



## Council agenda

Date: Wednesday 15 September 2021

Time: 4.00 pm

Venue: The Street, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF

### Membership:

Z Mohammed (Chairman), D Dhillon (Vice-Chairman), S Adoh, A Alam, M Angell, D Anthony, K Ashman, M Ayub, R Bagge, M Baldwin, D Barnes, S Barrett, P Bass, K Bates, A Baughan, J Baum, P Birchley, D Blamires, A Bond, M Bracken, C Branston, S Broadbent, N Brown, S Bowles, P Brazier, T Broom, T Butcher, M Caffrey, R Carington, D Carroll, B Chapple OBE, S Chapple, Q Chaudhry, S Chhokar, J Chilver, A Christensen, L Clarke OBE, A Collingwood, M Collins, P Cooper, C Cornell, A Cranmer, E Culverhouse, I Darby, T Dixon, M Dormer, P Drayton, T Egleton, C Etholen, P Fealey, M Flys, R Gaffney, M Fayyaz, R Gaster, E Gemmell, P Gomm, D Goss, T Green, P Griffin, S Guy, G Hall, G Harris, M Harker OBE, C Harriss, D Hayday, O Hayday, C Heap, T Hogg, G Hollis, T Hunter-Watts, A Hussain, I Hussain, M Hussain JP, M Hussain, M Hussain, N Hussain, T Hussain, P Irwin, C Jackson, S James, D Johncock, C Jones, J Jordan, S Kayani, P Kelly, R Khan, D King, M Knight, S Lambert, J MacBean, A Macpherson, I Macpherson, F Mahon, N Marshall, P Martin, R Matthews, Dr W Matthews, H Mordue, S Morgan, N Naylor, J Ng, R Newcombe, C Oliver, A Osibogun, A Poland-Goodyer, C Poll, S Raja, W Raja, N Rana, M Rand, S Rouse, J Rush, G Sandy, G Smith, L Smith BEM, M Smith, N Southworth, B Stanier Bt, M Stannard, P Strachan, R Stuchbury, L Sullivan, D Summers, M Tett, N Thomas, D Thompson, D Town, J Towns, A Turner, M Turner, P Turner, G Wadhwa, A Waite, H Wallace, L Walsh, M Walsh, J Ward, J Wassell, J Waters, D Watson, A Wheelhouse, W Whyte, G Williams, S Wilson, M Winn, A Wood and K Wood

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## Council minutes

Minutes of the meeting of the Council held on Wednesday 21 July 2021 in Stoke Mandeville Stadium Guttman Road Aylesbury HP21 9PP commencing at 4.00 pm and concluding at 7.53 pm.

### Members present

Z Mohammed, D Dhillon, S Adoh, M Angell, D Anthony, R Bagge, D Barnes, K Bates, A Baughan, J Baum, D Blamires, A Bond, C Branston, S Broadbent, N Brown, S Bowles, T Broom, T Butcher, M Caffrey, R Carington, B Chapple OBE, S Chapple, Q Chaudhry, S Chhokar, J Chilver, A Christensen, A Collingwood, M Collins, P Cooper, C Cornell, E Culverhouse, I Darby, T Dixon, M Dormer, T Egleton, C Etholen, P Fealey, M Flys, M Fayyaz, R Gaster, E Gemmell, P Gomm, D Goss, S Guy, G Hall, G Harris, M Harker OBE, C Harriss, D Hayday, O Hayday, C Heap, T Hogg, G Hollis, T Hunter-Watts, M Hussain, M Hussain, T Hussain, C Jackson, S James, D Johncock, C Jones, S Kayani, P Kelly, D King, M Knight, S Lambert, J MacBean, A Macpherson, I Macpherson, F Mahon, N Marshall, P Martin, Dr W Matthews, H Mordue, S Morgan, N Naylor, J Ng, C Oliver, A Osibogun, A Poland-Goodyer, C Poll, G Smith, L Smith BEM, M Smith, N Southworth, B Stanier Bt, M Stannard, P Strachan, R Stuchbury, L Sullivan, D Summers, M Tett, N Thomas, D Town, J Towns, A Turner, M Turner, A Waite, H Wallace, L Walsh, M Walsh, J Ward, J Wassell, D Watson, A Wheelhouse, W Whyte, G Williams, S Wilson, M Winn and A Wood

### 1 Apologies

Apologies for absence were received from Councillors: Arman Alam, Kirsten Ashman, Mohammed Ayub, Mary Baldwin, Steven Barrett, Paul Bass, Michael Bracken, Peter Brazier, David Carroll, Lesley Clarke, Anita Cranmer, Penny Drayton, Ron Gaffney, Tony Green, Paul Griffin, Arif Hussain, Mahboob Hussain, Paul Irwin, Jilly Jordan, Raj Khan, Rachael Matthews, Richard Newcombe, Nabeela Rana, Michael Rand, Sarfaraz Raja, Waheed Raja, Simon Rouse, Jonathan Rush, George Sandy, David Thompson, Paul Turner, Gurinder Wadhwa, Jonathan Waters and Katrina Wood.

Others: Lady Howe (Lord Lieutenant), and George Anson (High Sheriff).

### 2 Minutes

RESOLVED: That the minutes of the last meeting of the Council held on 26 May be confirmed as a correct record.

### 3 **Declarations of Interest**

There were no declarations of interest

### 4 **Chairman's Update**

The Chairman gave mention to some of the activities in which he had been engaged over the past month.

This included attendance at the flag raising ceremonies for the Armed forces, the BEM medals awards, presented to Bucks residents for their services to the community, education and for their efforts during the Covid pandemic. The Chairman congratulated Councillor Raj Khan for his BEM award received for services to residents of Aylesbury.

Members were also encouraged to attend any seminars or induction sessions relating to the Council's corporate parenting role.

### 5 **Petitions**

There were no petitions

### 6 **£3m Additional Investment in Roads**

A report was submitted which sought approval for the investment of an additional £3m into highways maintenance during 2021/22 and which would be funded from uncommitted earmarked reserves. Given the Council's high priority for improving Buckinghamshire's roads, the further £3m would be added to the budget that was agreed by Council in February for highway maintenance (£2.5 million to address pothole using Plane and Patch, and £0.5million for road markings).

The report stated that the current approved budget on roads for 2021/22 was £23.9m, and would amount to a total £26.9m following approval of the additional £3m bringing the total investment on roads to £97.625m over the next four years. The total investment on roads and footways was budgeted at over £100m across the 4-year medium term Financial Plan. This was detailed in (Appendix A) to the report.

Councillor Broadbent explained briefly the rationale behind the report after which it was opened up to debate.

It was thereupon proposed by Councillor Christensen and seconded by Councillor Lambert that the resolution be amended as follows (additional wording, in BOLD):  
"Council approve the investment of additional £3 million in highways maintenance **and £3 million for specific footpath maintenance** during 2021/2022 which will be funded from uncommitted earmarked reserves."

Councillor Christensen explained the rationale for the amendment and highlighted the poor condition of the pavements within Bucks and suggested that they were in dire need of emergency repairs. A number of Members concurred with this viewpoint and supported the amendment. It was also suggested that additional monies carried over by many of the Community Boards could potentially be used for

the purpose of improving pavements, further enabling local members to make local decisions regarding their Wards.

The Leader who had reserved his right to speak later on in the debate (as seconder), voiced his concern over the proposed amendment, stating that a total of £7m had already been made available within the programme from which the proposer could access to prioritise pavements within his own area. He emphasised that the additional £3m funding for pavements was simply not in existence, and the Council had to remain financially sound and operate within its means.

At the conclusion of the debate on the amendment, a requisite number of Members present requested that a recorded vote be held. Following a recorded vote on it, it was declared to be LOST.

Voting was as follows:-

**FOR:** Councillors K Bates, A Baughan, A Christensen, P Cooper, T Dixon, M Fayyaz, E Gemmell, S Guy, D Hayday, O Hayday, T Hunter-Watts, Majid Hussain, T Hussain, S James, S Kayani, M Knight, S Lambert, S Morgan, A Poland-Goodyer, G Smith, M Smith, R Stuchbury, J Wassell, A Wheelhouse and S Wilson.

**AGAINST:** Councillors S Adoh, M Angell, D Anthony, R Bagge, D Barnes, J Baum, D Blamires, A Bond, S Bowles, C Branston, S Broadbent, T Broom, N Brown, T Butcher, M Caffrey, R Carington, B Chapple OBE, S Chapple, Q Chaudry, S Chhokar, J Chilver, A Collingwood, M Collins, C Cornell, E Culverhouse, I Darby, D Dhillon, M Dormer, T Egleton, C Etholen, P Fealey, M Flys, R Gaster, P Gomm, D Goss, G Hall, M Harker OBE, G Harris, C Harriss, C Heap, T Hogg, G Hollis, C Jackson, D Johncock, C Jones, P Kelly, D King, J MacBean, A Macpherson, I Macpherson, F Mahon, N Marshall, P Martin, W Matthews, H Mordue, N Naylor, J Ng, C Oliver, A Osibogun, C Poll, L Smith BEM, N Southworth, Sir B Stanier, M Stannard, P Strachan, D Summers, L Sullivan, M Tett, N Thomas, D Town, J Towns, A Turner, M Turner, A Waite, H Wallace, L Walsh, M Walsh, J Ward, D Watson, W Whyte, G Williams, M Winn and A Wood.

**ABSTENTIONS:** There were none.

The original report and recommendation was then debated, at the conclusion of which it was:

**RESOLVED:** That the investment of an additional £3M be approved for highways maintenance during 2021/22, to be funded from uncommitted earmarked reserves.

## **7 Annual Scrutiny Report**

Members considered the Annual reports authored by each of the 6 Chairmen of the Select Committees which reflected on the work and the outcomes achieved over the past year. The reports detailed and examined the role and the key areas of work undertaken by each of the Select Committees together with its future programmes

of work. The information was provided at (Appendix A) to the report.

The Chairman of the Finance and Resources Committee commented that the Council operated a very robust scrutiny framework holding the Executive to account and that the process at Buckinghamshire was highly regarded by other councils, and by the LGA. He took the opportunity to express his thanks to the Cabinet Members and officers for their time and for answering sometimes challenging questions regarding the scrutiny function.

Councillor Lambert also placed on record his thanks to support staff from Democratic Services in helping to guide and support members through their deliberations.

**RESOLVED:** That the Annual Report of the Select Committees be noted.

## **8 Honorary Aldermen Scheme for Buckinghamshire Council**

The Chairman of the Standards and General Purposes Committee rose to present the report. The Council did not currently have an Honorary Alderman scheme in place and as such it was proposed that a new scheme be adopted as set out at (Appendix C) to the report, which would be subject to review prior to the next election. The report also requested that Honorary Alderman status be conferred to Mr Cartwright in line with the new proposed regulations within the scheme, and as recommended by the Standards and General Purposes Committee at its meeting on 7 July.

The report stated that the Scheme sought to build on the legacy Schemes operated by the legacy Buckinghamshire Councils, and it was proposed that in order to ensure consistency, the new Scheme would apply to all Honorary Aldermen who had continued from the legacy Councils together with those that may be appointed by Buckinghamshire Council.

Members were in favour of the recommendations and expressed support for the Honorary Aldermen and the service which they had both provided and continue to provide.

**RESOLVED:** That

- (i) The proposed Buckinghamshire Council Honorary Alderman Scheme be adopted as set out at appendix 'C' to the report, and it be noted that it would be subject to a review prior to the 2025 Local Elections.
- (ii) The Monitoring Officer be authorised to insert the Scheme into the Council's Constitution.
- (iii) Future nominations for Honorary Alderman status be considered in accordance with the proposed scheme
- (iv) Honorary Alderman status be conferred to the individual identified in paragraph 3.6 of the report.

## **9 Constitution Review - Member Code of Conduct**

A report was submitted which requested that the proposed changes relating to the Councillor Code of Conduct be adopted and that the Monitoring Officer be given delegated authority to amend the constitution. This was required to allow for the Constitution to include an updated Councillor Code of Conduct, thereby enhancing public accountability and confidence in councillors.

Members were in support of the recommendations and a number rose to express this. One Member did highlight that it was vitally important that the Council's actions and attitudes helped to support the concept of diversity and inclusivity.

RESOLVED: That

- (i) The proposals for changes to the Constitution relating to Councillor Code of Conduct detailed in (Appendix A) to the report be adopted,
- (ii) Delegated Authority be given to the Monitoring Officer to amend the Constitution.

## **10 Pay Policy Statement**

A report was considered which requested that the Buckinghamshire Council Pay Policy Statement attached at (Appendix 1) to the report be approved. The Council was required to publish a Pay Policy Statement in accordance with Section 38(i) of the Localism Act 2011.

The Pay Policy Statement had been considered by the Senior Appointments and Pay Committee on 16 June 2021, and following approval by Full Council, the Annual Pay Policy Statement and any amendments would be published on the website along with details of remuneration of the council's Chief Officers.

A Member rose to voice his concern over the need to incentivise, retain and attract staff to Bucks, an expensive county to reside in and as such to give consideration to the salaries and pay increases to the staff at the lower ends of the scale.

RESOLVED: That the Annual Pay Policy Statement be approved

## **11 Reports from Cabinet Members**

### **(a) Leader Councillor Tett**

The meeting was informed that if residents wished to receive updated information on council matters they should sign up to the newsletter on the council webpage.

Members were also updated on the situation with regards to the Covid position in Buckinghamshire. The infection rate had risen to 315.3 per 100,000 residents which was significantly higher than the previous month. The highest rates were amongst the under 30s age group and there were under 10 people currently that had been

hospitalised in Buckinghamshire Hospital Trust hospitals due to Covid. Additionally, it was reported Bucks had performed highly in terms of vaccination rates with over 90% in the over 40 age range having received their first dose and 83% having received the second dose. The Leader further encouraged young people not yet vaccinated to do so.

The Leader wished to extend his thanks to all that had made the vaccination programme such a success.

A member requested that the membership of the Little Marlow Sewage group be reviewed due to some issues of concern amongst the residents. This was referred to Councillor Watson the current sole representative who could potentially look to expanding membership on the group.

Another question was asked in relation to the support that had been provided to businesses to help recovery and building of the economy due to the pandemic. It was confirmed that over £166m of grant money had been allocated to businesses with the additional restrictions grant which was applicable to medium and micro business in the county. The council was working in collaboration with Bucks Business First, to help advise businesses restarting during the recovery stage when cash flow was depleted. The Leader also stated that the overall recovery and growth proposition which had been put to the Government to raise the profile of the County and attract additional investment.

**(b) Deputy Leader and Cabinet Member for Health & Wellbeing (Councillor A Macpherson)**

Members were urged to direct their residents to the Government guidance on how to take care during the heatwave. This link would be circulated to all Members in due course.

A question was asked regarding the funding for Adult Social Care from the autumn. It was confirmed that this would be forthcoming, and that the council had every intention of fulfilling the statutory objectives of the Care Act 2014. It was also highlighted that the ongoing sustainability of the care market was still of great concern and that officers were monitoring the care sector very carefully. Over £9m of grants to support providers had been allocated to date. It was emphasised that the council continued to lobby Government for a swift resolution to the funding issues in this regard.

**(c) Deputy Leader and Cabinet Member for Planning & Regeneration (Councillor Williams)**

Some staffing issues were reported within the enforcement team and reference was made to a press release which was issued regarding the £59k in costs that had been reclaimed following the demolition of a house, the land of which was in used for fly tipping.



Councillor Lambert rose to congratulate Councillor R Khan on recently being awarded the British Empire Medal. The Cabinet Member was also asked whether there were any intentions to put into place a Local Plan for the Chiltern & South Bucks area to protect communities and the green belt from speculative development. In addition, he was asked to write to the Secretary of State regarding the dismantling of planning policy.

He was advised that there was a desire to keep planning as local as possible and that he was working with central Government to articulate that wish. The final question related to holding developers to account. Members were informed that developers should honour their commitments and he was more than happy to meet with the Member to discuss particular developments of concern.

**(d) Cabinet Member for Housing, Homelessness and Regulatory Services  
(Councillor Naylor)**

The Cabinet Member confirmed that the Council was continuing the work that had been undertaken during the pandemic to support rough sleepers. Councillor Stuchbury had recently written to the Cabinet Member asking what action had been taken in regards to the Notice of Motion on 'Buckinghamshire Council becoming a Social Housing Provider' that had been agreed by Council on 9 December 2020. Councillor Naylor stated that he had responded to Councillor Stuchbury and provided Members with an update on the work that was being done within the Housing and Homelessness Area to develop an overarching Housing and Homelessness Strategy for the Council. Wider consultation, including with Members and Community Boards, would take place as the Strategy was developed.

**(e) Education & Children`s Services (Councillor Ward, Deputy Cabinet Member  
for Education and Skills responded, on behalf of Councillor Cranmer)**

A Member raised a question regarding issues with the 11 plus examinations process and sought assurances that checks over the competence of the provider had been received. The Member was informed that the Service Director would provide him with a full response.

Another question was posed in relation to the retention of boarding at Alfreton School for girls with special educational needs. It was emphasised that a decision on this had not yet been reached and that any changes to boarding provision within the school would be led by a feasibility study and would be in consultation and partnership with the families concerned. The Cabinet Member thanked all those who were involved with the provision of special educational needs for the children within the county. The final question related to the layout of the reports regarding narrowing the gaps in achievement levels of disadvantaged children within the education system. The Cabinet Member gave mention to a meeting she had attended with the service director which provided an in depth breakdown of information regards this and would ensure the Member was provided with a copy.

**(f) Cabinet Member for Climate Change and Environment (Councillor Strachan)**

A member asked if the recent flooding and loss of life meant that there was currently a climate emergency and the Council's Climate Change policy should be reviewed. The Cabinet Member referred the Member to the Council's current policy, and stated that it went further than that reflected in Government Policy. Members were also informed that the Council took this matter extremely seriously.

Another issue was raised regarding bin collection problems, which the Cabinet Member recognised was of great importance to the residents. Members were informed of the arrangements that were in place across the county for bin collections.

Other questions included the size of bins in Higginson Park in Marlow. In wishing to retain its green flag status the member wished to enquire whether double sized bins could be installed. It was agreed that the matter would be discussed further offline.

The Cabinet Member was requested to look at improving reporting of delays to residents when household refuse collections needed to be rescheduled, as collections within High Wycombe had been somewhat chaotic in recent months and details on the website had often been inaccurate. The Cabinet Member confirmed that the Service was working hard to ensure that the system was constantly refined.

A question was asked regarding the lack of benchmarks, milestones and financial analysis within the Council's Climate Change Strategy. The member also highlighted the Cabinet Member's previous comment that he had no desire to cost out reaching net zero by 2030. The Cabinet Member informed Members that all information was contained and laid out within the Council's Strategy.

**(g) Cabinet Member for Culture & Leisure (Councillor Harriss)**

The Cabinet Member was requested to invite a range of people from the community to the opening of the new skatepark in Buckingham. It was confirmed that anyone who had been involved in the provision of the facility would be extended an invitation. It was anticipated however that there would be a delay in its opening as further safety checks were necessary. In the interim the existing skatepark would remain open for use.

**(h) Cabinet Member for Communities (Councillor Bowles)**

The Member provided an update regarding the Council Charter for Town and Parish Councils. The draft had been published last week and a launch event would be held at the end of August/early September. The Cabinet Member emphasised the importance of the localism agenda and that the charter was an important facet of the council's commitment and intent to work across all forms of government to deliver for its residents.

A question was asked about the arrangements in place regarding devolution of assets and services to parish councils. It was agreed that this would be answered more fully in writing over the coming days.

**(i) Cabinet Member for Transport (Councillor Broadbent)**

Members were informed that 10,500 tons of salt had now been stored in winter barns in preparation for road gritting for the forthcoming winter. Furthermore, the Council had maximised funding opportunities to install and deliver vehicle electric charging points, with 8 new bays recently installed. It was anticipated that the current number would be doubled. It was also intended that the maintenance response times would be as short as possible and that the work remained a key delivery priority for the Council.

There were a number of further questions including one which related to the implementation of ANPR to protect Marlow Bridge. It was confirmed that whilst it would take some time to procure cameras to enable the council to detect moving traffic offences Marlow bridge was already currently being tracked.

**(i) Cabinet Member for Finance, Resources, Property and Assets (Councillor Chilver)**

There were no updates other than a correction to the date of the report which should have read 2020/21.

The Cabinet Member stated that information on the number of Public Works Loans Boards loans, the cash value to the public purse could be provided to the Member. It was confirmed that interest rates had been lowered thus reducing the impact on the revenue position. Members were also informed that an important consideration was the purpose of borrowing and the rate of return.

A further question related to a family run business in Aylesbury Retail Park and what the Cabinet Member was doing to assist them. Members were informed that the Council was keen to support small local businesses and traders and had agreed that a maximum of a further 1 year`s occupancy be allowed in a vacant unit at the same location. However, assistance would be provided following this period to find an alternative suitable location within the town.

**12 Notices of Motion**

**(i) Cambridge to Oxford Development Arc**

The motion was proposed by Councillor Stuchbury and seconded by Councillor Wilson

“The Cabinet took a decision last summer to withdraw from the Oxford to Cambridge ARC Leaders Group. Earlier this year, the Government published a report

setting out plans to create a long-term spatial framework for the Oxford-Cambridge Arc, including Buckinghamshire, with the ambition of transforming the Arc into one of the world's premier growth corridors. The timeline for developing the spatial framework says that it starts off with a public consultation in summer 2021. In light of the fact that the Cambridge to Oxford Expressway has been cancelled, this Council confirms that the Cambridge to Oxford Development Arc is now unsustainable and calls on the Government to withdraw the plans for a spatial framework for the Arc, so that all future developments are driven through the Buckinghamshire local plan in consultation with Buckinghamshire residents”.

The proposer and seconder agreed that the motion was designed to safeguard the sovereignty of the Council and assist in the growth of Buckinghamshire. They called for all Members to stand together and collectively in favour of localism and speak out against the Government's proposition of building 300 000 homes each year, a level of housing which was not required within the county.

An amendment to the motion was proposed by the Leader and was seconded by Cllr Williams. This read as follows:

~~“The Cabinet took a decision last summer to withdraw from the Oxford to Cambridge ARC Leaders Group. Earlier this year, the Government published a report setting out plans to create a long-term spatial framework for the Oxford-Cambridge Arc, including Buckinghamshire, with the ambition of transforming the Arc into one of the world's premier growth corridors. The timeline for developing the spatial framework says that it starts off with a public consultation in summer 2021. In light of the fact that the Cambridge to Oxford Expressway has been cancelled, this Council confirms that the Cambridge to Oxford Development Arc is now unsustainable and calls on the Government to withdraw the plans for a spatial framework for the Arc, so that all future developments are driven through the Buckinghamshire local plan in consultation with Buckinghamshire residents.~~  
**reaffirms its decision to withdraw from the Arc. This council believes that rather than imposing ‘top down’ artificial geographies, effectively a return to Labour’s failed Regional Spatial Strategies, it supports the Prime Minister's focus on ‘County Deals’ announced last week. In that context it again supports Buckinghamshire’s ambitious ‘Recovery and Growth Proposal’ to Government and urges Government to respond positively.”**

Councillor Tett stated that the amendment looked to the future in a positive way, and presented an alternative to the original motion. It built on the Prime Minister's announcement from last week based on the principle of County Deals. The amendment would help secure investment in infrastructure, in broadband in roads and in industries which would generate high quality jobs and increased opportunities for residents.

Councillor Williams urged Members to support the amendment stating that it was the Local Plans that would drive housing development and that the county deals

referred to by the Leader was a credit to this organisation, which had championed such deals. As such these deals could be pioneered in Bucks which had an ambitious focused and deliverable growth and recovery plan.

The amendment was voted upon and was **CARRIED**. The amendment, as the substantive motion, was then voted upon and was also **CARRIED**.

RESOLVED: That

The Cabinet took a decision last summer to withdraw from the Oxford to Cambridge ARC Leaders Group. Earlier this year, the Government published a report setting out plans to create a long-term spatial framework for the Oxford-Cambridge Arc, including Buckinghamshire, with the ambition of transforming the Arc into one of the world's premier growth corridors. The timeline for developing the spatial framework says that it starts off with a public consultation in summer 2021. In light of the fact that the Cambridge to Oxford Expressway has been cancelled, this Council - reaffirms its decision to withdraw from the Arc. This council believes that rather than imposing 'top down' artificial geographies, effectively a return to Labour's failed Regional Spatial Strategies, it supports the Prime Minister's focus on 'County Deals' announced last week. In that context it again supports Buckinghamshire's ambitious 'Recovery and Growth Proposal' to Government and urges Government to respond positively."

#### **East West Rail Aylesbury Spur**

The Motion was proposed by Councillor Winn and seconded by Councillor Tett:

"Buckinghamshire Council notes and welcomes the £760m that the Government has announced it is investing in East-West Rail and the 1,500 jobs it will create. However, we remain concerned that this recent funding announcement did not commit to the completion of the proposed spur between Aylesbury and Milton Keynes. This spur was originally conceived as a key part of this project.

This Council believes that it will be not be possible to expand Aylesbury's economy and population in a sustainable way without improvements to the connectivity of the town, this includes both the expansion of its railway provision beyond the current line to London and improving the single-track rail line to Princes Risborough.

This Council therefore calls on the Leader and Cabinet to continue to urge the Government to commit to building the Spur line of East-West rail between Aylesbury and Milton Keynes and the associated work to dual the track between Princes Risborough and Aylesbury."

Councillor Winn urged Members to support the motion for the benefit of the environment and the economy and for all the residents of Buckinghamshire. He stressed that there was a dire need for a sustainable transport alternative bringing about the connectivity of the whole area. He concluded by reiterating that the need

was there, the track was already there and all that was required was the investment for the trains to begin running again. It was imperative that this be done for Aylesbury, Milton Keynes and High Wycombe so that a north south rail service could begin to operate.

An amendment to the motion was proposed by Councillor Lambert and was seconded by Councillor Christensen, as follows.

“Buckinghamshire Council notes and welcomes the £760m that the Government has announced it is investing in East-West Rail and the 1,500 jobs it will create. **This council notes the significant financial investment, over many years by our predecessor councils in support of this project.**

However, ~~we~~ **this Council is disappointed** ~~remain concerned~~ that **the Secretary of State’s** ~~this~~ recent funding announcement **removed the** ~~did not commit to the completion of the~~ proposed spur between Aylesbury and **Winslow** ~~Milton Keynes~~. This spur was originally conceived as a key part of this project.

This Council believes that ~~it will be not be possible to expand~~ Aylesbury’s **residents, environment and economy and population will be significantly disadvantaged in a sustainable way** without improvements to the connectivity of the **County town envisaged in the East West Rail Project.**

Similarly, **this Council puts on record its commitment to improving the single track rail line to Princes Risborough.** ~~this includes both the expansion of its railway provision beyond the current line to London and improving the single track rail line to Princes Risborough.~~ This Council therefore calls on the Leader ~~and Cabinet~~ to **write to the Secretary of State for Transport** ~~continue~~ to urge the Government to **re-commit to building the Aylesbury Spur line of East-West rail between Aylesbury and Milton Keynes Winslow.** Also that **the Cabinet Member for Transportation forms a Policy Advisory Committee, similar to that which the HS2 scheme has, to develop the public and financial case for the East West Rail Aylesbury Spur.”**

The Chairman opened up the debate on the amendment to the motion. A number of Members were in support of this stating that whilst they were in favour of the original motion and acknowledged the benefits that it would bring, the amendment was designed to give the Council more power and strength in helping it to deliver on its aspirations. Councillor Tett rose to comment on both the amendment and the original motion, stating that he could not support the amendment as the actions outlined had already been addressed and carried out, making it superfluous. He then urged all members to pass the original motion in a united fashion.

Upon being put to a vote, the amendment was **LOST**. The original motion as submitted was then put to the vote and was **CARRIED**.

RESOLVED: That Buckinghamshire Council notes and welcomes the £760m that the Government has announced it is investing in East-West Rail and the 1,500 jobs it will

create. However, we remain concerned that this recent funding announcement did not commit to the completion of the proposed spur between Aylesbury and Milton Keynes. This spur was originally conceived as a key part of this project.

This Council believes that it will be not be possible to expand Aylesbury's economy and population in a sustainable way without improvements to the connectivity of the town, this includes both the expansion of its railway provision beyond the current line to London and improving the single-track rail line to Princes Risborough.

This Council therefore calls on the Leader and Cabinet to continue to urge the Government to commit to building the Spur line of East-West rail between Aylesbury and Milton Keynes and the associated work to dual the track between Princes Risborough and Aylesbury.

**13 Questions on Notice from Members**

The written responses to questions from members, published as a supplement to the agenda were noted.

**14 Report for information - Key Decisions Report**

A list of decisions taken by Cabinet Members since the last Full Council meeting on 26 May were received and noted.

**15 Date of Next Meeting**

The next full Council meeting was scheduled to take place on Wednesday 15 September 2021 at 4pm.

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## Report to Council

<b>Date:</b>	<b>15 September 2021</b>
<b>Reference number:</b>	NA
<b>Title:</b>	<b>Adoption of the Vale of Aylesbury Local Plan (VALP)</b>
<b>Cabinet Member(s):</b>	<b>Gareth Williams, Deputy Leader and Cabinet Member for Planning and Regeneration</b>
<b>Contact officer:</b>	<b>Peter Williams</b>
<b>Ward(s) affected:</b>	Buckingham East, Buckingham West, Winslow, Grendon Underwood, Great Brickhill, Stone and Waddesdon, Wing, Ivinghoe, Bernwood, Aston Clinton and Berton, Wendover, Aylesbury East, Aylesbury South East, Aylesbury South West, Aylesbury West, Aylesbury North West and Aylesbury North.
<b>Recommendations:</b>	<b>That the Inspector's report is accepted and the Vale of Aylesbury Local Plan, as modified in accordance with the Inspector's report and as set out in Appendix A, is adopted.</b>
<b>Reason for decision:</b>	At this stage the Council can only withdraw the plan or adopt it. Adoption will provide a sound basis for planning decisions in the North and Central areas of the council. Withdrawal would mean relying on the very out of date Aylesbury Vale District Local Plan (2004) until the new Buckinghamshire Local Plan is prepared.

## **1. Executive summary**

- 1.1 Following the submission of the Vale of Aylesbury Local Plan (VALP) in 2018, the appointed Inspector has completed his Examination of the plan and prepared his binding report setting out how the VALP should be modified in order to be sound. To fully enact the plan, as modified to accord with the Inspector's report, it must be adopted by the Council. If the plan is not adopted, it will need to be withdrawn leaving the North and Central areas of the council without an up to date development plan.

## **2. Content of report**

- 2.1 The Vale of Aylesbury Local Plan (VALP) 2013-2033 contains the spatial strategy, site allocations and development management policies for the former Aylesbury Vale District Council's area. In total it allocates land for 30,134 homes against a projected need of 28,600 homes which includes 8,000 homes to meet unmet need arising in the three former southern district council areas. Housing development is focused on the area's strategic settlements, most particularly Aylesbury, as well as a significant allocation adjacent to Milton Keynes. Specific housing provision is also made for older persons and gypsies and travellers. Employment land in the area is protected and infrastructure to support the new development is provided for. Policies are also included to protect the natural and built environment.
- 2.2 Work on VALP commenced in 2014 and, following three stages of public consultation (Issues & Options, Draft Plan and Pre-Submission) the plan was submitted for Examination in February 2018 with hearing sessions subsequently taking place in July 2018. The VALP Inspector concluded that a limited number of changes should be made to the Plan (known as main modifications) to make the Plan 'sound'. Main modifications were then consulted on from 5 November to 17 December 2019 and further main modifications were consulted on from 15 December 2020 to 9 February 2021. After further hearings in April 2021 to discuss the modifications the Inspector has now completed his final report which is binding on the Council. The report is included at Appendix B.
- 2.3 The Inspector's report contains his consideration of the issues raised by objectors and the council's responses, as well as his conclusions. The Inspector's report is final and cannot be revised except where the council advises the Inspector of factual errors prior to the publication of the final report. No further discussion of the conclusions can be entertained. The report has previously been supplied to the Council for fact checking. After consideration of the Council's response, the Inspector finalised his report and it has been published on the Council's website.

- 2.4 In summary, the Inspector accepts the Council's proposed housing figures and the housing allocations in the plan, including controversial sites at Maids Moreton and adjacent to Milton Keynes at Shenley Park. The modified plan retains the focus of housing development on the plan area's strategic settlements, particularly around Aylesbury, but now includes a substantial allocation adjacent to Milton Keynes. Notably, he has also accepted the council's approach to the protection of employment land, allocation of gypsy/traveller sites, provision of affordable housing, achievement of biodiversity net gain and developments in town centres.
- 2.5 Other notable elements of his report include agreement to the Council's proposed method of calculating five year housing land supply due to the particular characteristics of the plan. This will make it easier for a five year supply to be proven. He has also accepted that the plan's stance on neighbourhood plans is acceptable in that the plan does not override existing neighbourhood plan policies except where there is a specific conflict. He has also accepted that there is no conflict with neighbourhood plans which have higher affordable housing requirements. The policies protecting local landscapes are also accepted as is a new area of Green Belt adjacent to Leighton Linlade.
- 2.6 The Inspector has also accepted that the Duty to Cooperate has been met, and the plan has been properly subjected to a Sustainability Appraisal and a Habitat Regulations Assessment in accordance with legal requirements.
- 2.7 Following publication of the report the council must now decide whether to adopt the VALP as modified, or not. There are no other options open to the council. Should the council determine that the plan cannot be adopted for any reason then the plan must be withdrawn, and a new plan prepared. This would leave the council without an up to date plan to base planning decisions on for the plan area and decisions would have to be based on the severely outdated 2004 Aylesbury Vale District Local Plan (AVDLP) until the new Buckinghamshire Local Plan is in place.
- 2.8 It should be noted that due to transitional arrangements the VALP is based on the 2012 National Planning Policy Framework (NPPF) and does not reflect fully the content of the newer 2019 NPPF. The VALP is, however, still considered to be an up to date local plan in the context of the newer NPPF. It should also be noted that on adoption, VALP will be the strategic basis for new or revised neighbourhood plans in the affected wards. The VALP's policies and allocations will remain in force until they are replaced by the adoption of the forthcoming Buckinghamshire Local Plan.

### **3. Other options considered**

- 3.1 As stated above the only alternative to adopting the VALP as modified is to withdraw the plan and replace it with a new plan. This would leave the northern and central

parts of the Council's area without an up to date local plan. In such circumstances the NPPF sets out at paragraph 11 (d) that planning permission must be granted for development except where it conflicts with policies in the NPPF that protect areas or assets of particular importance or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. This would lead to an increase in planning applications for opportunistic development across the Vale which the Council would have diminished grounds to resist or control at the application stage or at appeal. This option is therefore not considered to be tenable.

#### **4. Legal and financial implications**

- 4.1 The VALP has been prepared under the Planning and Compulsory Purchase Act 2004 (as amended) ("the Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan was submitted for examination by an independent planning inspector under section 20 of the Act and the Inspector has issued his report and recommendations. Subject to accepting the Inspector's main modifications, the Inspector considers the plan to be "sound" in the terms set out in the NPPF and to meet the requirements of Section 20(5) of the Act. As part of his assessment, the Inspector has considered that the Plan has been prepared in a legally compliant way, including in relation to the "Duty to Cooperate" introduced through the Localism Act 2011.
- 4.2 The main financial costs arising from the preparation of VALP have largely already been covered in relation of officers' time, costs of expert advice, preparation of evidence and costs of the Programme Officer. The main outstanding costs relate to the Inspector's costs for undertaking the final parts of the Examination process, and related legal and consultancy costs. Budgetary provision is in place to cover the remaining costs, which are estimated at £125,000 and are funded from the legacy local plan budget. Not proceeding with the adoption of the plan would place the Council at risk of fighting a significant number of appeals with associated significant costs. There is also the risk that the Council will be faced with legal challenges to VALP after its adoption which will place a financial burden on the Council – this would need to be funded from identified reserves.

#### **5. Corporate implications**

- 5.1 In relation to the four key priorities of the Council, the VALP will strengthen our communities by providing housing with associated infrastructure, improve our environment by securing well designed development and mitigating climate change, protect the vulnerable by providing affordable housing as well as housing for older people and it will increase prosperity by protecting and promoting employment opportunities.

5.2 The VALP will also improve the Council's performance in relation to climate change by encouraging the use of alternatives to the private motor vehicle such as walking, cycling and use of electric powered transport. Similarly, the VALP will enhance sustainability by focusing development in locations well served with infrastructure and avoiding the negative implications of dispersed development. The VALP has been subject to an equality impact assessment and data implications have been addressed throughout its preparation.

## **6. Local councillors & community boards consultation & views**

6.1 No consultation has been carried out with local Councillors or Community Boards on this final stage because of the nature of the decision required. However local Councillors have been closely involved in the preparation of the Plan at earlier stages.

## **7. Communication, engagement & further consultation**

7.1 No further consultation or engagement has been carried out on this matter. Following adoption, the Council will notify those who have made representations that the plan has been adopted

## **8. Next steps and review**

8.1 Following adoption, the VALP will form the basis for planning decisions in the plan area. It will also serve as the strategic policy context for neighbourhood plans. It will be replaced by the new Buckinghamshire Local Plan once it is finalised. It should be noted that the Buckinghamshire Local Plan is still in its early stages and is projected to be adopted in 2025.

## **9. Background papers**

9.1 The documentation associated with the preparation of VALP and its Examination can be seen via the following link: [Vale of Aylesbury Local Plan \(VALP\) 2013-2033 | Buckinghamshire Council | Aylesbury Vale Area \(aylesburyvaledc.gov.uk\)](https://www.aylesburyvaledc.gov.uk/valp-2013-2033)

9.2 The full text of the local plan and proposals maps as proposed to be adopted is set out at Appendix A of this report. The published Inspector's report is set out at Appendix B.

