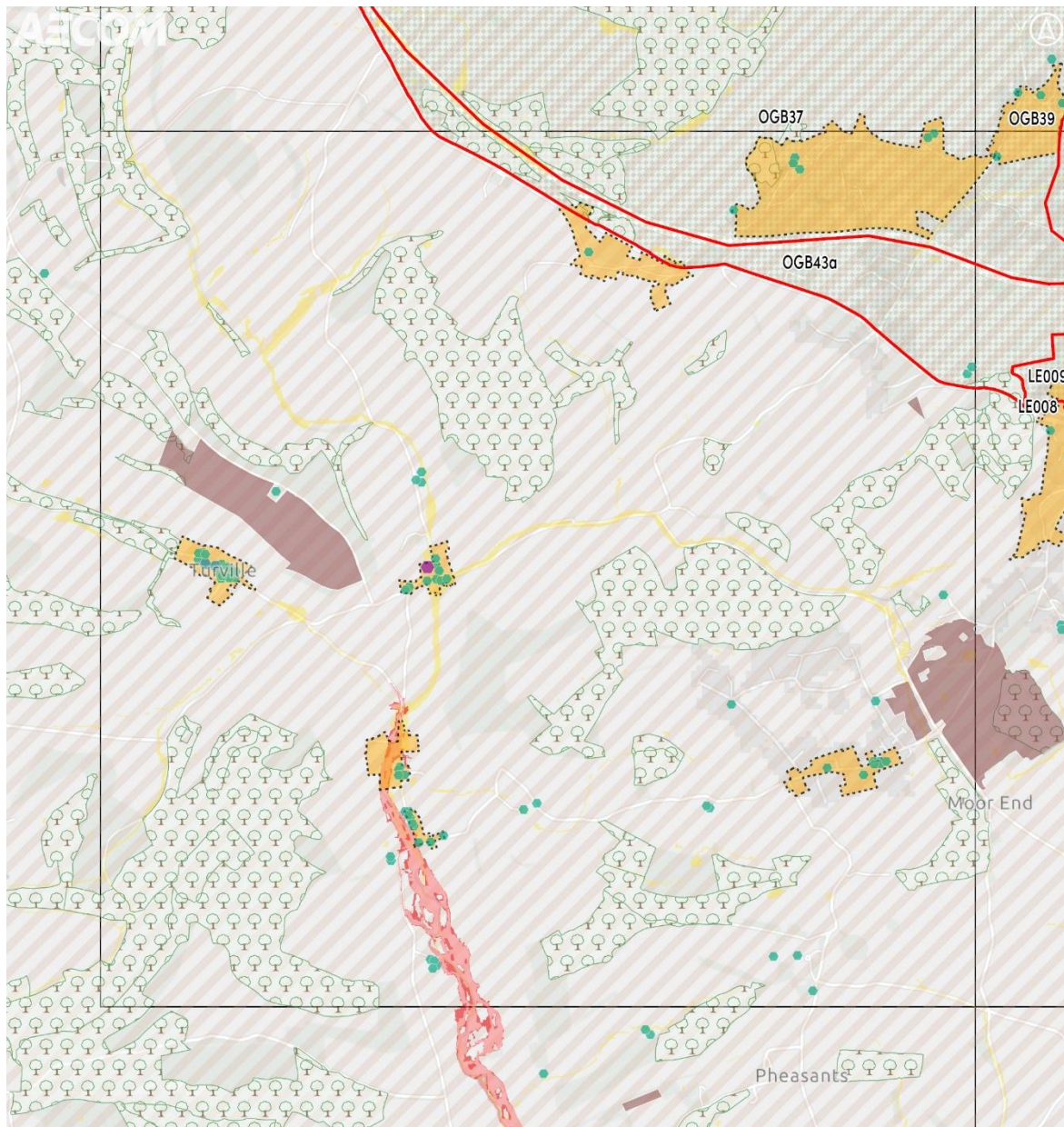
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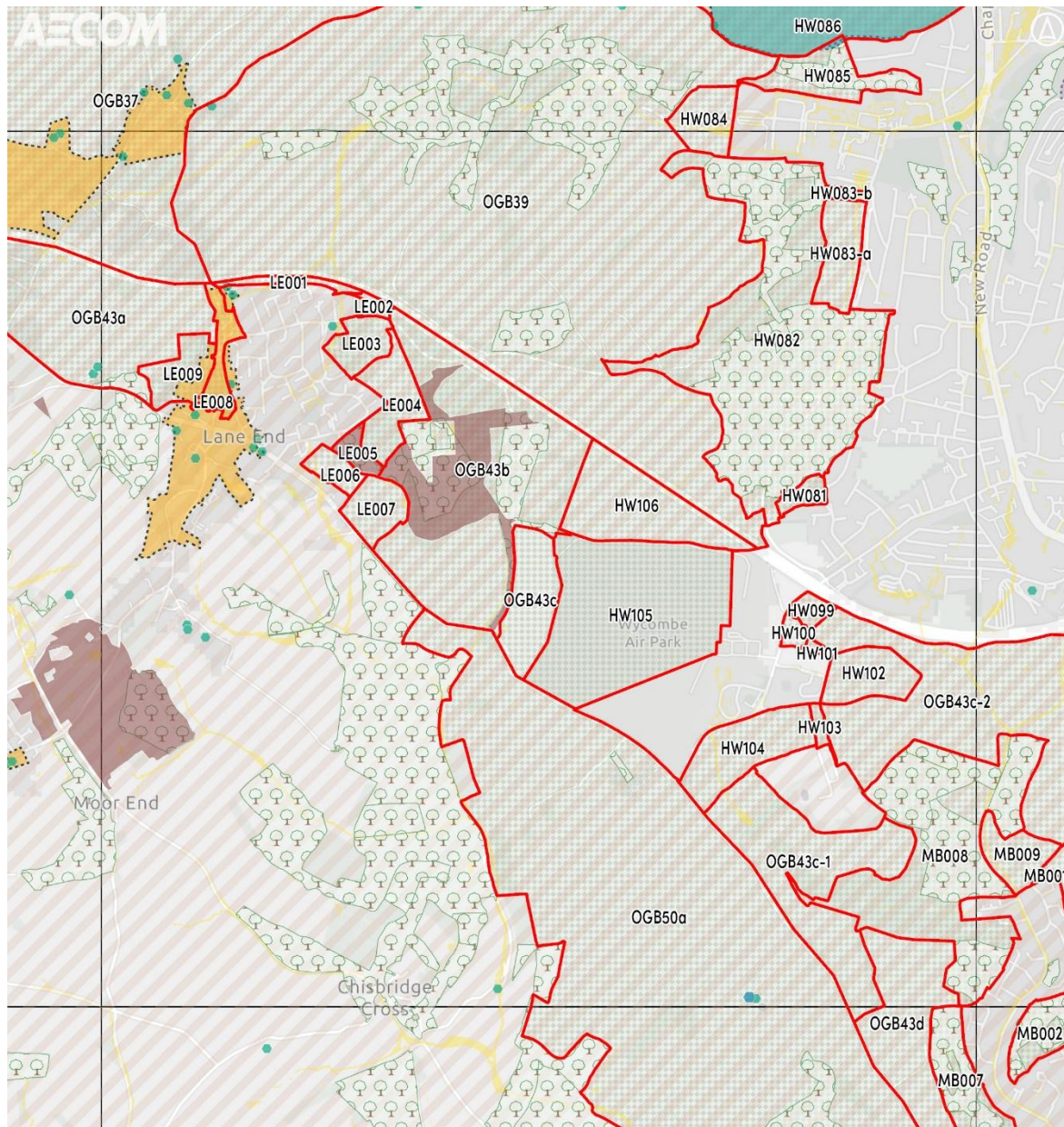
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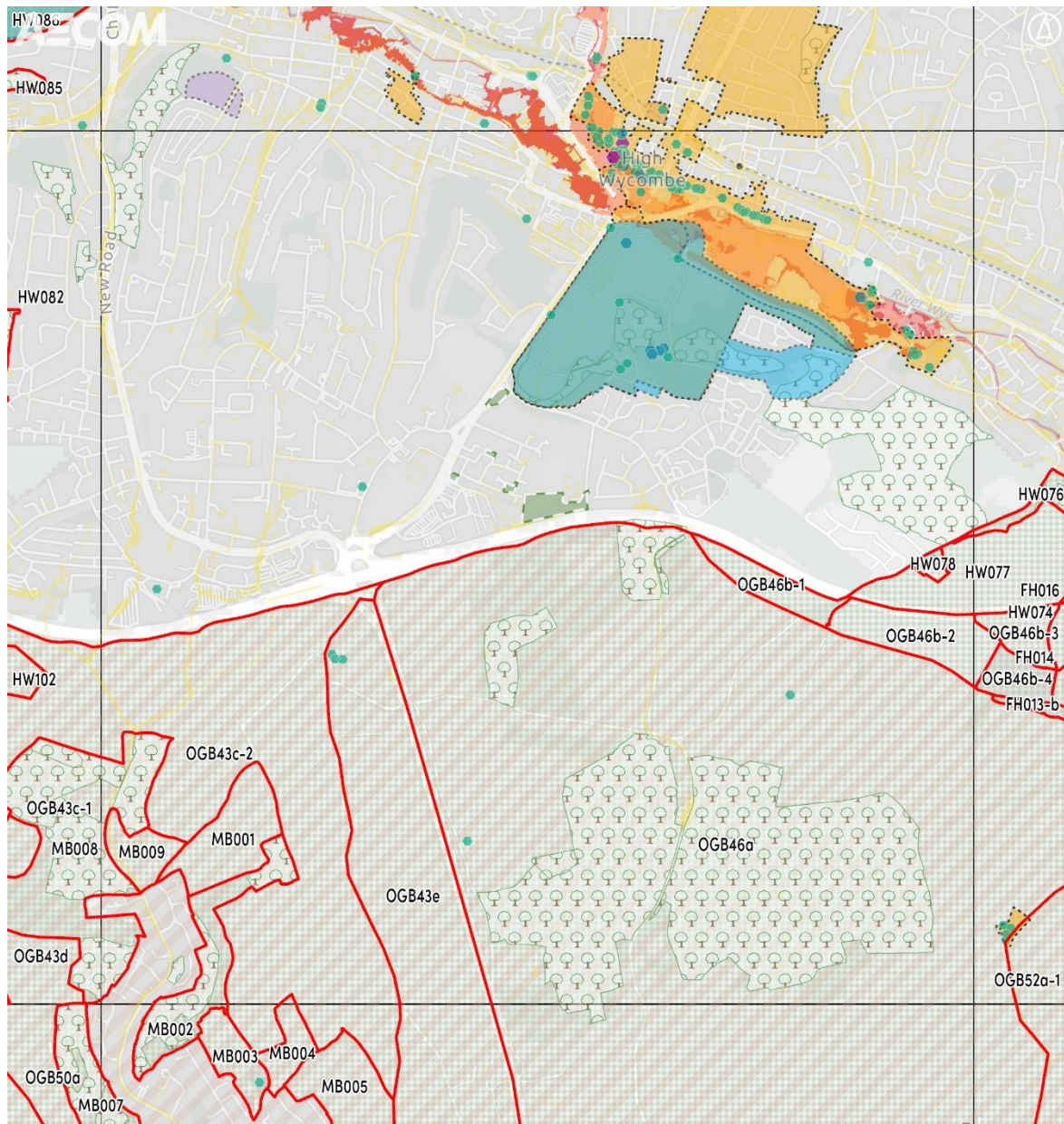
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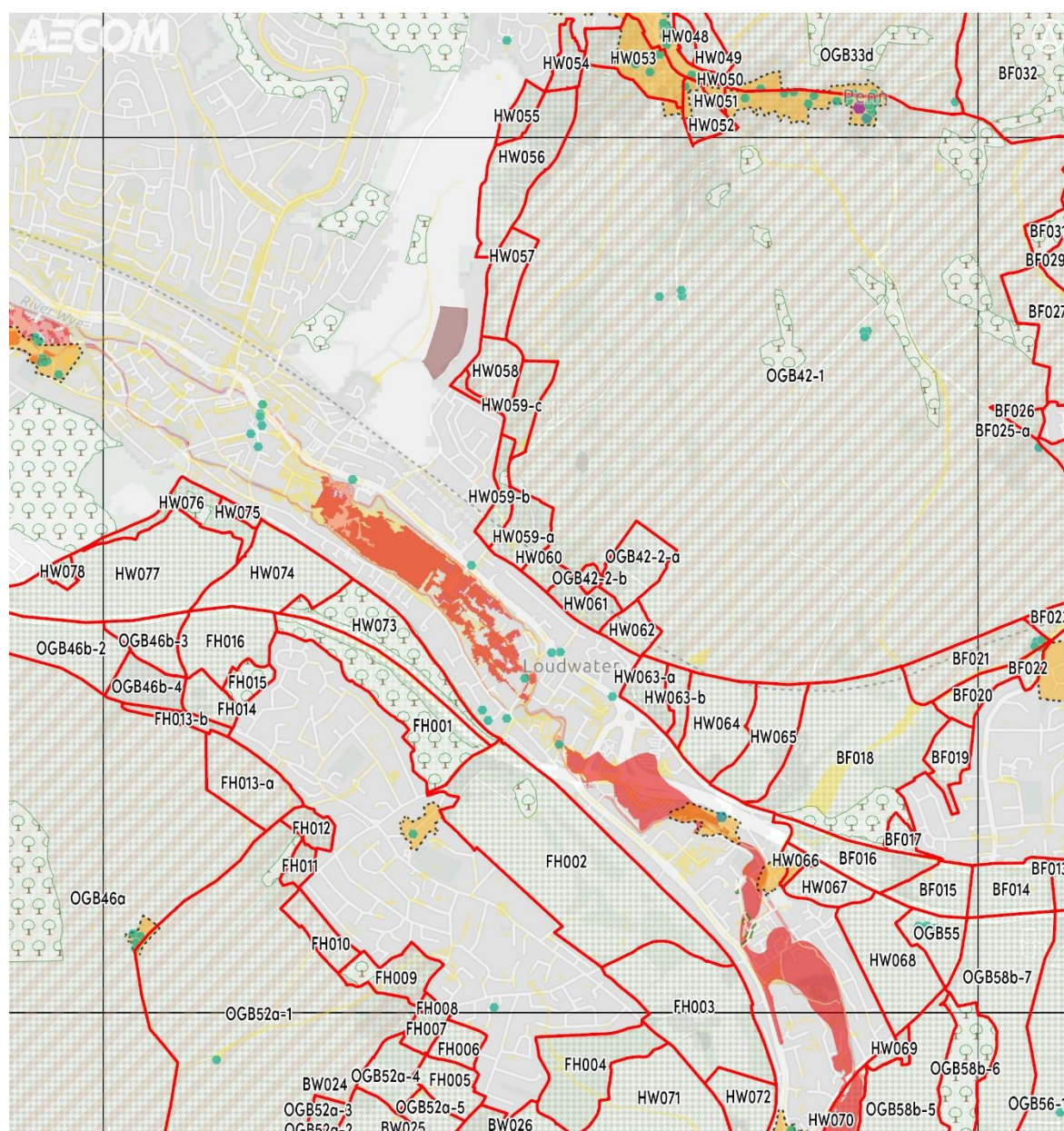