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# Vale of Aylesbury Local Plan (VALP)

2013 - 2033

Adopted Plan



Adoption date TBC

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## **Foreword**

### **Shaping the Vale's future**

Like many places across the country the Aylesbury Vale area will see significant development over the coming years. Between now and 2033 more than 30,000 homes are set to be built within this area through this Plan. As well as additional housing, we're confident this growth will bring more investment, employment and opportunity, helping the area to thrive.

Now that it's finalised, the Vale of Aylesbury Local Plan (VALP) will manage and direct this growth up until 2033 in a way that will protect what makes the area a special place. It contains exciting proposals such as the development of Aylesbury as a Garden Town, which will provide sustainable growth in a way that works with Aylesbury's rural setting, and the redevelopment of Halton Camp. We believe that the VALP will allow us to build on the vibrant communities we already have and play a significant part in the area's bright future.

In its development the VALP has been subject to three phases of public consultation which many residents got involved with. It was then subjected to an independent Public Examination before a planning Inspector who reported to the council that the plan could be adopted. That process ensured that those with an interest in the plan could have their say and we now hope that people will work with us to deliver the kinds of places we all want.

The VALP will also serve as the basis for future neighbourhood plans and we hope that many more communities will come forward with their own plans for their own areas. In the longer term the VALP will be replaced by the new Buckinghamshire Local Plan covering the new council's whole area and we hope residents will help us develop that plan to enhance and protect our surroundings.

Councillor Gareth Williams

Deputy Leader and Cabinet Member Planning and Regeneration

# 1 Background

---

## Introduction

- 1.1 Under the planning system most development needs planning permission. The principal basis for making those decisions is the development plan and this Local Plan, once adopted, will form the main part of it for Aylesbury Vale, replacing the 2004 Local Plan saved policies (see appendix F for a schedule of saved policies replaced by this plan). Buckinghamshire Council (BC) is the local planning authority responsible for producing the Local Plan and minerals and waste plans, and town and parish councils can produce neighbourhood plans. Together these plans make up the development plan, which sets out where development can take place, or where it shouldn't, and what form development should take.

## What is the Local Plan?

- 1.2 This document is the latest stage in the preparation of the Vale of Aylesbury Local Plan (VALP), which sets out the long-term vision and strategic context for managing and accommodating growth within Aylesbury Vale until 2033. The aim of this plan is to set out:
- the areas where development will take place
  - the areas that will be protected, and
  - policies that will be used to determine planning applications.

## How the Local Plan has been prepared

- 1.3 The key stages for preparing the Local Plan have included gathering evidence, identifying key issues and options and consultation. The council has consulted extensively on the development of the Local Plan. Key consultations are listed below:
- Scoping consultation on the new Vale of Aylesbury Local Plan (VALP) Spring 2014
  - Call for sites (2014) and consideration of further sites submitted up to September 2016
  - Issues and options: October – December 2015
  - Draft VALP: August – September 2016
  - Proposed Submission draft: November – December 2017
  - Main Modifications: November – December 2019
  - Further Main Modifications: December 2020 – February 2021
- 1.4 The council received more than 700 responses (4,500 comments) to the Issues and Options consultation, 1,630 responses (5,000 comments) to the Draft Plan consultation, and 980 responses (2,440 comments) to the Proposed Submission draft consultation. Many of these were very detailed. Summaries of responses and key issues raised are available on the council's website. In addition, various events have been held around Aylesbury Vale including meetings with town and parish councils, ongoing discussions with service and infrastructure providers and other local authorities and key bodies. Wherever possible, responses have been taken into account in the preparation of this plan. At the Main Modifications consultation in 2019 almost 800 responses were received and these informed the council's preparation of Further Main Modifications. During the Further Main Modifications consultation just over 200 responses were received. Public hearing sessions as part of the examination of the plan were also held in July 2018 and April 2021.

## National planning policy

- 1.5 The Local Plan is not prepared in isolation. Its content has to conform to the Government's planning policy set out in the National Planning Policy Framework (NPPF) (2012), the guidance contained in the national Planning Practice Guidance, the content of new relevant legislation and Government statements about planning. The NPPF (2012) has at its core a presumption in favour of sustainable development. This means that the council should "positively seek opportunities to

meet the development needs of their area” and “should meet objectively assessed (development) needs with sufficient flexibility to adapt to rapid change”.

- 1.6 Particularly significant in the NPPF (2012) is the Government’s commitment to ensuring that the planning system does everything it can to support sustainable economic growth and the requirement that councils should boost significantly the supply of housing. Government policy is to deliver 250,000 houses per annum nationally. At the same time, the NPPF (2012) also states that “the planning system should contribute to and enhance the natural and local environment” and that there should be a “positive strategy for the conservation and enjoyment of the historic environment”.

### Expected growth

- 1.7 The Local Plan has to take account of physical characteristics of Aylesbury Vale and what is expected to happen to the area’s population up to 2033. These factors are the subject of a wide range of evidence such as maps of identified floodplains and forecasts of Aylesbury Vale’s housing, retail and employment needs. Evidence shows that to just meet Aylesbury Vale’s own housing and employment needs, the plan will have to deliver 20,600 new homes and 27 hectares (ha) of employment land.

### Duty to cooperate

- 1.8 Aylesbury Vale does not exist in isolation. It has major conurbations nearby which have effects across the Vale. As there is no regional or sub-regional planning, councils are under a formal duty to cooperate over strategic issues which cross their boundaries. This means the council has to engage positively with neighbouring councils and other organisations, about issues such as housing numbers and employment requirements.
- 1.9 The council is cooperating, particularly with other councils in Buckinghamshire, over what evidence their plans should be based on. This has included:
- a joint housing needs assessment
  - a joint assessment of employment land requirements
  - a joint review of the Green Belt
  - a joint report on a best-fit housing market area
  - an agreed methodology over the assessment of land availability, and
  - a joint housing delivery study
- 1.10 Comparing the land available for development in each former district’s plan area against the forecast need for development shows that the capacity for development in areas south of Aylesbury Vale does not match the need for development. This is primarily because of the constraint of the Green Belt and an Area of Outstanding Natural Beauty (AONB).
- 1.11 Legacy councils to the south of Aylesbury Vale identified an estimated collective unmet need of 8,000 homes and this is set out in a Memorandum of Understanding<sup>1</sup>. Sufficient suitable and deliverable sites have been found to meet this need and, as a result, the housing requirement for Aylesbury Vale will total 28,600 homes.

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<sup>1</sup> <https://www.aylesburyvalcdc.gov.uk/section/supporting-evidence>

## Housing

- 1.12 The overall strategy adopted by this council to meet housing need is to direct sustainable levels of development to existing settlements, through the implementation of a capacity-based approach. Local Plan site allocations are made on the basis of whether a site is suitable and in a sustainable location, rather than applying a blanket housing percentage based on settlement size. More than half of the new homes planned for Aylesbury Vale are to go in Aylesbury. The council anticipates these will be delivered in a way that is in line with the town's Garden Town status. Some new homes are expected to be delivered at RAF Halton once the site closes. The Plan recognises that in the longer term, beyond the Plan period, a new settlement may be needed. Important factors within the delivery of new housing will be to meet the needs for particular types of housing. The Plan makes specific provision for affordable housing given the high cost of housing in Aylesbury Vale and to meet specialist needs such as housing for the elderly and for people with disabilities and special needs. The council also has to meet Traveller needs and has updated a joint survey of Traveller need with other councils in Buckinghamshire.

## Employment

- 1.13 Employment need is usually met by new allocations to satisfy the forecast requirement. However the forecast requirement for Aylesbury Vale is 27ha whilst the council has a supply of over 100ha (excluding site allocations not yet consented). In light of neighbouring authorities' shortfall of employment land and the need to provide for sufficient employment land within the wider Functional Market Area, Aylesbury Vale's employment land surplus will play a crucial role in helping to make up for this shortfall. Consideration has been given to whether some employment sites might be allocated to other uses, including housing. Beyond those sites already identified (e.g. Hampden House, Royal Mail Sorting Office, parts of the Gateway Industrial Estate) there is considered to be no further scope at present. Given the significant role of employment land in Aylesbury Vale in servicing the wider FEMA employment and business requirements, it is not considered prudent to encourage further release of employment land. Employment land supply and requirements will be kept under review as the Plan goes forward.

## Town centres

- 1.14 Alongside housing and employment development, retail development needs to keep pace with the growth in the population, and key retail locations such as Aylesbury and Buckingham town centres need to develop to meet the needs of the expanding population. The Plan seeks to maintain Aylesbury town centre's position and allow for organic growth to match future housing developments. This includes providing for new local centres as part of major development schemes. The Plan also seeks to ensure that Aylesbury Vale's other town centres continue to flourish. With the assistance of neighbourhood plans the council will also be aiming to protect and enhance its existing town and village centres. The indicative target for convenience floorspace is 6,980 sqm in Aylesbury town centre by 2033, 29 sqm in Wendover and 328 sqm in Winslow. In terms of comparison floorspace, the indicative target is 29,289 sqm by 2033 for the whole of Aylesbury Vale. It is anticipated that Aylesbury, and on a smaller scale Buckingham, will accommodate the majority of new comparison floorspace over the plan period.

## Infrastructure

- 1.15 The provision of infrastructure to support new housing is essential, such as new roads, schools, water and sewerage provision, accessible green spaces, policing and other emergency services infrastructure. The implications of future developments are being considered by relevant infrastructure bodies such as Buckinghamshire Council (BC). This work has informed the contents of the Infrastructure Delivery Plan (IDP). This in turn will support the development of the Community Infrastructure Levy (CIL) and site-specific policies in this Plan.

1.16 An essential part of the new infrastructure will be the provision of new transport infrastructure. The main focus for road improvements will be in relation to Aylesbury, to improve the circulation of traffic around the town. There will also need to be a focus on improving north/ south connectivity to enable Aylesbury Vale to function better in relation to national highway networks and rail networks. Currently, there is a distinct boundary between Buckinghamshire including Aylesbury Vale and employment locations in the west of London. East West Rail will provide commuting opportunities to the west of London and to the south of Buckinghamshire. The proposed delivery of East West Rail will also increase connectivity. It is important to mitigate the effect of new transport infrastructure, and the council will utilise the Local Plan to deliver suitable mitigation.

### **Evidence**

- 1.17 In order to ensure that the Plan's policies are robust and supported by evidence, the council has carried out and commissioned a wide range of studies. Work undertaken includes:
- further assessing land availability and suitability in relation to larger and medium villages, existing and new sites as part of an updated housing and economic land availability assessment
  - definition of housing market areas
  - forecasts of housing and employment need/ housing and economic development needs assessment
  - revisions to landscape designations
  - Green Belt assessment
  - a revised settlement hierarchy
  - a new settlement scoping study
  - retail studies, including a retail thresholds report, capacity update, local centres report, Aylesbury Town Centre Growth Opportunity Assessment, Buckingham Town centre retail appraisal
  - Strategic Flood Risk Assessment and Water Cycle Study
  - Gypsy, Traveller and Travelling Showpeople site assessment
  - traffic modelling
  - an infrastructure delivery plan and viability assessment

### **Sustainability appraisal**

1.18 A sustainability appraisal report is required under European and government legislation, which has to assess the sustainability implications of the proposals and policies in the new Local Plan. The legal requirement is for a report to be prepared to accompany the pre-submission plan, but as it is a process which works alongside the production of a Local Plan, reports are generally prepared at every stage of Local Plan preparation. A sustainability appraisal report has therefore been prepared to accompany the Plan.

### **Neighbourhood plans**

1.19 When a town or parish neighbourhood plan is 'made', or put into effect, it becomes part of the overarching development plan, which is the basis for planning decisions. Neighbourhood plans have to take account of strategic elements of the relevant Local Plan. Apart from that they can determine how development will take place in their area. The expectation was that they would be created where a local plan was already in place, but this is not the case in many places, including Aylesbury Vale. As a result, neighbourhood plans which have been made are not based on this Local Plan.

- 1.20 This has always been pointed out to town and parish councils preparing neighbourhood plans with the advice that housing numbers would probably need raising to meet overall housing need in Aylesbury Vale. To avoid adding extra development beyond that which a community considers necessary to meet its needs and where the level of development proposed in a neighbourhood plan enables the council to meet its strategic housing need, no further sites are being allocated. In strategic settlements, due to the overall housing need for Aylesbury Vale, capacity identified and suitability of available sites, in some instances housing figures differ to those set out in neighbourhood plans.

### **Policies Map**

- 1.21 A key element of the Local Plan is the map which is referred to as a 'Policies Map'. This map identifies areas to be allocated for development and designations which need to be taken into account in applying policies. The Local Plan Policies Map does not replicate proposals and designations from the 'made' neighbourhood plans and their maps will need to be consulted separately.
- 1.22 The Local Plan Policies Map show areas marked as 'not built development' on certain sites, which are required due to flood risk vulnerability covered in the SFRA and the Sequential Test and/or the recommendations from the Strategic Landscape and Visual Impact Capacity Study (2017). These areas should only comprise green infrastructure, landscape or biodiversity mitigation or water compatible development unless a sequential test has been passed. They do not denote the full extent of green infrastructure, landscape or other open space that may be needed within the site allocations. Individual Supplementary Planning Documents (SPDs) may set out further areas of open space and the council may require additional green infrastructure or open space areas in considering the impacts of planning applications.

### **Using this plan**

- 1.23 When considering planning applications, the development plan is the starting point for making decisions. That includes this Plan, any minerals or waste plans and any made Neighbourhood Plans. Importantly the courts have specified that plans should be read as a whole rather than decisions being based on individual policies. Therefore, when considering a proposal all relevant policies will need to be considered. Anyone referring to this Plan in relation to a development proposal must have regard to all the policies it contains in regard to that proposal. If, for example, the conversion of a rural building is being proposed it will not be sufficient to refer to just policy C1 as such proposals could have other implications which will be addressed by policies on such matters as heritage, biodiversity, Green Belt, parking, etc.
- 1.24 Paragraph 184 of the NPPF (2012) sets out that neighbourhood plans should be in general conformity with the strategic policies in the Local Plan. All policies in Chapter 3 (Strategic) and Chapter 4 (Strategic Delivery) are strategic policies, alongside Policy H1 (Affordable Housing), H6a (Housing Mix), H6b (Housing for older people), H6c (Accessibility), E1 (Protection of Key Employment Sites), E5 (Development outside town centres) E10 (Silverstone Circuit), T1 (Delivering the Sustainable Transport Vision) and T2 (Supporting and Protecting Transport Schemes), BE1 (Heritage Assets), NE1 (Biodiversity and Geodiversity), NE3 (The Chilterns AONB and its setting), NE4 (Landscape character and locally important landscape), C3 (Renewable Energy), I1 (Green Infrastructure), I4 (Flooding) and I5 (Water Resources).

### **Profile of Aylesbury Vale**

- 1.25 Aylesbury Vale is a large area (900 km<sup>2</sup>) which is mainly rural in character and has a high quality environment. The main settlements in Aylesbury Vale are Aylesbury, Buckingham, Winslow, Wendover, and Haddenham, as shown on Aylesbury Vale key diagram. Key features about



Aylesbury Vale and which the Vale of Aylesbury Local Plan needs to take into account are set out below.

### Places

- 1.26 Aylesbury is by far the largest town in Aylesbury Vale and is the county town of Buckinghamshire. It is a focal point for housing, employment, retail, and community services and facilities. According to the Office of National Statistics Census 2011, Aylesbury town has a population of about 71,500 which is just over 41% of the population of Aylesbury Vale.
- 1.27 Buckingham is the second largest settlement, with a population of 12,000, (2011) and is located in the northern part of Aylesbury Vale. It has a strong employment base and a wide range of other facilities serving the town and surrounding villages.
- 1.28 There are over 80 larger, medium and smaller settlements across Aylesbury Vale, many of which are very attractive. A number of these settlements are larger, in particular Haddenham, Wendover and Winslow, and provide key local facilities and services which serve surrounding rural areas. The settlement hierarchy reviews these to identify the most sustainable areas for growth.
- 1.29 The north eastern part of Aylesbury Vale directly adjoins Milton Keynes so there are strong linkages in terms of employment, retail and other facilities.
- 1.30 The southern part of Aylesbury Vale contains substantial tracts of high quality landscape, including part of the Chilterns Area of Outstanding Natural Beauty (AONB), and is also partly within the Metropolitan Green Belt around London. Former district areas to the south of Aylesbury Vale have significant environmental constraints due to the AONB and Green Belt designations, which can affect the scale and type of development they can accommodate.

### Population

- 1.31 The total population of Aylesbury Vale was 174,100 at the 2011 Census. This is an increase of 5% compared to the 2001 Census.
- 1.32 The population is forecast by ONS to increase to around 214,000 by 2033 (this does not take account of the redistribution of housing for unmet needs).
- 1.33 The population is becoming increasingly elderly: 21% of the population were aged over 60 in 2011, compared to 17% in 2001. There was a corresponding decrease in the young working population (aged 25 to 39) from 23% of the population in 2001, to 19% in 2011.
- 1.34 The latest census shows that 14.8% of the population are in ethnic groups other than white British.
- 1.35 The quality of life in Aylesbury Vale is generally high, as demonstrated by the Government's indices of deprivation (2015) which show that Aylesbury Vale falls within the 14% least deprived areas in England. However, there are pockets within Aylesbury town which rank among the 26% most deprived in the South East region.
- 1.36 Life expectancy of residents has been steadily increasing and is longer than the average for England.

### Economy and employment

- 1.37 The latest Government figures indicate that there are 75,000 employee jobs in Aylesbury Vale (Source: ONS Business Register and Employment Survey, 2016).

- 1.38 Unemployment (July 2016 – June 2017) amongst residents, at 3%, is significantly lower than the level for Great Britain as a whole (4.6%). Average earnings of residents are higher than across the South East region or Great Britain.
- 1.39 Aylesbury Vale is influenced by a number of larger employment centres around its borders, particularly Milton Keynes to the north, Luton/Dunstable and Hemel Hempstead to the east/south east, High Wycombe to the south, and Oxford and Bicester to the west. Data from the 2011 Census shows that 35,025 residents commute out of Aylesbury Vale to work (predominantly to areas just outside Aylesbury Vale, but also further afield such as London) and 19,872 residents from other former district areas commute into Aylesbury Vale each day. Significant employment is planned across Aylesbury Vale which will increase opportunities for residents to work within its borders.
- 1.40 As well as centres of employment in the main settlements, there are a number of other important large employment locations across Aylesbury Vale, including part of Silverstone Circuit, Buckingham Industrial Park, Westcott Venture Park, Long Crendon Industrial Park, Haddenham Business Park and College Road North Business Park associated with the Arla development. The RAF training base at RAF Halton, near Wendover, is of significant importance to the local economy. The base is, however, expected to close during the Plan period, after which land will become available for other uses, predominantly housing. The National Spinal Injuries Centre is located at Stoke Mandeville Hospital, and Stoke Mandeville Stadium is the national centre for wheelchair sport.
- 1.41 There are a large number of small to medium sized business enterprises thriving across the more rural parts of Aylesbury Vale which form an important part of the overall economy.

### Homes

- 1.42 The total stock of homes was around 78,591 in March 2016. Around 86% of these homes are privately owned, and the remainder are housing association or other public-sector homes.
- 1.43 Affordability of housing is an issue, with the average house price being over 10 times the average income in 2016.
- 1.44 The total number of households on the Bucks Home Choice housing register waiting for a social housing tenancy in April 2016 was over 3,000.
- 1.45 Rates of house building over recent years have remained high with an average of 1,127 dwellings built each year over the past five years. Out of this total, an average of 349 were affordable dwellings.
- 1.46 There are a considerable number of homes either under construction or with planning permission awaiting development.
- 1.47 Over the past five years, an average of 29% of new homes have been built on brownfield sites. This percentage has decreased in the past 5 years and is expected to continue to decrease in the future as the supply of available brownfield sites decreases and greenfield urban fringe sites are built.
- 1.48 The average household size in 2011 was 2.5 people.

### Transport

- 1.49 Road transport links to the south of Aylesbury Vale are reasonable, connecting to London, Heathrow and Luton airports, and access to the M40 and M25 motorways. There is poorer access to the Thames Valley area by road or public transport, which may be addressed by East West Rail connections via Princes Risborough. In the longer term north/ south rail connectivity via

Amersham may be supplemented by an improved rail network which provides links to west London and the Thames Valley without the need to travel into central London.

- 1.50 The northern half of Aylesbury Vale is less well served by good road links, although places such as Silverstone and Buckingham have reasonable north-bound access to the M1 and M40 motorways via the A43.
- 1.51 Parts of Aylesbury town suffer from road congestion at peak times, and three air quality management areas have been declared close to the town centre.
- 1.52 Aylesbury Vale has rail links to London Marylebone from Aylesbury Parkway, Aylesbury, Stoke Mandeville, Haddenham & Thame Parkway, and Wendover. Services to Oxford and the West Midlands are also available from Haddenham & Thame Parkway (to Birmingham Snow Hill, Bicester North and Stratford upon Avon). Cheddington is on a different line and enjoys a faster service to London Euston and Milton Keynes Central.
- 1.53 The Government, in 2012, made commitment to the East-West Rail line to address the current connectivity issues to the east and west by rail. When open, this will connect Aylesbury and Winslow by rail to Milton Keynes and Oxford/Bicester.
- 1.54 Express bus services operate between Aylesbury and Milton Keynes and between Cambridge and Oxford via Buckingham.

#### **Natural and built environment**

- 1.55 Aylesbury Vale contains a wealth of historic houses and key historic landscapes, such as Waddesdon Manor, Claydon House, and Stowe landscape gardens. There are 124 existing conservation areas which protect areas of architectural or historic interest, many of them located in attractive, locally distinctive villages.
- 1.56 Over 1,200 hectares are designated as Sites of Special Scientific Interest, which is indicative of their importance for biodiversity or geology. In addition, there are many nature reserves and high quality open spaces valued for their landscape, nature, or recreational interest. In the south of Aylesbury Vale land falls within the Chilterns Area of Outstanding Natural Beauty, nationally designated as one of the finest landscapes in England.
- 1.57 Aylesbury Vale is at the head of two major river catchment systems: the Great Ouse in the north, which flows through Buckingham, and the Thame in the south, which is a tributary of the River Thames. The Grand Union Canal and its arms to Wendover, Aylesbury and Buckingham, provide local interest, character, leisure opportunities, and habitat diversity. The large network of watercourses, many of which pass through Aylesbury, form an important part of the green and blue infrastructure for Aylesbury Vale, allowing wildlife to move along their corridors. Additionally, this provides opportunities for people to enjoy nature, along with the physical and mental health benefits that this brings. Most areas in Aylesbury Vale are in flood zone 1 (areas of lowest flood risk).
- 1.58 CO<sub>2</sub> emissions per head increased slightly from 2011 to 2012, but have dropped since 2005. The figure, at 6.2 tonnes per person per year, is less than the average for the UK as a whole (7.1 tonnes per person per year).

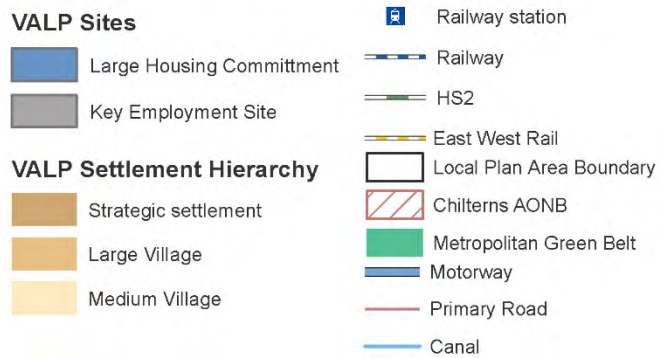
#### **Monitoring**

- 1.59 To assess whether the Local Plan is meeting its aims and objectives we have identified a series of monitoring indicators. Where policies are failing to deliver the strategic objectives of this plan, necessary actions will be identified in the council's Annual Monitoring Report (AMR).



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## Aylesbury Vale Key Diagram



# 2 Vision and Strategic Objectives

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## A Vision for Aylesbury Vale to 2033

- 2.1 The Vale of Aylesbury Local Plan (VALP) is the cornerstone of planning for the whole plan area and is critical to delivering national, community and corporate objectives and aspirations. It sets the ambition and direction for Aylesbury Vale as a whole, which all relevant strategies and delivery plans of the council and its delivery partners should support. This includes proposals by development partners and in neighbourhood policy documents that may emerge. It needed to reflect the former AVDC council's overall vision which was:

To secure the economic, social and environmental wellbeing of the people and businesses in the area

- 2.2 The vision for Aylesbury Vale is also based on the characteristics of the area and the key issues and challenges it faces. The vision is informed by the evidence base for the Plan, sustainability considerations, and the views of the community and encompasses the approaches set out in the National Planning Policy Framework (NPPF) (2012).
- 2.3 The vision for VALP, together with the ensuing objectives, will guide and drive the delivery of all elements of the Plan. The vision and objectives also form a key element in judging compliance of neighbourhood planning documents and development proposals as they come forward.

### Spatial vision

- 2.4 By 2033 Aylesbury Vale will see a sustainable amount and distribution of growth to meet needs and which will contribute to creating a thriving, diverse, safe, vibrant place to live, work and visit where all residents enjoy a high quality of life.

For this to happen:

1. Growth will be shaped by strong place-shaping and sustainability principles to create safe, well-designed developments that are sensitive to Aylesbury Vale's local character and heritage and well integrated with existing communities, both in terms of scale, land-use and design. People will have a sense of pride in their communities, wherever they live in Aylesbury Vale. Environmental, heritage and cultural assets will be protected and, where possible, enhanced. The Green Belt will be strongly defined and protected from inappropriate development.
2. New housing will have been provided in sustainable locations to a high standard of design to meet housing needs in the area. This will include the delivery of affordable housing and housing to meet the needs of older people, people with disabilities and those with specialist needs. The needs of the Traveller community will have been met by the provision of suitable sites. Unmet housing need from other areas will have been met where reasonable and sustainable to do so.
3. The economy will be more competitive and innovative. Existing commitments, allocations and enterprise zones (at Aylesbury, Silverstone and Westcott), will deliver a diverse and flexible range of land, premises and opportunities for new and existing businesses. The main town centres in Aylesbury and Buckingham will be enhanced to deliver retailing, services, and other activities their communities need. This will create more jobs and high quality facilities, letting residents and visitors work, shop, and spend their leisure time in the local area.
4. Growth will be accompanied by the delivery of infrastructure, services, and facilities in the right places at the right time, to bring maximum benefits to new and existing communities. This includes improving transport (to encourage sustainable transport choices), education, health, green and blue infrastructure, community facilities, leisure facilities, communications technology, water and air quality and flood management measures and policing and emergency services infrastructure. Improved links to London

and the Thames Valley area, including Oxford and Milton Keynes, Bedford and Cambridge via East West Rail, will help to ensure that local businesses continue to thrive and grow and attract new enterprise and inward investment. The environmental impact of infrastructure improvements, such as HS2, will have been suitably mitigated.

5. Growth and regeneration will have narrowed the difference in opportunities between the wealthier and the less well-off, with increased opportunities for all residents to participate in local community events celebrating their history, identity and diversity.
6. Growth will allow people in Aylesbury Vale to have access to excellent education and training, both academically and vocationally, with opportunities for life-long learning accessible to all.
7. Aylesbury will grow significantly and will:
  - a. be an inclusive, safe, innovative and forward-looking Garden Town that meets the needs and aspirations of the existing population, new residents and visitors
  - b. be a recognised centre for investment and growth providing new housing, business and enterprise and opportunities for all
  - c. be a key hub for public transportation and interchange offering a diverse choice of travel modes with stronger public transport links to Milton Keynes, Oxford and the Thames Valley, meaning that Aylesbury is an integral part of the national rail network rather than the end of the line
  - d. have had significant transport improvements across the town with new link roads connecting the existing highway network and making provision for alternative routes to and within the town centre around the town which will provide capacity for a comprehensive quality cycling and walking network within the town and extending to the expanded town and surrounding villages
  - e. have seen the regeneration of previously-developed sites, and development of well-designed, connected, healthy, safe and integrated greenfield urban fringe sites. These will help deliver identified strategic infrastructure, without compromising the character of surrounding villages or community cohesion
  - f. have increased the range and quality of services, homes, retail and leisure facilities in Aylesbury town centre by designing and building to high standards and attracting new retailers and leisure operators. This will bring a renaissance to the town that protects and promotes its historic core, whilst adapting to the changing role of town centres. The centre will be vibrant and energetic with plenty for all to do and enjoy throughout the day and into the evening, serving both the urban and rural populations
  - g. have an accessible, sustainable and well-managed network of green and blue infrastructure. This will include improved linkages from the town into surrounding countryside along the Aylesbury Canal corridor and other routes, enhancing watercourses for wildlife and people, protecting and enhancing the biodiversity of the area and supporting a range of recreational activities
  - h. be increasingly seen as a tourist destination and used as a base to explore local tourism attractions such as Waddesdon Manor, Hartwell House, Wendover Woods, the Chilterns AONB and other tranquil and attractive areas, and
  - i. have enhanced its role and reputation as a centre for education, diversity and excellence.
8. Buckingham, led by neighbourhood planning, will have grown and will:
  - a. be an inclusive, safe, innovative and forward-looking market town that meets the needs and aspirations of existing and new residents and visitors
  - b. be a recognised centre for investment and growth providing new housing and opportunities for all

- c. have seen sustainable regeneration of previously-developed sites and integrated extensions to the town on greenfield urban fringe sites
  - d. be a hub of higher education and skills through growth and enhancement of the University of Buckingham and other facilities which support job training and skills
  - e. have enhanced the town centre creating a vibrant and energetic place with plenty for all to do and enjoy throughout the day and into the evening, serving both the town and rural population, and
  - f. have benefitted from further investment in transport infrastructure with active links within the town (high quality pedestrian and cycle routes) and to the new station at Winslow as part of East West Rail.
9. The rural areas will have accommodated sustainable growth, focussed at Winslow, Haddenham, Wendover (Halton Camp) and villages according to capacity and needs, and:
- a. will remain predominantly rural in character, enjoying high-quality landscapes with heritage, cultural and biodiversity assets protected and where possible enhanced
  - b. the economy will have seen continuing economic growth including a mix of strategic sites, expansion of existing sites and local small-scale development, supported by improved communications infrastructure
  - c. transport links will have been improved by the provision of a new station at Winslow on the East West Rail line that will have restored to the northern and central area a local and convenient access to the national rail network, absent since the mid-1960s
  - d. growth will have been proportionate and reflect places' capacity to grow and community aspirations in terms of scale, phasing, type and design of development. Further details will come through neighbourhood plans in most cases
  - e. development will reflect the character of the local circumstances in which growth is delivered
  - f. growth will protect high-quality agricultural land
  - g. there will be a well-managed network of green infrastructure which protects and enhances biodiversity and supports a range of recreational activities, and local services which support sustainable communities, including shops and pubs.



## Strategic objectives

- 2.5 The objectives flowing from the vision set out above represent the key delivery outcomes the VALP should achieve.
- 2.6 In order to accommodate growth and deliver development in accordance with the vision:

## Objectives

1. Provision will be made for balanced sustainable growth which will deliver new housing and jobs to meet the needs of new and existing residents through a flexible and pro-active approach to promoting sustainable development which includes a combination of new allocations, protection of existing sites, redevelopment of previously developed land and a more intensive use or conversion of existing sites.
2. Provision will be made for the housing and employment needs of the new and existing population, including unmet needs from elsewhere if reasonable and sustainable, as identified through the VALP and in future revisions of the Local Plan, which will include:
  - a. affordable housing to meet identified needs
  - b. a mix of house sizes and types to meet identified needs
  - c. specific accommodation to meet the needs of an ageing population and those with special housing needs,
  - d. phasing to ensure needs are being met throughout the planned period, and
  - e. a range of employment land and premises to support inward investment and retain existing business
3. The council, working with its partners, will secure timely and well-located provision of infrastructure, services and facilities needed to sustain and enhance existing and new communities including:
  - a. education, training and access to community facilities such as shops and community buildings,
  - b. transport infrastructure including enhanced public transport, (rail and bus), traffic management, cycling and walking to promote a shift to more sustainable travel choices.
  - c. telecommunications including broadband by all means possible, including provision along HS2 route to reach remote areas
  - d. police, fire and ambulance services
  - e. accessible green infrastructure and associated sport, recreational and cultural facilities
  - f. utilities, and
  - g. social care and health infrastructure.
4. Development will be allocated in accordance with the settlement hierarchy taking a capacity-led approach. It is also an Aylesbury Garden Town first approach. Therefore, the main focus of development will be in sustainable locations at Aylesbury Garden Town where the majority of development will be located. The remainder of housing will then be located in the next most sustainable locations, the other strategic settlements, which are Buckingham, Haddenham, Winslow and Wendover, the north east of Aylesbury Vale adjacent to Milton Keynes, together with an appropriate level of development at the most sustainable settlements in the rural areas

5. The council will promote enhancement of Aylesbury Vale's town and local centres and village facilities, including new retail provision particularly in Aylesbury town centre. The focus will be on quality design and development, flexibility of uses, and protection of local services and local distinctiveness to support their vitality and viability.
6. The council will manage development in a way that ensures the protection and enhancement of Aylesbury Vale's built, natural and historic environment, landscape and biodiversity. Planning positively for biodiversity and green infrastructure, the overall approach will minimise development on high-quality agricultural land, conserve and enhance valued landscapes including the Chilterns AONB and designated local landscapes and achieve high-quality design and building at appropriate densities.
7. The council will manage development in a way that ensures that climate change is adapted to and mitigated against, including:
  - a. no inappropriate development to take place in the functional floodplain other than for essential strategic infrastructure
  - b. effective flood management including more effective use of multi-functional green spaces and sustainable drainage which can assist in flood control, and provide environmental, health and social benefits
  - c. reduction in waste generation and increase in recycling and re-use of materials and resource efficiency
  - d. making appropriate provision for the generation and use of renewable or low-carbon energy, and locally distributed energy
  - e. building to high standards of sustainable construction and design, creating spaces designed to respond to winter and summer temperatures, and
  - f. retention and enhancement of wildlife corridors to ensure adaption to climate change by wildlife.
8. The council will promote provision of, and support for, measures and initiatives that strengthen the quality of life for new and existing residents of Aylesbury Vale, address pockets of deprivation and health inequalities, especially within Aylesbury town, and improve access to services and facilities across Aylesbury Vale as a whole.

# 3 Strategic

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## Sustainable development of Aylesbury Vale

### Sustainable development at the heart of decision making

- 3.1 This section sets out the overall strategy for sustainable development, the identified growth requirements, and how this growth will be delivered spatially in Aylesbury Vale.
- 3.2 The principles of sustainable development are central to the planning system, as set out in the National Planning Policy Framework (NPPF) (2012) paragraphs 11-16. All development has to fit with the NPPF (2012) and the central presumption in favour of sustainable development. The framework recognises that sustainable development is about change for the better and it defines sustainable as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs.’
- 3.3 Sustainable development is about positive growth making economic, environmental and social progress for current and future generations. To achieve this, economic, social and environmental gains should be sought jointly as they are mutually dependent. The planning system performs a number of roles in this respect:
  - **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth and innovation, including infrastructure provision
  - **A social role** – supporting strong, vibrant and healthy communities by providing housing (including affordable housing), and by creating a high quality built environment with accessible local services
  - **An environmental role** – contributing to protecting and enhancing the natural, historic and built environment, and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change
- 3.4 In line with this, the council has adopted a positive approach to development and the VALP provides a clear framework of policies to guide development that creates positive and sustainable growth. Policy S1 therefore seeks to ensure that all development is sustainable and follows the presumption in favour of sustainable development. This policy will be at the heart of decision making when assessing planning applications.

### S1 Sustainable development for Aylesbury Vale

All development must comply with the principles of sustainable development set out in the NPPF. In the local context of Aylesbury Vale this means that development proposals and neighbourhood planning documents should:

Contribute positively to meeting the vision and strategic objectives for Aylesbury Vale set out above, and fit with the intentions and policies of the VALP (and policies within neighbourhood plans where relevant). Proposals that are in accordance with the development plan will be approved without delay, unless material considerations indicate otherwise. The council will work proactively with applicants to find solutions so that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

- a. Where there are no policies relevant to the application then the council will grant permission unless material considerations indicate otherwise – taking into account whether:
  - any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (2012) taken as a whole, or
  - specific policies in the NPPF (2012) indicate that development should be restricted.

In assessing development proposals, consideration will be given to:

- b. providing a mix of uses, especially employment, to facilitate flexible working practices so minimising the need to travel
- c. delivering strategic infrastructure and other community needs to both new and existing communities
- d. giving priority to the reuse of vacant or underused brownfield land.
- e. minimising impacts on local communities
- f. building integrated communities with existing populations
- g. minimising impacts on heritage assets, landscapes and biodiversity
- h. providing high-quality accessibility through the implementation of sustainable modes of travel including public transport, walking and cycling
- i. providing access to facilities including healthcare, education, employment, retail and community facilities
- j. meeting the effects of climate change and flooding.