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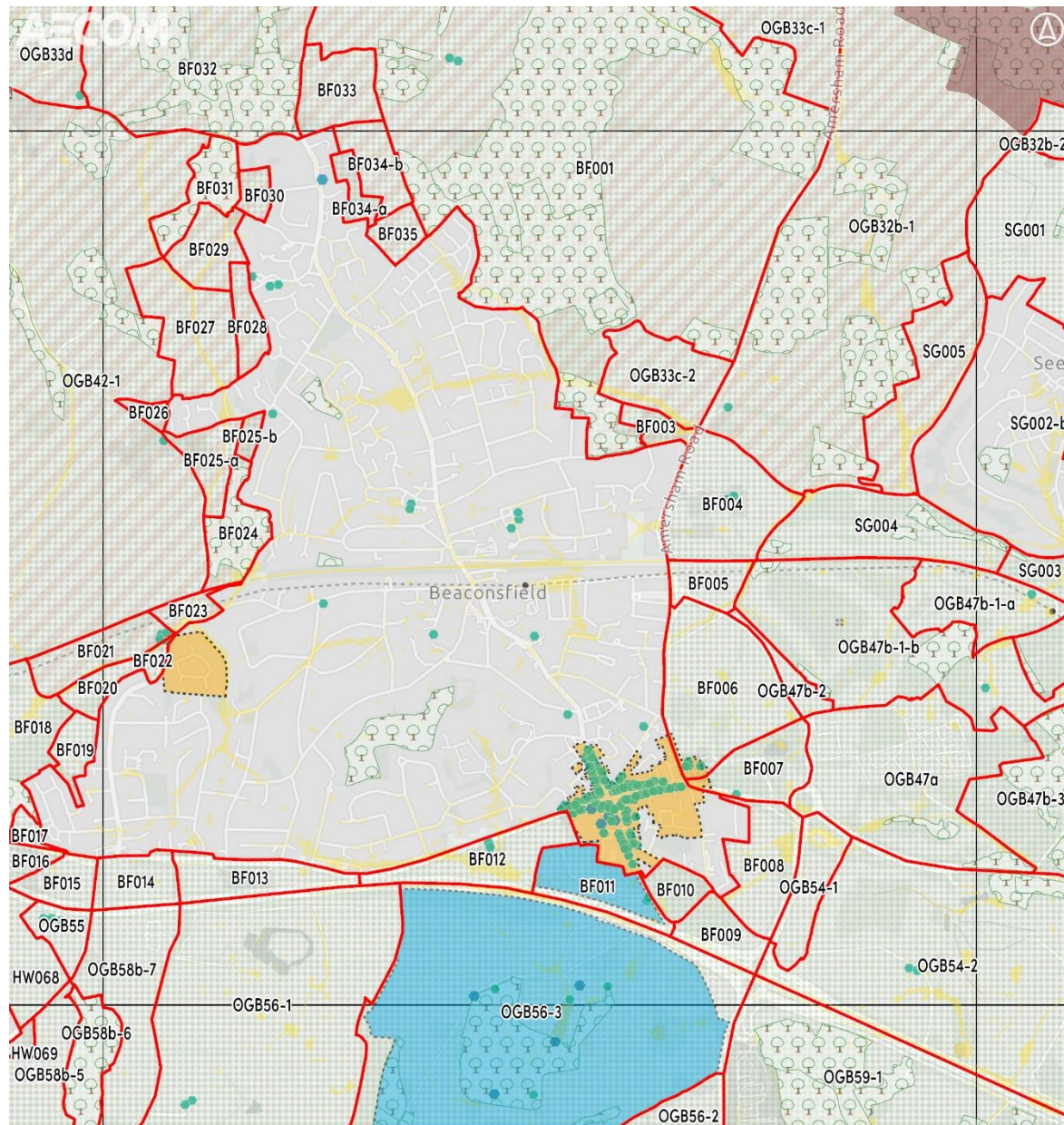
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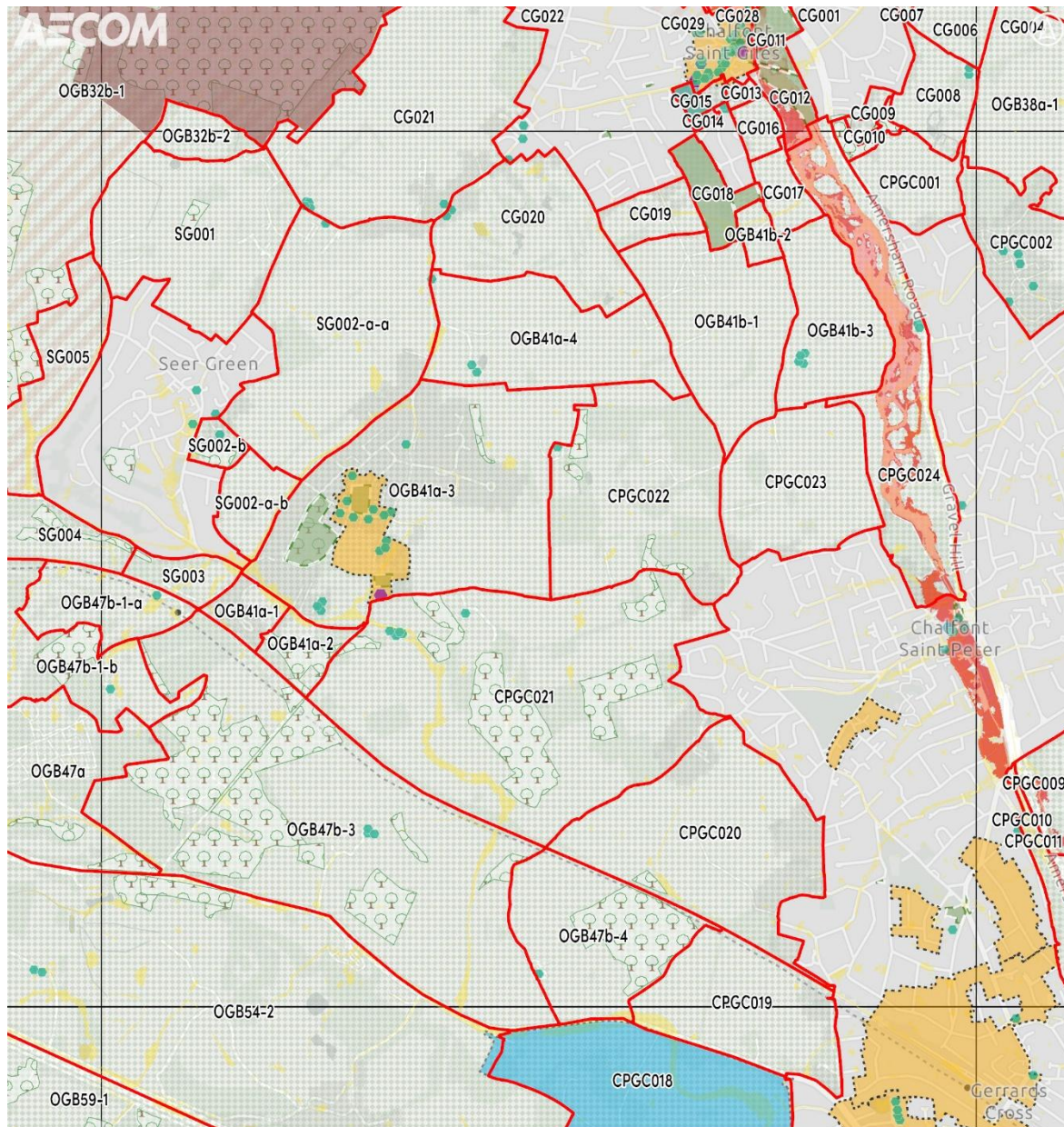
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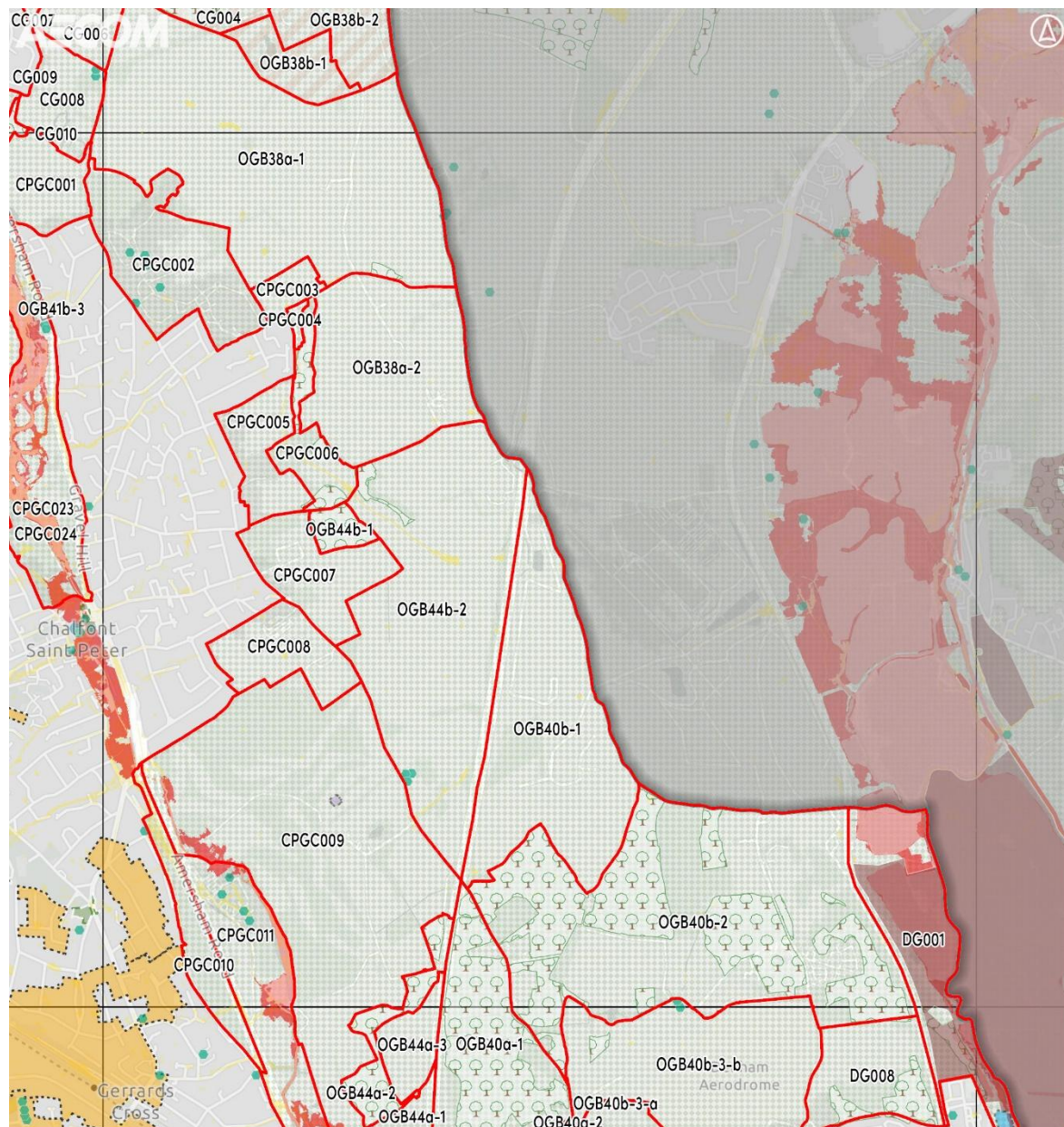