### **Sustainable strategy for growth and its distribution**

- 3.5 The development strategy seeks to deliver the Local Plan’s vision and objectives to meet the wider needs of places and communities within Aylesbury Vale.
- 3.6 The Local Plan strategy and its vision, objectives and policies have been shaped by a number of factors including:
- the identification of the strategic housing market area and functional economic market area within which Aylesbury Vale sits
  - the identification of employment, housing and retail needs for Aylesbury Vale
  - infrastructure capacity and constraints, in particular wastewater, roads and transport
  - environmental constraints – to avoid flood risk areas, protecting environmental assets, landscape quality, contaminated land and pollution, the historic environment and settlement character
  - the availability of potential housing sites and their deliverability and phasing
  - public consultation and the sustainability appraisals of options and policies.
- 3.7 Policy S2 sets out the magnitude of growth and the spatial strategy for Aylesbury Vale. The council is working actively to meet the Government’s objective of significantly boosting supply and increasing the affordability of new housing. The spatial strategy and policy S2 meet the existing and future housing needs of people in Aylesbury Vale, whilst also meeting some unmet needs originating from neighbouring authorities.
- 3.8 The VALP seeks to ensure that development is located in the most sustainable locations as set out in Policy S1.

### **Housing and economic needs**

- 3.9 The NPPF (2012) requires Local Planning authorities to:
- ‘Ensure that their Local Plan meets the full, objectively-assessed needs for market and affordable housing in the housing market area’ and ‘identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which meets household and population projections, taking account of migration and demographic change’. Paragraphs 47 and 159
- 3.10 The NPPF (2012) also identifies that:
- ‘Local Planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area’ and establish ‘a robust evidence base to understand both existing business needs and likely changes in the market.’ Paragraph 160.
- 3.11 In accordance with requirements set out in the NPPF (2012, the council, alongside other Buckinghamshire authorities, commissioned a series of reports to identify the Buckinghamshire housing market and functional economic areas, as well as a Housing and Economic Development Needs Assessment (HEDNA).
- 3.12 The reports (produced by consultants ORS) identify that Aylesbury Vale sits within a best-fit housing market area that includes Wycombe, Chiltern and South Bucks districts. There was a recognition that Aylesbury town sat within its own area but within a wider strategic

housing market area. Aylesbury Vale also has links with housing markets in neighbouring areas, such as Milton Keynes.

- 3.13 For the VALP to be considered sound in terms of housing provision, it was necessary to identify the full, objectively-assessed needs for the whole housing market area. The Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA)<sup>[1]</sup> is the most up-to-date assessment of local housing needs, which identifies the needs for new jobs and homes up to 2033. The HEDNA starts by considering the Government's population projections, determines whether they need to be varied to reflect local circumstances and concludes that the number of new dwellings required across the 'best fit' housing market area is 46,200, with 20,600 required in Aylesbury Vale. The former Wycombe and Chiltern/South Bucks District Councils have carried out comprehensive capacity assessments and cannot accommodate all of their housing need in their own areas. As a result, there is a significant element of unmet need to be accommodated in Aylesbury Vale. The former Wycombe District's unmet need figure is up to 2,275 and Chiltern/South Bucks Districts' unmet need figure is 5,725. This gives a total of 28,600 dwellings to be accommodated in Aylesbury Vale between 2013 and 2033. The HEDNA also considered the level of employment land for offices, manufacturing and warehousing that should be provided for in the Functional Economic Market Area (FEMA). This has involved evaluating two employment forecasts, determining which of them is the most appropriate for the economic area and taking into account current circumstances in the commercial property market which indicate a growth of 7,240 employees in B Class employment. Based on this, the identified need is for 27 hectares (ha) of new employment land in Aylesbury Vale. The council currently has an oversupply of over 100ha of employment land, but this surplus will play a crucial role in helping to make up the shortfall elsewhere in the economic market area as well as providing for flexibility in the longer term.
- 3.14 The VALP focuses the majority of growth in Aylesbury, Buckingham, Winslow, Wendover and Haddenham and adjacent to Milton Keynes. Development at these strategic settlements will maintain and enhance their respective roles in the Vale's settlement hierarchy (Policy S3), minimising the need to travel, and optimising sustainable modes of travel. It will also help to deliver facilities and services needed and enable an integrated and balanced approach to the provision of homes, jobs and leisure.
- 3.15 A new settlement had been proposed to be part of the strategy for VALP in order to help deliver the housing requirement. As a result of the reduction in our housing figures, a new settlement is no longer part of this plan. This will be reconsidered in any future Local Plan update to take into account newly emerging issues such as the Government's changed methodology on calculating housing need, as well as the impacts of major strategic schemes such as the Oxford to Cambridge growth arc, the London Plan and the expansion of Heathrow.
- 3.16 In addition to growth at the strategic settlements, further growth will also take place at the larger, medium and smaller villages reflecting the capacity of these settlements to accommodate development. This will allow these settlements to have growth to sustain their communities and meet their local needs for housing, employment and community facilities.

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<sup>[1]</sup> The full report including executive summary is available to download from the following page <https://www.aylesburyvalcdc.gov.uk/section/supporting-evidence>

- 3.17 In total, the development allocated in this plan, alongside existing commitments and completions totals 30,134, which represents a 5.4% buffer on top of the requirement to meet Aylesbury Vale’s own objectively assessed need and the unmet need from the other authorities (28,600). This gives sufficient flexibility in case sites do not come forward at the rate or density anticipated in the Plan.
- 3.18 It is recognised that Aylesbury Vale does not exist in isolation and the council will continue to work closely with surrounding authorities with relation to cross-boundary issues such as strategic infrastructure projects including highways and transportation.

## S2 Spatial strategy for growth

The Vale of Aylesbury Local Plan will make provision for the delivery of the following in the period to 2033:

- A total of at least 28,600 new homes in accordance with the spatial distribution set out below and in Table 1.
- Provision for the identified need of at least 27 hectares of employment land and additional provision of some employment land to contribute to the employment needs of the wider economic market area.
- Retail convenience floor space of at least 7,337 sqm<sup>2</sup> and comparison floor space of at least 29,289 sqm<sup>3</sup>.
- Associated infrastructure to support the above.

The primary focus of strategic levels of growth and investment will be at Aylesbury, and development at Buckingham, Winslow, Wendover and Haddenham supported by growth at other larger, medium and smaller villages. The strategy also allocates growth at two sites adjacent to Milton Keynes which reflects its status as a strategic settlement immediately adjacent to Aylesbury Vale. The spatial distribution will be as set out below.

Strategic growth and investment will be concentrated in sustainable locations as follows:

- a. Aylesbury Garden Town (comprising Aylesbury town and adjacent parts of surrounding parishes), will grow by 16,207 new homes. It will be planned and developed drawing on Garden City principles which are set out in the Aylesbury Garden Town section, with high quality place-making and urban design principles at the core. This development will seek to support the revitalisation of the town centre. New housing will be delivered through existing commitments, including Berryfields and Kingsbrook, and complemented by other sustainable extensions and smaller scale development within the existing urban area. New homes to support economic growth will be accommodated through the effective use of previously developed land or sustainable greenfield urban fringe sites. These sites will provide or support delivery of identified strategic infrastructure requirements, and sustainable transport enhancements and make connections to strategic green infrastructure and the Vale’s enterprise zones.
- b. Buckingham will accommodate growth of 2,177 new homes. This, growth will enhance the town centre and its function as a market town, and will support sustainable economic growth in the north of Aylesbury Vale.

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<sup>2</sup> Made up of 6,980 sqm at Aylesbury town centre, 29 sqm at Wendover and 328 sqm at Winslow

<sup>3</sup> District-wide provision



- c. Haddenham will accommodate growth of 1,082 new homes. This will be supported by infrastructure and recognise the important role of Haddenham and Thame railway station.
- d. Winslow will accommodate growth of 870 new homes, linked with the development of East-West Rail and the new railway station in Winslow.
- e. Wendover will accommodate around 1,142 new homes with 1,000 new homes at Halton Camp which is now confirmed to be closing fully in 2025 recognising the sustainability of Wendover and the railway station. No further growth is allocated at Wendover reflecting the environmental constraints of the surrounding AONB and Green Belt land.
- f. Land in the north east of Aylesbury Vale will make provision for 3,356 homes on a number of sites.
- g. At larger villages, listed in Table 2, housing growth of 2,408 will be at a scale in keeping with the local character. This will help meet identified needs for investment in housing and improve the range and type of employment opportunities across Aylesbury Vale.
- h. At medium villages, listed in Table 2, there will be housing growth of 1,423 at a scale in keeping with the local character and setting. This growth will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.
- i. At smaller villages, listed in Table 2, there will be more limited housing growth coming forward through either 'windfall' applications or neighbourhood plan allocations rather than allocations in this Plan.
- j. Elsewhere in rural areas, housing development will be strictly limited. This is likely to be incremental infill development and should be principally in line with Policy D5 and other relevant policies in the Plan.

Development that does not fit with the scale, distribution or requirements of this policy will not be permitted unless bought forward through neighbourhood planning.

**Table 1 Spatial strategy for growth in Aylesbury Vale**

Category	Settlement	Completions 2013 - 2020	Commitments as at March 2020	Completions and Commitments 2013-2020	Allocations in this plan	Total development
Strategic settlements	Aylesbury	5,604	7,321	12,925	3,282	16,207
Strategic settlements	Buckingham	1,005	622	1,627	550	2,177
Strategic settlements	Haddenham	408	674	1,082	0	1,082
Strategic settlements	Wendover / Halton Camp	135	7	142	1,000	1,142
Strategic settlements	Winslow	277	278	555	315	870
North east Aylesbury Vale	North east Aylesbury Vale	275	1,931	2,206	1,150	3,356
Larger villages	-	1,108	1,274	2,382	26	2,408
Medium villages	-	478	906	1,384	39	1,423
Smaller villages and other settlements	-	423	286	709	No allocations made at these locations	709
Windfall	-					760
<b>Total</b>	-	<b>9,713</b>	<b>13,299</b>	<b>23,012</b>	<b>6,362</b>	<b>30,134<sup>4</sup></b>

<sup>4</sup> This represents a 5.4% buffer on top of the total housing requirement made up of Aylesbury Vale's objectively assessed need and the unmet need from other authorities (28,600).

### Settlement hierarchy and cohesive development

- 3.19 The strategy for development generally reflects the size and character of different settlements and seeks to deliver a sustainable level of development that will support their different roles and functions. In order to ensure that new development takes place in locations that have the best access to a wide range of services, facilities and employment opportunities, the council has developed a settlement hierarchy which ranks all settlements (with a population of over 100), in order of their sustainability. The settlement hierarchy forms the basis for the distribution of growth outlined in the strategy in that it identifies the most sustainable locations for growth, and therefore where housing allocations should be made. It may also assist providers of community facilities and services in their investment decisions.
- 3.20 The settlement hierarchy is based on an assessment of population size, settlement connectivity, and the availability of employment and other services and facilities. A draft settlement hierarchy has been consulted on, and a number of changes have been made to the conclusions as a result of comments received. A report has been produced setting out how the settlement hierarchy was established<sup>5</sup> which is available on the council's website. The proposed settlement hierarchy is set out in Table 2, along with the amount of housing to be accommodated at each settlement. The allocations for each settlement are based on the capacity of the settlement to accommodate housing growth, rather than a blanket percentage increase on existing housing stock as was previously proposed in the draft Plan.

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<sup>5</sup> Settlement Hierarchy for the Vale of Aylesbury Local Plan June 2017

**Table 2 Proposed settlement hierarchy and housing development**

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
Strategic settlements	The most sustainable towns and villages in Aylesbury Vale and the focus for the majority of development. These settlements act as service centres for other villages around them. The plan will allocate sites at strategic settlements	Aylesbury	16,207 <sup>6</sup>	12,925	3,282
		Buckingham	2,177	1,627	550
		Haddenham	1,082	1,082	0
		Wendover/Halton Camp	1,142	142	1,000
		Winslow	870	555	315
		(TOTAL 21,478)			
North east Aylesbury Vale	Allocation of land adjoining Milton Keynes that falls within Aylesbury Vale	Sites within the parishes of Newton Longville , Stoke Hammond and Whaddon.	3,356	2,206	1,150
Larger villages	Larger, more sustainable villages that have at least reasonable access to facilities and services and public transport, making them sustainable locations for development. The plan allocates sites at some of the larger villages	Aston Clinton	624	624	0
		Edlesborough	179	179	0
		Ivinghoe	25	25	0
		Long Crendon	109	109	0
		Pitstone	194	194	0
		Steeple Claydon	301	301	0
		Stoke Mandeville	375	375	0
		Stone (including Hartwell)	68	42	26
		Waddesdon (including Fleet Marston)	196	196	0
			92	92	0
		Whitchurch	130	130	0
		Wing	115	115	0
	Wingrave	(TOTAL 2,408)			
Medium villages	Medium villages have some provision key services and facilities, making them moderately sustainable	Bierton (including Broughton)	27	27	0
		Brill	11	11	0

<sup>6</sup> This includes some figures for Stoke Mandeville, Bierton and Weston Turville parishes.

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
	locations for development. The plan allocates some sites at medium villages	Cheddington Cuddington Gawcott Great Horwood Grendon Underwood Ickford Maids Moreton Marsh Gibbon Marsworth Newton Longville North Marston Padbury Quainton Stewkley Stoke Hammond Tingewick Weston Turville	115 28 15 81 59 100 188 62 36 52 9 52 108 98 194 110 78 (TOTAL 1,423)	115 13 15 81 59 100 188 62 36 52 9 52 84 98 194 110 78	0 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Smaller villages	Smaller, less sustainable villages which have relatively poor access to services and facilities. It is expected that some small scale development could be accommodated at smaller villages without causing unreasonable harm. This level of development is also likely to help maintain existing communities. Sites at smaller villages will come forward either through neighbourhood plans or by individual 'windfall' planning applications, no site allocations are made at smaller villages	Total (smaller villages and other settlements)	709	709	0

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
Smaller villages	List of smaller villages where housing is expected to come forward through neighbourhood plans or through the development management process considered against relevant policies in the Plan.	Adstock Akeley Ashendon Aston Abbotts Beachampton Bishopstone Buckland Calvert Green Chackmore Charndon Chearsley Chilton Cublington Dagnall Dinton Drayton Parslow East Claydon Ford Granborough Great Brickhill Halton Hardwick Ivinghoe Aston Little Horwood Ludgershall Mentmore and Ledburn Mursley Nash Northall Oakley			

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
		Oving (including Pitchcott) Preston Bissett Shabbington Slapton Soulbury Stowe and Dadford Swanbourne Thornborough Turweston Twyford Weedon Westbury Westcott Whaddon Worminghall			
Other settlements	The remainder of settlements in Aylesbury Vale which are not sustainable locations for development and are places where it is likely that any development would cause harm to the local environment. No allocations for housing will be made and only a very limited amount of development is expected to come forward through neighbourhood plans or through the development management process considered against relevant policies in the Plan	Addington Biddlesden Boarstall Broughton Burcott Chetwode Dorton Drayton Beauchamp Edgcott Hillesden Kingsey Kingswood Leckhampstead			

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
		Lillingstone Dayrell Lillingstone Lovell Luffield Abbey Middle Claydon Nether (Lower) Winchendon Poundon Radclive Rowsham Shalstone Thornton Upper Winchendon Upton Water Stratford Wotton Underwood			



- 3.21 Specific policies for each of the settlement hierarchy categories are set out in the Strategic Delivery section (policies D1 – D5).
- 3.22 Part of the character of Aylesbury Vale is the distribution of settlements with individual identities. Settlement identity therefore needs to be protected to retain this important element in the area’s character. The council will therefore seek to prevent the character and identities of neighbouring settlements or communities being degraded by development that would negatively affect their individual identities. To further protect the area’s character the council will also resist development that would compromise the open character of the countryside between settlements, especially where the gaps between them are already small.
- 3.23 It is acknowledged that in some cases, whilst neighbouring communities may still have separate characters or identities, the built-up areas of those settlements are already linked in part. The council will resist further development that would result in the consolidation of such linkage that threatens what remains of the separate character or identity of the settlement or communities.
- 3.24 In addition to the general control of coalescence<sup>7</sup>, there is a need for more specific protection in locations that are, or will be, experiencing the strongest pressures for development, such as the villages in close proximity to Aylesbury. Relevant allocation policies will therefore ensure the retention of individual settlement identity.

### **S3 Settlement hierarchy and cohesive development**

The scale and distribution of development should accord with the settlement hierarchy set out in Table 2, the site allocation policies that arise from it and the requirements of Policy S1. Other than for specific proposals which accord with policies in the plan to support thriving rural communities and the development of allocations in the Plan, new development in the countryside should be avoided, especially where it would:

- a. compromise the character of the countryside between settlements, and
- b. result in a negative impact on the identities of neighbouring settlements or communities leading to their coalescence<sup>8</sup>.

In considering applications for building in the countryside the council will have regard to maintaining the individual identity of villages and avoiding extensions to built-up areas that might lead to further coalescence between settlements.

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<sup>7</sup> & <sup>8</sup> Coalescence is the merging or perceived merging or coming together of separate settlements to form a single entity

## Green Belt

- 3.25 A relatively small part of the London Metropolitan Green Belt falls within Aylesbury Vale, as shown on the Policies Map. The Green Belt in Buckinghamshire was originally designated in 1954 through the Buckinghamshire County Development Plan. It has since been expanded and in 1979 was extended to include the approximately 48 square kilometres of Green Belt land that is now in Aylesbury Vale. The northern boundary of the Green Belt was broadly established in line with the Chiltern escarpment excluding the settlement of Wendover.
- 3.26 The purposes of the Green Belt are to restrain the outward sprawl of London, to prevent the merging of towns, and so safeguarding the countryside from encroachment, checking unrestricted sprawl, to preserve the setting and character of historic towns and assisting in urban regeneration. The Green Belt partly surrounds the strategic settlement of Wendover and small parts of the villages of Aston Clinton and Ivinghoe. The villages of Halton and Dagnall are within the Green Belt. To the south of Aylesbury Vale, the Green Belt joins the Green Belt within Wycombe, Chiltern and Dacorum. To the east Aylesbury Vale borders the Green Belt in Central Bedfordshire although this does not cross into Aylesbury Vale. The Green Belt in these areas has helped shape the towns and villages.
- 3.27 Nationally, the Government places great importance on the Green Belt which has a range of important functions. The most important attributes of Green Belts are their 'openness' and 'permanence' and their general extent should only be altered in exceptional circumstances and when a Local Plan is being prepared or reviewed.
- 3.28 A Green Belt assessment has been undertaken jointly by the Buckinghamshire authorities. This is in the context of a significant level of need being identified across the Housing Market Area (HMA) which as a whole contains a large amount of land within the Green Belt (88% of the former Chiltern District, 87% of the former South Bucks District and 48% of the former Wycombe District is within the Green Belt). The housing requirements for the former Chiltern, South Bucks and Wycombe District Councils cannot be met on the land outside of the Green Belt within their district boundaries leaving a large unmet need requirement. Therefore, exceptional circumstances are considered to exist across Aylesbury Vale in Buckinghamshire to justify removing specific sites from the Green Belt to help meet need closest to where it arises.
- 3.29 Part 1 of the assessment (published in March 2016) identified parcels of land covering all of the Green Belt within Buckinghamshire as well as some adjoining land and assessed these against the purposes of the Green Belt as set out in the National Planning Policy Framework (NPPF) (2012). The assessment concluded that all areas of the Green Belt met the NPPF (2012) purposes to some extent, but identified parcels across all four districts that performed weaker or had areas within them which were likely to perform weaker if assessed on their own.
- 3.30 Part 2 of the assessment (published in June 2016) gave further consideration to the areas of land identified in Part 1. They were assessed for the suitability of development, whether there were exceptional circumstances for removing sites from the Green Belt, and whether further land should be designated as Green Belt.
- 3.31 Following this assessment, there is an area of land to the west of Leighton Linlade that is proposed for inclusion within the Green Belt. This can be justified by the exceptional circumstances of the construction of the A4146 in this area, which opened in September 2007, since the original designation of Green Belt. Amending the boundary will provide a more recognisable and permanent boundary that would be more in line with what the NPPF requires than is used currently. The additional area of Green Belt will help to balance

the loss of Green Belt land in other areas (including land removed from the Green Belt around Leighton Buzzard) and will complete the Green Belt protection on all sides of Leighton Linlade as well as the parcel performing strongly against the purposes of the Green Belt as defined in the NPPF (2012).

- 3.32 At the draft plan stage the council had also proposed two potential revisions to the boundary of the Green Belt to the north of Wendover. One revision was to provide a site for approximately 800 dwellings to the north of Wendover and another to remove part of the RAF Halton main site to the south of Upper Icknield Way abutting the AONB. During the development and review of the Local Plan these proposals were found not to be justified and were withdrawn.
- 3.33 The new Green Belt boundary around Leighton Buzzard is defined on the Policies Map. The Green Belt within Aylesbury Vale will be protected for the long term, and opportunities which enhance the Green Belt particularly in terms of public accessibility will be supported. The majority of the Green Belt within Aylesbury Vale also lies within the Chilterns AONB, therefore Policy NE4 also applies.
- 3.34 Housing may come forward within the Green Belt through the conversion of buildings, the redevelopment of previously developed sites or through limited infilling within villages, provided that the openness of the Green Belt is maintained. To ensure openness is preserved the limited infilling within villages should be within the existing developed footprint which is defined as the continuous built form of the village and excludes individual buildings and groups of dispersed buildings. This includes former agricultural barns that have been converted, agricultural buildings and associated land on the edge of the village and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the village.
- 3.35 The replacement of existing buildings and extensions will where appropriate also be supported. When working out volume increase calculations the term 'original building' means the house as it was first built or stood on 1 July 1948 (if it was built before that date) excluding sheds and outbuildings.

#### S4 Green Belt

Within the Green Belt (as defined on the Policies Map), land will be protected from inappropriate development in accordance with national policy. Small-scale development as set out below will be supported providing that their provision preserves the openness of the Green Belt, and does not conflict with the purposes of including land within it:

- a. for the purposes of agriculture, forestry, appropriate facilities for outdoor sport and outdoor recreation or cemeteries
- b. if within the existing developed footprint of settlements within the Green Belt, residential infilling of small gaps in developed frontages with one or two dwellings will be permitted if it is in keeping with the scale and spacing of nearby dwellings and the character of the surroundings
- c. for the conversion of buildings of permanent and substantial construction where there is no greater impact on the openness of the Green Belt and the form, bulk and design of any conversion is in keeping with the surroundings and does not involve major or complete reconstruction. Permission for the conversion of such buildings may include conditions regulating further building extensions, and the use of land associated with the building

- d. replacement of existing buildings in the Green Belt by new buildings that are not significantly larger in volume, normally by no more than 25-30% as measured externally of the original building (as it was first built or stood on 1 July 1948)
- e. extensions and alterations to buildings in the Green Belt that are not out of proportion with the original building, normally no more than 25-30% volume increase of the original building
- f. the redevelopment of previously developed sites where the gross floorspace of the new building(s) is not out of proportion to the original building(s), normally by no more than 25-30% increase of the original building (as measured externally), and the buildings are positioned on land previously built on.

Measures to improve public access to the Green Belt areas will be encouraged.

## Infrastructure

- 3.36 The VALP aims to ensure that there is sufficient and appropriate infrastructure to meet future needs. In order to identify the required infrastructure an Infrastructure Delivery Plan (IDP) has been produced. The IDP identifies the necessary and critical infrastructure required to deliver the council's growth aspirations and requirements to 2033. It has also identified desirable infrastructure requirements which support the sustainability objectives of the Local Plan but can be prioritised according to funding availability and overall net benefit.
- 3.37 Although the production of the IDP is an iterative process as infrastructure is continually being delivered through the development management process, it is crucial that items of infrastructure are identified as early as possible in the process to better plan for the required growth to be delivered over the Local Plan period.
- 3.38 The term infrastructure covers a wide variety of services and facilities provided by private and public bodies including:
- transport infrastructure – rail, roads, cycle routes, buses, footpaths/pedestrian links, parking and management systems
  - utilities and flood management infrastructure – water supply and treatment, sewerage, flood prevention and drainage, waste disposal, energy
  - telecommunications infrastructure including high-speed broadband provision across Aylesbury Vale
  - community infrastructure – schools, sport, cultural and recreation facilities, healthcare, public transport, emergency services, social care facilities, community buildings, places of worship and associated facilities, and community recycling facilities
  - green infrastructure – a network of ANGS compliant high quality, multi-functional green spaces which improve connectivity of towns and villages and the wider countryside. It also delivers ecological enhancements, and economic and social quality of life benefits for local communities at both the local and strategic level. It can include green corridors, such as hedgerows or transport routes, and open green spaces, such as parks, allotments, country parks, commons and village greens, woodland, natural and semi-natural habitats for wildlife, Local Nature Reserves and Local Wildlife Sites, historic parks, ancient monuments and landscapes, watercourses, lakes, ponds, footpaths, cycleways, allotments and other recreational routes.
- 3.39 The council will continue to co-operate with key delivery partners to secure the funding and delivery of East-West Rail to minimise the impacts of the project both during construction and operation phases. The HS2 scheme should co-ordinate with local projects and not delay the provision of necessary infrastructure at Aylesbury or the delivery of East-West Rail. We will also seek to secure funding and delivery of key transport, utility, and other improvements where major infrastructure improvements are needed to achieve sustainable development. We will urge Government, and support the local economic partnerships (LEPs) and other partners.
- 3.40 Some of the infrastructure identified above is essential to ensure that the needs of new and existing residents are met. Some relate more to quality of life or environmental provisions.
- 3.41 Infrastructure should be provided on-site as part of the development wherever possible, especially on larger developments, to contribute towards creating sustainable development and ensuring that new developments are attractive places to live.

- 3.42 While infrastructure associated with water supply and sewers can be provided and funded by developers, upgrades to wastewater treatment works (WwTWs) can only be provided by water and wastewater utility companies. Within Aylesbury Vale, this work is dependent on Thames Water and Anglian Water's funding programmes (asset management plans), which works in five-year cycles.
- 3.43 The Aylesbury Vale Water Cycle Study has been prepared. It has identified which WwTWs are currently at capacity. It has also identified if increases in flow through parts of the sewerage network are likely to cause an increase in the frequency of diluted but untreated discharges from the system. If these discharges increase this may have an effect on the waterways they discharge into. The discharges must meet the requirements of the Water Framework Directive and Habitats Directive.
- 3.44 Buckinghamshire Council (the minerals and waste local planning authority) is developing a policy approach for the management of waste water treatment works.
- 3.45 Development proposals that would result in the VALP growth targets being significantly exceeded must ensure, in consultation with Thames Water and Anglian Water, that the objectives of the Water Framework Directive are not compromised. There must be adequate capacity in foul waste infrastructure to accommodate the proposed development in order to prevent the deterioration in current water quality standards.

#### **Community infrastructure levy and developer contributions**

- 3.46 The IDP identifies a number of different ways infrastructure can be funded and provided for, some of which can be made via a financial contribution, in kind or in lieu, from a developer, through Government capital funds, district or county capital funds and a myriad of funding streams open to organisations like MHCLG, Homes England and the Department for Transport (DfT). Another avenue of funding is through the implementation of a Community Infrastructure Levy (CIL). The Government consulted on CIL reforms in summer 2016 and a review of this consultation has now been made available in relation to the consultation on the Housing White Paper. The CIL review set out several recommendations which the Government may choose to accept or reject. The council remains committed to the implementation of CIL based on the reviews recommendations set out in summary below:
- Replace CIL with a Local Infrastructure Tariff (LIT)
  - Continue to seek Section 106 (S106) agreements on more strategic sites
  - Seek LIT on some types of infrastructure identified in existing CIL regulations
  - Pooling of up to five s106 agreements to be revoked
  - Standardised CIL rate set between 1.75-2.5% above GDV (Gross Development Value)
  - Limited exceptions from Tariff
  - Small development of 10 and under should pay LIT and no other obligations.
- 3.47 Work to establish a CIL or LIT is currently at an early stage. The IDP will set out what infrastructure is in place, what is needed through the VALP period, and whether it is needed in the short or medium/longer term in order to deliver development identified in the VALP plus existing commitments.

### **S5 Infrastructure**

All new development must provide appropriate on- and off-site infrastructure (in accordance with the Infrastructure Delivery Plan) in order to:

- a. avoid placing additional burden on the existing community
- b. avoid or mitigate adverse social, economic and environmental impacts and
- c. make good the loss or damage of social, economic and environmental assets.

In planning for new development, appropriate regard will be given to existing deficiencies in services and infrastructure provision. Development proposals must demonstrate that these have been taken into account when determining the infrastructure requirements for the new development. Development proposals must provide sufficient bin storage.

The provision of infrastructure should be linked directly to the phasing of development to ensure that infrastructure is provided in a timely and comprehensive manner to support new development.

Where an applicant advises that a proposal is unviable in light of the infrastructure requirement(s), open book calculations verified by an independent consultant approved by the council will need to be provided by the applicant and be submitted to the council for its consideration.

## Gypsy, Traveller and Travelling Showpeople provision

- 3.48 Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites for Gypsies and Travellers and poor health and education. The Government and the council acknowledge that these issues must be addressed, but it is important to ensure that the planning system is not misused and that development is located in the most appropriate locations.
- 3.49 Romany Gypsies and Irish Travellers form an ethnic minority group and are legally protected from discrimination under the Equalities Act 2010, the Children and Families Act 2014 and the Human Rights Act 1998. Government guidance sets out that councils should assess and meet Gypsy, Traveller and Travelling Showpeople's accommodation needs in the same way as other accommodation needs, including the identification of land for sites. The Government guidance on this is specifically set out in the Planning Policy for Traveller Sites (PPTS). This was first published in March 2012 and updated in August 2015.
- 3.50 For the purposes of planning policy, Gypsies and Travellers are defined in the PPTS (2015 update) as being:
- Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.
- 3.51 In determining whether persons are "Gypsies and Travellers" for the purposes of the PPTS, consideration should be given to the following issues amongst other relevant matters:
- whether they previously led a nomadic habit of life
  - the reasons for ceasing their nomadic habit of life
  - whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.
- 3.52 The council is required to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople, which address the likely permanent and transit site accommodation needs. It is required to identify and annually update a five-year supply of deliverable Traveller sites and to identify a supply of specific, developable sites or broad locations for growth, for six to 10 years and, where possible, for 11 to 15 years.
- 3.53 A joint Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (GTAA) was produced with the former Chiltern, South Bucks and Wycombe District Councils in 2013, updated in 2014 and updated again with a 2017 report to take into account the latest Government definition of Gypsy and Travellers. The 2017 study includes an assessment of existing provision, any current needs and forecasts of what the future need is in each former district area.
- 3.54 Aylesbury Vale area has, as of May 2017, 92 permanent Gypsy and Traveller pitches, 27 temporary (or temporary permission that has lapsed) and two tolerated unauthorised pitches, totalling 121 altogether. The need figure is made up of concealed households (two families doubled up on one pitch), older teenagers in need of their own pitch and existing households on unauthorised pitches, existing households on temporary sites and growth in household numbers due to household formation. The 2017 assessment sets out the future net requirement for Aylesbury Vale as eight Gypsy and Traveller pitches from those who



are known to meet the new definition and up to 76 pitches from those who are not known whether they meet the new definition.

- 3.55 No need has been identified for transit sites as there is little evidence of travelling through the area.

**Table 3 Pitch provision required in Aylesbury Vale to accommodate Gypsies and Travellers**

	2016-21	2021-26	2026-31	2031-33
<b>Requirement those meeting the definition</b>	5	1	1	1
<b>Requirement from unknowns</b>	56	7	8	5

- 3.56 The allocations set out in Table 4 below are sufficient to meet the need for knowns and unknowns for the first 10 years i.e. 69 pitches. There was a very high level of non-responses to the survey work carried out by consultants ORS. Further survey work will be undertaken to establish whether the unknowns meet the definition or not. Longer term need will need to be addressed when the Local Plan is reviewed as there is still uncertainty over whether unknowns will be confirmed through further survey work to establish whether those unknowns meet the definition or not. Nevertheless, the allocations set out below will allow all of the first 10 years unknowns to be catered for should they meet the definition.

- 3.57 As well as identifying the accommodation need figures the original joint Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment published in 2013 recommended the following on how to approach the provision of Traveller sites:

- existing sites should be safeguarded, to ensure that needs continue to be met in perpetuity
- the identification of additional pitch provision should take into account where the need arises
- the councils should be reasonably flexible about the location of small private sites
- the councils should investigate the potential for existing sites to achieve additional pitches/plots either through increasing the capacity within existing boundaries or through site extension onto adjoining land, and
- the councils should also undertake site assessment work to identify new sites to meet identified future Gypsy and Traveller needs.

- 3.58 Policy D11 provides a sequential and criteria-based approach for identifying suitable locations for new sites.

- 3.59 The site assessment process has looked at finding suitable and available sites to meet the need for Gypsy and Traveller accommodation that the GTAA set out, as above. Sites with temporary permission were considered initially, followed by the consideration of the intensification/expansion of existing sites. Sites promoted for Gypsy and Traveller pitches were also considered as well as if there were opportunities for the effective use of

previously developed (brownfield), untidy or derelict land. These did not give sufficient supply to meet the needs in Aylesbury Vale. Therefore, consideration was then given to other sites that have been identified as available for development, including securing pitches alongside traditional housing provision on strategic sites on the urban periphery. Including provision on these sites will help ensure that the needs of Gypsies and Travellers are met and that sites can remain small-scale. The precise location and design of the new sites would be guided by the relevant site master plans.

**Table 4 Allocations to meet the needs for Gypsies and Travellers**

Site	Current pitches	Commentary	Potential number of pitches to be allocated
Willows Park, (Green Acres) Slapton	10 permanent 3 temporary	The temporary pitches have been given permanent permission since the latest GTAA (Feb 2017)	3
Marroway, Weston Turville	7 permanent	Large plot sizes where some sub division has already happened	5
Dun Roaming Park, Biddlesdon	11 permanent 10 temporary	The temporary pitches have been given permanent permission since the latest GTAA (Feb 2017)	10
Oakhaven Park, Gawcott	21 permanent	3 pitches have recently been granted permission. There is another existing unauthorised pitch	4
Oaksview Park, Boarstall	13 temporary (lapsed)		13
Land at Swan Edge, Wendover	2 approved subject to S106		2
Land opposite Causter Farm, Nash	11 temporary	The temporary pitches have been given permanent permission since the latest GTAA (Feb 2017)	11
South and South West Aylesbury MDAs	0	To be included within housing allocations	10

Site	Current pitches	Commentary	Potential number of pitches to be allocated
Vacant pitches at Baghill,	6	Pitches available for occupation	6
Vacant pitches Dun Roaming Park	5	Pitches available for occupation	5
<b>Total</b>			<b>69</b>

3.60 Travelling Showpeople are defined by the PPTS as being:

3.61 Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

**Table 5 Plot provision required in Aylesbury Vale to accommodate Travelling Showpeople**

	2016-21	2021-26	2026-31	2031-33
<b>Requirement those meeting the definition</b>	0	0	0	0
<b>Requirement from unknowns</b>	2	0	0	0

3.62 There is currently an unauthorised Travelling Showpeople's plot in Aylesbury Vale which would meet the needs shown above.

**Table 6 Potential allocations to meet the needs for Travelling Showpeople**

Site	Current pitches	Commentary	Potential number of pitches to be allocated
Fairview, Stoke Hammond	3 unauthorised		2
<b>Total</b>			<b>2</b>

### S6 Gypsy, Traveller and Travelling Showpeople provision

The Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (2017) identifies the potential need for permanent pitches and plots for the period 2016-2033 as:

- a. 84 (net) additional pitches for travelling or unknown Gypsies and Travellers
  - a. Two (net) additional plots for travelling or unknown Showpeople

In order to meet these requirements, and to provide and maintain a five-year supply of deliverable sites allocations will be made as set out in Tables 4 and 6 above.

Existing Traveller sites will be safeguarded for Traveller use.

### Previously developed land

3.63 Previously developed (or ‘brownfield’) land is defined in the National Planning Policy Framework (NPPF) (2012) and refers to land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition excludes land uses such as private residential gardens and agricultural or forestry buildings.

3.64 The full definition according to the NPPF (2012 glossary is:

‘Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface have blended into the landscape in the process of time.’

3.65 One of the core planning principles of the NPPF (2012) is to encourage the effective use of land by reusing previously developed land, provided it is not of high environmental value.

### Brownfield Land Registers

3.66 In April 2017, the Town and Country Planning (Brownfield Land Register) Regulations 2017 and the Town and Country Planning (Permission in Principle) Order 2017 came into force. The regulations require local planning authorities to prepare and maintain registers (compiled in two parts) of brownfield land in the local plan area that is suitable for residential development. The Order provides that sites entered on Part 2 of the new brownfield registers will be granted permission in principle.

3.67 Part 1 of the registers is a comprehensive list of all brownfield sites in a local authority area that are suitable for housing, irrespective of their planning status. However, registers will also be a vehicle for granting permission in principle for suitable sites where authorities have followed the relevant procedures. If the authority considers that permission in principle should be granted for a site, the local authority is required to enter that site in Part 2 of their register. Part 2 is therefore a subset of Part 1 and will include only those sites for which have permission in principle has been granted.

3.68 The intention of brownfield registers is to provide up-to-date, publicly available information on all brownfield land that is suitable for housing. Local planning authorities were expected to have compiled Part 1 of their registers by 31 December 2017.

### S7 Previously developed land

Development in Aylesbury Vale will be expected to make efficient and effective use of land. We will encourage the reuse of previously developed (brownfield) land in sustainable locations, subject to site-specific considerations including environmental value and the impact on local character, and subject to other policies in the Local Plan.

### Delivering through neighbourhood planning

- 3.69 As set out in government planning policy neighbourhood development plans, neighbourhood development orders and community right to build orders have the potential to allow communities to develop a shared vision to shape their neighbourhoods and to work with landowners, developers and service providers to deliver new development and facilities.
- 3.70 The Local Plan provides a framework within which people can decide how to shape their local neighbourhoods through such community-led planning documents. Many communities have already embraced this opportunity and have prepared or are setting out to prepare their own neighbourhood plans. At the time of writing there are 20 'made' neighbourhood plans in Aylesbury Vale and a further 18 neighbourhood areas approved.
- 3.71 A neighbourhood plan provides a mechanism for communities to bring forward development and for the community to have a say in its location and specification, and to plan positively to support local development in meeting the strategic needs of the Local Plan. Nevertheless, neighbourhood plans must be in general conformity with the strategic policies within the Local Plan and should not promote less development than set out in the Local Plan or undermine its strategic policies. The strategic policies in this plan are listed in paragraph 1.24 of this plan.
- 3.72 The involvement of the community goes to the heart of successful planning for and implementing sustainable and inclusive growth and change. The Local Plan sets out the strategic policies to provide the framework for delivery of homes, jobs and infrastructure in Aylesbury Vale. A neighbourhood plan and its policies will work alongside, and where appropriate replace, the non-strategic policies in the Local Plan where they overlap. The policies within a neighbourhood plan will only apply to the specific area covered by that neighbourhood plan or order.
- 3.73 'Made' neighbourhood plans will not replace the Local Plan but will sit alongside it, with their policies applying ahead of similar policies in the Local Plan, e.g. in relation to parking requirements. The council will work with local communities to deliver growth through neighbourhood plans and good communication between the council and local communities will be essential. Importantly section 38(5) of the Planning and Compulsory Purchase Act 2004 requires that any conflict between policies in different plans must be resolved in favour of the policy in the last plan to become part of the development plan. Where there is conflict between the policies in this plan, whether strategic or otherwise, and the policies in made neighbourhood plan, that conflict will be resolved in favour of VALP unless VALP specifically provides otherwise. Note that policies in this plan which require "a minimum" (e.g. of affordable housing) are not in conflict with neighbourhood plan policies requiring more than that minimum.
- 3.74 Whilst it is possible for a parish or town to prepare a neighbourhood plan prior to the adoption of the Local Plan, and many in this area have done so, the risks of this have been highlighted. The council is required to demonstrate delivery of housing numbers, employment, retail and Gypsy and Traveller sites, all of which are required by Government planning policies in its Local Plan. In some cases, this means that a higher amount of development is now required. The council has and will continue to take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the neighbourhood plan fits with the strategic policies of this plan and national policy.
- 3.75 Neighbourhood development orders and community right to build orders can give permitted development rights to the types of development specified in that order,

allowing development that is consistent with the Local Plan to proceed without unnecessary delay.

- 3.76 To support neighbourhood plans and clarify their relationship with the Local Plan the local planning authority will expect the following principles to be applied in the development of neighbourhood plans. Neighbourhood plans should:
- a. show how they are contributing towards the strategic policies of the Local Plan and be in general conformity with its strategic approach
  - b. clearly set out how they will promote sustainable development at the same level or above that which would be delivered through the Local Plan, and have regard to information on local need for new homes, jobs and facilities, for their plan area.
  - c. Identify development opportunities in accordance with table 2 and, if desired, policy H2 of this plan

### Monitoring and review

- 3.77 Effective monitoring is essential to ensuring that the policies in the Local Plan (and associated documents including the Infrastructure Delivery Plan) are achieving their aims. The council prepares a yearly monitoring report which will measure and report on the effectiveness of the Local Plan policies. A monitoring framework will be established against which performance will be measured. Actions will be identified where policies are not achieving their aims and the council will consider whether policies need adjusting or replacing either because they are not working as intended, or they need changing to reflect changes in national policy or local circumstances.
- 3.78 As required by the duty to co-operate, due consideration will be given to the housing needs of other local planning authorities in circumstances when it has been clearly established through the Local Plan process that those needs must be met through provision in Aylesbury Vale.
- 3.79 It is envisaged that the Plan will need to be updated at some point in the future. Regional, national and international connectivity schemes such as the East West Rail and Heathrow expansion will potentially have a significant impact on Aylesbury Vale in the future, and therefore will inevitably influence future planning. Other circumstances that would trigger either a review of the plan, or alternative sustainable sites to be brought forward, include:
- site allocations not coming forward at the rate anticipated in the housing trajectory, leading to development not being delivered at the rate expected in the plan
  - evidence established through another Local Planning authority's Local Plan process show that its unmet need can only be accommodated in Aylesbury Vale
  - changes to travel-to-work patterns
  - changes in national planning policy and guidance that mean one or more of the policies in the Plan are not up to date, or
  - evidence in the monitoring report shows that one or more of the policies in the Plan are not achieving the Plan's objectives or is working contrary to effective planning in Aylesbury Vale.

### Monitoring the five-year housing land supply

- 3.80 The National Planning Policy Framework requires authorities to demonstrate each year that they have a five year supply of 'deliverable sites'. A housing trajectory accompanying the Plan, Appendix A shows how sites, made up from all sources of new housing in the area – sites with unimplemented planning permissions, sites that have been approved subject to a s106 agreement, made neighbourhood plan allocations, sites notified to come forward under permitted development rights and allocations in the plan, are envisaged to deliver housing, including extra care units, over the Plan period. This is based on discussions with developers, infrastructure providers and looking at previous delivery rates as well as other relevant factors. It illustrates that in accordance with the spatial strategy, much of the growth in Aylesbury Vale is through large strategic sites which have longer lead-in times and so do not deliver early in the plan period. It shows that the council will deliver the overall housing requirement and could also maintain a five-year housing land supply of deliverable housing sites, spreading the undersupply of early years across the rest of the whole plan period (using the "Liverpool Method"). It will be kept up to date and monitored to ensure that the projected housing delivery is achieved. The trajectory sets out when delivery can reasonably be expected but does not prevent earlier or accelerated delivery.



3.81 Annualising the overall housing requirement results in a yearly need to build 1,430 homes. However there have already been seven years of the Plan period with the majority of another one likely to have passed before the Plan is adopted. The delivery of housing up until 2018, whilst significantly higher than previous rates, cumulatively fell short of the annual need. However, the two most recent years of housing delivery greatly exceeded the requirement, and the overall shortfall has decreased.

**Table 7 Housing delivery in the plan period**

	2013/4	2014/5	2015/6	2016/7	2017/8	2018/9	2019/20
Annual requirement	1,430	1,430	1,430	1,430	1,430	1,430	1,430
Completions	990	1,355	1,191	1,309	1,395	1,758	1,715
Cumulative shortfall	-440	-515	-754	-875	-910	-582	-297

3.82 To address this shortfall and provide the 5% buffer on top of the housing need required by the NPPF (2012) (it would increase to a 20% buffer in the event of persistent under-delivery), the annual rate of delivery should continue to exceed 1,430 dwellings in order to ensure a five-year housing land supply. This will be achieved by delivery from the existing commitments, including two Major Development Areas (Berryfields and Kingsbrook at Aylesbury) along with various medium and smaller sites delivering in the shorter term. In the later parts of the plan period the large allocations in the Plan will then start to provide housing delivery. Achieving this level of housing delivery is ambitious and will be a significant increase on past rates.

#### Calculating projected supply from windfall sites

3.83 Housing supply will also come forward through windfall sites<sup>9</sup>. The NPPF (2012) allows for a windfall allowance if there is “compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply” (para 48). Any allowance must be realistic and should not include residential garden land. It is anticipated that additional small and large windfall sites will continue to come forward (as they have done historically) and contribute towards meeting the additional housing requirement to be planned for in the future.

3.84 Based on the NPPF (2012) requirements, the council has put together evidence for windfall projections for sites of four or fewer dwellings which has been accepted by inspectors<sup>10</sup>. This evidence has taken into account historic delivery rates and expected future trends and does not include residential gardens in accordance with the NPPF (2012) definition. Aylesbury Vale is a large rural former district area and therefore the majority of windfall sites are greenfield.

3.85 Windfall projections are based on the average dwelling completions for small sites (four or fewer dwellings) over the last ten years (2010 – 2020) (the windfall allowance is based on

<sup>9</sup> Defined in NPPF (2012) as sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

<sup>10</sup> APP/J0450/A/14/2213924 paragraph 166 and APP/J0405/A/13/2210864 paragraph 66

completions, therefore a non-implementation allowance is not needed). There has been a consistent and reliable supply of windfall sites as follows:

**Table 8 Historic windfall completion rates on sites with fewer than five dwellings**

Year	Completions on small windfall sites (fewer than five dwellings) net (excluding residential gardens)
2010/11	29
2011/12	66
2012/13	55
2013/14	84
2014/15	82
2015/16	81
2016/17	94
2017/18	86
2018/19	94
2019/20	86
<b>Average</b>	<b>76</b>

3.86 The average number of homes delivered on windfall sites over the last 10 years (1 April 2010 – 31 March 2020) is 76 per annum. The windfall allowance is not applied to the next three years as sites under five dwellings are coming forward in this time period are likely to already have planning permission and therefore are counted as commitments. This gives a total windfall allowance of 760 dwellings for the last 10 years of the Plan period, 2023-2033.

#### Five year supply calculation

3.87 The housing trajectory at Appendix A, identifies a supply of specific deliverable sites sufficient to provide five years' worth of housing against its housing requirements with an additional buffer (moved forward from later in the plan period) to ensure choice and competition in the market for land. This includes all sources of new housing in Aylesbury Vale during those years - sites with unimplemented planning permission, sites that have been approved subject to a S106 agreement, made neighbourhood plan allocations, sites approved via notification to come forward under permitted development rights, proposed allocations in VALP and sites with extra care units. To calculate the five year supply position, this supply figure for the five year period then has a 10% non implementation deduction to small sites (under five) and sites earlier in the planning process and the allowance for windfall sites is added on. It is then compared to the 5 year housing requirement figure, which is adjusted for the previous undersupply during the plan period (as shown in table 7) and has the 5% buffer applied. This undersupply is spread across the rest of the plan period, using the Liverpool method. This is justified as it accounts for the fact that, in accordance with the spatial strategy, much of the growth allocated in Aylesbury Vale is through large strategic sites which have longer lead-in times and so will not deliver early in the plan period.

## **S8 Monitoring and review**

The policies in the Plan will be monitored at least annually to ascertain whether or not they are fulfilling their aims.

The Plan will be reviewed, or proposals for alternative sustainable sites considered favourably (subject to compliance with other policies in the Plan), in any of the following circumstances:

- a. Site allocations, committed sites and windfall sites are not coming forward at the rate anticipated in the housing trajectory, leading to development not being delivered at the rate expected in the Plan
- b. Evidence established through another local planning authority's Local Plan process show that it's unmet need can only be accommodated in Aylesbury Vale
- c. Changes in national planning policy and guidance that mean one or more of the policies in the Plan are not up to date, or
- d. Evidence in the monitoring report shows that one or more of the policies in the plan are not achieving the Plan's objectives or is working contrary to effective planning in Aylesbury Vale.

Irrespective of the above criteria, the Plan will have undergone a review within five years of the adoption of this plan.

## 4 Strategic Delivery

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## Delivering growth

### Role of the Housing and Economic Development Land Availability Assessment (HELAA)

- 4.1 The allocations in the Local Plan are based on the council's HELAA. This is a strategic assessment of the availability and suitability of land for development, providing a key component of the evidence base to inform the Local Plan. It establishes realistic assumptions about the number of homes and amount of economic development that sites could yield and the timeframe within which this might come forward. The HELAA is an important evidence source to inform plan-making, but does not in itself determine whether a site should be allocated for housing or economic development or whether planning permission should be granted. The allocation of a site for development can only be made in the Local Plan or through a neighbourhood plan.
- 4.2 As set out in the spatial strategy (S2), sites are allocated based on the capacity of a settlement to accommodate development, taking into account factors such as landscape, flooding and settlement form as well as site availability. Site-specific allocations for strategic settlements, the north east of Aylesbury Vale, larger and medium villages are set out in the following sections. The sites at these allocations are sufficient to meet the development needs for the area.

### Aylesbury – Delivery of a Garden Town

- 4.3 In January 2017, Aylesbury was awarded “Garden Town” status. This recognised that the town is going to be one of the key areas for growth in the UK, with just over 16,000 new homes planned. In order to accommodate new development in the town, new transport links, infrastructure and facilities are also needed – as well as quality green spaces to enjoy. Garden Town status brings with it government funding to make these things possible. The announcement of Garden Town status came after submission of a successful expression of interest by the council and its partner organisations<sup>11</sup> in October 2016. The expression of interest set out a bid for funding to support the delivery of new communities at Aylesbury and to ensure that growth comes forward in the best possible way: ensuring high quality and design are embedded and to enable a cohesive and comprehensive approach to planning for growth. The Local Plan is supported by a masterplan for Aylesbury Garden Town (AGT) which will enable an overarching plan for future growth of the town.
- 4.4 Aylesbury is identified as playing a substantial and critical role in delivering growth for Aylesbury Vale and the rest of Buckinghamshire. As a new ‘Garden Town’ Aylesbury will be a focus for:
  - new market and affordable housing
  - new investment in economic activity and regeneration
  - new retail and employment development
  - delivering the Aylesbury Transport Strategy, in particular prioritising investment in multi-modal transport infrastructure and a transport hub, and
  - other new infrastructure, including health, education and community infrastructure, open space and recreation, and emergency and public services.
- 4.5 The identification of Aylesbury as a Garden Town recognises Aylesbury's role as the county town for Buckinghamshire and its central location in the ‘brain belt’ between Oxford and Cambridge.

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<sup>11</sup> Buckinghamshire Council, Buckinghamshire Thames Valley LEP, South East Midlands LEP and Buckinghamshire Advantage.

The rural area that surrounds Aylesbury provides an exemplar setting for the town located on the edge of the Chiltern Area of Outstanding Natural Beauty and Grand Union Canal.

### Supplementary planning documents

- 4.6 Alongside the policy within VALP accompanying supplementary planning documents (SPDs) are being developed to support delivery of the Garden Town. These SPDs include:
- An AGT Framework and Infrastructure SPD will provide further guidance on the co-ordination of growth across AGT and linkages and improvements to the existing built environment and in particular the town centre. It will include an action plan and a strategic infrastructure delivery schedule which will set out the key strategic physical, green and social infrastructure required to deliver the garden town
  - The Aylesbury Vale Design SPD will include strategic Garden Town design guidance
  - A site specific Masterplan SPD for D-AGT1 to ensure comprehensive development is delivered in accordance with the site requirements and Garden Town principles.
- 4.7 In addition to the AGT Framework and Infrastructure SPD which looks to 2033, a supporting narrative and vision document has been prepared to look beyond the VALP time period. The Aylesbury Garden Town Prospectus sets out a longer term strategic vision for the Garden Town and principles which will help inform its future growth looking to 2050.

## Challenges and Opportunities for Aylesbury Garden Town

### Sustainable development

#### Aylesbury Garden Town housing

- 4.8 Aylesbury's housing requirements will be delivered through a combination of existing allocations and commitments, other 'deliverable' sites (as per footnote 11 of the NPPF 2012) and VALP allocations, which together will meet the overall requirements for Aylesbury. The VALP allocations consist of a combination of allocations made on previously-developed land and on greenfield sites on the edge of Aylesbury.
- 4.9 Taking forward past completions since 2013 (5,604 dwellings)<sup>12</sup> and projected supply from existing allocated sites and other deliverable sites (7,321 dwellings), this leaves 3,282 dwellings to be allocated at Aylesbury in the VALP.
- 4.10 Where possible the council seeks to ensure development of previously-developed sites. This is the case at Aylesbury and a number of dwellings are accommodated in the existing Aylesbury urban area (including the town centre) on previously developed land. These developments will improve the quality of the urban environment through their positive redevelopment and regeneration. The remainder of Aylesbury's housing development is at linked and integrated sustainable urban extensions on greenfield sites around the town (see the Aylesbury Garden Town maps) creating distinctive garden communities. Guidance on how to achieve successful garden communities will

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<sup>12</sup> These include completions and commitments for sites in Stoke Mandeville, Bierton and Weston Turville which lie within the Aylesbury Garden Town area created by the new major site allocations. These settlements do not have their own housing allocations due to their proximity to Aylesbury, hence some sites are included within the existing Aylesbury figures to determine the amount of housing to be allocated for Aylesbury Garden Town (in line with Policies S2 and S3).

be set out in the AGT Framework and Infrastructure SPD. These developments will be linked to the existing Aylesbury urban area but will also function as distinctive communities.

- 4.11 An important element of new housing development is the provision of affordable housing to meet the identified needs and to provide a mix of house types and sizes. These issues are covered in more detail in policies in the Housing section. The mix of housing within the Garden Town will respond to local needs in relation to mix, size and type, and ensure the development of inclusive and varied communities, planning for the elderly, lifetime homes, self and custom build.

#### **Aylesbury Garden Town employment**

- 4.12 Critical to the development of a sustainable Garden Town is accompanying growth in homes and jobs. Three Aylesbury Vale Enterprise Zones (AVEZ) are designated at Aylesbury, Westcott and Silverstone. The designation of an enterprise zone based around the existing Arla complex at Aylesbury takes advantage of existing infrastructure and supports the growth of a sustainable employment location and is strategically placed at Aylesbury, on the A41 dual carriageway leading directly to the M25 near Watford. Employment allocations will also be made within the garden communities alongside new housing developments to complement housing growth and allow creation of sustainable urban extensions where people have the opportunity to both live and work without the need to travel long distances.
- 4.13 The overarching strategy is to stimulate the development of a number of emergent growing sectors – high performance technologies and motorsports focused at Silverstone EZ, space propulsion focused at Westcott EZ and environmental technologies and food and drink manufacturing and human health focused at Arla/Woodlands EZ.
- 4.14 The key employment challenges for Aylesbury Garden Town are to:
- encourage economic growth to meet the forecast need for jobs;
  - deliver employment in the most sustainable locations to support and complement housing growth and produce mixed use developments which reduce the need to travel;
  - provide strategic sites as well as encourage existing companies to remain and grow within the area recognising the connectivity of businesses in Aylesbury to adjacent areas, the rest of the UK and internationally;
  - provide a diverse and flexible range of employment sites and premises for new and existing businesses, by maintaining a flexible supply of employment land and premises in Aylesbury;
  - retain and improve high value employment sites by making the best use of existing stock and encouraging its refurbishment and renovation where necessary particularly where applications come forward that will maintain existing number of jobs on sites;
  - encourage skills growth innovation with the provision of business-led skills to help specifically grow the knowledge economy and manufacturing;
  - retain highly qualified graduates and reduce the current levels of outward commuting;
  - invest in strategic transport and broadband infrastructure to encourage more self employment in the knowledge-based sectors, micro businesses and small and medium enterprises (SMEs) that make up to 90% of the economic activity;
  - supporting business-to-business and educational collaboration between growing businesses to encourage further growth and expansion; and
  - ensure there is support and nurturing activities for new enterprises to encourage the growth of the economy.

### Aylesbury Garden Town - town centre

- 4.15 The growth at Aylesbury, and across the rest of Aylesbury Vale, will need to be accompanied by and supported by a vibrant town centre. The Aylesbury Town Centre Plan contains a vision for the town:
- to be a high profile, sub-regional centre for entertainment and the arts, which has added a distinctive edge to its market town heritage
  - to be a distinctive, 'best in class', modern market town, which is attractive, safe, sustainable and accessible, and
  - to provide a quality, day and evening environment in terms of leisure, retail and food and drink, which attracts and brings together people of all ages and communities from within its enviable catchment.
- 4.16 Policy D8 (Aylesbury town centre) will build on the town centre principles set out in the 2014 Town Centre Plan which supports the delivery of development and revival/growth of Aylesbury town centre and sets out a strategy for improving and contributing to delivery of the visions and aims set out in policy D1. This will be important for the long term protection and management of the town centre and its surroundings, given its pivotal role in supporting the future of AGT and the changing nature of retail. This will be achieved through an evolving and long term strategy for the town centre.

### Aylesbury Garden Town movement

#### Aylesbury transport strategy

- 4.17 To continue to grow the town successfully, key transport issues need addressing including tackling congestion, managing demand, enhancing access, increasing active travel and enhancing public transport in Aylesbury. Buckinghamshire Council has developed a transport strategy for the Garden Town, the principles of which are seen as part of a balanced and integrated package of measures. Transport schemes that will be integral to supporting the growth of Aylesbury Vale will be secured under Policy T2 Supporting and Protecting Transport Schemes.
- 4.18 The Aylesbury Transport Strategy supports Aylesbury Garden Town by assessing the existing and future transportation network conditions based on future housing and employment growth and demographic change and identifying transport improvements across various modes which aim to deliver the six overarching strategic objectives to guide the growth:
- Improve transport access and movement to the town centre
  - Minimise the impact of future growth on traffic levels, congestion and air quality
  - Make it easier and more accessible through provision of walking and cycling connections and the use of public transport
  - Improve journey time reliability
  - Improve accessibility to other urban centres and new growth areas, and
  - Reduce the risk of death or injury on the transport network
- 4.19 The Aylesbury Transport Strategy builds on previous and currently planned improvements to transport infrastructure. The initial work has identified a list of potential transport interventions for Aylesbury which will enable growth, influence travel behaviour and meet the strategic objectives identified above. These will be based on:
- completing a series of outer link roads that will take traffic away from the town centre and allow public transport priority improvements to take place on the main radial roads closer to the town centre, improving public transport journey time reliability



- implementing an overarching strategy to connect new developments, with each other, to key destinations and to the town centre by active travel and public transport
- considering new ways to redesign roads within central area of Aylesbury to ensure access for all
- undertaking a parking study to understand current supply and demand in order to reassess parking provisions and controls
- enhancing the existing cycling/walking network, particularly connections within the Aylesbury Gemstone cycle network, identifying gaps in the network and ensuring greater connectivity across the Garden Town
- improving pedestrian crossing options where safety is an issue or where major roads act as a barrier to pedestrian movements, including the inner relief road around the town centre, and
- ensuring a strategic approach is in place for providing sustainable transport access to all new development and ensuring good transport links are in place to all three rail stations around the town centre.

### **Aylesbury Garden Town community**

#### **Community facilities, infrastructure and community cohesion**

- 4.20 Providing appropriate new infrastructure to support housing and employment development at Aylesbury is essential to the creation of sustainable garden communities. With growth comes an increased demand for additional community facilities and infrastructure, but it also brings about a need to integrate new developments into existing communities and vice versa. Infrastructure includes hard infrastructure such as roads and cycle routes, community infrastructure such as schools, higher education, healthcare facilities, and multi functional green infrastructure such as green spaces and wildlife corridors. Policy S5 supports the VALP's infrastructure delivery, alongside the AGT Framework and Infrastructure SPD. Design and development of new communities and infrastructure should maximise opportunities for community cohesion.

#### **Aylesbury Garden Town green infrastructure**

- 4.21 In creating a Garden Town, the Plan must include green spaces and natural environments for local communities. Strategic multi functional green infrastructure assets should be identified, retained and enhanced, including improving connectivity through the development of green corridors. Local open spaces should be protected and where possible connected to strategic multi functional green infrastructure networks. Aylesbury Garden Town has linkages which should be enhanced to connect the surrounding countryside to the Chilterns and surrounding rural areas.
- 4.22 The Buckinghamshire Green Infrastructure Delivery Plan (August 2013) was produced to build upon the Buckinghamshire Green Infrastructure Strategy (2009) and the Aylesbury Vale Green Infrastructure Strategy (2011). It identified a long list of green infrastructure (GI) projects, a number of which were focused around Aylesbury. From this list a series of priority areas were selected. One of these combined a number of the above projects and focuses on Aylesbury. This proposal area also forms the greater part of the county green infrastructure priority action area 2, Aylesbury environs. It includes a number of countryside access gateways identified in the 2009 County GI Strategy, notably Quarrendon Leas and, at greater distance, the Waddesdon Estate (National Trust), Tring Reservoirs Complex/College Lake and Wendover Woods:

Location	Rationale
<p><b>Aylesbury Linear Park</b> (includes a number of flagship GI projects: Aylesbury Linear Park east and west and Quarrendon Leas to the west and Grand Union Triangle, Wendover Woods and Regional Wetland Park to the east)</p>	<p>Part of the 'Area Around Aylesbury' GI Priority Action Area 2 in the County GI Strategy. Selected due to large-scale planned and part-implemented growth (developer led GI through development at Berryfields and Aylesbury East connecting GI to the wider strategic linear park) and the fact that the area around Aylesbury is already the focus for many positive strategic GI proposals – Linear Park, Quarrendon Leas, Regional Wetland Park, Grand Union Triangle, plus Vale Park and thematic projects such as 'Trees Please' in the Aylesbury Vale GI Strategy. A number of these address the strategic accessible natural greenspace standard (ANGSt) deficits identified in the county GI Strategy (e.g. Quarrendon Leas, Wendover Woods). Deficit continues to be experienced at Aylesbury Vale accessible natural greenspace (ANG) level and this should be a focus for future urban GI planning. The area is linked into key GI area corridors via the River Thames, plus Grand Union Canal corridors and foothills/scarps of the Chilterns to the east, which include strategic ANG resources which are the focus of strategic projects e.g. Wendover Woods. BOAs at Thame Valley and Wendover Woods.</p>

4.23 The green infrastructure map for this, shown below, sets out the area and some detail about the project. More information can be found in the green infrastructure proposals schedule in the delivery plan. Policy I1 supports the delivery of multi functional green infrastructure. In 2016 the Buckinghamshire and Milton Keynes Natural Environment Partnership, which includes AVDC and BCC, produced a 'Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes' setting out a number of principles to support the delivery of high quality green infrastructure. The document serves as a supplementary update to the 2009 GI Strategy and should be implemented as part of policy I1.



Aylesbury Linear Park Green Infrastructure Map

### Allocating at Aylesbury

4.24 In deciding where Aylesbury should grow, as much development as possible is to be located on previously-developed land in the town centre and existing urban area, but due to the scale of the growth, significant greenfield development will also be necessary.

4.25 A Cumulative Impact Assessment<sup>13</sup> has been undertaken to assess the impacts of the indicative future growth at Aylesbury as a whole and to ensure that future delivery of Aylesbury Garden Town is sustainable and well integrated into the town's existing urban edge and consideration of the impact of development, taking into account the following factors:

- transport
- flood risk
- access to employment
- water supply
- specific infrastructure requirements
- sewerage
- integration with Aylesbury
- landscape
- strategic multi functional green infrastructure
- agricultural land classification
- contaminated land
- relationship with other settlements

<sup>13</sup> <https://www.aylesburyvaledc.gov.uk/section/supporting-evidence>

- ecology
- accessibility
- historic environment
- deliverability
- overall environment
- utilities

### Aylesbury Garden Town Vision

- 4.26 The vision for Aylesbury Garden Town builds on the Town and Country Planning Association principles of sustainable development with the delivery of high quality new homes, new jobs, new transport improvements, and community facilities. A strategic narrative and vision looking further than the VALP to 2050 as part of the Aylesbury Garden Town Prospectus acts as a supporting document alongside the AGT Framework and Infrastructure SPD, and will be complemented by the AGT vision set out in policy D1. New housing allocations in Aylesbury Garden Town (combined with existing committed and sites already built) will ensure that 16,207 new dwellings will be provided in Aylesbury between 2013 and 2033. Jobs will be provided to support the delivery of homes, driven by the designated enterprise zone at Aylesbury (Arla/Woodlands Enterprise Zone). The transport strategy for Aylesbury Garden Town will deliver an overarching strategy to connect new developments, improve accessibility to the town centre, and improve public and sustainable transport for both existing and new residents and businesses. This will build on already planned improvements to transport infrastructure. In addition, there will be new shops in a reinvigorated town centre, alongside health, education, leisure and other community facilities, and other infrastructure associated with the new development.
- 4.27 The strategy for Aylesbury is to deliver a Garden Town community which creates a sustainable and economically viable place. The principles for development can be split into four categories: sustainable development, movement, community, and multi functional green infrastructure.
- 4.28 The vision for Aylesbury Garden Town is that:
- 4.29 By 2033, it will have grown and be an inclusive, accessible, innovative and forward-looking Garden Town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury Garden Town will be a key hub, a place to visit, with public transport and interchange offering a diverse choice of travel modes, and a recognised centre for investment and growth providing new jobs and opportunities for all. Aylesbury Garden Town will have:
- a thriving and revitalised town centre
  - quality homes, facilities, infrastructure and job opportunities
  - distinctive garden communities each with their own identity
  - high quality, connected green space and good connections to its rural surroundings
  - walking cycling and sustainable transport links.
- 4.30 Between now and 2033:
- The town will have grown sustainably, by reusing previously developed sites and by developing well-designed, connected, safe and integrated urban extensions, creating an integrated network of thriving, vibrant garden communities which connects back into existing residential communities. This growth will have a strong focus on sustainability and community cohesion, and each distinctive community will include new homes (including affordable homes), jobs, shops,

leisure/recreational facilities and community, health and social care facilities. This will provide good quality housing for people within Aylesbury Vale as well as business premises and facilities, enabling residents and visitors to find work, shop and spend their leisure time in the area.

- The town centre plan and action plan 2014 will be integrated within a new comprehensive Garden Town Centre masterplan, ensuring that Aylesbury town centre will have an enhanced built and natural environment which acknowledges the changing retail landscape, with a mix of uses and shops, recreational facilities, open space and high quality public realm, homes and public services, built and designed to high standards, creating spaces for people to engage and play. Bringing a renewal to the town centre will enhance the attraction of the historic core, and creating well-designed developments that are sensitive to Aylesbury Vale's local character. Green and blue infrastructure engagement will help to create a sense of place and identity within the town centre, making the town centre a place where people want to stay and enjoy. The centre will be vibrant and energetic with plenty for all to do and enjoy throughout the day and into the night, serving both the urban and rural populations.
- Aylesbury's role as the county town will continue and be improved so that local government, legal and other essential services are recognised for their excellence and personal focus.
- The town will have an accessible, sustainable and well-managed multi functional green infrastructure network, including a new linear park adjoining the HS2 line on the western edge of the town, improved linkages from the town and new communities to the Chilterns and surrounding countryside, contributing to the biodiversity of the area and supporting a range of recreational activities. The accessible and good quality green and blue infrastructure will promote health, wellbeing and quality of life.
- The growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport through integrated forward looking and accessible transport options which supports economic prosperity and wellbeing for residents. Traffic growth will be managed to control congestion.
- All residents will feel a strong sense of distinctive local identity as part of the garden community of Aylesbury Garden Town, including residents and visitors to its attractive and functioning centre.
- The residents of garden communities at Aylesbury will feel a strong sense of their own community identity as well as feeling an integral part of a successfully growing, vibrant town.
- Garden communities will be designed to be resilient places that allow for changing demographics, future growth and the impacts of climate change by anticipating opportunities for technological change including renewable energy measures, 5G and driverless cars.
- The benefits of growth will have been maximised, bringing about significant infrastructure improvements including:
  - increased public transport, with successful extension of the Aylesbury Rainbow bus routes
  - increased walking and cycling facilities, and enhancement and extension of the Aylesbury Gemstone cycleways
  - road improvements linking new developments to the town, and creating a series of links road around the town

- increased flood management and alleviation for the town, and
- enhancements to the regional rail infrastructure linking us to neighbouring growth areas including East West Rail which will open up rail access to the north, east and west for the first time since 1965.
- As a result, new links will help to ensure that local businesses in Aylesbury and the surrounding rural areas continue to thrive and grow.
- Aylesbury's most valued assets such as the historic old town, conservation areas, the River Thame, the Grand Union Canal and Hartwell House historic park and garden will be protected and enhanced, allowing communities to celebrate their history, their identity and their diversity.
- The impacts of climate change will have been minimised, especially by building exemplar new developments and increasingly sustainable travel choices. As a result, local carbon emissions will be low relative to UK averages.
- Visitors will use Aylesbury more and more as a base to explore local attractions such as Waddesdon Manor, Hartwell House, Wendover Woods, the Chilterns AONB and other tranquil and attractive areas. The town will be a centre for entertainment and the arts, with a successful theatre, museums and festivals which make Aylesbury an attractive place to visit.
- Aylesbury's role and reputation as a centre for education diversity and excellence will be maintained and strengthened. People in Aylesbury will have access to excellent education opportunities, both academically and vocationally.
- The Paralympic heritage of the town will be celebrated and embedded into the vision and design principles for Aylesbury Garden Town ensuring the town is accessible to all.
- People will live longer, healthier lives, and the contribution made by older people to the community will be valued and appropriate services will be available to meet their changing needs. New and existing communities will be designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health and wellbeing priorities and strategies. As a result of growth and regeneration, the difference in available opportunities between the most affluent and less well-off communities will be narrowed.
- Community and stakeholder engagement is embedded within the design and delivery of the Garden Town from the outset. The stakeholder and engagement strategy for the Garden Town will need to be taken into account and long-term community engagement planned for.

4.31 All of these will have combined to help make Aylesbury Garden Town a very attractive, healthy and cohesive place to live and work, offering its residents, visitors and employees the very best quality of life.

### **D1 Delivering Aylesbury Garden Town**

Aylesbury Garden Town is the focus for the majority of Aylesbury Vale's growth. It should develop in accordance with the vision for Aylesbury Garden Town set out above and deliver key infrastructure requirements (in accordance with Policy S5).

Aylesbury will deliver at least 16,207 new homes. Taking account of commitments and completions, 3,282 homes are allocated at Aylesbury in the Plan. The Policies Map allocates the following major sites for development:

- South Aylesbury (D-AGT1)
- South west Aylesbury (D-AGT2)
- Aylesbury north of A41 (D-AGT3)
- Aylesbury south of A41 (D-AGT4)
- Berryfields, Aylesbury (D-AGT5)
- Kingsbrook, Aylesbury (D-AGT6)

The following smaller sites are also allocated:

- Ardenham Lane, Aylesbury (D-AYL032)
- Land at Thame Road/Leach Road, Aylesbury (D-AYL073)
- Post Office Sorting Office Cambridge Street (D-AYL052)
- Land at the Junction of Buckingham Street & New Street (D-AYL059)
- Hampden House (D-AYL063)
- Land North of Manor Hospital (D-AYL068)
- Rabans Lane (D-AYL115)

Provision will be made for employment within the enterprise zones and at identified employment sites across the town in line with Policy E1 and allocations AGT3, AGT4, AGT5 and AGT6.

To comply with policy T1 Delivering The Sustainable Transport Vision, all development in Aylesbury Garden Town should make a significant contribution to meeting the Aylesbury Transport Strategy.

To complement housing and employment provision, developments in the town centre will contribute to consolidating and enhancing its role as set out in policy D8.

The design and delivery of development within Aylesbury Garden Town should adhere to the following principles:

- To create distinctive, inclusive sustainable, high quality, successful new communities which support and enhance existing communities within the town and neighbouring villages with the highest quality, planning, design and management of the built and public realm. This will ensure that new garden communities and development within the Garden Town is distinctive, creates a local identity, enhances local assets and establishes environments that promote health, happiness and well-being. The Aylesbury Garden Town design principles detailed design guidance will be set out within the overarching Aylesbury Vale Design SPD
- Ensuring the right infrastructure is provided at the right time, ahead of or in tandem with the development that it supports, to address the impacts of new garden communities and to meet the needs of residents and the town's changing demographics (in accordance with Policy S5 and the Infrastructure Delivery Plan). The AGT Framework and Infrastructure SPD will set out in detail when infrastructure is required and how it will be delivered and funded
- Community and stakeholder engagement is embedded within the design and delivery of the Garden Town from the outset. The stakeholder and engagement strategy for the Garden Town will need to be taken into account and long-term community engagement planned for
- Development will be delivered to provide a truly balanced, inclusive and accessible community that meet the needs of local people, including the mix of dwellings sizes, tenures and types including provision for custom and self build and for an ageing

population (in line with policies H5 and H6a, b and c); the Garden Town will also deliver housing for those most in need through delivery of a minimum of 25% affordable housing (in line with policy H1)

- e. Providing and promoting opportunities for local employment for new and existing residents, both within and alongside new garden communities, to support and enhance the overall economic viability of Aylesbury Garden Town (in line with policies E1, E2, E3, E4 and E5)
- f. Promote and encourage sustainable travel choices through integrated, forward looking and accessible transport options which support economic prosperity and wellbeing for residents. Travel plans will be required to increase walking, cycling and the promotion of public transport routes connecting new garden communities to the town and beyond. New development should be planned around a user hierarchy that places pedestrians and cyclists at the top. Consideration should also be given to delivering electric vehicle infrastructure in new development and disability discrimination requirements. Policies T1, T2, T3, T4, T6, T7 and T8 should be taken into account
- g. New garden communities should be designed to be easily accessible and maximise opportunities to integrate with existing communities to create healthy sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community service and facilities including health/wellbeing, education, retail, culture, community meeting spaces, multifunctional open space, sports and leisure facilities and well connected to public transport. Policies I2 and I3 should be taken into account. The Aylesbury Garden Town Framework and Infrastructure supplementary planning document (SPD) will be developed as required to set out clear and detailed advice for place-making
- h. Creation of distinctive environments which seek to achieve a minimum of 50% land within the proposed garden communities as local and strategic multi functional green infrastructure which should be designed as multifunctional, accessible, and maximise benefits for wildlife, recreation and water management. This will include land required to mitigate the ecological and flood risk impacts of development. As part of the masterplan for allocated sites, areas of Best and Most Versatile Agricultural Land will be preferred to be used for green infrastructure. Management regimes should be developed in tandem with the detailed development of GI for each of the garden communities. Policies I1, I2, I3, I4, I5, I6, NE1, NE2, NE3 and NE4 should be taken into account. A site-specific Masterplan SPD will be developed for AGT1 Aylesbury South in order to set out clear and detailed advice for place-making
- i. Establishing opportunities for appropriate and sustainable governance and stewardship arrangement for community assets including green space, public realm, community and other relevant facilities. Such arrangements should be funded by developments and include community representation
- j. New garden communities should be designed to be resilient places that allow for changing demographics, future growth and the impacts of climate change by anticipating opportunities for technological change including renewable energy measures and 5G.