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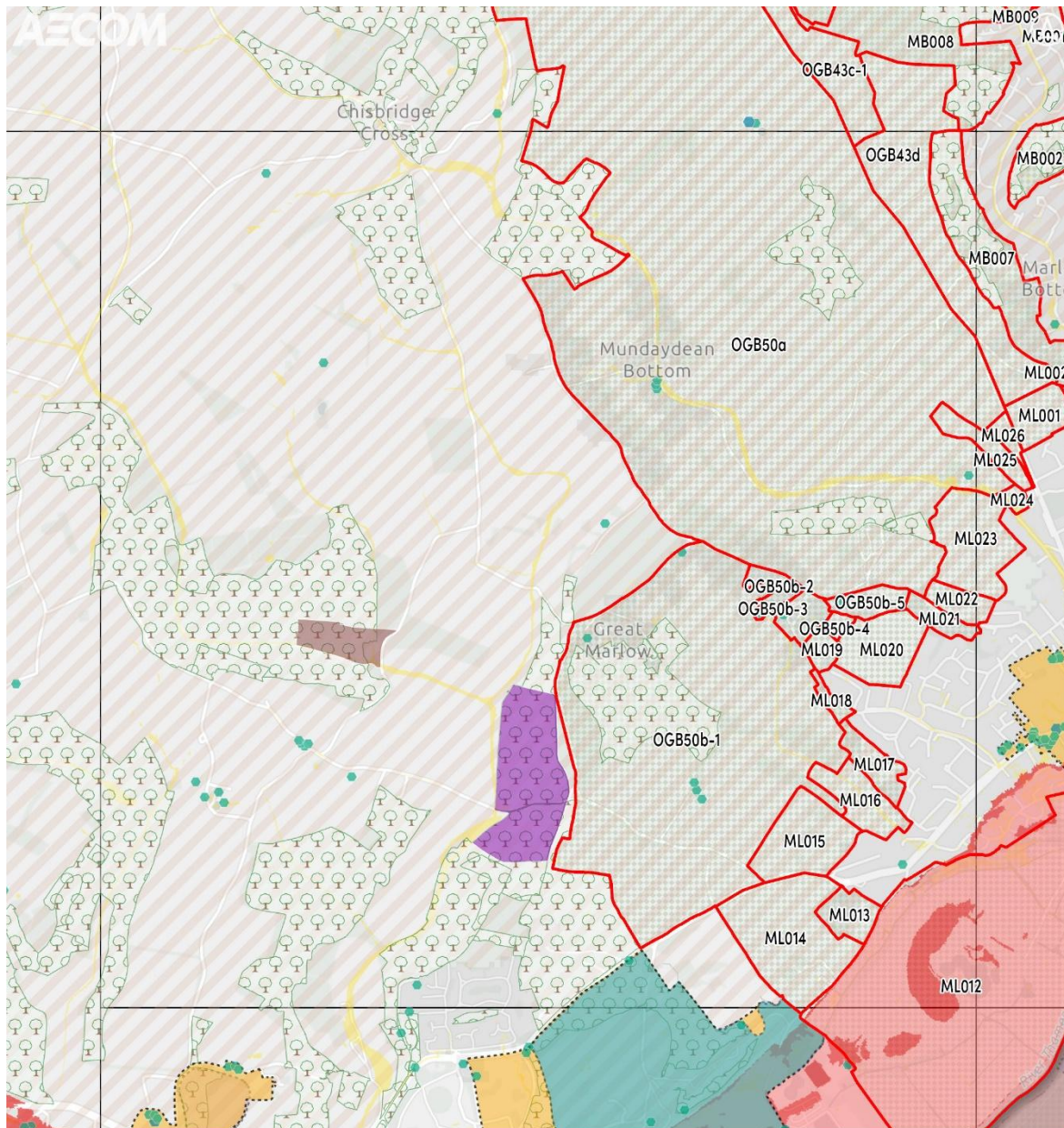
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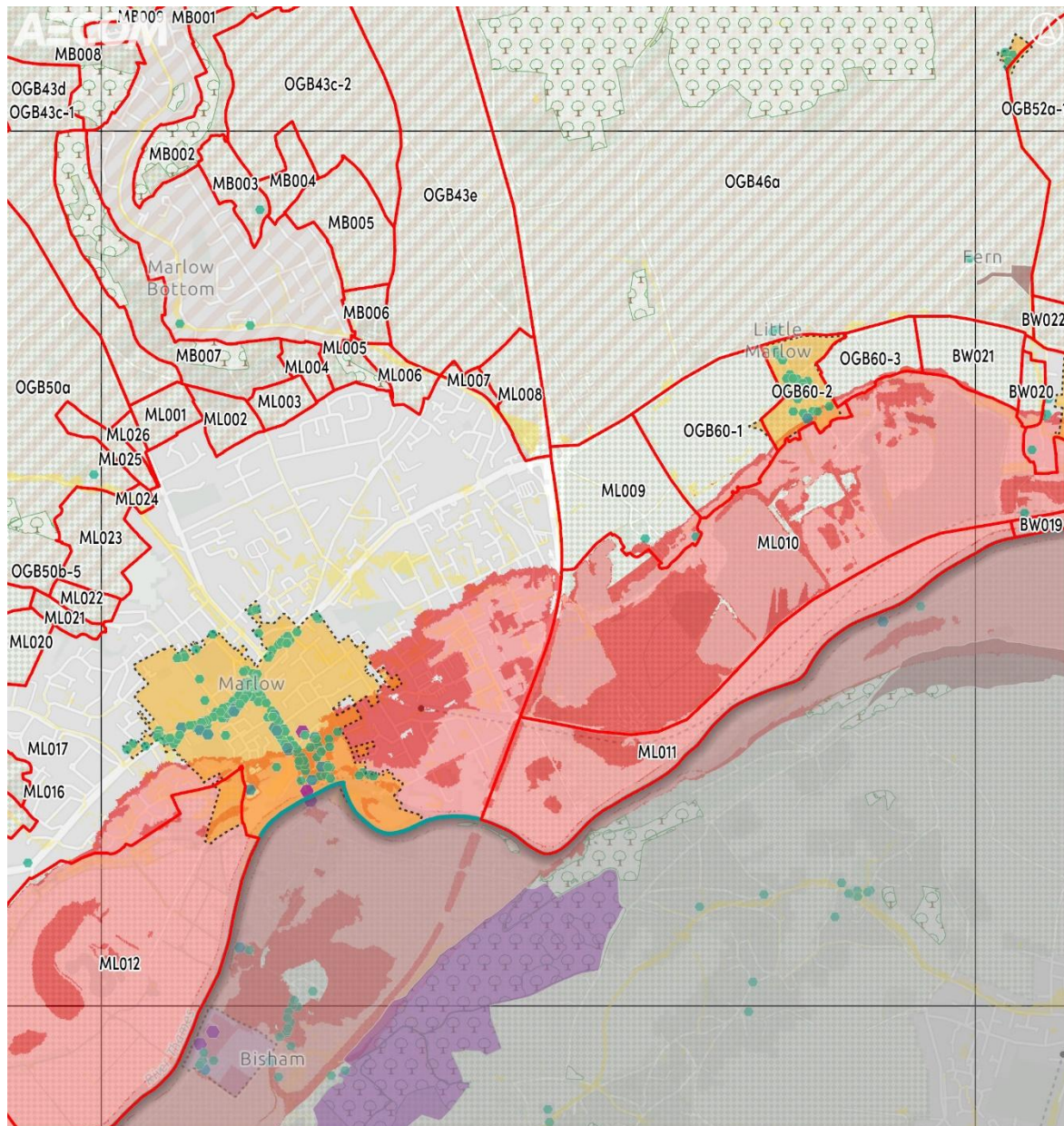
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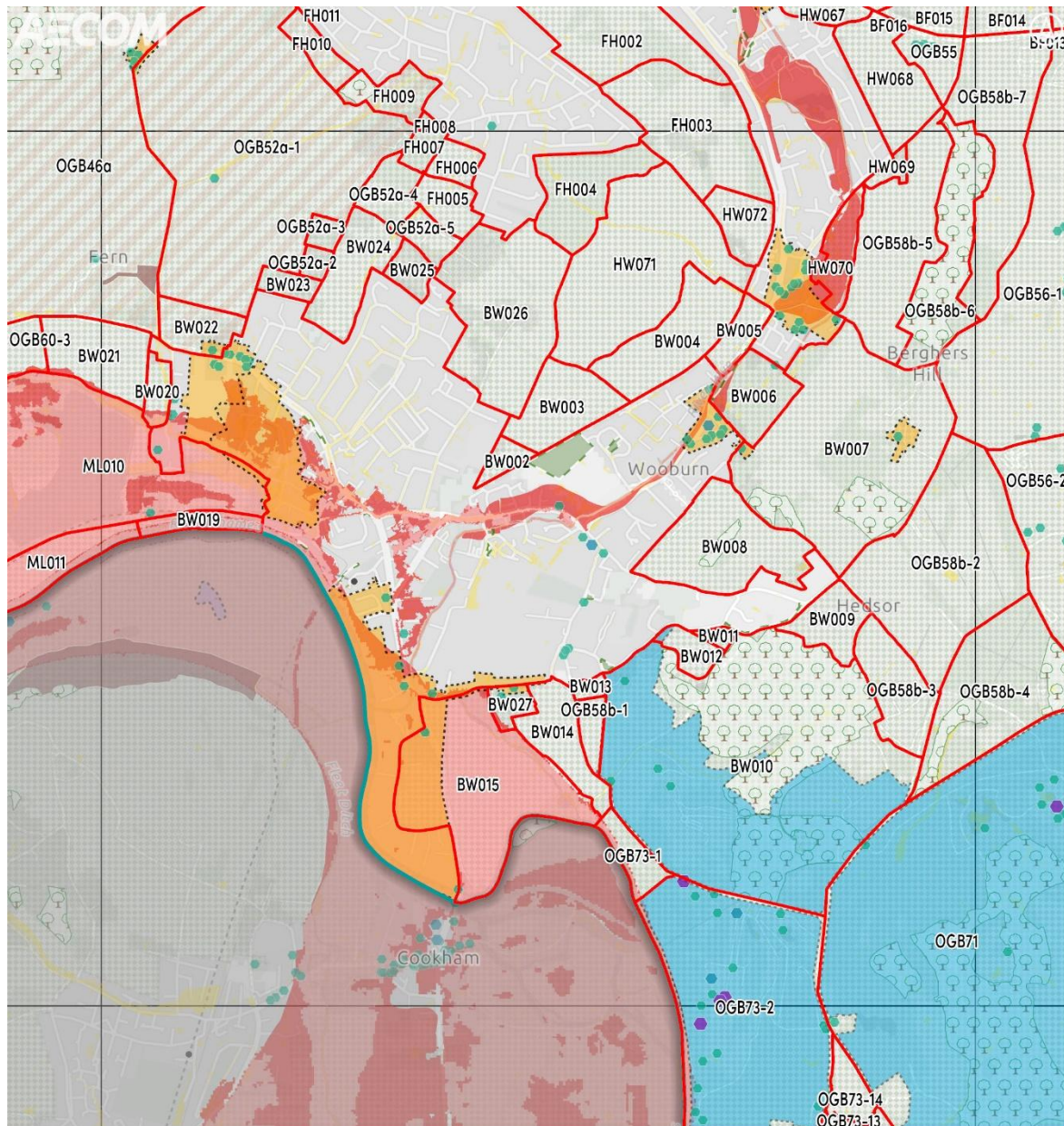