## South Aylesbury

- 4.32 'South Aylesbury' is allocated as a strategic site for Aylesbury and contributes to the delivery of Aylesbury Garden Town. The allocation comprises the following HELAA sites:
- Land south of Stoke Mandeville Hospital (SMD004)
  - Land around Red House Farm, Lower Road (SMD005)
  - Land north of Stoke Mandeville adjacent Lower Road (SMD006)
  - Land south of Aylesbury adjacent to Wendover Road (SMD007)
  - Land between railway line and Wendover Road (SMD008)
  - Land straddling railway line north of Stoke Mandeville (SMD016)
- 4.33 The site and its immediate surroundings are level with no significant topography. The site therefore has an open aspect. Views beyond to the east and west continue across open countryside. There are no flood risk areas identified in the site and drainage is achieved via a series of small ditches. The site is currently in agricultural use with no significant biodiversity value. There is currently no vehicular circulation into or across the site. One public right of way exists across the site and uses a level crossing to cross the railway line. The edges of the site are mainly a variety of residential rear boundaries. In addition, the north western edge is with Stoke Mandeville Hospital, with car parking and rear facades of the hospital buildings predominating. The southern edge adjoining Stoke Mandeville village is mixed residential rear boundaries and some existing green spaces. The site is also bounded by Lower Road to the west and Wendover Road to the east.
- 4.34 The sites are merged to enable a comprehensive, cohesive and co-ordinated approach to the development of the site as a whole. This includes parcels which haven't been formally promoted to the council, such as the land at the southern end of SMD016 to the west of the railway line. This cohesive approach offers benefits for infrastructure co-ordination and delivery, allowing the total infrastructure needs of the allocation as a whole to be considered and planned for, rather than a piecemeal approach that would flow from a site-by-site approach.
- 4.35 Given the large number of smaller parcels that make up this allocation, an overall AGT1 Masterplan SPD will be essential to ensure a co-ordinated and comprehensive approach to development, and to guide phasing of the site. This must include a coordinated approach to vehicular access which will be achieved from the B4443 Lower Road and A413 Wendover Road.
- 4.36 The current planning status of the site is as follows:
- The western parcel of SMD004 has detailed permission for 125 dwellings and is under construction (18/00913/ADP)
  - There is an as yet undetermined application for 750 dwellings which covers the remainder of SMD004 as well as SMD006 (19/01628/AOP)
- 4.37 39 of the 125 permitted dwellings have now been completed and the remaining 86 are expected to be delivered by 2022. The remainder of the 'South Aylesbury' site is to come forward between 2024 and 2033, as it is dependent on the delivery of infrastructure related to the development of HS2. The AGT1 Masterplan SPD will provide further guidance and information on expected time of delivery.

4.38 Regard should be had to the layout and access arrangements for these sites as appropriate in the preparation of the AGT1 Masterplan SPD for this strategic site allocation to ensure a comprehensive approach to development.

4.39 The AGT1 Masterplan SPD for the site will elaborate on Policy D-AGT1 by advising on the site layout and disposition of land uses.

### D-AGT1 South Aylesbury

Information	Site details
<b>Site Ref:</b>	AGT1
<b>Site Name:</b>	South Aylesbury
<b>Size (hectares)</b>	Approximately 95 ha
<b>Completions and expected time of delivery</b>	39 homes delivered up to 2020, 161 homes to be delivered 2020-2025 and 800 homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<ul style="list-style-type: none"> <li>• 1,000 dwellings</li> <li>• One primary school</li> <li>• Multi-functional green infrastructure</li> <li>• Aylesbury South East Link Road (A413 to B4443 Lower Road)</li> <li>• Local centre</li> <li>• Cycling and walking links</li> </ul>
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council’s Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town and the Masterplan SPD to be prepared for the site. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>a. Provision of land for at least 1,000 dwellings at a density that takes account of the adjacent settlement character and identity, integrates new development with the existing built area of Aylesbury and responds positively to the best characteristics of the surrounding area</li> <li>b. Provision of 5 Gypsy and Traveller pitches</li> <li>c. Safeguarding the land required for the delivery of a dual carriageway distributor road (the SEALR) between B4443 Lower Road and A413 Wendover Road to cross the railway line, with sufficient land for associated works including but not limited to earthworks, drainage and structures</li> <li>d. Provision of new access points into the development parcels from the B4443 Lower Road and A413 Wendover Road. Access from the South East Aylesbury Link Road (SEALR) will not be supported unless it can be demonstrated that this would leave parcels of land inaccessible and incapable of development.</li> <li>e. Provision for public transport into the town and to surrounding areas</li> <li>f. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities</li> <li>g. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets and green corridors linking development with the wider countryside and surrounding</li> </ol>

Information	Site details
	<p>communities.</p> <ul style="list-style-type: none"> <li>h. Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside as part of a high quality built and semi-natural environment</li> <li>i. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB and the field pattern and landscape features on the site</li> <li>j. Detailed modelling will be required to confirm 1 in 20, 100 and 1,000 year extents and 1 in 100 year plus climate change extents on the ordinary watercourse (see SFRA Level 2)</li> <li>k. Surface water modelling should be undertaken to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere. Opportunity to mitigate against potential surface water flooding of Stoke Mandeville Hospital</li> <li>l. Risk of overtopping or breach of the Aylesbury Arm (Grand Union Canal) should be modelled</li> <li>m. The development should be designed using a sequential approach. Flood Zones 2 and 3, and 3a plus climate change (subject to a detailed flood risk assessment) should be preserved as green space as shown in the policies map as the area of 'not built development'. Built development should be restricted to Flood Zone 1</li> <li>n. Drainage designs should 'design for exceedance' and accommodate existing surface water flow routes, with development located outside surface water flood areas</li> <li>o. Provision of buffer between the new development and Stoke Mandeville to maintain the setting and individual identity of the settlement of Stoke Mandeville</li> <li>p. provision of land, buildings and car parking for a combined primary school, including playing field provision, and a contribution to secondary school provision</li> <li>q. Provision of land, buildings and car parking for a new local centre, including retail</li> <li>r. Provision of financial contributions towards off-site health facilities</li> <li>s. Provision of community buildings, including temporary buildings if necessary</li> <li>t. Provision of and contribution to infrastructure as appropriate.</li> <li>u. Retention of the Grade II listed Magpie Cottage within an appropriate setting</li> </ul>
<p><b>Implementation Approach</b></p>	<p>Development of the South Aylesbury Strategic Site Allocation will come forward towards the latter end of the Plan period, and only once an AGT1 Masterplan SPD for the allocation has been prepared and adopted by the council. Proposals for development within the South Aylesbury Strategic Site Allocation will be expected to demonstrate how they positively contribute to the achievement of the SPD and the Aylesbury Garden Town Principles as set out in Policy D1. Any development on this site should be in accordance with the overarching policies and principles for the development of Aylesbury Garden Town.</p>

## South west Aylesbury

- 4.40 'South west Aylesbury' is allocated as a strategic allocation for Aylesbury and contributes to the delivery of Aylesbury Garden Town.
- 4.41 The allocation comprises the following sites:
- Land between Oxford Road, Standalls Farm and Aylesbury (STO016 and SMD009) – 1,400 dwellings (1,300 up to 2033 and then 100 after the plan period)
  - Land at Lower Road Aylesbury (SMD012) – already permitted for 190 dwellings
- 4.42 One of the reasons for merging the sites is to enable a more comprehensive approach to development in this area, and to improve co-ordination and location of infrastructure and services. The site provides an opportunity for a sustainable extension integrated with, and supportive of, the existing community, bringing a wide range of benefits in a manner that makes the best use of existing resources and infrastructure.
- 4.43 The majority of the allocation is planned to come forward between 2024 and 2033 and the delivery will be affected by the site's relationship to and dependence on the delivery of HS2. The site comprises agricultural land located to the south and south-west of the built-up area of Aylesbury. To the north-east lies existing residential development fronting Lower Road, Bucks CC Sports Club and playing fields and Booker Park School. Part of the site wraps around the existing commercial buildings of the Fountain Business Centre and Stoke Mandeville Auto Centre. To the west and south lies open countryside.
- 4.44 The site boundaries are defined by established hedgerows with occasional hedgerow trees. There are existing public footpaths which cross the fields to the west and south of the site. Two listed buildings are associated with Hall End Farmhouse and Stoke Cottage. Hartwell House historic park and garden and Hartwell conservation area and numerous listed buildings are located due west of the site. The HS2 route forming the southern boundary to the site could be a significant constraint and will have a potential effect on the developable area and mitigation. A noise buffer will be required which will reduce the developable area of the site. Delivery of access to the site will need to take into account the differing levels between the realigned A4010 and the underpass of the Aylesbury to Princes Risborough railway line. There is an area of flood risk zone to the north of the site, from the Stoke Brook and surface water and groundwater flood risk as set out in the SFRA Level 2. Overhead power lines bisect the site to the south-west. The areas of the site in Flood Zones 2 and 3 and HS2 buffer zone will only be suitable for green infrastructure, a strategic link road and footpaths. There are existing hedges and mature trees including black poplars and these features must be retained. Highways impacts on Marsh Lane and sustainable transport options into Aylesbury need to be addressed.
- 4.45 The current planning status of the site is as follows:
- The 190 dwellings permitted at Land at Lower Road (SMD012) are subject to detailed planning permission and are currently under construction (17/01221/ADP)
  - The remaining land at South West Aylesbury (STO016 and SMD009) is subject to an as yet undetermined application for up to 1,400 dwellings (18/04346/AOP)
- 4.46 At the site known as Lower Road (SMD012), 129 dwellings have now been completed and the remaining 61 dwellings are expected to be delivered by 2022. The remainder of the

‘South west Aylesbury’ site is projected to deliver between 2024 and 2033. Careful consideration needs to be given to the phasing and the impact of HS2 on this allocation.

- 4.47 The concept plan sets out the key components for the site: the strategic road links within the site are included, along with the route of HS2, linear park and area of flood mitigation. It sets out the location of the key land use elements of the site particularly employment, housing, schools and the green infrastructure.

#### D-AGT2: South west Aylesbury

Information	Site details
<b>Site Ref:</b>	AGT2
<b>Site Name:</b>	South west Aylesbury
<b>Size (hectares)</b>	Total site area: 112.66ha Land between Oxford Road, Standalls Farm and Aylesbury South: 94.1ha Land at Lower Road Aylesbury: 9.2ha Land between Marsh Lane, Princes Risborough Railway and Aylesbury: 9.36ha
<b>Completions and expected time of delivery</b>	129 homes built up to 2020, 121 homes to be delivered 2020-2025 and 1,240 homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<ul style="list-style-type: none"> <li>• At least 1,490 dwellings up to 2033</li> <li>• One primary school</li> <li>• Multi-functional green infrastructure (totalling 56.33ha)</li> <li>• Strategic flood defences and surface water attenuation</li> <li>• South West Link Road between Stoke Mandeville A4010 realignment and A418 Oxford Road single carriageway (safeguarded for future dualling)</li> <li>• Junction improvements at A413 and A418</li> <li>• Provision of a linear park</li> <li>• Buffer zone for HS2 and noise mitigation</li> <li>• Cycling and walking links</li> </ul>
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council’s Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>a. Create a new garden community providing land for at least 1,490 dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing built area of Aylesbury and respond positively to the best characteristics of the surrounding area to deliver a high quality built and semi-natural environment.</li> <li>b. The scheme will also enable the delivery of the South West Link Road, relieving traffic pressures in the town centre and enabling easier vehicular movement around Aylesbury.</li> <li>c. Provision of five Gypsy and Traveller pitches</li> <li>d. Consideration must be given to the provision of a buffer and associated mitigation to reduce the impact on HS2 on the residents</li> <li>e. Provision of land, building and car parking for one primary school with a pre-school, funding to support for a children’s centre, secondary school provision, and expansion of existing special schools</li> <li>f. Existing vegetation should be retained where practicable, including</li> </ol>

- woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, including pedestrian and cycle routes to directly and appropriately link the site with surrounding communities and facilities.
- g. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages, including green corridors, with surrounding wildlife assets and surrounding communities. The site will have access to a range of open spaces, including the new linear park alongside HS2, and have been carefully designed to respect the identity and character of the existing urban area.
  - h. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB, respond positively to the best characteristics of the surrounding area and reflecting the field pattern and mature landscape features on the site
  - i. Provision for public transport into the town and to surrounding areas
  - j. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated
  - k. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be preserved as green space as shown in the policies map as the area of 'not built development'. Built development should be restricted to Flood Zone 1
  - l. Residual risk to the site should be investigated, for example overtopping or breach of the Aylesbury Vale Flood Alleviation Scheme storage areas, risk of overtopping or breach from the Aylesbury Arm (Grand Union Canal), impact of blockage of the A418 culvert on flood risk and deployment of the temporary barriers at the Willows
  - m. Flood alleviation through measures identified in the SFRA Level 2 for investigation, including through flood alleviation systems benefitting the wider community and provision of sustainable drainage systems (SUDS), will be required to reduce pressure on the existing drainage network. The site will also provide flood alleviation to Stoke Brook through diversion of the brook and appropriate complementary measures, such as attenuation lakes.
  - n. Surface water modelling should be undertaken to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere
  - o. A site drainage strategy should consider whether infiltration is feasible under all groundwater conditions and a site investigation carried out to identify likely groundwater levels. A potential detailed hydrogeological assessment may be required, subject to the outcomes of the site investigation. The site should be designed with consideration of potentially high groundwater levels, subject to the above. An assessment of

Information	Site details
	<p>modifications in the behaviour of the groundwater system underlying the site carried out due to the development and any proposed mitigation, together with assessment of off-site implications/impacts on groundwater flood risk, particularly to the communities of Walton Court, Southcourt and the Willows to the north. A drainage strategy should assess and detail the management of the above groundwater findings together with interactions with surface water and watercourses</p> <ul style="list-style-type: none"> <li>p. The impact of the blockage of the culvert under the railway should be modelled</li> <li>q. New major transport infrastructure such as, the A413-A418 Link Road should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood</li> <li>r. Integration of new development with existing built up area of Aylesbury and existing countryside through internal and external walking and cycling links and through 50% ANGSt compliant GI and deliver open spaces that respect the character and identity of the existing urban area</li> <li>s. Provision of financial contributions towards off-site health facilities</li> <li>t. Provision of community buildings, including temporary buildings if necessary</li> <li>u. Provision of and contribution to infrastructure as appropriate.</li> <li>v. Retention of a suitable setting for Grade II listed Hall End farm house and Stoke Cottage</li> </ul>
<p><b>Implementation Approach</b></p>	<p>Development of the South west Aylesbury Strategic Site Allocation will come forward towards the latter end of the Plan period, and only once a Masterplan for the allocation has been prepared.</p> <p>Proposals for development within the South west Aylesbury Strategic Site Allocation will be expected to demonstrate how they positively contribute to the achievement of the SPD and the Aylesbury Garden Town Principles as set out in Policy D1.</p>

## Aylesbury north of A41

- 4.48 'Aylesbury north of A41' is a strategic allocation on the eastern side of Aylesbury and contributes to the delivery of Aylesbury Garden Town.
- 4.49 The allocation comprises the following sites:
- Woodlands, College Road North (WTV018) –has a resolution to grant permission subject to a Section 106 agreement for 1,100 dwellings (990 allocated up to 2033 and 110 expected to deliver after the plan period) and 102,800 sqm of employment land alongside infrastructure. This site will form a key development area of employment and custom build housing to support the growth of the Garden Town
  - Manor Farm, Broughton (BIE022) – allocated for 350 dwellings
  - Westonmead Farm, A41 London Road (WTV017) – allocated for 157 dwellings
  - College Farm (AST037) – allocated for 250 dwellings
- 4.50 Alongside the Woodlands site the allocation also includes sites at Weston Mead Farm, Manor Farm Broughton and College Farm. One of the reasons for merging the sites is to enable a more comprehensive approach to development in this area and to improve co-ordination and location of infrastructure and services. The site provides an opportunity for a sustainable extension integrated with, and supportive of, the existing community, bringing a wide range of benefits in a manner that makes the best use of existing resources and infrastructure. The site covers an extensive area of predominately flat greenfield land within agricultural land use sited to the east of Aylesbury. Although mainly agricultural, the eastern portion of the site adjoining College Road North is included within the Arla/Woodlands Enterprise Zone designation which also extends over an existing employment area centred on the Arla dairy.
- 4.51 The site is bounded to the south by residential dwellings located on the A41 Aston Clinton Road, and further along to the east, the A41 Aston Clinton bypass. To the north, the site is bounded by the Grand Union Canal which runs in an east-west direction. To the west is the eastern urban fringe of Aylesbury. To the east, the site is bounded by College Road North and the commercial developments along this road, most notably the Arla processing dairy, and College Farm. Residential properties located near to the site are situated along the A41 Aston Clinton Road, Weston Mead Farm to the south-west of the site and College Farm and The Red House to the east of the site off College Road North.
- 4.52 The tow path along the Grand Union Canal is a public right of way (PROW) which runs in an east-west direction. To the south of the site in a north-south direction is a PROW extending from Aston Clinton Aylesbury Road and College Road South up to College Road North. Beyond the site to the north is a further PROW extending in an east-west direction and to the west, extending from the A41 in a north-south direction, is a PROW across fields towards Broughton.
- 4.53 The site is within Flood Zones 1, 2 and 3. Flood Zones 2 and 3 are located predominately to the west of the site. A network of drains conveys surface water run-off from the central area of the site to the north-west to Burcott Brook. The principal watercourse in the area is Bear Brook which lies to the west of the site flowing into Aylesbury. Burcott Brook also flows through the north-western part of the site and passes beneath the canal. Drayton Mead Brook is located to the east and drains the area in the vicinity of College Farm.



- 4.54 The Aylesbury Arm of the Grand Union Canal runs along the north of the site and has a number of listed and non-listed bridges along this stretch.
- 4.55 The site has a simple fabric of large, open fields bounded by hedgerows and ditches and drained by two watercourses: Bear Brook and Burcott Brook. Mature trees, including black poplar, are included in this fabric along with a small area of plantation woodland. The site also has long-distance view to the Chiltern Hills.
- 4.56 There are a number of existing overhead lines which run across the site as well as buried electrical cables within the A41 Woodlands roundabout. This roundabout also contains a medium pressure gas main; this is the only gas pipeline within the development site.
- 4.57 The current planning status of the site is as follows:
- The area of the site known as Woodlands (WTV018) has a current planning application, 16/01040/AOP, which has a resolution to grant permission subject to a Section 106 agreement. It proposes up to 102,800 sqm of employment land, a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage, and up to 1,100 dwellings (including custom and self build units), and a 60-bed care home/extra care facility.
  - Westonmead Farm (WTV017) has outline permission for 157 dwellings (17/04819/AOP)
- 4.58 Development of the first 990 homes of Woodlands is projected to deliver between 2024 and 2033, with the final 110 delivering by 2034. The 157 homes at Westonmead Farm are expected to be delivered between 2023 and 2026 and then the remainder of the 'Aylesbury north of A41' site is expected between 2026 and 2033.
- 4.59 The concept plan for Woodlands sets out the key components for the site: the strategic road links within the site are included identifying the area of flood mitigation. It sets out the location of the key land use elements of the site particularly employment, housing, schools and the green infrastructure.
- 4.60 Infrastructure will be provided alongside development – details to be determined through site discussions.

### D-AGT3: Aylesbury north of A41

Information	Site details
<b>Site Ref:</b>	AGT3
<b>Site Name:</b>	Aylesbury north of A41
<b>Size (hectares)</b>	Total site: 253.5ha  Woodlands: 200ha Manor Farm: 29.1ha Westonmead Farm: 11.5ha College Farm: 12.9ha
<b>Completions and expected time of delivery</b>	150 homes to be delivered 2020-2025 and 1,597 homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<ul style="list-style-type: none"> <li>• Around 102,800 sqm of employment land (appropriate class E (25,600sqm), B2 (44,400 sqm) and B8 (32,800 sqm))</li> <li>• At least 1,747 dwellings up to 2033 (including custom and self build units)</li> <li>• 60 residential extra care units (Use Class C2)</li> <li>• Mixed use local centre of around 4,000 sqm (appropriate classes E, F.1, F.2 &amp; Sui Generis)</li> <li>• Strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road</li> <li>• Strategic flood defences</li> <li>• Around 6,000 sqm hotel and conference centre (Use Class C1)</li> <li>• A local centre</li> <li>• Around 16ha for sports village and pitches</li> <li>• Athletes' accommodation</li> <li>• Around 2ha for a two-form entry primary school (F.1)</li> <li>• Open space totalling 0.2ha play areas, 74.2ha informal open spaces, 16.7ha formal open spaces, 1.2ha allotments/community orchards, and 5.5ha woodland area</li> <li>• Landscape buffers and ecological mitigation</li> <li>• Flood mitigation and drainage including sustainable drainage systems (SuDS)</li> <li>• Cycling and walking links</li> </ul>
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>a. Provision for land for at least 1,747 dwellings (up to 2033) at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing built area of Aylesbury, and maintain the settings and individual identity of Aston Clinton, Broughton and the existing urban edge as well as responding positively to the best characteristics of the surrounding area including Aylesbury Arm of the Grand Union Canal</li> <li>b. Provision of a distributor road between the ELR (N) and the A41 Aston Clinton Road and any related highway improvements to be delivered within</li> </ol>

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- five years of the development commencing
- c. Provision of land, building and car parking for one primary school with a pre-school, funding to support a children's centre, secondary school provision and expansion of existing special schools
  - d. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities
  - e. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets
  - f. The development should be designed using a landscape-led approach including consideration of the long distance views of the AONB and respond positively to the best characteristics of the surrounding area
  - g. Provision for cycleways, footpaths and public transport connections into the town and to surrounding areas. Active travel links to be established to Broughton Lane, the Garden Town Community and the Aylesbury Arm of the Grand Union Canal
  - h. Flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) will be required to reduce pressure on the existing drainage network
  - i. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated
  - j. Reservoir flood risk to the site should be investigated, for example overtopping or breach of the Weston Turville Reservoir and also canal flood risk of overtopping or breach of the Aylesbury Arm (Grand Union Canal). The impact of blockage of the siphon under the canal or blockage of the culverted ordinary watercourse in the centre of the Woodlands part of the site should be considered. Mitigation for reservoir flood risk should be discussed with the Environment Agency
  - k. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be laid out for uses compatible with these Flood Zones with built development restricted to Flood Zone 1
  - l. New major transport infrastructure such as Eastern Link Road should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood
  - m. Land at Manor Farm (BIE022) shall not be developed until the Eastern Link Road (South) through the adjacent site WTV018 (Woodlands) has been delivered and opened to traffic. A planning application on site BIE022 must demonstrate that Flood Risk Exception Test Part 2 (See VALP Flood Risk Sequential Test 2017) has been met by a developer. The Exception Test Part 2 will be supported by a site specific Flood Risk Assessment (FRA) to support a planning application and shall demonstrate that access and egress from and to the development, via the ELR and on-site access routes,

Information	Site details
	<p>will be safe and operational in times of flooding. The main access to the site shall be from the ELR (S) and not from Broughton Lane. The FRA must meet all the recommendations for the site in the Aylesbury Vale SFRA Level 2 (2017) and VALP Policy I4.</p> <ul style="list-style-type: none"> <li>n. Resilience measures will be required to ensure that development is safe if buildings are situated within Flood Zone 2</li> <li>o. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere</li> <li>p. Integration of new development with existing built up area of Aylesbury and existing countryside through internal and external walking and cycling links and through 50% ANGSt compliant GI. The site will also deliver a 16ha sports village and pitches</li> <li>q. Landscape buffers to Broughton, Eastern Link Road and ecological mitigation supporting Kingsbrook</li> <li>r. At Westonmead Farm, development is to be kept to the southern section of the area. The northern section of the area identified as ‘not built development’ is to be retained for green infrastructure (criteria p above). There are some existing agricultural buildings to the north of the watercourse, their conversion to a suitable use that is compatible with their rural nature and Green Infrastructure context would be considered acceptable.</li> <li>s. Appropriate ecological mitigation</li> <li>t. Provision for health facilities in consultation with the CCG</li> <li>u. Provision of community buildings including temporary buildings if necessary</li> <li>v. Provision of and contribution to infrastructure as appropriate</li> <li>w. Any proposal will need to ensure a condition is applied requiring the submission of a detailed Design Code (covering built form, highways and, landscaping) ahead of any Reserved Matters applications.</li> <li>x. This site allocation contains 5 grade 2 listed canal structures along the Grand Union Canal to the north of the site. Along with the consideration of these structures, the setting of the list Listed Buildings adjacent to Woodlands located at Threshers Barn, Turners Meadow at Aston Clinton and Burnham’s Field at Weston Turville will also need to be considered in relation to any proposals.</li> </ul>
<p><b>Implementation Approach</b></p>	<p>Development of the Aylesbury north of the A41 strategic site allocation will come forward towards the latter end of the Plan period, in accordance with the Masterplan for the allocation.</p> <p>Proposals for development within this strategic site allocation will be expected to demonstrate how they positively contribute to the achievement of the Aylesbury Garden Town Principles as set out in Policy D1.</p>



### Aylesbury south of A41

- 4.61 'Aylesbury south of A41' is a strategic allocation for Aylesbury and contributes to the delivery of Aylesbury Garden Town.
- 4.62 The allocation comprises the following sites:
- Land at Hampden Fields (WTV022) – has a resolution to grant permission subject to a Section 106 agreement for 3,000 dwellings (2,555 allocated up to 2033 and 445 expected to deliver after the plan period) and 46,800 sqm of employment. This site will form a vital urban extension to Aylesbury, integral to the town's Garden Town status
  - Land adjacent to Aston Clinton Holiday Inn (WTV019) – allocated for 108 dwellings
  - Land at New Road, Weston Turville (WTV021) – allocated for 51 dwellings
  - Land east of New Road, Weston Turville (WTV020) – already permitted for 64 dwellings
  - Land Bounded by New Road and Aston Clinton Road (WTV025) – already permitted for 135 dwellings.
- 4.63 One of the reasons for merging the sites is to enable a more comprehensive approach to development in this area, and to improve co-ordination and location of infrastructure and services. The site provides an opportunity for a sustainable extension integrated with, and supportive of, the existing community, bringing a wide range of benefits in a manner that makes the best use of existing resources and infrastructure. To the south of the site lies the village of Weston Turville, separated from the site by Weston Turville Golf Club and agricultural land. To the north are Bedgrove and Bedgrove Park, and to the east the A41 Aston Clinton Road. Immediately to the west is the Hampden Hall residential development and the south-western edge of the site runs parallel with Wendover Road abutting short sections of the road, housing and fields to the rear of housing.
- 4.64 Current land use is predominantly agricultural land (a mixture of Grade 3a and 3b quality), mostly arable fields but with some pasture fields in the northern part of the site. There is an historic field pattern that varies from east to west: fields are defined by hedgerows with occasional trees. The site also supports one small plantation in its southern part, one small copse of amenity woodland in its northern part and one field in its western part that comprises rough grassland, emerging woodland and a collection of fruit and other ornamental trees.
- 4.65 The site is dissected by the unclassified New Road which runs south-north between Weston Turville and the A41 Aston Clinton Road. There are two public footpaths within the site.
- 4.66 The watercourses of Bedgrove Brook and West End Ditch run through the site and Wendover Brook passes alongside the south-eastern site boundary. There are also a number of drainage ditches within the site.
- 4.67 The site is located outside of the settlement boundary of Aylesbury in open countryside. It has no other policy designations in the adopted Local Plan.
- 4.68 The current planning status of the site is as follows:
- Land at Hampden Fields outline planning application (under consideration) has a resolution to grant permission subject to Section 106 agreement (16/00424/AOP)

- Land adjacent to Aston Clinton Holiday Inn (WTV019) has two pending applications: an outline application for 108 dwellings (16/03388/AOP) and a full application 121 dwellings (18/02495/APP). The full application for 121 dwellings (18/02495/APP) is the most up to date application.
  - Land east of New Road, Weston Turville (WTV020) is now complete.
  - Land Bounded by New Road and Aston Clinton Road (WTV025) is now complete.
- 4.69 Land Bounded by New Road and Aston Clinton Road and Land east of New Road were both completed at the end of 2019. Land at Hampden Fields is projected to come forward between 2023 and 2033 and the remainder of the 'Aylesbury south of A41' site is expected to deliver between 2022 and 2027.
- 4.70 Careful consideration needs to be given to phasing and co-ordination of the delivery of the whole site.
- 4.71 To ensure a comprehensive approach to development, consideration should be given to how the sites relate to each other and to ensure the sites take account of one another.
- 4.72 Infrastructure will be provided alongside development – details to be determined through site discussions.

## D-AGT4 Aylesbury south of A41

Information	Site details
<b>Site Ref:</b>	<b>AGT4</b>
<b>Site Name:</b>	Aylesbury south of A41
<b>Size (hectares)</b>	Total site area: 225.5ha  Hampden Fields: 218ha Land adjacent to Aston Clinton Holiday Inn: 5.79ha Land at New Road, Weston Turville: 1.7ha
<b>Completions and expected time of delivery</b>	199 homes built up to 2020, 338 homes to be delivered 2020-2025 and 2,376 homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<ul style="list-style-type: none"> <li>• At least 2,913 dwellings</li> <li>• 60-bed care home/extra care facility</li> <li>• Land for a park &amp; ride site</li> <li>• 6.90ha of employment land</li> <li>• Two primary schools</li> <li>• A mixed use local centre</li> <li>• Multi-functional green infrastructure (totalling 108.43ha)</li> <li>• Strategic flood defences and surface water attenuation</li> <li>• A dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway</li> <li>• Cycling and walking links</li> </ul>
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>a. Provision of at least 2,913 dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing build area of Aylesbury, and maintain the settings, individual identity and character of Stoke Mandeville and Weston Turville</li> <li>b. Provision of land, building and car parking for two primary schools each with a pre-school, a children's centre on one of the primary school sites and funding to support secondary school provision, and expansion of existing special schools</li> <li>c. Existing vegetation and landscape features should be retained where practicable, including field patterns, existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities utilising green corridors</li> <li>d. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets. This includes the wildlife area within Bedgrove Park</li> <li>e. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB and respond positively to the best characteristics of the surrounding area</li> </ol>



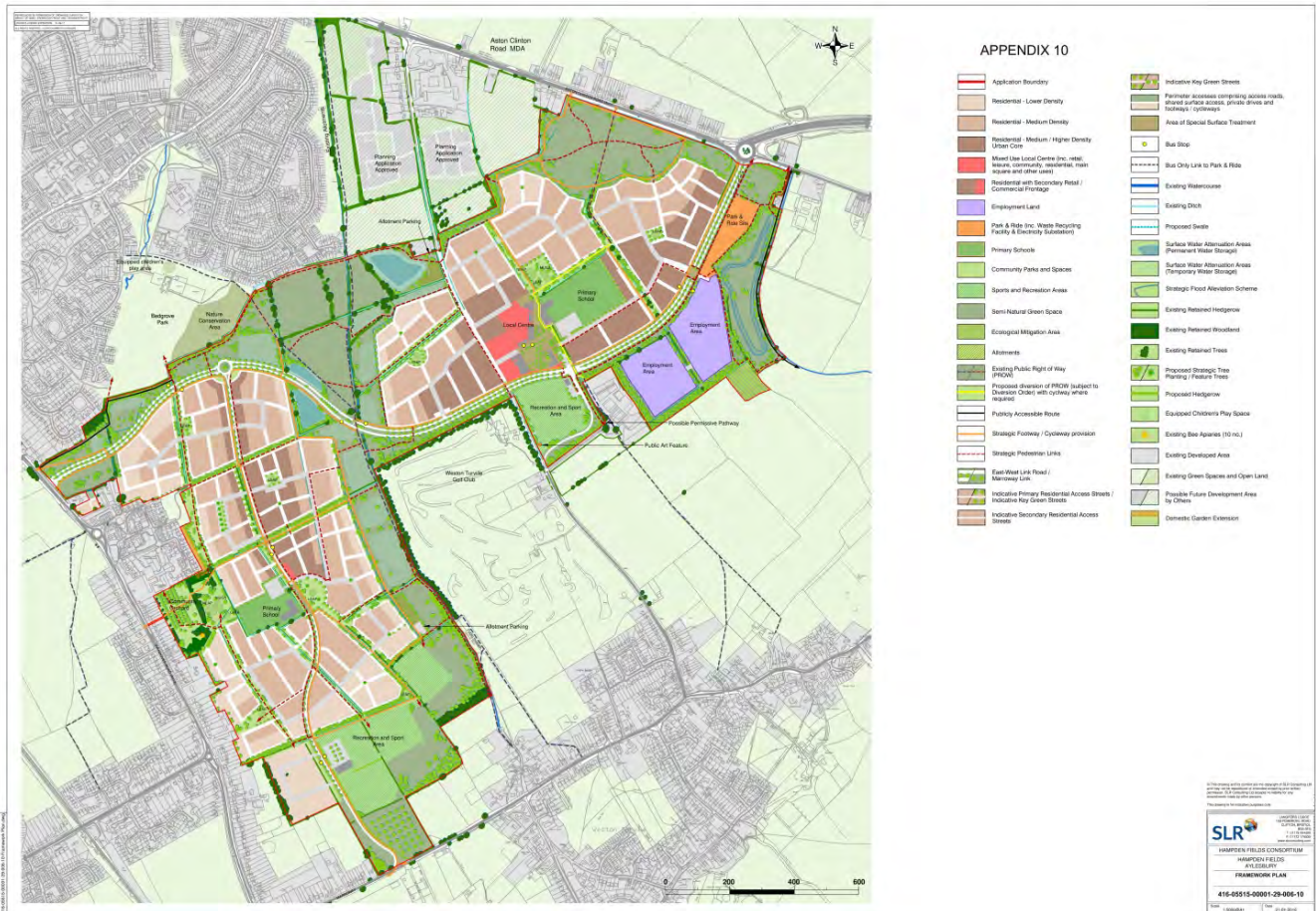
Information	Site details
	<ul style="list-style-type: none"> <li>f. Provision for cycleways, footpaths and public transport connections into the town and to surrounding areas</li> <li>g. Town-wide flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage system (SuDS) will be required to reduce pressure on the existing drainage network</li> <li>h. Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside</li> <li>i. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated</li> <li>j. Residual risk to the site and reservoir flood risk to the site should be investigated, for example overtopping or breach of the Weston Turville Reservoir</li> <li>k. The impact of blockage of structure(s) under Aston Clinton Road and on Bedgrove Road should also be modelled</li> <li>l. Surface water modelling should be undertaken to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere</li> <li>m. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) as shown on the policies map as “areas of not built development” should be preserved as green space with built development restricted to Flood Zone 1</li> <li>n. New major transport infrastructure such as the Southern Link Road should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood</li> <li>o. Drainage designs should ‘design for exceedance’ and accommodate existing surface water flow routes, with development located outside of surface water flood risk areas</li> <li>p. Provision of an on-site health facility. Where it is justified provision for expansion or an alternative larger site may need to be identified and secured for a multi purpose health facility to accommodate further growth and service demand to increase capacity.</li> <li>q. Provision of community buildings, including temporary community buildings if necessary</li> <li>r. Provision of and contribution to infrastructure as appropriate.</li> <li>s. Provision of employment land which is attractive to occupiers who seek an accessible, high quality location.</li> </ul>
<p><b>Implementation Approach</b></p>	<p>Development at Hampden Fields and Land adjacent to the Holiday Inn should be brought forward in accordance with their outline planning consent and the Aylesbury Garden Town principles in Policy D1.</p> <p>Design should take account of the over-arching Garden Town principles (policy</p>

**Information**

**Site details**

D1) and details within the Aylesbury Garden Town Framework and Infrastructure SPD to ensure a comprehensive development. The site should be a comprehensively planned development as well as demonstrating how the allocation links to and contributes to the delivery of the AGT overall.

**Hampden Fields concept plan**



## Berryfields, Aylesbury

- 4.73 'Berryfields, Aylesbury' is identified as a strategic allocation for Aylesbury, and contributes to the delivery of Aylesbury Garden Town.
- 4.74 The Berryfields Major Development Area (MDA) is situated to the north-west of Aylesbury. The development includes 3,372 new dwellings, employment, a district centre, schools, transport infrastructure and open space and community facilities. The site is situated off the A41 to the north-west of Aylesbury and includes the following permissions:
- 'Berryfields MDA' (03/02386/AOP) - permitted for 3,000 dwellings and under construction
  - 'Berryfield House' (07/03447/AOP) - permitted for 235 dwellings and was completed in 2016
  - 'Berryfields MDA' (17/02999/APP) - permitted for 112 dwellings and is under construction
  - 'Berryfield Cottage' (10/01848/APP) - permitted for 19 dwellings and under construction
  - 'Berryfields MDA' (17/03863/APP) - permitted for 13 dwellings. Seven of these fall under the original permission for 3,000 dwellings.
- 4.75 The site was allocated within the 2004 Aylesbury Vale District Local Plan (AVDLP) which allocated greenfield land beyond the existing urban edge of Aylesbury to accommodate growth of the town. The policy set out a sustainable strategy for the Berryfields site which identified development of a balanced, vibrant community, grouping a mix of uses together and providing for most daily needs in the locality.
- 4.76 Over 85% of the housing on the site has been completed and reserved matters have been granted for the remainder of the housing at Berryfields. Some of the other planned requirements, including education, community and transport, are in place and progress is underway to provide the local centre and employment areas.
- 4.77 The site comprises agricultural land. There are hedgerows and trees at some of the field boundaries. The site includes a number of dispersed farmhouses and agricultural buildings. A network of water courses divide the site, principally the River Thame that flows along the southern edge of the site. Three footpaths cross the site east of Berryfields Lane and run north towards Hardwick. A slight ridge exists towards the northern end of the site and there is a rise in ground levels from Berryfields Farm and Berryfields house. There are also two specific areas of archaeological interest to be retained.
- 4.78 2,885 dwellings and the western link road have already been developed, with 487 dwellings still to be built. There are extant planning permissions (outline consent under 03/02386/AOP, 07/03447/AOP and subsequent reserved matters) for the following:
- provision of land, buildings and car parking sufficient for a district centre (including 1,400 sqm net food retail floorspace), and other community/leisure facilities on a site as defined on the Policies Map
  - provision of land (approximately 9ha) for employment purposes on two sites as defined on the Policies Map
- 4.79 The site is projected to be completed by 2025.