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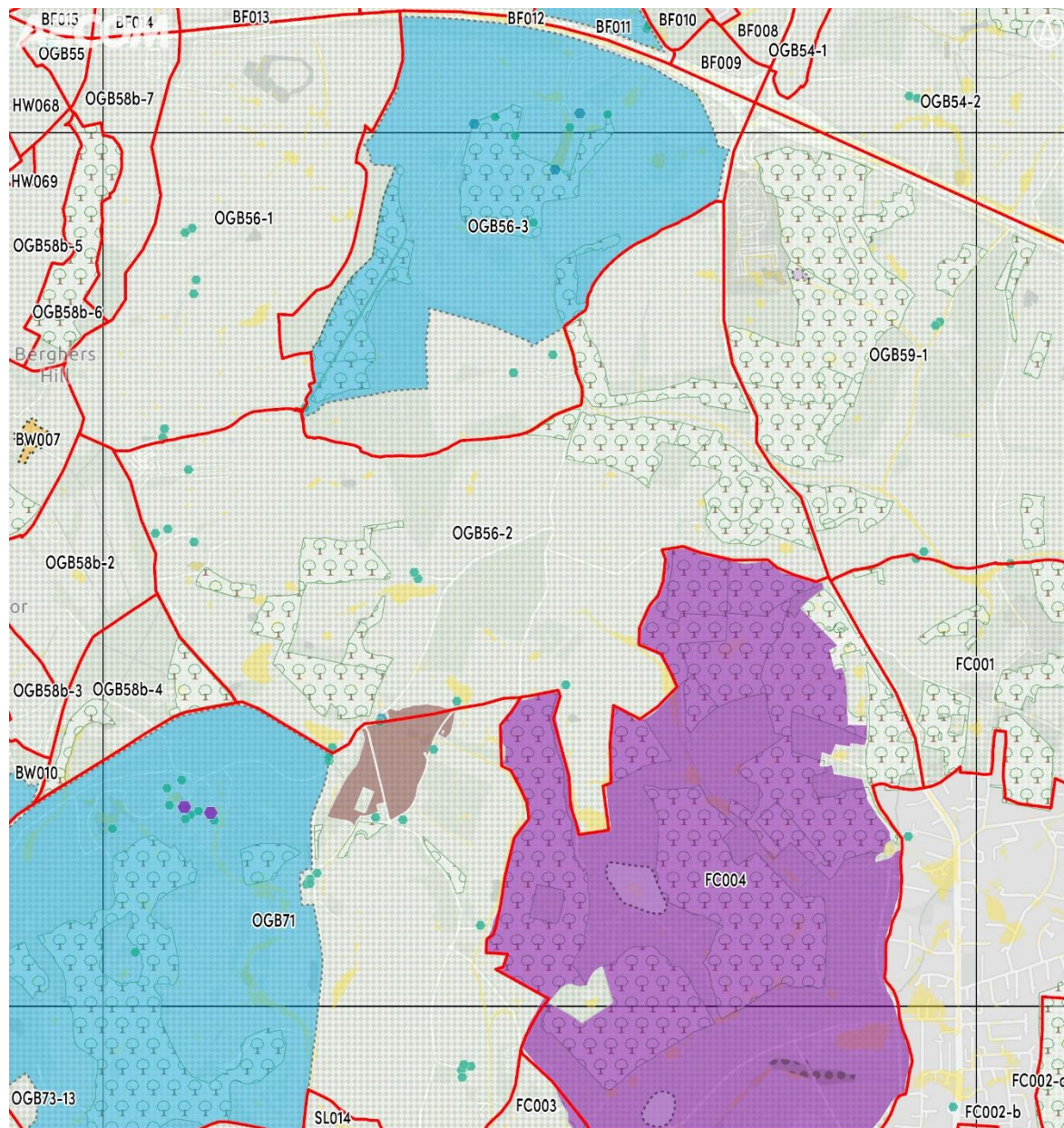
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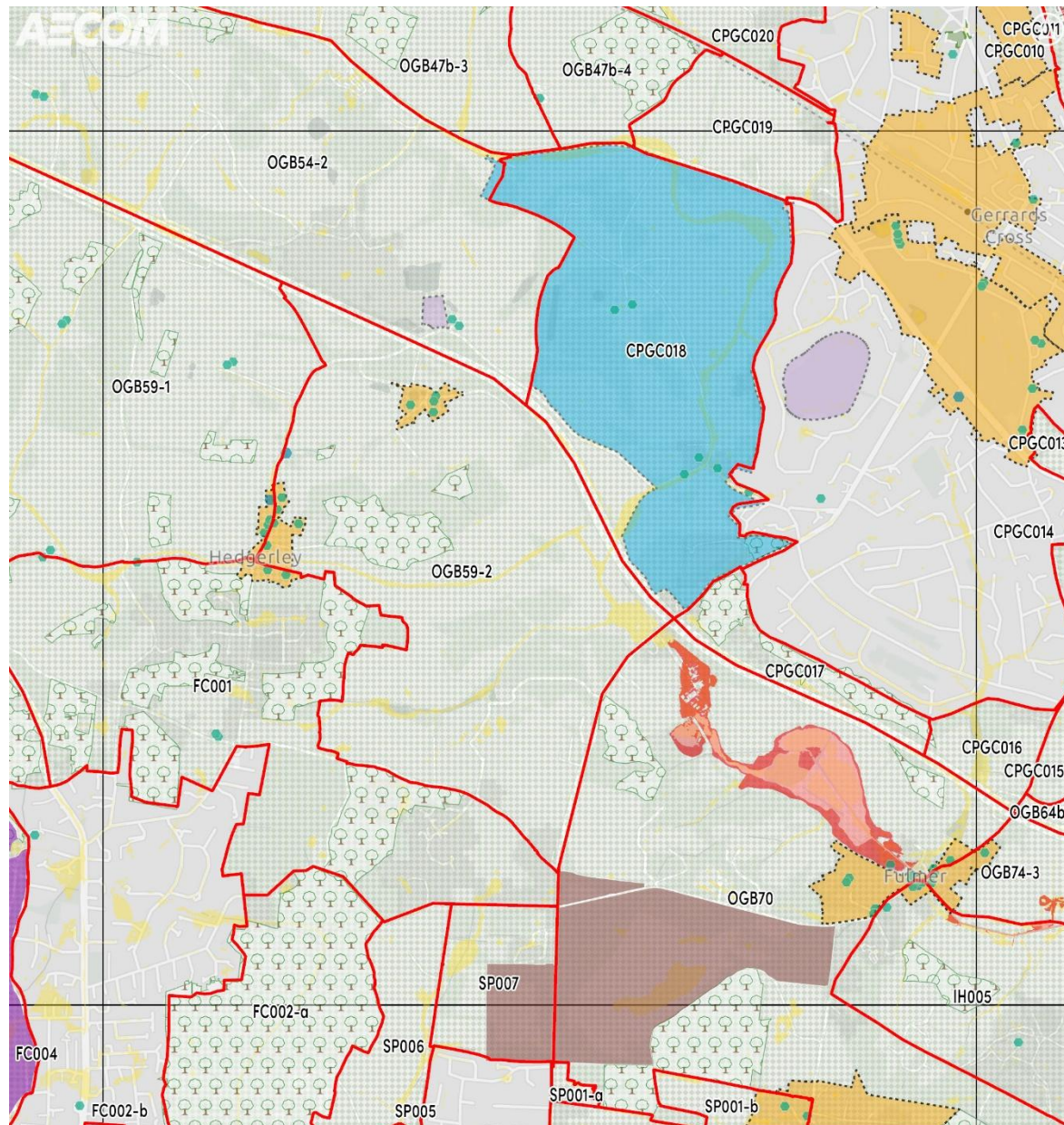
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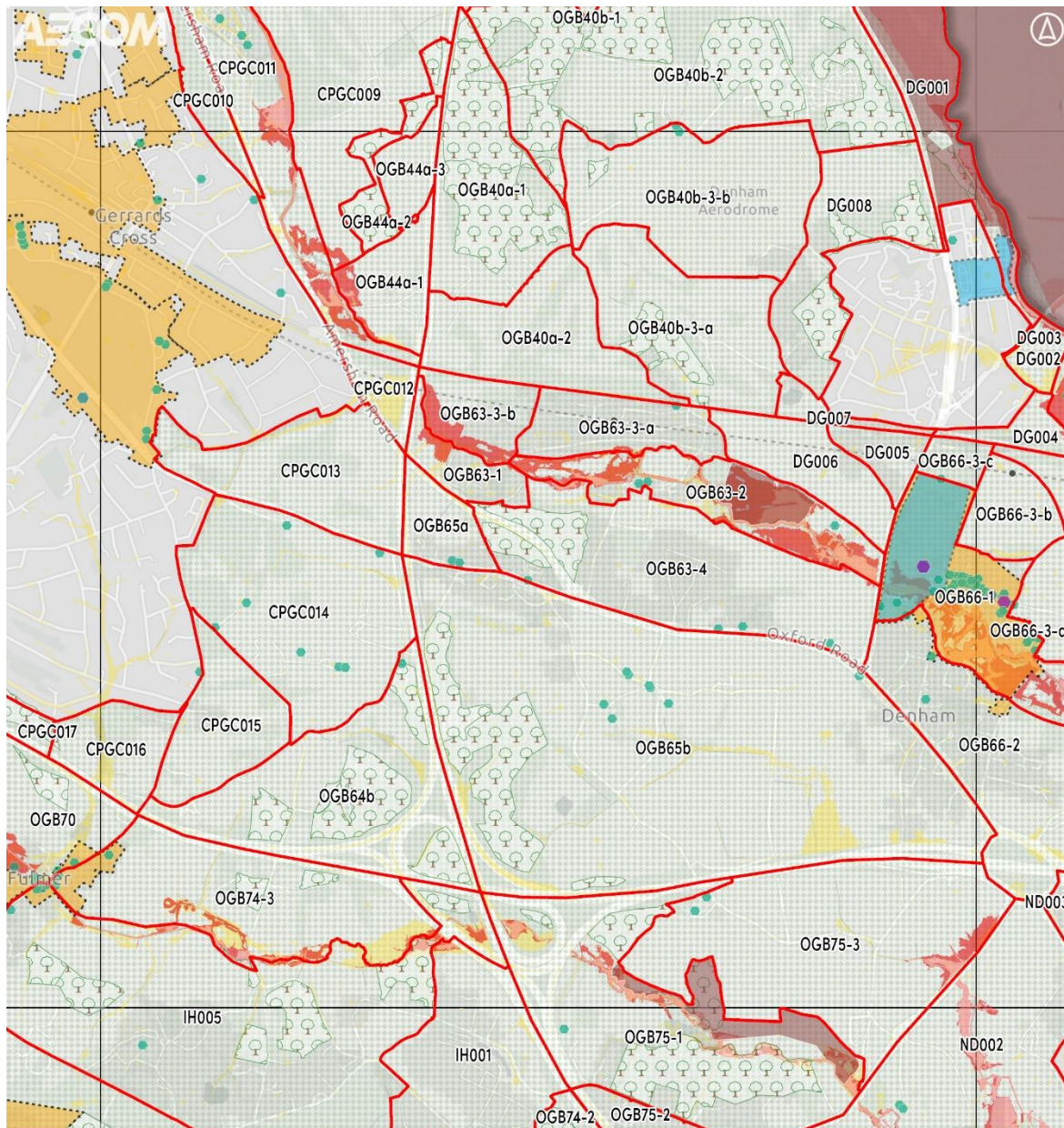
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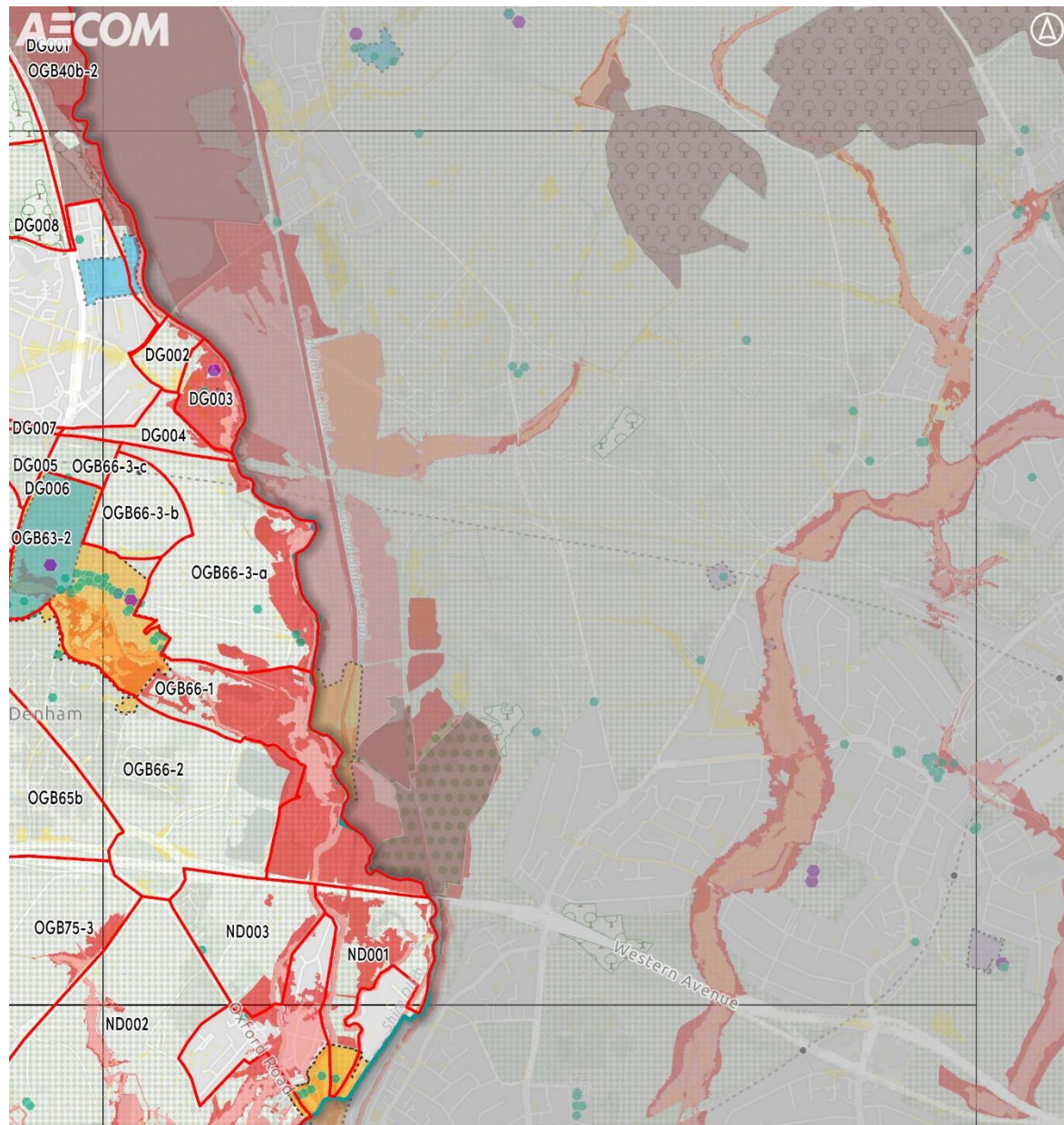
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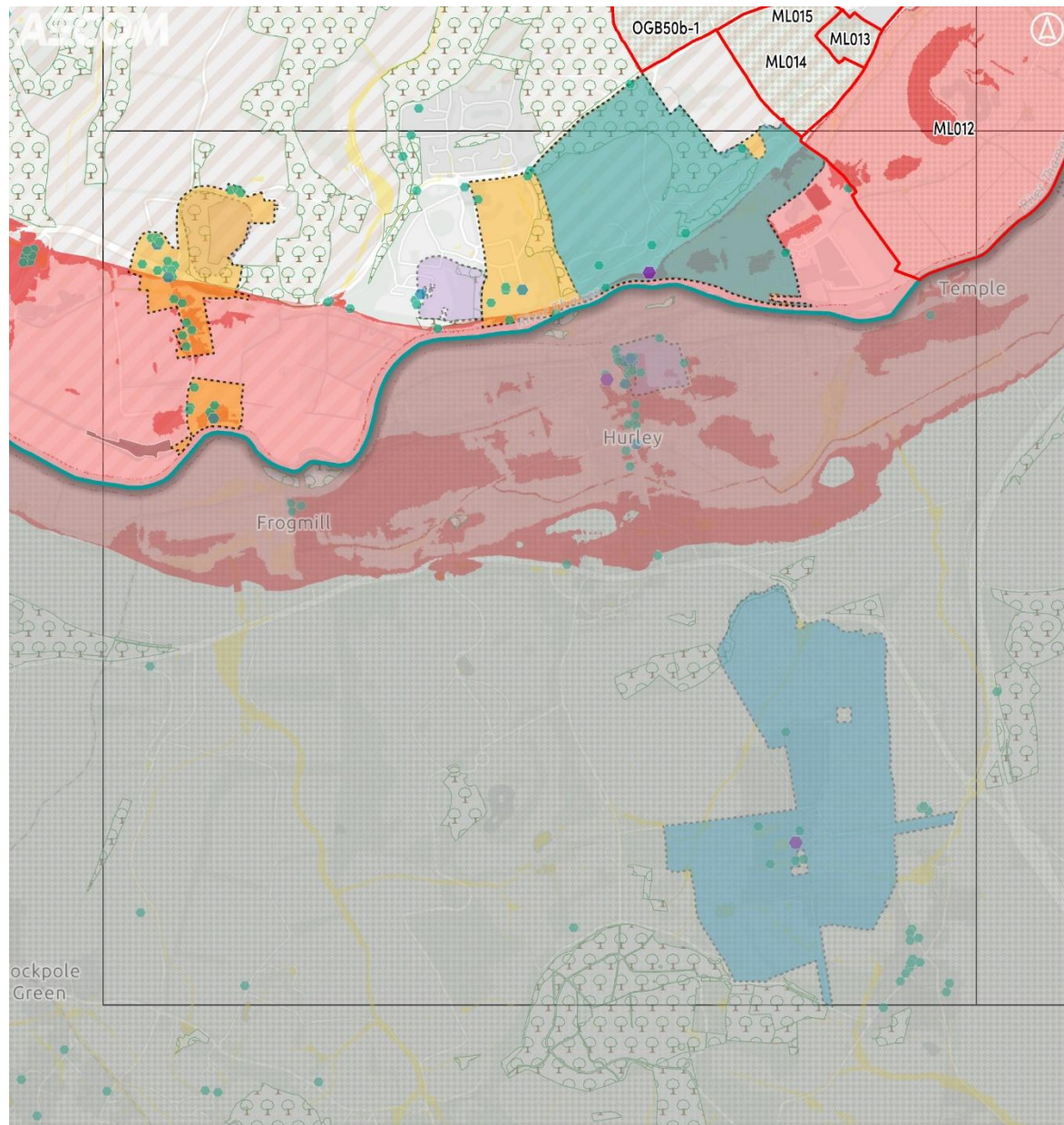
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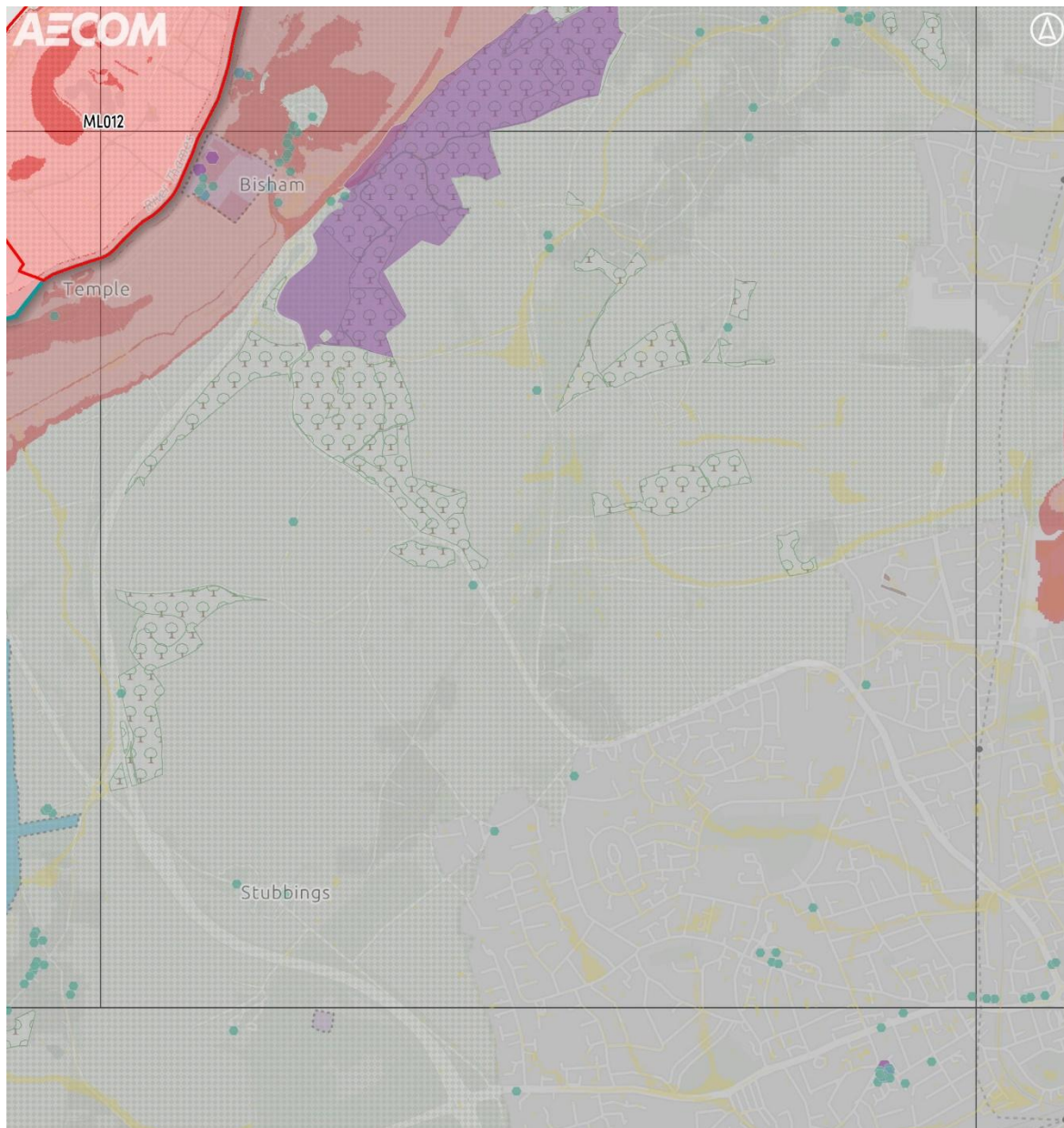
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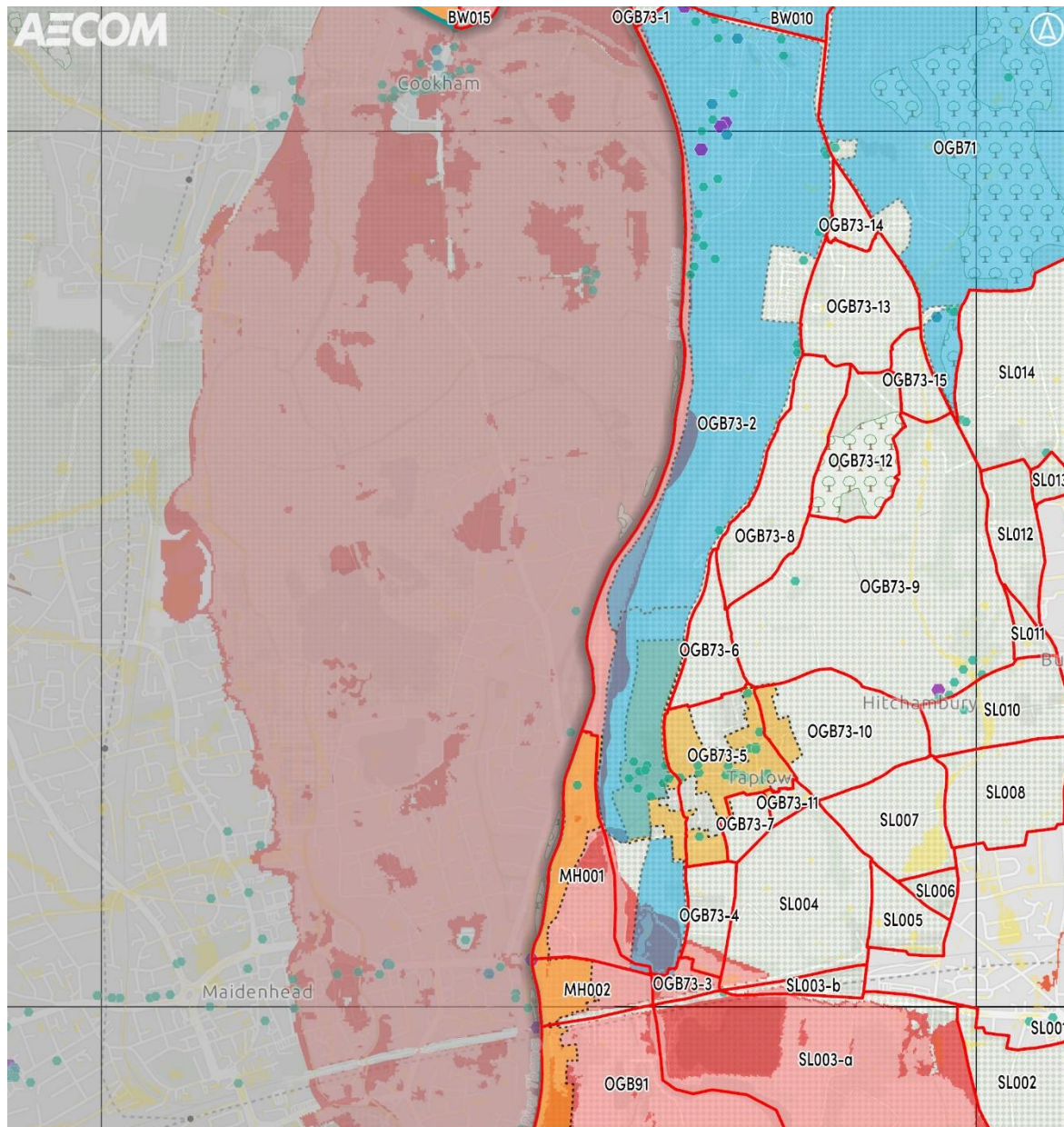