- 4.80 Provision of Aylesbury Vale centre and employment allocation set out above should be in accordance with the Masterplan for the site which outlines proposals for both employment allocation and district centre. Aylesbury Vale centre is expected to be delivered by 2023.
- 4.81 Promoting healthy, vibrant communities remains a key element of planning policy and in this context the original sustainable concepts behind the allocation of Berryfields remain relevant through to the time the development is completed. It is proposed therefore to retain the original employment and local centre allocations in this Local Plan and remain committed to the original Berryfields concept.

## D-AGT5: Berryfields

Information	Site details
<b>Site Ref:</b>	<b>AGT5</b>
<b>Site Name:</b>	Berryfields
<b>Size (hectares)</b>	Total site area: 195ha
<b>Completions and expected time of delivery</b>	2,885 homes built up to 2020, 487 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	9ha of employment and a district centre
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>employment allocation of 9ha split on two sites with a range of employment uses and space for start-up units in high quality buildings. The proposed development will add variety to the portfolio of employment in Aylesbury and retain existing provision</li> <li>Aylesbury Vale centre includes the secondary school, combined school, recreational facilities, shopping, key services and community facilities, some limited employment opportunities and residential development</li> <li>Aylesbury Vale centre is located at the intersection of the principal road, pedestrian and cycle networks, and consideration should be given to design to ensure public transport and sustainable travel choices are maximised whilst recognising proximity to the new railway station</li> <li>incorporated within Aylesbury Vale centre will be a series of related open spaces to contribute to the sense of place and quality of the centre</li> <li>adequate parking should be provided. Parking should be located close to the Western Link Road</li> <li>achieve a form of development comprising distinctive linked/coalesced 'urban villages' with a diversity of layout and design which reflects the range of 'local distinctiveness'.</li> </ol>
<b>Implementation Approach</b>	Design proposals for both the employment allocation and district centre should be in line with the Berryfields MDA Development Brief (2004) and design codes and the Aylesbury Garden Town development principles within policy D1 and the subsequent supporting Aylesbury Garden Town Framework and Infrastructure SPD.

## Kingsbrook, Aylesbury

- 4.82 'Kingsbrook, Aylesbury' is a major urban extension on the eastern side of Aylesbury on 306ha of land between Bierton and the Aylesbury Arm of the Grand Union Canal.
- 4.83 Outline planning permission was granted in December 2013 for 2,450 homes, 10ha employment land, a neighbourhood centre, two primary schools, construction of the Eastern Link Road (northern part) and the Stocklake Link Road (rural section), green infrastructure including a major wetland park, associated community facilities and support infrastructure including an expanded electricity substation and flood defences. Land to the north of the development is also reserved as a site for a new secondary school should it be required as Aylesbury grows.
- 4.84 The housing development is based on the principle of creating three villages within the overall framework of the site. Reserved matters have been approved for 2,074 dwellings of which some 696 are complete with more under construction. Key elements of transport infrastructure including the Eastern Link Road and Stocklake Link are also well under way. The status of the three villages is as follows:
- Oakfield (Village 2) – detailed permission for 492 dwellings (14/03486/ADP) and is now complete
  - Canal Quarter (Village 3) for 1,097 dwellings –
    - Phase 1 for 228 dwellings (18/01153/ADP) is now complete
    - Phase 2a for 383 dwellings (19/01732/ADP) is under construction
    - Phase 2b for 110 dwellings and the neighbourhood centre (19/02983/ADP) has detailed permission
    - Phase 3 for 212 homes (20/00740/ADP) has an as yet undetermined detailed application
    - Phase 4 for 164 dwellings and the employment area (19/04426/ADP) has an as yet undetermined detailed application
  - Orchard Green (Village 4) – detailed permission for 861 dwellings (15/01767/ADP) and under construction
- 4.85 The site is expected to be complete by 2031.
- 4.86 The site is located immediately to the east of Aylesbury. It extends from Oakfield Road in the west and to the south runs to the Grand Union Canal with a small area of the site extending to the other side of the canal towards Broughton. To the east is Aylesbury Golf Centre (driving range) as well as open countryside/agricultural fields. To the north lies the village of Bierton with the application site joining the A418 to the north-east. There is an existing substation towards the centre of the site which is excluded from the red edge but a series of overhead power cables that are within the site. The land prior to development was almost entirely in arable cultivation. Ground levels on-site vary from approximately 87m above ordnance datum (AOD) to 78m AOD.
- 4.87 There are settlements with different identities and settings to be reinforced – Bierton, Broughton, Hulcott and the edge of Aylesbury.
- 4.88 Significant remodelling of the flood zones on the site took place with mitigation measures as part of the outline planning application. The majority of the site is drained via Broughton Brook, an EA designated 'main river' watercourse which is a tributary of Stocklake Brook. The Stocklake Brook watercourse drains the northern catchment area of the site as well as

the Broughton Brook catchment. The area immediately to the south of the Grand Union Canal (GUC) is part of the Aylesbury Flood Alleviation Scheme (AFAS) and drains into Bear Brook, which runs south of the site adjacent to the southern side of the GUC.

- 4.89 The site has numerous flora and fauna and a comprehensive scheme of ecological enhancements was required as part of the planning permission.
- 4.90 The only visible heritage assets within the site are the hedges, routeways, the faint traces of ridge and furrow in some fields and the canal and associated bridges. The majority of hedges and historic routeways across the site would be retained within the development. The Grand Union Canal runs to the south of the main areas of development and has a number of listed and non-listed bridges along this stretch.
- 4.91 As with the Berryfields site allocation, there is relatively little development left to require a formal policy allocation. However, with the design code, reserved matters for the remainder of Canal Quarter Village at Kingsbrook and the employment site yet to be submitted, the need to reserve the land for education, open space and GI, an allocation in this plan will ensure that when that development comes forward, it does so in accordance with the outline planning permission and the policies in place at that time recognising Aylesbury's Garden Town status.
- 4.92 The concept plan sets out the key components for the site: the strategic road links within the site are included, along with the location of the key land use elements of the site particularly employment, housing, schools, flood mitigation, the wetland park and the green infrastructure.

## D-AGT6: Kingsbrook

Information	Site details
<b>Site Ref:</b>	<b>AGT6</b>
<b>Site Name:</b>	Kingsbrook
<b>Size (hectares)</b>	306.6ha
<b>Completions and expected time of delivery</b>	696 homes built up to 2020, 950 homes to be delivered 2020-2025 and 804 to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<ul style="list-style-type: none"> <li>• 2,450 homes</li> <li>• 10ha employment</li> <li>• Two primary schools</li> <li>• A neighbourhood centre</li> <li>• Construction of the northern section of the Eastern Link Road and the rural section of the Stocklake Link road</li> <li>• Green Infrastructure</li> <li>• A major wetland park</li> <li>• Flood alleviation scheme/sustainable drainage</li> <li>• Community facilities</li> <li>• Play areas</li> <li>• Land for a secondary school, sports pitches and allotments</li> <li>• Town-wide flood defences</li> <li>• Health facilities</li> <li>• Public art</li> <li>• Improvements to the canal towpath</li> </ul>
<b>Site specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>a. Provision for land for at least 2,450 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>b. Provision of land, building and car parking for two primary schools and land for a secondary school</li> <li>c. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities</li> <li>d. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets. A new wetland park should be provided</li> <li>e. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB as well as of potential landscape visual impact from the AONB</li> <li>f. Provision for public transport into the town and to surrounding areas</li> <li>g. A flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) will be required to reduce pressure on the existing drainage network</li> <li>h. Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside. This should incorporate:</li> </ol>



Information	Site details
	<p>recreation and sports facilities, public open space, play areas, allotments and orchards, sustainable drainage, nature reserves and ecological enhancement areas, education/interpretation facilities, and attractive pedestrian and cycle routes to the town centre</p> <ul style="list-style-type: none"> <li>i. Provision of on-site health facilities and community buildings</li> <li>j. Provision of and contribution to infrastructure as appropriate.</li> <li>k. A traffic calming scheme to the village of Berton</li> </ul>
<p><b>Implementation Approach</b></p>	<p>Two villages already have reserved matters approved planning applications. Construction is already under way to develop the site in accordance with the planning permissions, the approved development brief and principles within Policy D1 and any subsequent supporting Garden Town.</p> <p>A concept masterplan for the third village should be prepared and adopted to inform the submission of a design code and reserve matters for that village. Design should take account of the over-arching Garden Town principles (policy D1) and details within the Aylesbury Garden Town Framework and Infrastructure SPD to ensure comprehensive development. The SPD should demonstrate how the village links to and contributes to the delivery of Aylesbury Garden Town as a whole.</p>

# Kingsbrook concept plans

## Village 2



### Village 3 phase 1



## Village 3 phases 2a and 2b



### Village 3 phase 3



## Village 3 phase 4





### Ardenham Lane, Aylesbury

4.93 The site is located approximately 400m north of Aylesbury town centre adjacent to the Royal Bucks Hospital. It is bounded by Ardenham Lane to the west, Oxford Road to the south, Bicester Road to the north and east. Immediately adjacent to the site are three roundabouts that provide access into the town centre from Oxford Road (A418), Bicester Road (A41) and Buckingham Road (A413). The site therefore is in a prominent location and should be designed with this in mind. The site comprises a number of uses including the Job centre+ located at Sunley House and other employment uses located at Ardenham Court.

#### D-AYL032: Ardenham Lane, Aylesbury

Information	Site details
<b>Site reference</b>	AYL032
<b>Size (hectares)</b>	2ha
<b>Allocated for (key development and land use requirements)</b>	54 dwellings
<b>Source</b>	Change of use (COU) – prior approval not required in respect of transport and highway impact, contamination risk and flooding for the proposed change of use of a building from office to residential use comprising the creation of four one-bed flats, three studios and two one-bed houses (nine dwellings in total).
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	No homes to be delivered 2020-2025 and 54 homes to be delivered 2025-2033
<b>Site specific requirements</b>	<p>Development proposals must be accompanied by the information required in the council’s Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>a. The site will make provision for at least 54 dwellings based on Sunley House and although much of the site could be developed through permitted development rights and/or prior approval the densities should take account of the adjacent settlement character. The site should make provisions for a comprehensive scheme including those elements of the site that are currently being marketed. Sunley House is currently occupied by the Job Centre + on the ground floor and office accommodation above. This office building could be converted into residential under prior approval/change of use and could yield approximately 38 flats. Ardenham Court could also be converted into residential under Prior Approval/Change of Use and could yield approximately 16 flats</li> <li>b. This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> </ol>



Information	Site details
	<ul style="list-style-type: none"> <li>c. The site allocation should be accessed via Ardenham Lane and be accompanied by a design and access statement. This will need to identify both service and refuse vehicle access to the site</li> <li>d. Any proposal will be designed in a way that conserves heritage assets therefore, only part of the site fronting Oxford Road is suitable for development to avoid adverse impacts to heritage assets</li> <li>e. Due to the importance of open space in flatted developments, a contribution towards the provision of open space and sports and recreational facilities in accordance with the Open Space, Sports needs assessment 2017 will be required</li> <li>f. An assessment of sewerage capacity and/or water supply will be required in consultation with Thames Water.</li> </ul>

### Land at Thame Road, Aylesbury

4.94 The site is located to the south of the railway line and Aylesbury Station. It is bounded by Thame Road to the south, California Brook and a footpath to the east, playing field to the west and the Aylesbury College to the north. The site comprises underutilised land and is well screened from Thame Road by tall hedgerows.

### D-AYL073 Land at Thame Road/Leach Road, Aylesbury

Information	Site details
Site reference	AYL073
Size (hectares)	0.6ha
Allocated for (key development and land use requirements)	18 dwellings
Source	Call for sites
Current neighbourhood plan status	N/A
Expected time of delivery	No homes to be delivered 2020-2025 and 18 homes to be delivered 2025-2033
Site-specific Requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 18 dwellings at a density that takes account of the adjacent settlement character</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The site allocation should be accessed via Thame Road and be accompanied by a design and access statement</li> <li>A transport assessment will be required to assess the developments impact on the highway and, where necessary, public transportation network</li> <li>Provide a footway and potentially a widened Thame Road (the access to the site) would need sufficient off-street parking so that parking was not encouraged on-street. Parking restrictions down Leach Road may have to be introduced as it is narrow due to displaced parking</li> <li>An arboricultural and ecological survey will be required to survey the age, health and potential growth of a tree/trees in the designated area as well as wildlife habitat potential to inform the development.</li> <li>The existing trees and hedgerows should be retained to maximise wildlife habitat potential and biodiversity net gain</li> <li>There is an identified water supply constraint which is likely to require an infrastructure upgrade by Thames Water to serve the level of growth on the site. An assessment of sewerage capacity will be required in consultation with Thames Water</li> <li>SFRA Level 2 - a site-specific flood risk assessment and surface water drainage strategy is required. Detailed modelling is required to confirm</li> </ol>

Information	Site details
	<p>the extent of flood zones and climate change extents with climate change modelling undertaken using the relevant allowances for the type of development and level of risk. Residual risk to the site should be investigated. Development proposals must comply with the SFRA Level 2 'Guidance for site design and making development safe' criteria.</p>

### PO Sorting Office, Cambridge Street, Aylesbury

4.95 The site is located adjacent to the town centre and is bounded by the Upper Hundreds Way dual carriageway to the south, Cambridge Street to the west, housing to the north and car parking and a B&Q superstore to the east. The site comprises of a large two-storey 1960s office block that houses the Royal Mail and its associated car parking. The site also comprises a larger car park with a single unit site that is ancillary to the main Royal Mail building.

### D-AYL052 PO Sorting Office, Cambridge Street, Aylesbury

Information	Site details
Site reference	AYL052
Size (hectares)	0.92ha
Allocated for (key development and land use requirements)	23 dwellings 5,000 sqm comparison retail
Source	HELAA – Suitable/Development Brief
Current neighbourhood plan status	N/A
Expected time of delivery	No homes to be delivered 2020-2025 and 23 homes to be delivered 2025-2033
Site-specific Requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 23 dwellings at a density that takes account of the adjacent settlement character.</li> <li>Any proposals will need to reflect the adjacent building heights and be appropriate in scale. All building should reflect a contemporary design to accord with the local distinctiveness</li> <li>The development shall be based on a design brief to be prepared for the site which will need to reflect the local distinctiveness of its specific locality within Aylesbury Vale. The design brief will need to ensure that the proposed development meets the required design principles based on recognised good practice</li> <li>The development will need to provide for a mixed use scheme consisting primarily of retail with an element of residential</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The site allocation should be accessed via Upper Hundreds Way and be accompanied by a design and access statement</li> <li>The Upper Hundreds Way roundabout will need to be modified to include a fourth arm to provide sufficient access to the site. The scheme design will need to be agreed by the highways authority and</li> </ol>

Information	Site details
	<p>constructed at pre-commencement stages</p> <ul style="list-style-type: none"> <li data-bbox="470 302 1380 392">h. A transport statement will be required to assess the development's impact on the highway and, where necessary, public transportation network</li> <li data-bbox="470 414 1380 571">i. Any proposals on this site should provide for an alternative 'at-grade' crossing adjacent to the existing subway between Britannia Street and Cambridge Street to provide a secondary access. This will allow possible redevelopment of the land to the north-west of the Wilkinson's store on the adjacent side of Cambridge Street.</li> <li data-bbox="470 593 1380 649">j. The existing pedestrian crossing to the north of Hampden House should be relocated to the north-west to be directly opposite Railway Street.</li> <li data-bbox="470 672 1380 784">k. Water supply constraint likely to require infrastructure upgrade by Thames Water to serve the level of growth on the site. An assessment of sewerage capacity will be required in consultation with Thames Water</li> <li data-bbox="470 806 1380 929">l. The site has had previous activity that may suffer from contamination. The council will expect an investigation to be undertaken and, if necessary, the submission of decontamination proposals with any planning application.</li> </ul>

### Land at junction of Buckingham Street and New Street, Aylesbury

4.96 The site is located approximately 400m north of Aylesbury town centre adjacent to the Royal Bucks Hospital. It is bounded by Buckingham Street to the south, New Street to the north and Fairfax House (VAHT) to the east. Immediately adjacent to the site are three roundabouts that provide access into the town centre from Oxford Road (A418), Bicester Road (A41) and Buckingham Road (A413), the site therefore is in a prominent location and should be designed with this in mind. The residential block of flats on the Oxford Road and Buckingham Street should be considered as a reference point for any proposal. The site comprises four shops with A3 uses, one being vacant that face Buckingham Street with parking and service yards at the rear.

### D-AYL059 Land at junction of Buckingham Street and New Street, Aylesbury

Information	Site details
Site reference	AYL059
Size (hectares)	0.11ha
Allocated for (key development and land use requirements)	14 dwellings
Source	HELAA - Suitable
Current neighbourhood plan status	N/A
Expected time of delivery	No homes to be delivered 2020-2025 and 14 homes to be delivered 2025-2033
Site-specific Requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 14 dwellings notwithstanding any permitted development rights, at a density that takes account of the adjacent settlement character including the listed buildings nearby including Royal Buckinghamshire Hospital and Ardenham House. The western section of the site is the only part suitable for redevelopment. Fairfax House is not being allocated for housing as it is currently well occupied, housing the Vale of Aylesbury Housing Trust (VAHT). This is a prominent entrance to the town and any proposal should be designed to accord with the Aylesbury Vale Design SPD and express an exemplary design</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The proximity of the site in the town centre means it can afford flexibility over existing parking standards and therefore any scheme on this site should be car free. The scheme would need to be supported by a design and access statement to demonstrate how well the site will provide for servicing and delivery arrangements</li> </ol>

Information	Site details
	<ul style="list-style-type: none"> <li>d. A parking survey would need to be provided to ensure there would not be displaced parking</li> <li>e. The existing trees and hedgerows should be retained</li> <li>f. A heritage statement will need to be submitted as part of any planning application in order to fully assess the impact of the proposed development on the listed building and its setting</li> <li>g. An assessment of sewerage capacity and/or water supply will be required in consultation with Thames Water</li> <li>h. A sufficient surface water management plan to be provided.</li> </ul>

## Hampden House, Aylesbury

4.97 Hampden House is located in a prominent position on the edge of the town centre commanding a corner bounded by the A418 and two roundabouts, therefore any proposed development should be designed with this in mind. The A418 and A41 act as the inner ring road in this location. The High Street defines the site's southern boundary and Railway Street the western boundary and main access. The site comprises a 1960s four-storey office building with the QD department store on the ground floor and undercroft car parking.

### D-AYL063 Hampden House, Aylesbury

Information	Site details
<b>Site reference</b>	AYL063
<b>Size (hectares)</b>	0.46ha
<b>Allocated for (key development and land use requirements)</b>	112 dwellings
<b>Source</b>	Application for conversion from B1 offices to 112 flats was withdrawn 14/02032/COUOR
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	112 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will comply with a development brief that will steer proposals to make provision for at least 112 dwellings at a density that takes account of the adjacent settlement character. The site should also retain its retail (E/F.2) provision on the ground floor</li> <li>The development shall be based on a design brief to be prepared for the site which will need to reflect the local distinctiveness of its specific locality on this important edge-of-town centre site. The design brief will need to ensure that the proposed development meets the required design principles based on recognised good practice</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The site allocation should be accessed via Railway Street and be accompanied by a design and access statement which will need to demonstrate impact of proposal in relation to parking on the existing town centre provisions</li> <li>Car parking will need to be retained to accommodate both residential and retail elements of any proposed development</li> <li>Opportunities to incorporate a green roof should be explored as part of</li> </ol>



Information	Site details
	a sustainable drainage systems (SuDS) strategy g. An assessment of sewerage capacity will be required in consultation with Thames Water.

### Land north of Manor Hospital, Aylesbury

4.98 The site lies adjacent to a site that has consent for 50 residential units and forms the eastern side of a previous outline planning application for 83 residential units. It is bounded by Bierton Road to the north, the consented application site for 50 to the west, HMP Aylesbury to the east and The Whiteleaf Centre to the south. The site encompasses the NHS Sue Nicholls Centre with associated car parking and scrub land.

### D-AYL068 Land north of Manor Hospital, Bierton Rd, Aylesbury

Information	Site details
<b>Site reference</b>	AYL068
<b>Size (hectares)</b>	1.7ha
<b>Allocated for (key development and land use requirements)</b>	39 dwellings
<b>Source</b>	16/02851/ADP – Granted - Approval of reserved matters of pursuant to outline permission 14/02689/AOP relating to appearance, layout and scale for the demolition of the existing housing at 1-6 Manor House Close (6 dwellings) and the construction of 50 (net 44) new dwellings together with associated amenity space, car parking, landscaping and the upgrading of the existing access point on to Bierton Road.
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	No homes to be delivered 2020-2025 and 39 homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 39 dwellings at a density that takes account of the adjacent settlement character. Part of the site should be retained for hospital services.</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The site allocation should be accessed via Bierton Road and be accompanied by a design and access statement</li> <li>Any scheme would need to retain car parking and promote cycle route opportunities to the town centre</li> <li>The Old Manor House wall fronting Bierton Road should be retained to preserve local distinctiveness and provide visual enclosure</li> <li>An identified water supply constraint is likely to require an infrastructure upgrade by Thames Water to serve the level of growth on the site. An assessment of sewerage capacity will be required in consultation with Thames Water.</li> </ol>

### Rabans Lane, Aylesbury

4.99 The site comprises a factory and ancillary office building on the edge of an industrial area of western Aylesbury and adjacent to the railway line between Aylesbury and Aylesbury Vale Parkway and bounded by woodland. Land on the opposite site of the railway line has been developed since the late 1970s for suburban housing. The site is in close proximity to the A41 Bicester Road, the employment areas of Rabans Lane Industrial Area and Broadfields Retail Park and Fairford Leys housing area.

#### D-AYL115 Rabans Lane, Aylesbury

Information	Site details
Site reference	AYL115
Size (hectares)	6.6ha
Allocated for (key development and land use requirements)	200 dwellings
Source	HELAA suitable
Current neighbourhood plan status	N/A
Expected time of delivery	65 homes to be delivered 2020-2025 and 135 homes to be delivered 2025-2033
Site-specific Requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 200 dwellings at a density that takes account of the adjacent residential character north of the railway line.</li> <li>This site falls within the Aylesbury Garden Town designation and as such any proposals will need to accord with the design and delivery principles identified in Policy D1 Delivering Aylesbury Garden Town</li> <li>The site should be accessed via Rabans Lane with the provision of pedestrian and cycle linkages to the existing gemstone routes through the site; alternative access options to be explored are Rabans Lane and Rabans Close</li> <li>The development must provide any transport improvements required including the provision of a footpath along the length of Rabans Lane</li> <li>A transport assessment will be required to assess the development's impact on the highway and where necessary public transportation network</li> <li>Surface water modelling should be undertaken to define the level of surface water and the risk areas/flow paths. Climate change should be modelled using the +-40% allowance for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere.</li> <li>An identified water supply constraint is likely to require infrastructure upgrade by Thames Water to serve the level of growth on the site. An assessment of sewerage capacity will be required in consultation with</li> </ol>

Information	Site details
	<p>Thames Water</p> <p>h. Retain buffer of vegetation including enhancement of the deciduous woodland which is a priority habitat next to railway and to the adjacent TW site as well as providing a buffer between the adjoining employment areas and housing provision.</p>

### Delivering site allocations in the rest of Aylesbury Vale

4.100 In order to fulfil the level of growth for Aylesbury Vale set out in policy S2 Spatial Strategy for Growth, sites have also been allocated at other settlements in Aylesbury Vale as well as at Aylesbury Garden Town. Allocating sites in the Local Plan allows growth to be located in the most suitable sites in the most sustainable locations by taking into account, through further assessment beyond the HELAA, factors such as landscape, flooding, settlement form and site availability.

### Delivering the allocated sites – at strategic settlements and North East Aylesbury Vale

- 4.101 This section deals with the strategic settlements of Buckingham, Haddenham, Winslow and Wendover (Aylesbury is covered in the previous sub-section and is considered to be a sub-regional strategic settlement). The strategic settlements are the most sustainable towns and villages in Aylesbury Vale as they have the highest provision of services and facilities and are therefore the focus for the majority of the rest of Aylesbury Vale's development. As set out in Policies tables 1 and 2, the strategic settlements (excluding Aylesbury) and North East Aylesbury Vale will provide a total of 8,627 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2019/20) and homes already built in the period 2013-2020 are included in the total to be provided.
- 4.102 Aylesbury Vale will deliver a total of 30,134 new homes across the Plan period. Taking account of commitments, completions and allocations in Aylesbury Garden Town already listed in policy D1, and a windfall allowance, 13,927 homes will be delivered across the rest of Aylesbury Vale.
- 4.103 Buckingham, Haddenham and Winslow all have neighbourhood plans which have had a high level of community support, albeit the housing policies in the Haddenham neighbourhood plan have since been quashed. This Plan aims to reflect the need for housing delivery in the most sustainable locations whilst not undermining the aims of the neighbourhood plans, taking the quashed allocations, where possible, in the Haddenham neighbourhood plan as the community's preference for the location of development. This Plan allocates just one site beyond the neighbourhood plans' expectations/allocations, at Haddenham and Winslow, specifically north of Rosemary Lane at Haddenham (at least 269 homes) and east of the B4033 at Winslow (at least 315 homes), and allocates two further sites at Buckingham, reflecting it being the second most sustainable settlement in Aylesbury Vale, specifically Moreton Road at Buckingham (130 homes) and land off Osier Way, south of A421 and east of Gawcott Road (420 homes).
- 4.104 In terms of Wendover, approximately 1,000 homes will come forward during the Plan period at RAF Halton Camp after it is fully closed in 2025. This is considered to be a realistic and somewhat conservative estimate, and the figure could increase as detailed masterplanning is developed.
- 4.105 The Local Plan also allocates sites for growth within Aylesbury Vale at the edge of Milton Keynes namely North East Aylesbury Vale and this area forms its own category in the settlement hierarchy. The same appraisal process detailed above has been followed to select these sites and consideration has also been given to Milton Keynes' capacity to accommodate further growth.

## D2 Delivering site allocations in the rest of Aylesbury Vale

The rest of Aylesbury Vale outside of Aylesbury Garden Town plays an important role in delivering the required growth in the Vale. The site allocations identified in this policy should be developed in accordance with policies S1, S2, S3 and S5.

The rest of Aylesbury Vale outside of the Garden Town, including the windfall allowance, will deliver 13,927 new homes. The Policies Map allocates the following major sites in the strategic settlements and in North East Aylesbury Vale for development:

- D-NLV001 Land south of the A421 and east of Whaddon Road, Newton Longville
- D-WHA001 Shenley Park, Whaddon
- D-BUC043 Land west of AVDLP allocation BU1 Moreton Road, Buckingham
- D-BUC046 Land off Osier Way (south of A421 and east of Gawcott Road), Buckingham
- D-HAD007 Land north of Rosemary Lane, Haddenham
- D-HAL003 RAF Halton
- D-WIN001 Land to east of B4033, Great Horwood Road, Winslow

The following sites are also allocated in large and medium villages:

- D-STO008 Land south of Creslow Way, Stone
- D-WHI009 Holt's Field, Whitchurch
- D-CDN001 Land North of Aylesbury Road and rear of Great Stone House, Cuddington
- D-CDN003 Dadbrook Farm, Cuddington
- D-ICK004 Land off Turnfields, Ickford
- D-MMO006 Land east of Walnut Drive and west of Foscode Road, Maids Moreton
- D-NLV005 Land south of Whaddon Road and west of Lower Rd, Newton Longville
- D-QUA001 Land south west of 62 Station Road, Quainton
- D-QUA0014-016 Land adjacent to Station Road, Quainton

The design and delivery of development at allocations in the rest of Aylesbury Vale should adhere to the site specific allocation policies and other policies in the Plan.

### North East Aylesbury Vale

- 4.106 In determining the housing figure for Aylesbury Vale, a crucial aspect of the Local Plan is to decide the strategic locations where development should be allocated. At the issues and options stages of the Local Plan two strategic allocations were considered on the edge of Milton Keynes/Bletchley.
- 4.107 The Housing and Economic Land Availability Assessment (HELAA) v4 (January 2017) confirmed that the two strategic allocations known as Land south of the A421 and east of Whaddon Road (NLV001) and Shenley Park (WHA001) were both suitable or part suitable for housing and or economic development.
- 4.108 Taking account of the overall housing requirement for Aylesbury Vale, Land south of the A421 and east of Whaddon Road and Shenley Park have been identified as the most appropriate strategic allocations to come forward at this stage.

### Land south of the A421 and east of Whaddon Road

- 4.109 The site currently comprises agricultural land. There are hedgerows and trees at some of the field boundaries. There are agricultural buildings on the site. There are adjoining buildings that are in residential use.
- 4.110 An oil pipeline crosses the middle of the site in a north-south direction; a 10m wide exclusion zone for the pipeline is incorporated into the layout of the proposed development. There are high voltage overhead power lines crossing the north-western part of the site; the power lines will be placed underground as part of the proposed development. An intermediate pressure gas main passes through the eastern part of the site in a north south direction; the gas main will fall within land set aside for the grid road reserve.
- 4.111 The site is crossed by an existing public right of way in the form of a bridleway.
- 4.112 The topography of the site includes a ridge towards the centre of the site with a gradual slope descending towards Newton Longville.
- 4.113 There is a resolution to approve an outline planning application for the site – 15/00314/AOP – with all matters reserved except for access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure.

## D-NLV001 Land south of the A421 and east of Whaddon Road

Information	Site details
<b>Site Ref:</b>	NLV001
<b>Site Name:</b>	Land south of the A421 and east of Whaddon Road, Newton Longville
<b>Size (hectares)</b>	143.9ha
<b>Expected time of delivery</b>	300 homes to be delivered 2020-2025 and 1,555 homes to be delivered 2025-2033
<b>Allocated for (key development and land use requirements)</b>	<p>Resolution to approve - 15/00314/AOP – Outline planning application with all matters reserved except for access for a mixed use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure.</p> <p>Access into the site is a matter for consideration in this application and as submitted, there are three points of access proposed from the development onto the local highway network at the following locations: Whaddon Road, Buckingham Road and A421 Standing Way. Of these three access/egress points serving the site, Buckingham Road and A421 Standing Way are both within the control of Milton Keynes Council and Whaddon Road is within the control of Buckinghamshire Council.</p> <p><b>Highway Improvements by Condition(s)</b></p> <ul style="list-style-type: none"> <li>• Buckingham Road Access signalised gyratory including Stage 1 Road Safety Audit</li> <li>• Whaddon Road Access speed limit reduction and further detailed design</li> </ul> <p><b>Highway Improvements by s106 agreement(s)</b></p> <ul style="list-style-type: none"> <li>• A421 Standing Way left in only junction and further detailed design</li> <li>• Signalisation of the priority junctions of the A421/ Warren Road and A421/Shucklow Hill/Little Horwood Road.</li> <li>• In order to mitigate the potential impact in Whaddon a financial contribution is required towards road safety improvements on Coddimoor Lane and Stock Lane</li> <li>• Newton Longville Traffic Calming Proposals. Currently this is an indicative scheme which may include enhanced gateway features on all roads leading into the village and raised junction tables and signing/lining</li> </ul> <p style="text-align: center;"><b>Internal Road Layout</b></p>



**Information****Site details**

- The objective is to ensure that high quality walking, cycling and public transport links to and from Newton Longville, Bletchley and the city of Milton Keynes are an integral part of the development. A new network of primary streets will form the principal circulation route for all vehicular traffic including a bus route. The route will connect with the existing highway network at the three access points. Plans should show that the primary street is to be at least 7.3m wide, with a footway/cycleway of 3m wide and will need to consider drop off provision, widened footways, crossing points, road signage and lining to provide for a serviced school site

**Grid Road**

- Whilst the site only requires a single carriageway road for access, a dual carriageway could be provided in the future. The land for the grid road will need to be adequately secured in the S106 Agreement for the future extension of Snelshall Street (V1) so that Buckinghamshire Council can develop and implement a scheme in the future

**Public Transport Provision**

The enhancement of the existing bus service or provision of a new service to operate between the proposed development and Central Milton Keynes (CMK) via the existing rail station will be required and included within the Framework Travel Plan.

**Public rights of way**

- A number of improvements to the surfacing of the local footpaths will be required within the site and be completed as part of the development and a financial contribution is to be secured as part of the Section 106 Agreement for those routes outside of the site. The improvements within the site include:
  - ensure a Redway compliant Grid Road reserve to link with existing PROW
  - upgrade of footpath and resurface between Weasel Lane and the railway underpass; route to be dedicated as a public bridleway
  - resurface byway in Newton Longville Parish and in Mursley Parish between Dagnall House Buckingham Road to the adopted highway
  - Provision should be made for adequate green links to Tattenhoe Park

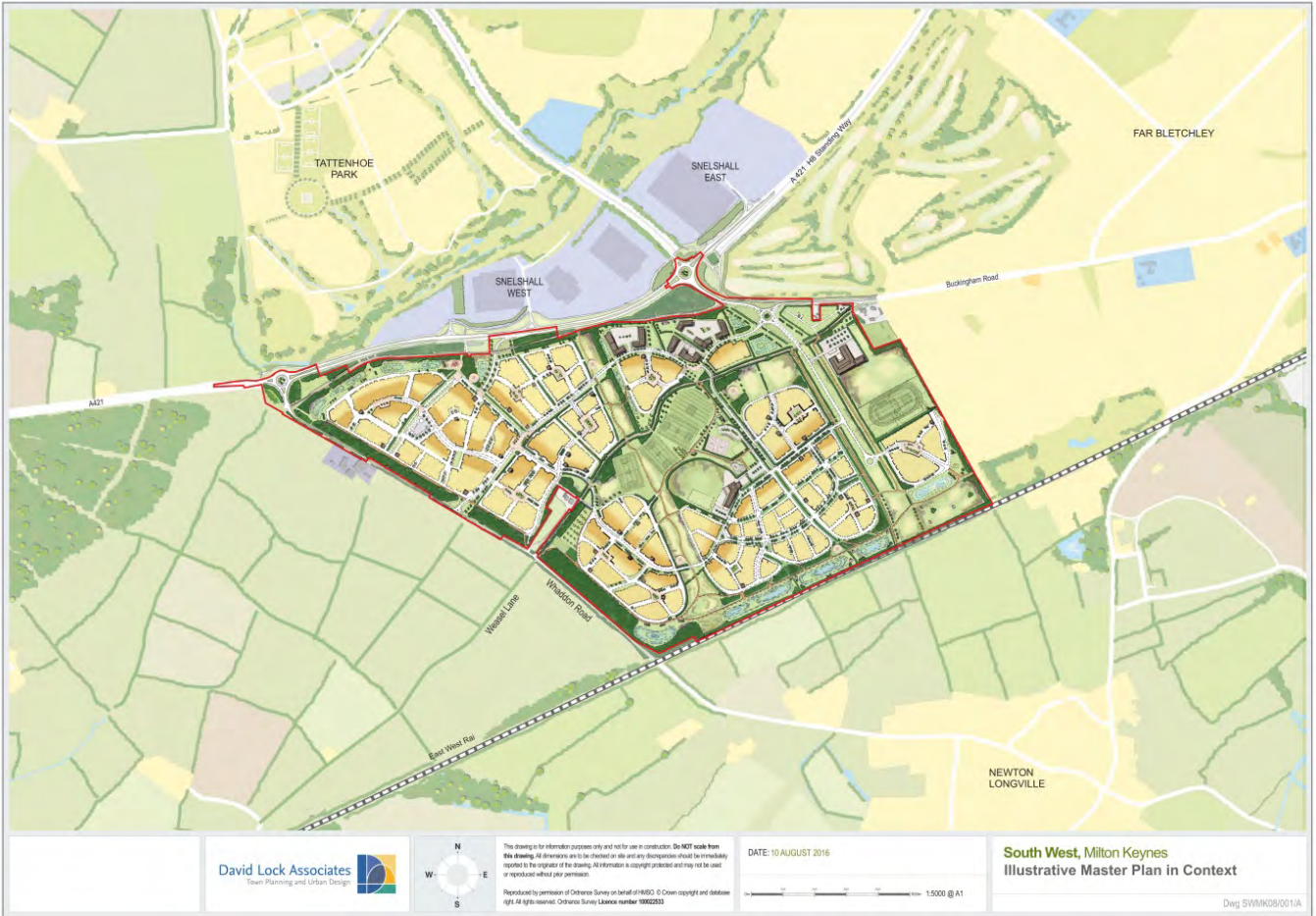
**Site-specific Requirements**

Conserving and enhancing the natural environment  
In terms of the impact on the landscape, site proposals should use land efficiently and create a well-defined boundary as the western edge of Milton Keynes between the settlement and countryside,

Information	Site details
	ensuring that Newton Longville, Whaddon, Mursley and Far Bletchley remain separately identifiable.
<b>Landscape</b>	Site proposals will be required to respect and complement the physical characteristics of the site and its surroundings, including the implementation of a defensible boundary along the western edge of Milton Keynes. Proposals will be required to identify the building tradition of the locality, and the scale and context of the setting, the natural qualities and features of the area, and the effect of the development on important public views and skylines including the protection of Newton Longville and Whaddon villages.
<b>Air Quality</b>	An air quality assessment will be required and its content and conclusions accepted prior to construction phases.
<b>Noise Contamination</b>	An Environmental Management plan will be required via a condition and with detailed consideration of the layout at reserved matters stage to take account of the delivery of EWR, safeguarding against noise. A condition can be attached in case any contamination is found.
<b>Conservation</b>	The significance of any heritage assets affected including any contribution made by their setting will need to be considered. When considering the impact on the significance, great weight should be given to the asset's conservation. The protection and enhancement of sites of archaeological importance needs to be considered.
<b>Ecology Biodiversity</b>	Proposals will need to quantify ecological impacts in a meaningful way to enable pre and post development comparison, sufficient to objectively assess net losses or gains and to provide for multifunctional habitats. Proposals will need to minimise the impact on Howe Park Wood SSSI.
<b>Trees and hedgerows</b>	An arboricultural survey has been undertaken for the site and has identified that trees of A and B category are to be retained and incorporated into any development. New structural and screen tree planting, hedge and shrub planting will be required as part of the future detailed scheme.
<b>Place-Making Framework</b>	The site will comprise: residential development; employment area; neighbourhood centre; land for a three form entry primary school with early years provision and four form entry secondary school; green infrastructure and associated drainage: and highway and transport infrastructure. The proposed distribution of uses across the site are set in the parameters plan.
<b>Community facilities and Green Infrastructure</b>	The site will need to make provision for a comprehensive network of multifunctional open spaces and green corridors including a linear park to the south of the site with both formal and areas of informal

Information	Site details
	<p>public open space. This will include 53.67ha of green open space and 1.18ha of allotment land, nine locally equipped areas of play (LEAPs) and also two neighbourhood equipped areas of play, which each include a multi use games area. In addition to the provision of LEAPs and NEAPs on site, youth shelter, a multi-use games area (MUGA), sports hall, changing pavilion, skateboard park, sports pitches, cricket wicket, tennis courts and a community centre will be required through a S106 Agreement . The existing woodland priority habitat in the north of the site should be retained. Multi functional Green Infrastructure will be required to control surface water flows and flooding. Impact on the Howe Wood SSSI must be kept to a minimum and green links to Tattenhoe Park must be provided.</p> <p><b>Flood mitigation</b> Provision of a sustainable and strategic flood mitigation and urban drainage scheme linked to multi functional Green Infrastructure must be provided.</p> <p><b>Education</b> The site will need to makes provision for a three-form entry primary school, with early years pre-school facilities on 3ha of land and a secondary school on 5.2ha of land. Provision is also made for accessible recreation and community uses to serve the new residents, designed and located with the intention to be complementary to the delivery of the new schools.</p> <p><b>Health Facilities</b> A contribution towards or delivery of a healthcare facilities either by way of site provision in an accessible location or direct funding to provide for a minimum 4GP with reserve to 6GP surgery will be required at reserved matters or detail stages.</p> <p><b>Local Centre</b> The site will need to make provision for a neighbourhood centre on 0.67ha of land to include E/F.1/F.2/Sui Generis uses (shops, financial services, food &amp; drink, public house, hot food takeaway and community facilities).</p> <p><b>Employment Area</b> The site will need to make provision for an employment area (appropriate class E) on 2.07ha of land.</p>
<p><b>Implementation Approach</b></p>	<p>An updated illustrated masterplan has been submitted in support of the planning application. The masterplan aims to encourage walking and cycling as realistic alternatives to that of the private car, through high quality infrastructure. The masterplan identifies ‘alternative’ Redway routes through the site which is considered a positive benefit and will need to be developed further as part of any future reserved matter applications.</p> <p>The details of the cycle and pedestrian infrastructure within the site and linking to Newton Longville, Bletchley and Central Milton Keynes will need to form and be considered as part of any future reserved matters application.</p>

**D-NLV001 concept plan**



## Shenley Park

- 4.114 The site covers an area of around 99 ha and is in predominantly agricultural use with areas of woodland plantations. Surrounding land uses are similarly predominantly agricultural although the eastern boundary is defined by the Milton Keynes Boundary Walk, the existing residential development and land currently being developed as part of Milton Keynes.
- 4.115 Other than the 11KV overhead powerlines crossing the site there are no other utilities present that would significantly constrain the proposed development and sufficient new utility infrastructure can be provided.
- 4.116 There is one footpath running across the southern part of the site. Long distance bridleways run along the northern and eastern boundaries.
- 4.117 The topography of the southern half of the site rises from the A421 to the Shenley Road. The remainder of the site from Shenley Road is relatively flat to the northern boundary.