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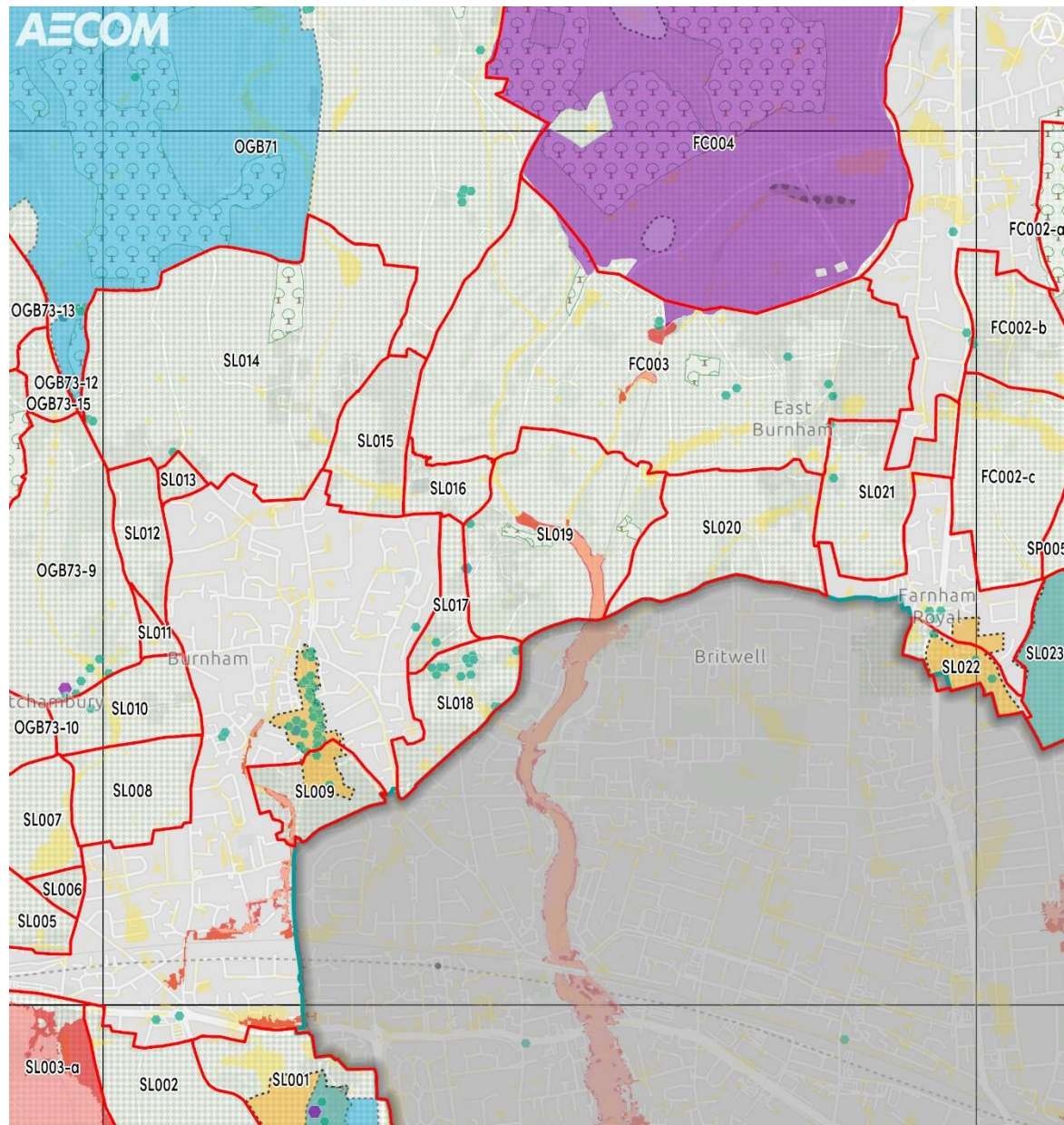
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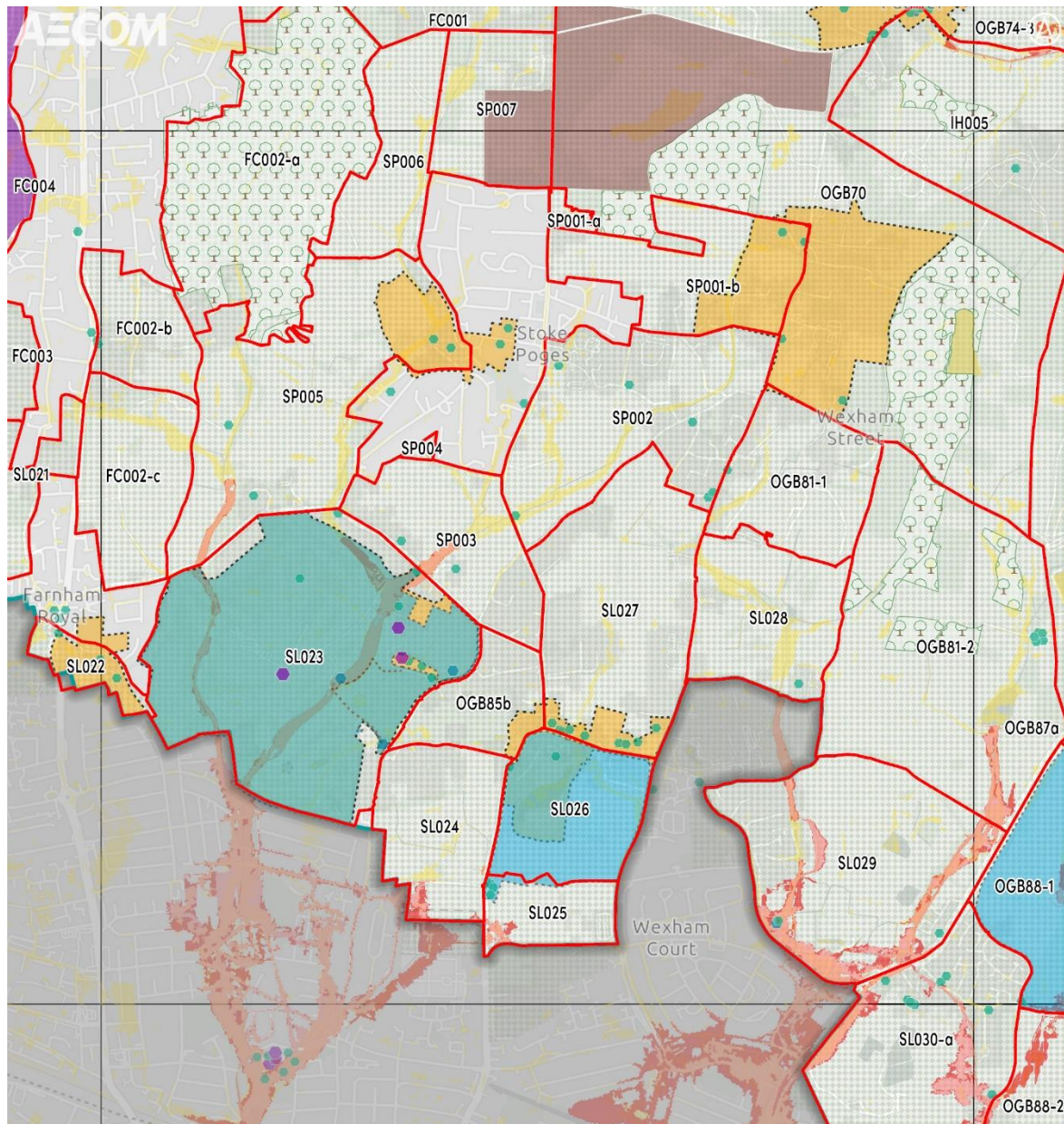
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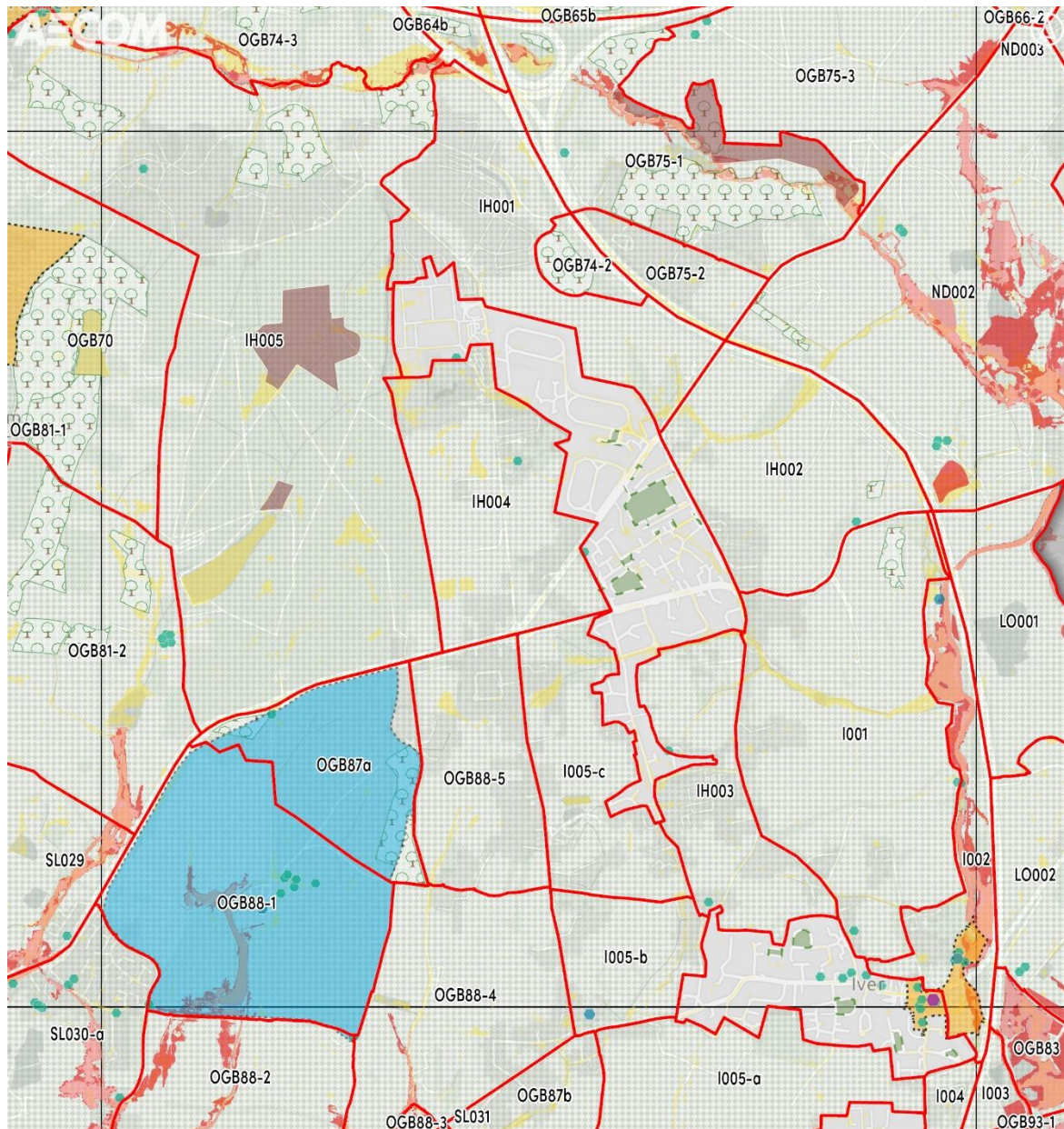