## D-WHA001 Shenley Park

Information	Site details
<b>Site reference</b>	WHA001
<b>Size (hectares)</b>	About 99ha
<b>Allocated for (key developments and land use requirements)</b>	To create an exemplar development, of regional significance, which will be a great place to live, work and grow. Built to a high sustainable design and construction standards, the development will provide a balanced mix of facilities to ensure that it meets the needs and aspirations of new and existing residents, at least 1,150 homes, 110 bed care home/extra care facility, new primary school, subject to need a site for new secondary school, multi-functional green infrastructure (in compliance with Policies I1 and I2 and associated Appendices), mixed use local centre, exemplary Sustainable Drainage Systems, new link road between A421 Buckingham Road and H6 and or H7 Childs Way/Chaffron Way, public transport and cycling and walking links.
<b>Source</b>	HELAA
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	50 homes to be delivered 2020-2025 and 1,100 homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan. To ensure a comprehensive development of the site an SPD is to be prepared for the site and in addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 1,150 dwellings at a density that respects the adjacent settlement character and identity. To ensure that strong place shaping, community safety and sustainability principles are embedded throughout, creating a socially diverse place with a mix of dwelling types and tenure mix including a minimum of 25% affordable housing 'pepper-potted' throughout the site</li> <li>Provision of 110 bed care home/extra care facility</li> <li>Provision of land, buildings and car parking for a 2FE primary school (capacity 420) with 52 place nursery. Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.</li> <li>Subject to detailed discussions and agreement with the Education Authority, a financial contribution towards existing secondary schools will be required or provision of a site for a new secondary school if the need for an on site facility is proven; and a financial contribution to special needs education</li> <li>Provision of land, buildings and car parking for new local centre including community hall and a contribution towards or delivery of a healthcare facility either by way of site provision or direct funding (including temporary buildings if necessary). To create a sustainable community providing a mix of uses to ensure that housing development is accompanied by infrastructure services and facilities</li> <li>The site will be designed using a landscape-led and green infrastructure</li> </ol>

Information	Site details
	<p>approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Milton Keynes and Buckinghamshire. It will provide a long term defensible boundary to the western edge of Milton Keynes. This recognises that whilst being located totally within Aylesbury Vale, the development will use some facilities in Milton Keynes, given its proximity. Milton Keynes also provides an access point into the site</p> <p>g. Conserve the setting of Whaddon village and Conservation Area by creating a substantial, well designed and managed countryside buffer (not formal open space) and enhanced Briary Plantation woodland belt between the development and the village of Whaddon</p> <p>h. Create high quality walking and cycling links to and from Whaddon, Bletchley and Milton Keynes as an integral part of the development and shall include an extension of the Tattenhoe Valley Park into the site</p> <p>i. An ecological management plan shall be submitted to and approved in writing by the Council, covering tree planting, hedge planting, pond creation, and ongoing management of the site</p> <p>j. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Specific attention should be made to enhancing Briary Plantation, Bottlehouse Plantation and other significant blocks of woodlands/hedgerows within or on the edge of the site</p> <p>k. Hard and soft landscaping scheme will be required to be submitted for approval</p> <p>l. Archaeological assessment and evaluation shall be required to be submitted to the Council. Development must minimise impacts on the Statutory Ancient Monument of Site of Snelshall Monastery on the northern boundary of the site</p> <p>m. The scheme layout shall have regard to the findings of an archaeological investigation and preserves in situ any remains of more than local importance</p> <p>n. The development must provide a satisfactory vehicular access from the A421 Buckingham Road</p> <p>o. More detailed traffic modelling will be required to inform on the extent and design of off site highway works and to determine whether the section of A421 between the Bottledump roundabout and the site access roundabout needs to be dualled. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority, in consultation with the Milton Keynes highway authority.</p> <p>p. Provide for a Link Road connection through the site to Grid Road H6 Childs Way and or H7 Chaffron Way, which shall include:</p> <ul style="list-style-type: none"> <li>• A Redway providing direct connection through the site to the existing Redway Network</li> <li>• A public transport route to incorporate Mass Rapid Transit through the site to Grid Road H6 Childs Way and or H7 Chaffron Way</li> </ul> <p>q. Existing public rights of way need to be retained, enhanced and</p>

Information	Site details
	<p>integrated into the development with safe and secure environments as part of a wider network of sustainable routes (utilising amongst others the Redway and Sustrans network), to directly and appropriately link the site with surrounding communities and facilities including the extension of bridleways into the site (Bridleway WHA12/2 and Shenley Brook End Bridleway 006) to Redway Standard</p> <ul style="list-style-type: none"> <li>r. Provision of public transport service improvements and associated new facilities into Milton Keynes, including new or improved links to Bletchley railway station, and to surrounding areas</li> <li>s. An air quality and noise assessment shall be submitted to and approved in writing by the Council prior to development commencing</li> <li>t. A surface water drainage strategy will be required for the site, based on sustainable drainage principles and an assessment submitted to the Council for approval and should ensure that development does not increase flood risk elsewhere. The strategy will create new green infrastructure corridors along major surface flowpaths. Development on this site, which would drain into the management area for the Loughton Brook, will seek to reduce flood risk downstream on the Loughton Brook</li> <li>u. Detailed modelling will be required to confirm 1 in 20, 100 and 1,000 year extents and 1 in a 100 year plus climate change extents on the ordinary watercourse. Climate change modelling should be undertaken using the up-to-date Environment Agency guidance for the type of development and level of risk. The impact of culvert blockage should be considered for the modelled watercourse. The impacts of climate change must be taken into account in designing the site's SuDs and in any other flood mitigation measures proposed</li> <li>v. A foul water strategy is required to be submitted to and approved in writing by the Council following consultation with the water and sewerage undertaker.</li> <li>w. An updated assessment of sewerage capacity and water supply network shall be carried out, working with Anglian Water, to identify the need for infrastructure upgrades and how and when these will be carried out to inform site delivery.</li> <li>x. The road access to the A421 will be designed to avoid areas of flood zone 3a with climate change and remain operational and safe for users in times of flood</li> </ul>



## Buckingham

- 4.118 Buckingham is a small market town located in the north of Buckinghamshire approximately 17 miles north-west of Aylesbury, 11 miles from Bicester and 12 miles south-west of Milton Keynes. Buckingham supports a population of approximately 12,000. The historic core of Buckingham is situated on raised ground and is largely contained within a sweeping bend of the River Great Ouse. The historic core of Buckingham was designated as a conservation area in 1971. Buckingham is the second largest town and a focal point for housing, employment, administrative and community facilities in northern Aylesbury Vale. The town is home to the University of Buckingham, the UK's first independent university.
- 4.119 Buckingham has a made neighbourhood plan (October 2015) which is at early stages of review. The made plan provides for 617 homes on new sites, 400 student units and 10 hectares of employment land south of the Wipac site on the A413.
- 4.120 The Water Cycle Study (2017) assessed the impact of growth on water cycle infrastructure in the town. The following policy is to ensure that growth takes place with any upgrades to the treatment works that may be needed.

## D-BUC043 Land west of AVDLP allocation BU1 Moreton Road, Buckingham

Information	Site details
<b>Site reference</b>	BUC043
<b>Size (hectares)</b>	14.9ha
<b>Allocated for</b>	130 homes sports pitches/recreation space and green infrastructure
<b>Source</b>	HELAA and planning application 14/02601/AOP
<b>Current neighbourhood plan status</b>	Neighbourhood plan, made in October 2015. The land has no notation but is outside the settlement boundary. The neighbourhood plan is in early stages of review.
<b>Expected time of delivery</b>	110 homes to be delivered 2020-2025 and 20 homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 130 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA)</li> <li>An ecological management plan shall be submitted to and approved in writing by the council, covering tree planting, hedge planting, pond creation, provision of 2ha of mitigatory grassland and ongoing management of the site</li> <li>A tree protection plan is required for approval showing the height and position of protective fencing</li> <li>A hard and soft landscaping scheme is required to be submitted for approval</li> <li>Archaeological assessment and evaluation is required to be submitted to the council</li> <li>The scheme layout has regard to the findings of an archaeological investigation and preserves in situ any remains of more than local importance</li> <li>The development must provide a satisfactory vehicular access to be agreed with Buckinghamshire Council</li> <li>A surface water drainage strategy will be required for the site, based on sustainable drainage principles and an assessment submitted to the council for approval</li> <li>A foul water strategy is required to be submitted to and approved in writing by the council following consultation with the water and sewerage undertaker.</li> <li>An assessment of sewerage capacity and water supply will be required in consultation with Anglian Water. The water supply network is likely to require an upgrade by Anglian Water to serve the level of growth on the site. The Buckingham Wastewater Treatment Works needs upgrading and the delivery of the site will need to be aligned with investment in Anglian Water's Asset Management Plan.</li> <li>A financial contribution will be needed towards funding appropriate</li> </ol>

Information	Site details
	<p>elements of the Buckingham Transport Strategy</p> <p>m. Amenity land which is to be provided with a NEAP and LEAP with sports pitches. The amenity land, subject to agreement, would be transferred to the Town Council following a maintenance period and a commuted sum paid to the Town Council for the upkeep of that land.</p>

#### D-BUC046 Land off Osier Way (south of A421 and east of Gawcott Road)

Information	Site details
<b>Site reference</b>	BUC046
<b>Size (hectares)</b>	22.7ha
<b>Allocated for</b>	420 homes and green infrastructure, landscape buffer
<b>Source</b>	HELAA
<b>Current neighbourhood plan status</b>	Neighbourhood plan made in October 2015. The land has no notation but is outside the settlement boundary. The neighbourhood plan is in early stages of review.
<b>Expected time of delivery</b>	130 homes to be delivered 2020-2025 and 290 homes to be delivered 2025-2033
<b>Site-specific requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 420 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The development shall be based on a design code to be prepared for the site because it is a large strategic site in a sensitive location on the edge of the settlement</li> <li>The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) to be submitted and agreed by the council. A landscape mitigation scheme that reduces wider landscape and visual impact will be required on the southern boundaries of the site</li> <li>The development must provide a satisfactory vehicular access to be agreed with Buckinghamshire Council. The access should be off Gawcott Road. A transport assessment will be required to demonstrate access and impact are acceptable and achievable by all modes of transport</li> <li>At the planning application stage, a site-specific flood risk assessment and surface water drainage strategy will be required. Any development must have consideration for its impact on the Buckingham and River Ouzel IDB drainage district and be aware of its byelaws. Detailed modelling will be required to confirm the 1 in 20, 100 and 1,000 year extents and 1 in 100 year plus climate change extents on the ordinary watercourse through the centre of the site. Other sources of flooding, particularly surface water flow routes, should be considered as part of a site-specific flood risk assessment. Development proposals must</li> </ol>

Information	Site details
	<p>meet the 'Guidance for site design and making development safe' in the SFRA Level 2</p> <ul style="list-style-type: none"> <li>f. Drainage designs should 'design for exceedance' and accommodate existing surface water flood routes e.g. from Gawcott Fields.</li> <li>g. An assessment of sewerage capacity and water supply network will be required in consultation with Anglian Water. The water supply network is likely to require an upgrade by Anglian Water to serve the level of growth on the site. The Buckingham Wastewater Treatment Works needs upgrading and the delivery of the site will need to be aligned with investment in Anglian Water's Asset Management Plan.</li> <li>h. A financial contribution will be required towards funding appropriate elements of the Buckingham Transport Strategy.</li> </ul>

## Haddenham

4.121 Haddenham is a large village in the south-west of Aylesbury Vale with a population of 4,502 (2011 Census). It is one of the most sustainable settlements in Aylesbury Vale with good transport links, being served by Haddenham and Thame Parkway station which is on the railway line between London and Birmingham, as well as being adjacent to the A418 which links the village to the M40, the A40 and to Aylesbury which is approximately five miles away. Haddenham has a range of shops, public houses and other services, including a range of employment opportunities at Haddenham Business Park. It is also approximately two miles away from Thame which has a wider range of shops and services. Haddenham was once three hamlets, Church End, Fort End and Towns End, which have over time joined up through newer development. These historic cores remain with 121 listed buildings in the village. These areas are covered by a conservation area designation. Whilst being a large village, Haddenham still retains a rural character with village greens, ponds and other open space.

4.122 The Haddenham Neighbourhood Plan was made in September 2015. The housing chapter has since been quashed following a High Court order in March 2016, but the rest of the plan remains as part of the development plan.

### D-HAD007 Land north of Rosemary Lane

Information	Site details
<b>Site reference</b>	HAD007
<b>Size (hectares)</b>	13.5ha
<b>Allocated for (key development and land use requirements)</b>	273 homes
<b>Source</b>	HELAA
<b>Current neighbourhood plan status</b>	Neighbourhood plan made in September 2015. The land has no notation
<b>Expected time of delivery</b>	128 homes to be delivered 2020-2025 and 145 homes to be delivered from 2025-2033
<b>Site specific requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 273 dwellings at a density that takes account of the adjacent settlement character and identity, with lower density housing on the boundary with the adjacent countryside to the north-west</li> <li>The development shall be based on a design code to be prepared for the site because it is a large strategic site in a sensitive location on the edge of the settlement and it will become the first part of Haddenham experienced when approaching from Churchway</li> <li>The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) to be submitted and agreed by the council. A landscape mitigation scheme will be required on the north-western boundaries of the site that reduces wider</li> </ol>

Information	Site details
	<p>landscape and visual impact</p> <ul style="list-style-type: none"> <li>d. The development will limit built form with no development beyond where the land rises to the north-west of the site, following a similar line of built form to that in the approved scheme on the adjacent airfield site</li> <li>e. The existing trees and hedgerows should be retained</li> <li>f. Landscape buffer to be provided between the existing dwellings and the new development, and on the new settlement boundary that will be created along the north-western edge of the development to provide a soft edge to the adjacent countryside</li> <li>g. The development will be designed in a way that conserves or enhances heritage assets and their settings, in particular the adjoining conservation area and the listed buildings adjacent to the site</li> <li>h. The site should be accessed via Churchway with the retention of the existing footpaths and further provision of pedestrian and cycle linkages through the site and into the village including along Churchway, to the train station and with connections with the adjoining approved airfield development (site HAD005 on the VALP Policies Map)</li> <li>i. The development should be in compliance with the relevant policies set out in the Haddenham Neighbourhood Plan.</li> </ul>

## RAF Halton, near Wendover

- 4.123 Wendover is situated on the northern edge of the Chilterns AONB and is one of the most sustainable settlements in Aylesbury Vale due to the good provision of services and facilities. RAF Halton is located in the parish of Halton, which adjoins Wendover. The Defence Infrastructure Organisation (DIO) has confirmed that RAF Halton is to close finally in 2025 and because it is in reasonable walking and cycling distance of Wendover's services and facilities, it is appropriate that it be redeveloped for housing and other associated uses. The allocation is shown on the Policies Map.
- 4.124 Due to RAF Halton's proximity to Aylesbury and the good linkages between the two by rail and road, the development at RAF Halton should follow the same principles as Aylesbury Garden Town. As Halton Camp is not due to close until 2025, development of this site will not commence until later in the Plan period.
- 4.125 Due to the size of the site, it is expected that there will be further development beyond this plan period, and this will be part of the Local Plan review. Work is underway on behalf of the DIO in order to establish the broad land uses that might come forward. This will inform the masterplan supplementary planning document (SPD) for this site.
- 4.126 The site allocation lies within the Metropolitan Green Belt and there are a number of listed buildings on site. It is adjacent to the Chilterns AONB. The masterplan SPD for the site will identify how these are to be addressed. Any planning applications for the development of this site will need to have regard to and be in accordance with the masterplan SPD, and the policies for the delivery of Aylesbury Garden Town.
- 4.127 The site outline includes a number of listed barrack blocks, and other designated and non-designated heritage assets that will need to be conserved and enhanced in any redevelopment, as well as many non-listed buildings and an existing road network. It excludes Halton House and its grounds, a number of open recreation areas, areas of woodland and the airfield and associated buildings. As set out in the NPPF (2012), limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development is an exception to not allowing new housing development in the Green Belt. Therefore, it is considered that redevelopment and/or refurbishment of existing buildings in the first phase of development would be appropriate. This is set out in policy S4 in this plan.
- 4.128 The proximity of the Chilterns AONB will need to be addressed in the design and layout of any development. The masterplan SPD for the site will establish the site layout and disposition of land uses. The amount and quality of existing sports provision within the allocation and elsewhere around the camp is a valuable asset which is why policy D-HAL003 requires its retention wherever possible in any proposed redevelopment.
- 4.129 In the first phases, development will be concentrated on those areas that are already built-up, through the redevelopment or remodelling of existing buildings.
- 4.130 The vision and objectives for the site are:
- To deliver a comprehensive redevelopment of this site, including provision of any new and or/improved infrastructure, services and facilities
  - To successfully link this site with Halton and Wendover, whilst protecting the setting of Halton village and the Chilterns AONB and

- To link to the green infrastructure network.

#### D-HAL003 RAF Halton

Information	Site details
<b>Site Ref:</b>	HAL003
<b>Site Name</b>	RAF Halton
<b>Size (hectares)</b>	82ha
<b>Allocated for (key development and land use requirements)</b>	At least 1,000 homes during the Plan period and associated infrastructure, services and facilities including a primary school, new local centre, new access routes if needed and new green infrastructure
<b>Expected time of delivery</b>	25 homes to be delivered 2020-2025 and 975 homes to be delivered 2025-2033
<b>Planning History and Current Planning Status</b>	No relevant planning history
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the plan, including the principles of development for Aylesbury Garden Town and the Masterplan SPD to be prepared for the site. In addition, proposals should comply with the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of land for at least 1,000 dwellings during this plan period at a density that takes account of the existing curtilage, the scale and massing of the buildings on the site, and that of the adjacent settlement character and identity if appropriate, as well as retaining the openness of the green belt</li> <li>Be planned in a manner that responds positively to the best characteristics of the surrounding area using a landscape-led approach, taking account of the character and setting of the Chilterns AONB</li> <li>Provision of junction improvements onto the B4009 Upper Icknield Way</li> <li>Provision for public transport into Wendover and to surrounding areas</li> <li>Establishment of and safeguarding for a network of cycling and walking links to and from Aylesbury Town and to the wider area</li> <li>Provision of 50% green infrastructure, to reflect the high level of open space already present on the site including green corridors, to link to other new development areas and the wider countryside</li> <li>Provision of land, buildings and car parking for a combined primary school including playing field provision</li> <li>Provision of land, buildings and car parking for a new local centre including community hall.</li> <li>The conservation and enhancement of heritage assets and their settings whilst ensuring viable uses consistent with their conservation.</li> <li>The retention of existing sports facilities as part of a long-term strategy for sport and recreation to serve new residents and the existing community.</li> </ol>
<b>Phasing and Delivery Programme</b>	Development of this site will come forward towards the latter part of the plan period as the site will not be fully released until 2025. Further detail about phasing and implementation will be set out in the masterplan SPD for the site.



Information	Site details
<b>Implementation Approach</b>	<p>Development at RAF Halton will come forward towards the latter end of the Plan period, and only once a masterplan SPD for the allocation has been prepared and adopted by the council. Proposals for development within the RAF Halton Strategic Site Allocation will be expected to demonstrate how they deliver a comprehensive redevelopment of this site and positively contribute to the achievement of the SPD and the Aylesbury Garden Town principles as set out in Policy D1.</p>

## Winslow

- 4.131 Winslow is a small historic market town situated on the A413 approximately nine miles north of Aylesbury and six miles south of Buckingham. The parish has a population of 4,407 (2011 Census). During the Plan period a station is to be provided at Winslow as part of the opening of the East West Rail line between Oxford and Bedford. It is considered one of the most sustainable settlements within Aylesbury Vale with a primary school, specialist school and secondary school which is soon to relocate to a new site, a wide range of shops and services, three public houses as well as a small amount of employment. It has a historic core covered by a conservation area with 81 listed buildings.
- 4.132 The Winslow Neighbourhood Plan was made in September 2014. It contains a number of policies to direct development, including the allocation of 455 new homes, 30 of which are extra care units.

### D-WIN001 Land to east of B4033, Great Horwood Road

Information	Site details
Site reference	WIN001
Size (hectares)	20ha
Allocated for (key development and land use requirements)	At least 315 homes and green infrastructure
Source	HELAA
Current neighbourhood plan status	Neighbourhood plan made in September 2014. The land has no notation but is outside the settlement boundary. Neighbourhood plan review at early stages.
Expected time of delivery	140 homes to be delivered 2020-2025 and 175 homes to be delivered 2025-2033
Site-specific requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 315 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The development shall be based on a design code to be prepared for the site because it is a large strategic site in a sensitive location on the edge of the settlement and will create a new residential edge to the settlement. The design code should ensure local distinctiveness is reflected in the development, which is the aim of policy 5 in the Winslow Neighbourhood Plan</li> <li>The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) to be submitted and agreed by the council</li> <li>The built form of the development will be limited to areas outside of those shown on the VALP Policies Map as 'Not built development'</li> <li>The existing trees, hedgerows and ponds should be retained or if necessary replanted and where possible integrated into the green infrastructure provision. There should be an ecological buffer provided along the watercourse to the north of the site</li> <li>A landscape buffer to be provided along the Great Horwood Road to</li> </ol>

Information	Site details
	<p>protect the rural character of the village as well as on the new settlement edge that will be created along the north-eastern edge of the development to provide a transition to the adjacent countryside</p> <ul style="list-style-type: none"> <li>g. The site should be accessed via the Great Horwood Road with the provision of pedestrian and cycle linkages through the site, connecting into the new Winslow to Buckingham cycle path (in line with Policy 8 in the Winslow Neighbourhood Plan), and into the town, to the station and school. Development should also maximise opportunities to get multiple pedestrian and cycle linkages between the site and the existing built-up area to ensure the communities become integrated and to reduce the hard barrier of the railway line</li> <li>h. The development must provide improvements to the A413 and the junction with the Great Horwood Road. It should be provided with a bus service, in line with Policy 9 of the Winslow Neighbourhood Plan</li> <li>i. The development should be in compliance with the relevant policies set out in the Winslow Neighbourhood Plan</li> <li>j. All development within the Buckingham and River Ouzel Internal Drainage Board (IDB) area must observe the IDB Byelaws</li> <li>k. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling information for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated.</li> <li>l. The impact of blockage of structures on flood risk should also be modelled</li> <li>m. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be preserved as green space with built development restricted to Flood Zone 1.</li> </ul>

### Delivering the allocated sites – at larger villages

- 4.133 Larger villages are the largest, most sustainable villages that have reasonable access to services and facilities. As set out in Policies S2 and S3, larger villages will provide a total of 2,408 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2019/20) and homes already built in the period 2013-2020 are included in the total to be provided.
- 4.134 Recognising the need for the larger villages to accommodate growth in line with the sustainability of these settlements and their current size, sites that have been found suitable for housing in the Housing and Economic Land Availability Assessment (HELAA) are allocated in this plan, apart from at Aston Clinton (because the village has high existing completions/commitments and no additional school capacity) and Stoke Mandeville (due to its proximity to the growth at Aylesbury Garden Town). In addition, where a neighbourhood plan has reached an advanced stage but is not yet made, sites proposed to be allocated in the neighbourhood plan for housing are allocated in this Plan.
- 4.135 Allocations are made at the following larger villages:
- Stone (26)
  - Whitchurch (22)
- 4.136 All other larger villages do not have any identified capacity for housing on suitable sites and therefore no allocations are made at these villages.
- 4.137 Sites allocated in this Plan or in a made Neighbourhood Plan or committed by planning permission will normally deliver Aylesbury Vale's required level of growth in full. Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood plans. Exceptionally additional larger scale development proposed in the larger villages on land that is not allocated in the Local Plan or a neighbourhood plan will only be permitted where it can be demonstrated through the council's monitoring of housing delivery that sites allocated are not being delivered at the rate anticipated. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner, along with satisfying each of the criteria set out in policy D3 above.

## Stone

- 4.138 Stone is located a few miles to the south-west of Aylesbury with close links to the Hartwell House estate which lies a mile to the north-east of the village. The historic core of the village is concentrated around St John the Baptist's Church, which is located to the south of the A418, close to where it forms a junction with Eythrope Road, Bishopstone Road and Church Way. The wider village of Stone extends for approximately a mile along the busy A418 which links Aylesbury to the north-east to Thame to the south-west. The village has many facilities including shops, a church, a school, public houses and restaurants. The conservation area is restricted to a handful of historic buildings centred around the Church and the junction of the A418, Eythrope Road, Bishopstone Road and Church Way. The village sits at the eastern end of a low sand and limestone ridge which overlooks the Thame Valley to the north and the Chiltern Hills to the south.
- 4.139 The water cycle study (2017) assessed the impact of growth on water cycle infrastructure in the village. The following policy is to ensure that growth takes place with any upgrades to the treatment works that may be needed. The HELAA included a consultation with the former Buckinghamshire County Council which identified the need for better connectivity for pedestrians and cyclists.

### D-STO008 Land south of Creslow Way, Stone

Information	Site details
<b>Site reference</b>	STO008
<b>Size (hectares)</b>	1.2ha
<b>Allocated for (key development and land use requirements)</b>	26 homes, green infrastructure
<b>Source</b>	HELAA
<b>Current neighbourhood plan status</b>	No neighbourhood plan
<b>Expected time of delivery</b>	26 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 26 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) and inform preparation of a layout and landscape scheme to provide landscape mitigation enhancements and green infrastructure</li> <li>The scheme needs to retain the hedge and mature trees on the site</li> <li>The scheme layout has regard to the findings of an archaeological investigation and preserves in situ any remains of more than local importance</li> <li>Contribution to Haddenham to Aylesbury cycle route</li> <li>The development must provide a satisfactory vehicular access to be agreed with Buckinghamshire Council</li> <li>A surface water drainage strategy will be required (4% of the site is</li> </ol>

Information	Site details
	vulnerable to a 1 in 1,000 year surface water flood – SFRA Level 1) h. An assessment of sewerage capacity and water resources and water supply will be required in consultation with Thames Water.

## Whitchurch

4.140 Whitchurch straddles the A413 Aylesbury to Buckingham road approximately five miles north of Aylesbury and 12 miles south of Buckingham. The settlement is predominately linear, mostly consisting of one street with minor roads heading off. Whitchurch is on a prominent ridge of the Brill-Wing Hills. There are long-distance views in all directions. The surrounding land is mainly pastoral with hedgerows and mature trees. There is grazing land towards the north and several blocks of broadleaved woodlands towards the west. Whitchurch is a historic settlement with buildings dating back to the 13th century. There are many fine examples of medieval buildings within the village.

### D-WHI009 Holt's Field, Whitchurch

Information	Site details
<b>Site reference</b>	WHI009
<b>Size (hectares)</b>	0.8ha
<b>Allocated for (key development and land use requirements)</b>	22 homes
<b>Description</b>	The site is located to the north-east of Newman Close in Whitchurch. The site is bordered by residential dwellings to the south-east and south-west, and agricultural fields to the north-east and north-west
<b>Source</b>	HELAA – developer-promoted site Current planning application (as yet undetermined) 16/02244/AOP
<b>Current neighbourhood plan status</b>	No made neighbourhood plan
<b>Expected time of delivery</b>	22 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 22 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach</li> <li>The site will be developed in accordance with the 'Defining the special qualities of local landscape designations in Aylesbury Vale District' report (March 2016)</li> <li>The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA)</li> <li>Existing trees and hedgerows should be retained</li> <li>Landscape buffer to be provided on the north-eastern boundary to minimise impact on the surrounding area</li> <li>The site should be accessed via Newman Close with the provision of pedestrian and cycle linkages through the site and into Whitchurch</li> <li>An assessment of sewerage capacity needs to be carried to identify the need for infrastructure upgrades and how and when these will be carried out.</li> </ol>

### Delivering the allocated sites – at medium villages

- 4.141 Medium villages are moderately well served with services and facilities and can therefore be considered to be reasonably sustainable villages. As set out in Policies S2 and S3, medium villages will provide a total of 1,423 new homes between 2013 and 2033. Those sites that already have planning permission (as at 2019/2020) and homes already built in the period 2013-2020 are included in the total to be provided.
- 4.142 Recognising the need for the medium villages to make some contribution to meeting the housing needs of Aylesbury Vale, but acknowledging that these villages are less sustainable than the larger villages as they have fewer amenities and public transport services, some development is allocated at medium villages. Sites that have been found suitable for housing in the Housing and Economic Land Availability Assessment (HELAA) have been the starting point, but these have been subject to further detailed consideration based on specific local factors. HELAA suitable sites are allocated at medium villages apart from at: Berton and Weston Turville due to their proximity to the growth at Aylesbury Garden Town; Great Horwood and Cheddington because they have made neighbourhood plans which allocate sites for housing; Marsworth, Brill, Padbury and Tingewick because the suitable HELAA sites are too uncertain due to lack of information about suitable access; and Stoke Hammond because of the high level of completions/commitments. Newton Longville has an excess of suitable HELAA sites beyond a reasonable amount for a medium village, and so the most sustainable site has been selected. In Maids Moreton the allocated site was selected on the basis of information derived from a planning application.
- 4.143 Allocations are therefore made at the following medium villages:
- Cuddington (23)
  - Ickford (30)
  - Maids Moreton (170)
  - Newton Longville (17)
  - Quainton (37)
- 4.144 Sites allocated in this Plan or in a made Neighbourhood Plan or committed by planning permission will normally deliver Aylesbury Vale's required level of growth in full. Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood plans. Exceptionally additional larger scale development proposed in the medium villages on sites that are not allocated either in the Local Plan or neighbourhood plan will only be permitted where it can be demonstrated through the council's monitoring of housing delivery that sites allocated are not being delivered at the rate anticipated. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner, along with satisfying the each of the criteria set out in Policy D3 above.



## Cuddington

4.145 Cuddington is located six miles to the west of Aylesbury, to the north of the A418. The centre of the village is based around a series of narrow lanes, which has been designated as a conservation area. Most modern development is located to the south side of the village along Dadbrook and the Aylesbury Road.

### D-CDN001 Land north of Aylesbury Road and rear of Great Stone House

Information	Site details
Site reference	CDN001
Size (hectares)	0.6ha
Allocated for (key development and land use requirements)	8 dwellings
Source	Call for sites
Current neighbourhood plan status	N/A
Expected time of delivery	Eight homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
Site-specific requirements	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 8 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach</li> <li>The site will be developed in accordance with the 'Defining the special qualities of local landscape designations in Aylesbury Vale District' report (March 2016)</li> <li>The development will limit built form towards the Aylesbury Road frontage</li> <li>The existing trees and hedgerows should be retained except where access vision splays are required</li> <li>The development will be designed in a way that respects the Cuddington conservation area</li> <li>The site should be accessed via Aylesbury Road with the provision of pedestrian and cycle linkages into the village.</li> </ol>

**D-CDN003 Dadbrook Farm**

<b>Information</b>	<b>Site details</b>
<b>Site reference</b>	CDN003
<b>Size (hectares)</b>	1.94ha
<b>Allocated for (key development and land use requirements)</b>	15 dwellings
<b>Source</b>	Call for sites
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	No homes to be delivered 2020-2025 and 15 homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council’s Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>a. Provision of at least 15 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>b. The site will be designed using a landscape-led approach</li> <li>c. The site will be developed in accordance with the ‘Defining the special qualities of local landscape designations in Aylesbury Vale District’ report (March 2016)</li> <li>d. The development will limit built form to the north of the site, with no built form extending south and south-east of the fence line</li> <li>e. The existing trees and hedgerows should be retained</li> <li>f. The development will be designed in a way that conserves heritage assets</li> <li>g. The site should be accessed via Dadbrook with the provision of pedestrian and cycle linkages through the site and into the village.</li> </ol>

## Ickford

- 4.146 Picturesque Ickford is close to the boundary with Oxfordshire, north of Tiddington and about four miles west of the market town of Thame. Ickford parish had a population of 680 people in the 2011 Census. The village has a number of amenities including St Nicholas Church from 1170, a village hall, play area, allotments, Ickford (primary) School, Village Stores and The Rising Sun pub/restaurant. A conservation area was designated in 1991. The older parts of the village are concentrated in four main areas, at Little Ickford, Church Road, Worminghall Road and around the Bridge Road/Sheldon Road junction. The latter half of the 20th century has seen these four pockets of development connected by modern infilling, particularly on the north side of Sheldon Road and also along the Worminghall and Bridge Roads.
- 4.147 The water cycle study (2017) assessed the impact of growth on water cycle infrastructure in the village. The following policy is to ensure that growth takes place with any upgrades to the treatment works that may be needed.

### D-ICK004 Land off Turnfields

Information	Site details
<b>Site reference</b>	ICK004
<b>Size (hectares)</b>	1.6ha
<b>Allocated for (key development and land use requirements)</b>	30 homes
<b>Source</b>	HELAA and planning application 17/02516/AOP
<b>Current neighbourhood plan status</b>	Neighbourhood plan made June 2021.
<b>Expected time of delivery</b>	30 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 30 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) and inform preparation of a layout and landscape scheme to provide landscape mitigation enhancements</li> <li>The development must provide a satisfactory vehicular access, visibility and parking to be agreed with Buckinghamshire Council following submission of a transport assessment and transport statement to the council. Pedestrian links to local facilities may need to be improved</li> <li>An ecological management plan shall be submitted to the council and approved as part of a planning application setting out the biodiversity value on the site and a mitigation strategy with the aim of the scheme delivering a net biodiversity gain for the loss of any value on the site</li> <li>An assessment of sewerage capacity and water resources and water supply will be required in consultation with Thames Water. Upgrades may be required and form part of the Thames Water Asset</li> </ol>

Information	Site details
	Management Plan.