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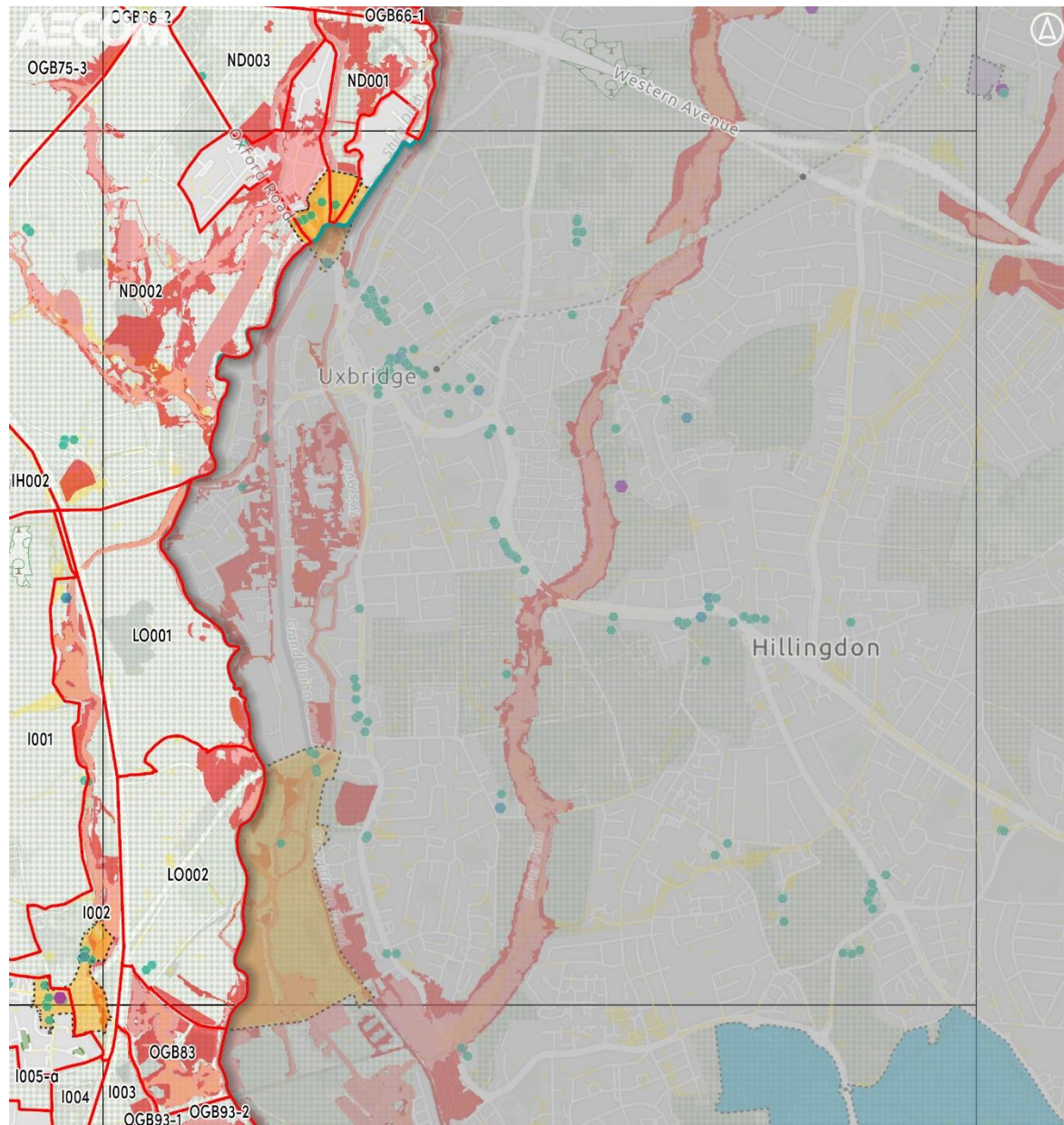
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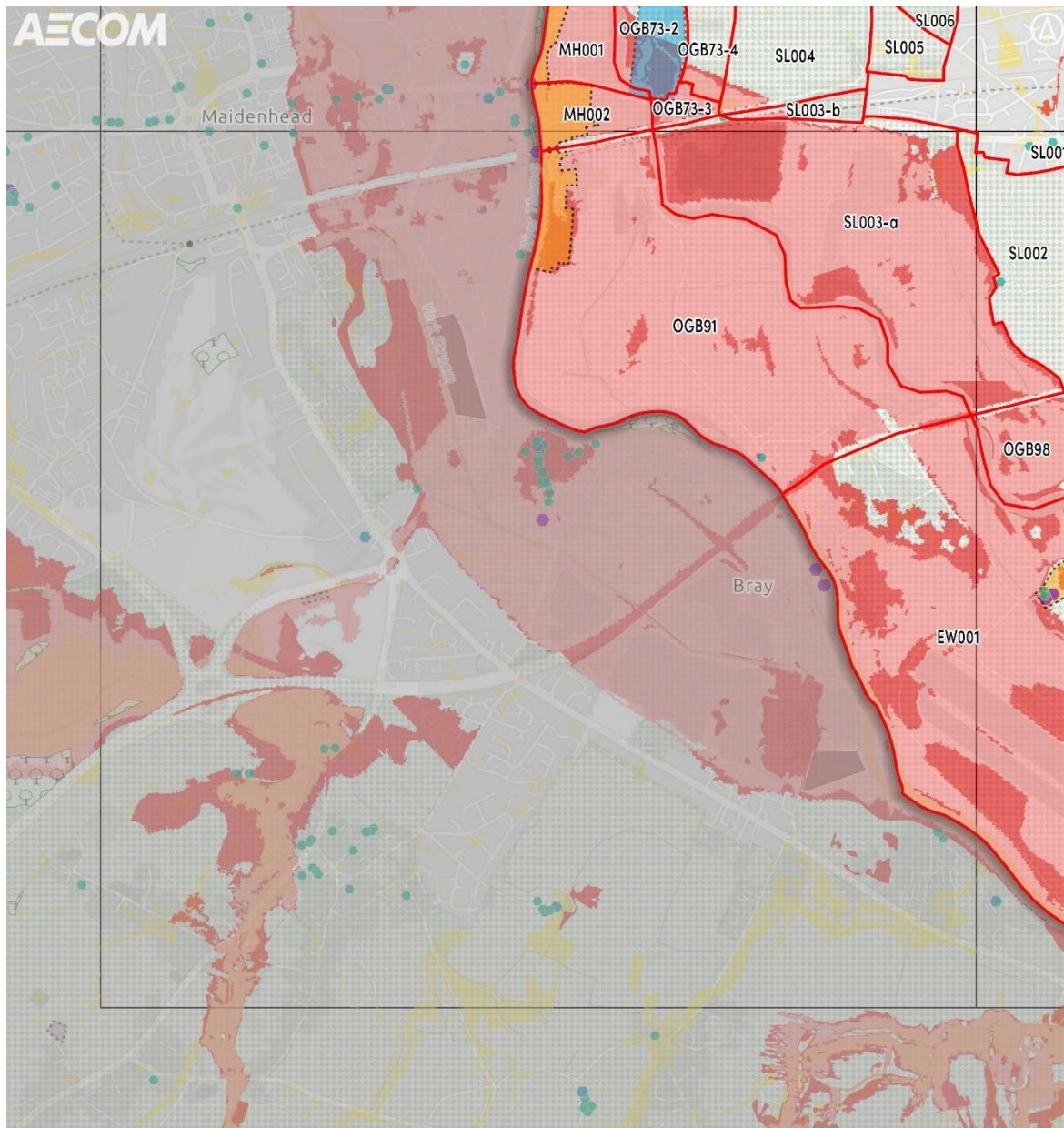
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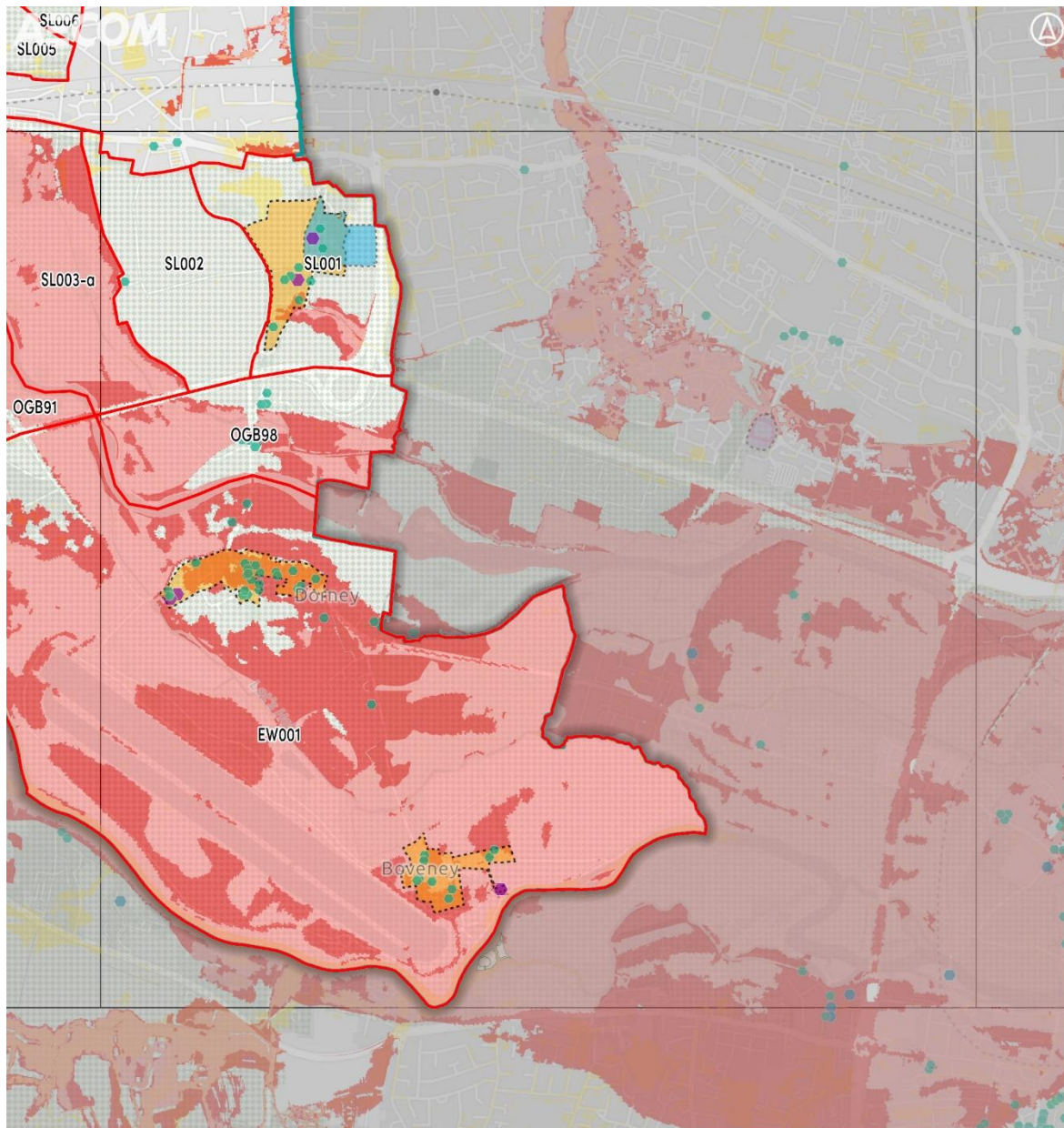
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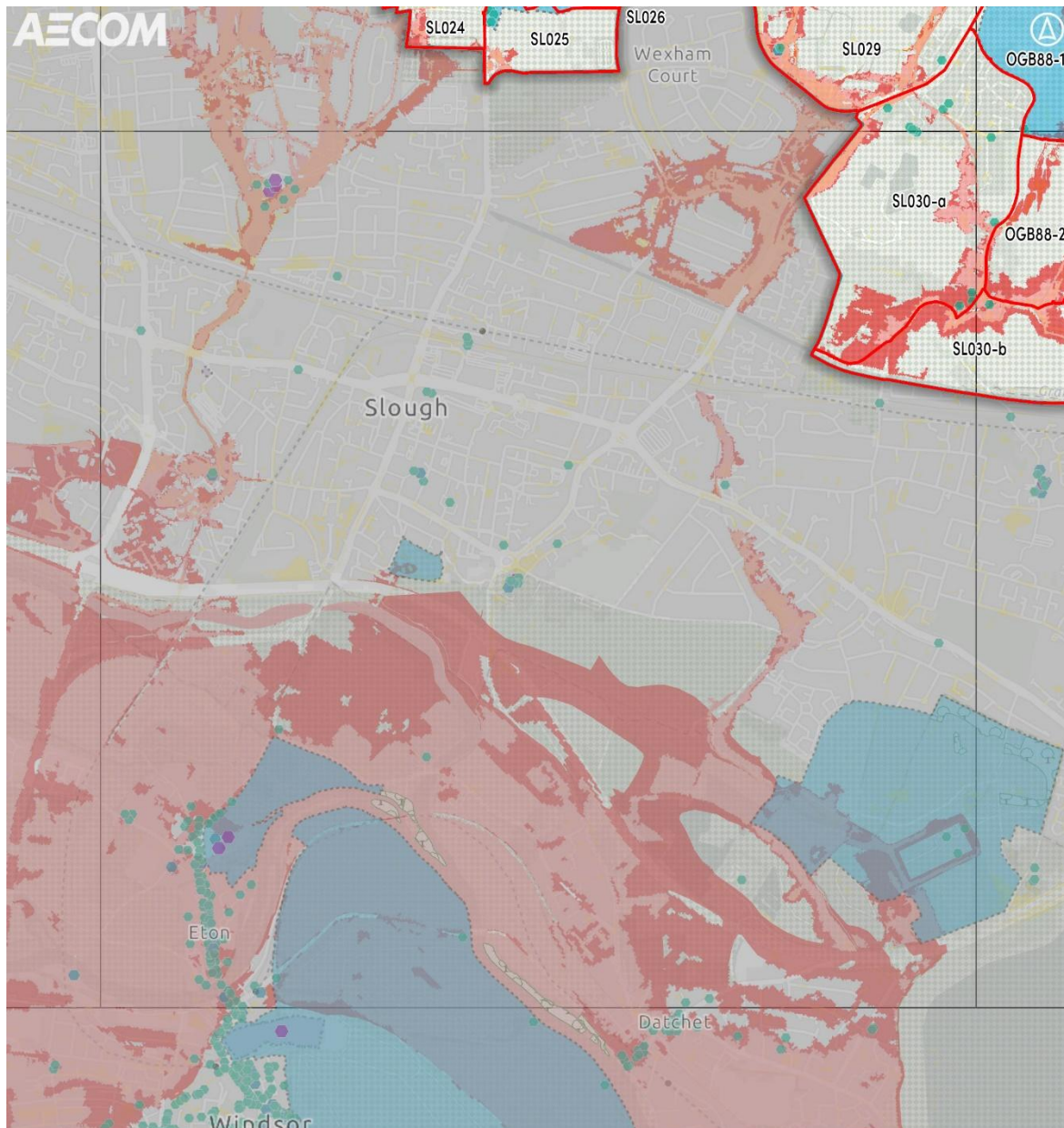
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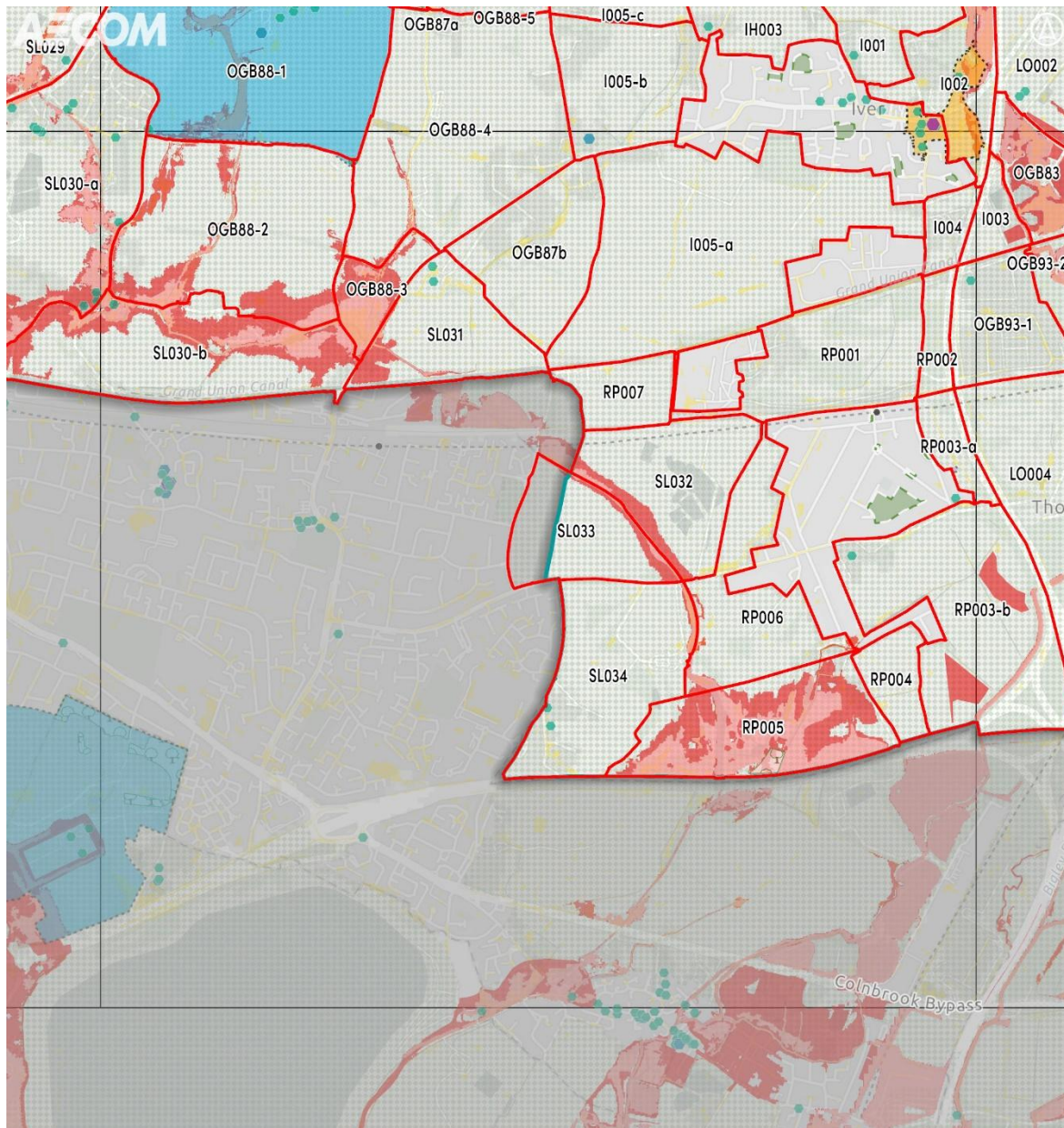
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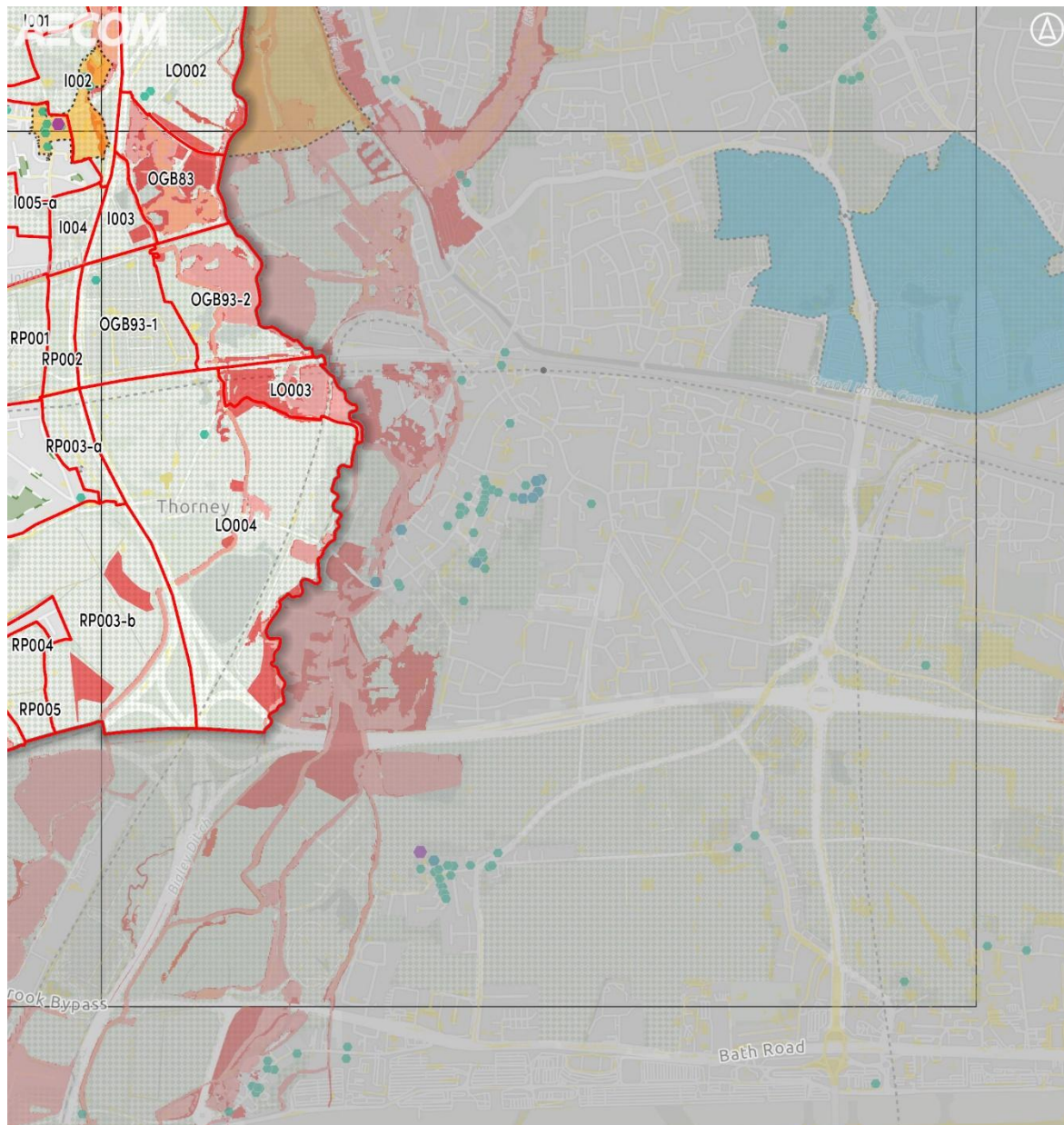
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