### Maids Moreton

4.148 Maids Moreton is situated approximately a mile to the north-east of the centre of Buckingham which was the main market town and thus the outlet for agricultural produce and the source of professional services for surrounding settlements. Maids Moreton has always retained its independence and a strong sense of place despite the expansion of Buckingham reaching the edge of the village. The parish has a population of 847 (2011 Census). The village core contains a number of historic buildings, in particular a significant group of timber-framed buildings dating from the 17th century. There were a number of housing developments in the 20<sup>th</sup> century extending the original village core including the Pightle in 1922, the Leys in 1949, Church Close in 1953, Manor Park in 1965 and Glebe Close in 1982. The focus of the village is centred on the church of St Edmund, and its neighbours, The Old Rectory and Maids Moreton Hall. Maids Moreton also has a village hall, Maids Moreton (primary) School, The Wheatsheaf public house, The Vet Centre and a number of businesses at Vitalograph Business Park.

### D-MMO006 Land east of Walnut Drive and west of Foscoote Road

Information	Site details
<b>Site reference</b>	MMO006
<b>Size (hectares)</b>	8.8ha
<b>Allocated for (key development and land use requirements)</b>	170 homes, green infrastructure and surface water drainage
<b>Source</b>	HELAA and planning application 16/00151/AOP (resolution to grant planning permission subject to Section 106 agreement)
<b>Current neighbourhood plan status</b>	Neighbourhood Area designated June 2016. No neighbourhood plan stages reached.
<b>Expected time of delivery</b>	65 homes to be delivered 2020-2025 and 105 homes to be delivered 2025-2033
<b>Site-specific requirement</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 170 dwellings at a density that takes account of the adjacent settlement character and identity and the edge of countryside location</li> <li>The site will be designed using a landscape-led approach The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) and a landscape scheme with green infrastructure to be approved by the council</li> <li>A new means of access to Foscoote Road and Walnut Drive, including satisfactory visibility splays to Foscoote Road, a scheme for parking, garaging, manoeuvring and a cycling and walking strategy must be agreed by the council setting out necessary highways improvements including triggers associated with the progress of the development</li> <li>Ensure the public footpath (MMT/2/1) connecting the development</li> </ol>

Information	Site details
	<p>with Maids Moreton’s school, village hall, pub, bus stops and other services is in a suitable condition to safely and conveniently accommodate increased pedestrian and cycle traffic within a residential setting</p> <ul style="list-style-type: none"> <li>e. An updated assessment of wastewater treatment works capacity needs to be carried out, working with Anglian Water, to identify the need for infrastructure upgrades and how and when these will be carried out to inform site delivery. Furthermore, development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning authority</li> <li>f. An ecological management plan shall be submitted to the council and approved as part of a planning application setting out the biodiversity value on the site and a mitigation strategy with the aim of the scheme delivering a net biodiversity gain for the loss of any value on the site</li> <li>g. No development shall take place until an applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority</li> <li>h. Outdoor playing space (OPS) and equipped play facilities should be provided on site. Both Appendix 2 of the former AVDC Supplementary Planning Guidance for Sport &amp; Leisure Facilities and Appendix 1 of its companion document the Ready Reckoner detail the level of provision required per settlement size. As the 2017 ‘Open Space, Sports and Recreation Needs for Aylesbury Vale’ audit shows there is a lack of a suitably sized central public open space as well as no neighbourhood equipped area of play (NEAP) in Maids Moreton, meaning there is a requirement to provide such facilities (in addition to a local equipped area of play (LEAP)) on site in order to make this proposal acceptable in recreation terms. This open green space will also provide an alternative to Foxcote Reservoir and Wood SSSI and help avoid recreational impacts on the designated site</li> <li>i. A good mix of affordable property types and sizes reflective of the overall housing mix whilst taking in to account the local needs of Aylesbury Vale. There is currently a greater need for two bedroom 4 person and three bedroom five of six person houses, slightly less for one-bed two person and four-bed seven or eight person. Houses are generally preferred over flats</li> <li>j. A tenure mix of 75% rented and 25% shared ownership for the affordable dwellings would be required and two or three bed houses are preferred over flats for shared ownership</li> <li>k. Clusters of affordable housing must not exceed our 15 unit maximum for houses and 18 maximum for flats</li> <li>l. Affordable units should be built to National Affordable Housing Programme requirements and should not be distinguishable from market housing in terms of overall design details, build quality and materials. No more than 50% of the private units are to be completed until the affordable units have been completed</li> <li>m. The council works in partnership with registered providers in Aylesbury</li> </ul>

Information	Site details
	<p>Vale and can supply details of these to support the delivery of the affordable homes.</p> <p>n. A financial contribution will be required towards funding appropriate elements of the Buckingham Transport Strategy</p>

## Newton Longville

- 4.149 Newton Longville lies to the north-east of Aylesbury Vale, 2 miles south-west of Bletchley, 16 miles to the north of Aylesbury, 10 miles east of Buckingham and 7 miles north west of Leighton Buzzard. It is considered a medium village in the settlement hierarchy, with the parish having a population of 1,846 (2011 Census) and some limited services including a church, a nursery and junior school, a post office and small village store and two public houses.
- 4.150 The village is accessed from the south via Drayton Road/Newton Road, from the west via Whaddon Road, from the east via Stoke Road and from the north via Bletchley Road. Over the years the village has experienced infill development between Drayton Road and Whaddon Road.

### D-NLV005 Land south of Whaddon Road and west of Lower Rd, Newton Longville

Information	Site details
<b>Site reference</b>	NLV005
<b>Size (hectares)</b>	0.3ha
<b>Allocated for (key development and land use requirements)</b>	17 dwellings
<b>Source</b>	HELAA suitable/planning application (17/01107/AOP) – outline application with access to be considered and all other matters reserved for a residential development of around 17 dwellings including a new access point off Whaddon Road
<b>Current neighbourhood plan status</b>	N/A
<b>Expected time of delivery</b>	17 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>The site will make provision for at least 17 dwellings at a density that takes account of the adjacent settlement character</li> <li>The site should be accessed via Whaddon Road and be accompanied by a design and access statement</li> <li>The site will need to provide for a footpath extension from the site access to Longueville Hall and access to Hammond Park</li> <li>A transport statement will be required to assess the developments impact on the highway and where necessary public transportation network</li> <li>An assessment of sewerage capacity and/or water supply will be required in consultation with Thames Water</li> <li>The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA)</li> <li>Any proposed development should be expected to provide a buffer to address all boundaries.</li> </ol>

## Quinton

- 4.151 Quinton is located on the lower slopes of Quinton Hill and due to its elevated position, spectacular panoramic views can be gained from numerous vantage points throughout the village. The elevated position of Quinton also renders it visually prominent in views from the surrounding landscape. Parts of the parish were part of the ancient Bernwood Forest which covers a vast area into Oxfordshire and has significant biodiversity value. Quinton has a large village green, a medieval church, rectory, Baptist chapel, tower windmill and a mix of housing including timber-framed 17th century black and white thatched cottages, Georgian farmhouses, Victorian terraces and modern properties.

### D-QUA001 Land south west of 62 Station Road, Quinton

Information	Site details
<b>Site reference</b>	QUA001
<b>Size (hectares)</b>	0.6ha
<b>Allocated for (key development and land use requirements)</b>	13 homes
<b>Source</b>	HELAA – developer-promoted site and planning application reference 15/04276/APP (as yet undetermined)
<b>Current neighbourhood plan status</b>	The Quinton Neighbourhood Plan was made in 2016, but it does not allocate sites for development. Neighbourhood plan modification or review is underway and reached the Regulation 14 Pre Submission stage.
<b>Expected time of delivery</b>	13 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 13 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach</li> <li>The site should be accessed off Station Road</li> <li>The development must provide pedestrian and cycle routes to key destinations in the village including bus stops, the school and the village centre. Appropriate crossing points for key routes must be provided. Cycle parking at bus stops should be provided due to walking distance</li> <li>As 26% of the site is vulnerable to surface water flooding, as identified in the Level 2 SFRA carried out for this site. A site-specific flood risk assessment and surface water drainage strategy are required. to ensure that the development does not increase flood risk elsewhere and takes the opportunity to reduce flood risk for houses across Station Road</li> <li>Surface water modelling should be undertaken to define the level of surface water and the risk areas/flow paths. Climate change should be modelled using the +-40% allowance for rainfall intensity. Development proposals must comply with the SFRA Level 2 Guidance for site design and making development safe. Drainage designs should 'design for exceedance' and accommodate existing surface water flow routes water flow routes, with development located outside of surface water flood risk areas</li> </ol>



Information	Site details
	<p>g. An ecological management plan (EMP) shall be submitted to the council and approved. Development contributing to the connectivity of the Bernwood forest habitat and the conservation and maintenance of habitat for Bernwood species will be supported.</p>

### D-QUA014-016 Land adjacent to Station Road, Quainton

Information	Site details
<b>Site reference</b>	QUA014-016 (QUA014, 015 and 016 combined)
<b>Size (hectares)</b>	1.25ha
<b>Allocated for (key development and land use requirements)</b>	24 homes
<b>Source</b>	HELAA – developer-promoted site. Part of the site has an undetermined planning application for a Certificate of Appropriate Alternative Development for residential (use class C3) purposes comprising 4 dwellings (16/03886/A17)
<b>Current neighbourhood plan status</b>	The Quainton Neighbourhood Plan was made in 2016, but it does not allocate sites for development
<b>Expected time of delivery</b>	No homes to be delivered 2020-2025 and 24 homes to be delivered 2025-2033
<b>Site-specific Requirements</b>	<p>Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:</p> <ol style="list-style-type: none"> <li>Provision of at least 24 dwellings at a density that takes account of the adjacent settlement character and identity</li> <li>The site will be designed using a landscape-led approach</li> <li>The site should be accessed off Station Road</li> <li>The development must provide pedestrian and cycle routes to key destinations in the village including bus stops, the school and the village centre. Appropriate crossing points for key routes must be provided. Cycle parking at bus stops should be provided due to walking distance.</li> <li>An ecological management plan (EMP) shall be submitted to the council and approved. Development contributing to the connectivity of the Bernwood forest habitat and the conservation and maintenance of habitat for Bernwood species will be supported.</li> </ol>

### Proposals for non-allocated sites at strategic settlements, larger villages and medium villages

4.152 Sites allocated in this Plan, in a made Neighbourhood Plan or committed by planning permission will normally deliver Aylesbury Vale's required level of growth in full. Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood Plans. Aylesbury Vale. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner and meet all of the criteria in the Policy below.

#### D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages

##### 1. Small scale development and infilling

Development proposals in strategic settlements, larger and medium villages that are not allocated in this plan or in a made neighbourhood plan will be restricted to small scale areas of land within the built-up areas of settlements. Subject to other policies in the Plan, permission will be granted for development comprising:

- a. infilling of small gaps in developed frontages in keeping with the scale and spacing of nearby dwellings and the character of the surroundings, or
- b. development that consolidates existing settlement patterns without harming important settlement characteristics, and does not comprise partial development of a larger site

##### 2. Larger scale development

Exceptionally further development beyond allocated sites and small-scale development as set out in criteria a) or b) above will only be permitted where the council's monitoring of housing delivery across Aylesbury Vale shows that the allocated sites are not being delivered at the anticipated rate. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner. The proposal must contribute to the sustainability of that settlement, be in accordance with all applicable policies in the Plan, and fulfil all of the following criteria:

- c. be located within or adjacent to the existing developed footprint of the settlement \* except where there is a made neighbourhood plan which defines a settlement or development boundary, where the site should be located entirely within that settlement boundary
- d. not lead to coalescence with any neighbouring settlement
- e. be of a scale and in a location that is in keeping with the existing form of the settlement, and not adversely affect its character and appearance
- f. respect and retain natural boundaries and features such as trees, hedgerows, embankments and drainage ditches
- g. not have any adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure, and
- h. provide appropriate infrastructure provision such as waste water drainage and highways.

\*The existing developed footprint is defined as the continuous built form of the settlement, and generally excludes remote individual buildings and groups of dispersed buildings. The exclusion covers former agricultural barns that have been converted, agricultural buildings (but does not preclude permitted development for converting agricultural buildings to residential – Town and Country Planning (General Permitted Development) (England) Order 2015 as amended – Class Q) and associated land on the edge of the settlement and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement.

### Delivering sites at smaller villages

- 4.153 Smaller villages have relatively poor access to services and facilities and are therefore only suited to accommodating small-scale development. As such, no specific allocations are made at smaller villages in this plan.
- 4.154 The housing requirement for smaller villages will be met through a combination of sites allocated in neighbourhood plans and sites coming forward as part of the development management process. At smaller villages particular emphasis is given to the role of local communities in identifying how best to meet their own development needs through neighbourhood plans.
- 4.155 The HELAA has identified some suitable sites at smaller villages which indicates that there is a realistic prospect of some if not all of these sites coming forward during the Plan period. Therefore, a windfall allowance is assumed, which includes an allowance for the smaller villages.

### D4 Housing development at smaller villages

Where there is no made neighbourhood plan in place, new housing development at smaller villages will be supported where it contributes to the sustainability of that village and is in accordance with all applicable policies in the Local Plan, provided that the proposed development fulfils all of the following criteria:

- a. is located within the existing developed footprint of the village\* or is substantially enclosed by existing built development
- b. would not lead to coalescence with any neighbouring settlement
- c. is of a small scale (normally five dwellings or fewer) (net) and in a location that is in keeping with the existing form of the settlement and would not adversely affect its character and appearance
- d. respects and retains natural boundaries and features such as trees, hedgerows, embankments and drainage ditches
- e. would not have any significant adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure, and
- f. can be served by existing infrastructure

*\*the existing developed footprint is defined as the continuous built form of the village, and excludes individual buildings and groups of dispersed buildings. This includes former agricultural barns that have been converted, agricultural buildings and associated land on the edge of the village and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the village*

### Assessing proposals at other settlements

- 4.156 The overall spatial strategy set out in policy S2 is to direct new development to the larger settlements, with moderate amounts of development in villages and very restricted development in the other settlements that are not defined as villages in the settlement hierarchy. This is because the 'other' settlements in the settlement hierarchy have very limited facilities and are therefore not regarded as sustainable locations for strategic growth. Importantly the communities in those 'other' settlements can still however seek to allocate land for development in neighbourhood plans. The replacement of existing homes and the infilling of one or two homes in an otherwise built-up frontage is not regarded as strategic growth and will generally be acceptable, provided that the proposal is in accordance with all other relevant policies in the development plan.
- 4.157 Dwellings that come forward under this policy will count towards the windfall allowance set out in Policy S2.

### D5 Housing at other settlements

In other settlements, where there is no neighbourhood plan in place, permission for the construction of new homes will only be granted for infilling of small gaps in developed frontages with one or two homes in keeping with the scale and spacing of nearby homes, and for the replacement of existing homes in their original curtilage, where there would be no adverse effect on the character of the countryside or other planning interests, subject to other policies in the Local Plan.

### The need for new employment land

- 4.158 Future employment requirements for Aylesbury Vale have been assessed as part of the Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA, Opinion Research Services and Atkins, December 2016). The assessment used an economic forecast from Oxford Economics to predict the number of workers there will be by 2033. They assessed the amount of floor space required for each employment use to accommodate that number of workers. This was then converted into land area requirements for each employment use – the ‘demand’ calculation. The ‘supply’ was then assessed taking account of any existing employment allocations in either the old Local Plan or neighbourhood plans, sites with planning permission minus sites that have prior approval to be converted from offices to residential development.
- 4.159 An addendum to the Bucks HEDNA (Opinion Research Services and Atkins, September 2017) provides additional information, analysis and clarification. The addendum takes account of additional factors, including sensitivity testing employment density assumptions (how much floorspace is required per worker for different types of employment use), analysis of past employment floorspace completions and a property market report. As with the Buckinghamshire HEDNA, this identifies the supply-demand balance in terms of land requirements, noting an oversupply of employment land in Aylesbury Vale compared with estimated need. This amounts to a surplus of around 300,000 sqm of total B use class land in Aylesbury Vale, mainly the result of unimplemented planning consents.
- 4.160 A property market review carried out by Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) presents a different picture to that presented by the HEDNA (Appendix A of the HEDNA Addendum - Buckinghamshire Office and Industrial Floor Space Market Review, June 2017). Based on recent transactions, supply in the pipeline and analysis of market trends, the review notes there is weak demand in the office sector and an industrial sector that outperforms the office sector. With regard to warehousing, the review notes that the area is constrained compared to other locations.
- 4.161 When planning for future employment requirements it is important to consider employment land in the context of the wider Functional Economic Market Area (FEMA), which also includes Wycombe, Chiltern and South Buckinghamshire, none of which are able to meet employment floorspace requirements set out in the HEDNA. For the FEMA, the HEDNA Addendum analysis of supply and demand indicates a shortage of office and warehousing floorspace and a surplus of industrial land. This Plan recognises that Aylesbury Vale’s surplus of employment land can help make up for shortages elsewhere in the FEMA. However, it is considered unlikely that Aylesbury Vale could make up the entire shortfall of other authorities in the FEMA, in particular with regard to warehousing, given locational constraints.
- 4.162 The council has examined the potential for reducing the level of employment provision in Aylesbury Vale. This has focused on reviewing sites where it is considered employment use does not need to be protected in the long term. It should be noted that for the market to function efficiently and to allow effectively for churn, choice and flexibility, it will always be necessary for the supply of land and premises to be in excess of projected future demand.

### Provision of new employment land

- 4.163 Continuing provision of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area. This should provide sufficient opportunities for employment needs to be met locally, reduce the need to travel to work, and promote economic growth and social inclusion. This will be achieved by the protection of suitable existing employment sites, (including enterprise zones), from other forms of development, existing commitments and allocations, as set out in policies E1 and E2. A flexible approach is

required to allow employment development to come forward on other suitable sites where a specific requirement needs to be met. Re-use or replacement of an existing building in an urban or rural area will be supported provided it is appropriate as per the conditions of policy D6.

### D6 Provision of employment land

Employment development will generally be supported in sustainable locations:

- a. through allocations in this plan and appropriate allocations in neighbourhood plans
- b. through the intensification or extension of existing premises
- c. as part of a farm diversification scheme
- d. through the appropriate re-use or replacement of an existing building provided this is well designed, appropriate to its context having regard to the scale of the proposal, location and impact on the surrounding area. Or
- e. in a rural location where this is essential for that type of business.

Proposals for suitable live-work developments which will not diminish normal residential amenity, will be permitted in locations considered suitable for open market residential development. The subsequent conversion of such units to full residential use will not be permitted unless evidence can be submitted that there is no prospect of the unit being used for that purpose.

Employment land is allocated in the following locations:

Aston Clinton Road MDA<sup>14</sup>: 5,000 sqm appropriate class E

Kingsbrook: 10 hectares (estimated 40,000 sqm) appropriate class E /B2/B8 (see Policy D-AGT6)<sup>15</sup>

Berryfields: 9 hectares/36,000 sqm appropriate class E /B2/B8 (see Policy D-AGT5)<sup>16</sup>

Hampden Fields 18,250 sqm appropriate class E. 3,650 sqm B2 and 7,300 sqm B8 (total 29,200 sqm (see Policy D-AGT4)<sup>17</sup>

Woodlands, College Road (part of Arla/Woodlands/ Enterprise Zone): 25,600 sqm appropriate class E, 44,400 sqm B2 and 32,800 sqm B8 (total 102,800 sqm use) (see Policy D-AGT3)<sup>18</sup>

Land south of the A421 and east of Whaddon Road: 2.07 hectares (see Policy D-NLV001)<sup>19</sup>

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<sup>14</sup> Outline consent approved subject to S106 (15/03806/AOP)

<sup>15</sup> Outline consent granted 05 Dec 2013 (13/06249/AOP)

<sup>16</sup> Outline consent granted 14 Oct 2008 (07/00052/ADP)

<sup>17</sup> Application awaiting decision 16/00424/AOP

<sup>18</sup> Application awaiting decision 16/01040/AOP

<sup>19</sup> Resolution to approve outline application 15/00314/AOP

## Town, village and local centres to support new and existing communities

- 4.164 Town, village and local centres across Aylesbury Vale are crucial in supporting the growth of sustainable communities by being a focal point for local communities in terms of services, retail, leisure and employment. It is therefore important to retain a hierarchy of centres and a 'town centre first' approach for those areas, in order to support the growth and distribution proposed in the VALP's strategy and help retain local distinctiveness across Aylesbury Vale.
- 4.165 Changes in the way that people shop mean that the role of town, village and local centres is evolving. Growth in internet shopping and other factors mean the focus of town and local centres in future is likely to be more diverse than the traditional retail role. The VALP provides a flexible approach to be able to accommodate potential changes in the role of town and local centres during the Plan period. The strategy and policy approach seeks to ensure town and local centres will flourish and prosper, providing a mix of uses.
- 4.166 Within Aylesbury Vale Aylesbury town centre is the largest centre, followed by Buckingham town centre, and on a smaller scale the centres at Wendover, Winslow and Haddenham. Aylesbury and Buckingham are both operating as the main town centres in Aylesbury Vale, offering a range of social, cultural, leisure and employment functions for a wide catchment area. However, they are competing with nearby larger centres at Milton Keynes, Bicester, Oxford, and to a lesser extent High Wycombe, Hemel Hempstead, and Luton. Aylesbury has a number of local centres that provide an important local shopping role that should be maintained.
- 4.167 Aylesbury will remain the principal retail and service centre in Aylesbury Vale recognising its role as a potential Garden Town, but the town centre needs continued investment and revitalisation. There has been significant investment in the transport infrastructure and cultural offer at Aylesbury in recent years including development of the Waterside Theatre, Waterside North and the surrounding area. Policy D8 sets out a strategy for growth and revitalisation of Aylesbury town centre. The policy sets out further details about how the vision will be implemented and allocates a site in the town centre for redevelopment.
- 4.168 Buckingham town centre also needs to build on its programme of regeneration to maximise the benefits continuing growth can bring, and to support the level of jobs and homes growth proposed for the northern part of Aylesbury Vale. Growth of the university campus is likely to play a role in this. Some of these issues are addressed in the made Buckingham Neighbourhood Plan. It sets out policies to revitalise and grow Buckingham town centre.
- 4.169 To support economic, retail and leisure activity in centres within the other strategic settlements of Winslow, Wendover and Haddenham, the council will encourage a mix of uses as well as resisting the loss of essential provision. The policy seeks to create a positive framework to support economic growth and diversity in town and local centres with a mix of uses which can include retail, leisure, services and employment.
- 4.170 Similar to the approach for supporting employment growth, the strategy for town, village and local centres seeks flexibility to support opportunities for sustainable growth. This approach also recognises that a variety of uses, as well as retail, need to be encouraged to support local, village and town centres, particularly at strategic centres. This will enable them to compete with centres outside Aylesbury Vale, make them more sustainable and support their renaissance.
- 4.171 Community services and local facilities continue to be important in local and village centres. The strategy seeks to resist the loss of essential facilities and businesses such as local shops, pubs and post offices and wider community services so that communities continue to thrive and do not stagnate or go into decline. Policy I3 covers this in more detail. The council will support communities in preparing neighbourhood plans to help address these issues.



- 4.172 New local centres are to be provided within major development areas which will be key to supporting sustainable development.
- 4.173 Town centres also have an important contribution towards meeting the requirement for housing. Residential development in the right location adds to the vitality and viability of the town centre and helps reduce the need to travel as people can live close to work and local services. However, this must not lead to the loss of locations required for uses directly related to the town centre and its shopping and leisure functions, and should be of an appropriate scale.
- 4.174 Town centres are suitable locations for residential development of an appropriate scale and form in order to contribute to the mix of uses and create a vibrant centre. This should comprise a mix of tenures and sizes of units including affordable housing (in line with Policy H2).
- 4.175 Aylesbury Vale Retail Study 2015 identifies the need for growth of retail (convenience or comparison) beyond that which is already committed in allocations or planning permissions. Aylesbury Town Centre Retail Capacity Update (December 2016) provides updated figures for Aylesbury Town Centre convenience floorspace capacity and district-wide comparison floorspace capacity. The update takes account of an increase in the catchment area and growth in the resident population which results in increased expenditure availability and advises that the 2029 and 2033 capacity figures be reviewed in five years time. In light of these studies indicative targets for retail floor space provision are as follows:

**Table 9 Convenience and comparison floor space**

<b>Convenience floor space capacity</b>	<b>2019</b>	<b>2024</b>	<b>2029</b>	<b>2033</b>
Aylesbury town centre <sup>20</sup>	-	2,970	5,260 m <sup>2</sup>	6,980m <sup>2</sup>
Buckingham	-	-	-	-
Haddenham	-	-	-	-
Wendover	-	8 m <sup>2</sup>	20 m <sup>2</sup>	29 m <sup>2</sup>
Winslow	222 m <sup>2</sup>	262 m <sup>2</sup>	299 m <sup>2</sup>	328 m <sup>2</sup>
<b>Comparison floor space capacity</b>	<b>2019</b>	<b>2024</b>	<b>2029</b>	<b>2033</b>
Aylesbury Vale total	5,966 m <sup>2</sup>	14,364 m <sup>2</sup>	22,587 m <sup>2</sup>	29,289 m <sup>2</sup>

- 4.176 Aylesbury Town Centre Retail Capacity Update (December 2016) reflects the most up-to-date information on the amount of retail growth that Aylesbury Vale could accommodate over the Plan period. Floorspace requirements have increased reflecting additional expenditure available and hence capacity. The update recognises Aylesbury's enhanced role as a potential new Garden Town delivering the majority of Aylesbury Vale's growth. Policies and allocations in this Plan

<sup>20</sup> This takes account of the pipeline/commitment at Gatehouse Quarter of 2,806sqm. If this development does not come forward there may be a requirement for the equivalent floorspace to come forward earlier in the Plan period.

provide for future retail provision to come forward over the Plan period. Further retail provision is also expected to come forward through neighbourhood plans.<sup>21</sup>

- 4.177 The policy below suggests the amount of comparison and convenience retail provision that might be provided over the Plan period. The relative balance between comparison and convenience floorspace is indicative only and there may be scope for flexibility on this.
- 4.178 For convenience retail, the Plan allocates sufficient sites to meet nearly all the expected requirement in Aylesbury for the whole plan period (6,893sqm out of 6,980sqm). At Winslow, the council will explore whether there is scope for including new retail as part of the development of a new station. At Wendover, the amount of additional retail capacity is too small (29sqm) to make specific provision for. For comparison retail, Local Plan site allocations have the potential to meet requirements up until 2028 (21,604 sqm out of 29,289 sqm). Provision at Buckingham through the neighbourhood plan, should this come forward, will contribute towards Aylesbury Vale wide requirement. In the longer term, a potential further extension of Waterside North to include Hale Leys Shopping Centre may offer scope to develop additional retail floorspace.

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<sup>21</sup> For example, Buckingham Neighbourhood Development Plan Policy (October 2015) EE2 allocates land for retail, office and mixed development. Winslow Neighbourhood Plan Policy 18 allocates land for a new food retail store of up to 300 sqm, Steeple Claydon NP Policy SC2 allocates a site (280sqm) for A1 convenience food retail.

## D7 Town, village and local centres to support new and existing communities

The strategy for town, village and local centres builds on the vision and strategic objectives set out in the VALP. Growth and expansion of town and local centres should be consistent with the existing hierarchy of centres within Aylesbury Vale.

The council will promote the sustainable growth and regeneration of Aylesbury, Buckingham, Haddenham, Wendover and Winslow. Within defined town centres, development proposals for retail, leisure, commercial, office, tourism, cultural, community and residential development will be supported (subject to compliance with other policies in the VALP) where they:

- a. retain or enhance the town centre’s historic character and appearance, vitality and viability
- b. sustain or enhance diverse town centre uses and customer choice, incorporating residential accommodation above ground floor level where possible, and
- c. are readily accessible by public transport, walking and cycling.

Proposals for town centre uses should be sited within the town or local centres. Proposals for such uses outside town or local centres are to be considered against Policy E5.

Proposals for development in and around town, local or village centres, including proposals for changes of use, should support the aspirations for regeneration of those centres including those subjects to neighbourhood plans by improving the range and quality of retail, public realm, leisure, employment and training opportunities.

New local centres will be provided within major development areas.

In local and village centres, proposals for services and local community facilities will be supported, which are of an appropriate scale and do not compromise the character of the area and the functionality of the centre. These should ensure that any change of use from E/F.2 maintains the general vitality and viability of the centre and does not seriously diminish the provision of local shopping facilities.

Local and village centres will be encouraged to grow and loss of essential facilities and businesses such as local shops, pubs and post offices will not be supported.

**Table 10 Retail allocations**

<b>Retail Allocations</b>	<b>Comparison Sq m</b>	<b>Convenience Sq m</b>
Woodlands, College Rd: E/F.2: 2,000 sqm (assume 40% comparison) and Hot Food Takeaway: 1,000 sqm See Policy AGT3	800	1,200
Berryfields MDA E/F.2: 1,400sqm (assume 35% comparison) See Policy AGT5	490	910
Hampden Fields (See Policy AGT4): around 1,200 sqm (GFA) Foodstore (Class E), 900sqm (other local shops) - E 600sqm restaurants and cafes - E 600sqm Public House/Letting Rooms - Sui Generis 400sqm Professional Services - A2	1,050	1,050

Aston Clinton Road MDA E 500sqm (35% comparison)	70	130
<b>Town Centre Redevelopment Area</b>		
Civic Quarter E/F.2: 97sqm,	34	63
Royal Mail Sorting Office (100% comparison)	5,000	0
Waterside North Phase 2 and 3; 220,000sqft (20,439 sqm) of which 30,000 sqft (2,790 sqm) E/Sui Generis. 17,700 sqm E/F.2 (80% comparison)	14,160	3,540
<b>Total Floorspace (sqm)</b>	<b>21,604</b>	<b>6,893</b>

## Aylesbury town centre

- 4.179 Aylesbury is the county town of Buckinghamshire and has long been the focus of new development in Aylesbury Vale and will continue to be the main location for growth in its role as a Garden Town. Investment and development both inside and beyond the town centre boundary will be necessary to meet the needs of the growing population of the Garden Town. Part of the vision for Aylesbury Garden Town is that by 2033, Aylesbury will have a thriving and revitalised town centre. It will have an enhanced environment, with shops, leisure facilities, open space, homes, businesses and services, built and designed to high standards, bringing renewal to the town and enhancing the attraction of the historic core.
- 4.180 Aylesbury is fortunate in having successfully retained its historic centre whilst accommodating significant modern developments. A major part of its attraction is the proximity of the “Old Town”, centred around St. Mary’s Church, to the main shopping area. Within the shopping area a number of historic buildings and frontages add to its distinctiveness and character.
- 4.181 Recent years have seen significant local authority investment in the town with the development of Aylesbury Waterside Theatre, Waitrose, Travelodge, a university campus and new parking. Further regeneration is planned as part of The Exchange scheme. The town is reasonably well represented by national retailers and has a major department store. The owners of the two shopping centres continue to invest in improving the interior environment and Friars Square, the larger centre has been particularly successful in attracting new brands and strengthening the town’s fashion offer. However, in order to compete successfully within the sub-region, Aylesbury needs to overcome the current challenges it faces.

## The challenges

- 4.182 Increase in economic and political uncertainty – Nationally consumers have proved remarkably resilient since the Brexit vote and, despite the unprecedented backdrop, consumer spending has generally remained robust. However, with the prospect of rising inflation, the increasing reliance on consumer debt to support spending, and the lack of detail about the impact of Brexit, there is concern about consumer confidence and how this will affect spending patterns.

The outlook for retailers is also challenging. With rising costs, but consumer confidence uncertain, retailers are having to consider how much they can pass on to consumers. Retailers are likely to hold back on capital expenditure and employment particularly in towns of Aylesbury’s size which are still working to establish themselves as a destination in their own right. This inevitably means that future aspirations for the town centre need to recognise that phased development within a vision framework will be the favoured approach.

- 4.183 Attractiveness and identity – like all town centres, there are areas of Aylesbury which haven’t been improved for some time and consequently reflect negatively on the town. This affects both visitors’ perception and those of potential new investors. The Aylesbury Town Centre Plan makes clear that future plans need to pay equal attention to these areas as well as the opportunities for new development.
- 4.184 A growing population – with Aylesbury remaining the main focus and a significant area for housing and employment growth in Aylesbury Vale, further infrastructure including outer link roads to help reduce town centre congestion, as well as retail within and beyond the town centre, will need to continue to develop, simply to meet the needs of a growing and working population. However, timescales for new infrastructure can be long and Aylesbury will need to work hard to retain its consumer base.
- 4.185 Protecting existing investment – the success of existing assets and investments, whether private or public, depend on the whole visitor experience. Plans to deliver new shops, catering outlets and public realm improvements to support, for example, Aylesbury Waterside Theatre, have not

come forward as quickly as originally anticipated, largely due to the economic downturn and developers holding back on capital expenditure.

- 4.186 Competition and changing expectations – as well as people's changing expectations of their town centres, other growing trends are posing a threat to the traditional high street:
- 4.187 Out of town retailing – key retailers moving out of Aylesbury's town centre when their leases come up for renewal to capitalise on more modern units tailored to their requirements, and often cheaper rents and business rates, could have a major impact.
- 4.188 Competition from major supermarkets – that have made themselves more appealing to people with busy lifestyles by broadening their non-food retail offer and raising their game in sectors such as fashion by using leading designers.
- 4.189 Omnichannel shopping – this continues to be the single biggest impact on the shape of town centre retailing. The speed at which retailing has shifted online is putting strain on traditional business models, many of which are no longer fit for purpose. Many retailers are responding by rationalising their portfolio but also by developing a seamless omnichannel offer which includes a convenient click and collect offer for the consumer, and an opportunity for the retailer to capture secondary purchases through the collect visit.
- 4.190 Consumers making fewer, shorter trips to towns – preferring to make longer trips, less frequently, to bigger regional centres which offer the total day experience. Here shopping can be combined with a variety of leisure activities, whether dining or visiting the cinema. A two-hour drive is not considered unreasonable by today's consumers. The exception to this is food shopping, where the main shop trip size is getting smaller and the top-up trip size is getting bigger. This change is a result of the competition and people wanting to shop around from the big four supermarkets and the increase in the number of small convenience stores.
- 4.191 Leisure time is becoming more important – to people leading busy lives and as people make use of digital technology to make their purchases. This has resulted in a notable shift in consumerism towards the pursuit of experience over material goods. Shopping will no longer be the primary reason to visit a town centre. The opportunity to socialise in Aylesbury town centre will be key to its future success.
- 4.192 The proposed East-West Rail route – could attract visitors from the villages in between Aylesbury and Milton Keynes. However, it will also make it easier and more attractive for them to go to MK from Winslow (a new station is due to open in the early 2020s) if Aylesbury does not succeed in improving its offer.
- 4.193 The rising popularity and enhancement – of other competing centres such as High Wycombe and Bicester town.

#### **Failure to capitalise on our catchment**

- 4.194 Aylesbury has a large potential catchment of 259,000 people within a 25 minute drive time<sup>22</sup>. Three-quarters of this catchment – well above the national average have a high quality lifestyle profile and are in the top three Acorn groups - affluent achievers, rising prosperity, and comfortable communities. The majority of Aylesbury's catchment are consumers with good levels of disposable income seeking good quality products and good quality shopping/leisure experiences. It's also a high spending catchment over-indexing vs GB average on almost all categories. Yet the town is failing to capitalise fully on its catchment profile because, while some

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<sup>22</sup> Aylesbury Town Centre Retail Capacity Update, December 2016

are visiting the town centre for employment reasons or to use services such as banks, they are not necessarily visiting in the numbers that could be achieved in terms of retail and other activities. Of those who are visiting, an insufficient number are spending their money in the town. So, unless Aylesbury improves its offer to give its catchment market what it is increasingly looking for, current leakage to neighbouring towns will continue.

### Guiding principles and strategic aims for future development

4.195 In seeking to enhance Aylesbury's role as county town and sub-regional shopping centre, the council has developed and approved the Aylesbury Town Centre Plan (2014) which was prepared working closely with Aylesbury Town Council, Buckinghamshire Council and other key stakeholders ranging from local community organisations to owners of the shopping centres and independent operators. The Town Centre Plan sets out seven guiding principles for the future development of Aylesbury town centre:

**Principle 1:** Positioning the town centre correctly by providing a complementary, credible experience to nearby centres such as Milton Keynes and Watford and being a 'best in class' sub-regional centre.

**Principle 2:** Being different, rather than a clone, but basing the town's unique selling point on reality. Aylesbury needs to distinguish itself from other town centres in the area, but in a way that is credible.

**Principle 3:** Offering what the 'market' is looking for to capitalise on our enviable catchment. Whilst there has been significant investment in the town centre in recent years by both the public and private sector, Aylesbury's retail offer is currently weighted towards the lower/mass market consumer, with a limited choice in terms of product categories, ranges and brands for the mid/upper market, discerning consumer.

When asked what would make people visit Aylesbury Town Centre more often, 'better quality shops' was the most common answer, followed by 'more independents, better department stores and more high street brands'<sup>23</sup>. An independent food and beverage assessment carried out by Coverpoint in 2014 also concludes that the town centre food and beverage sector needs more choice across all categories, but particularly in the family dining and mid-higher quality categories. This research was used to inform phase one of The Exchange scheme. However, with the continued growth in the food and beverage market, coupled with the housing growth planned for the Aylesbury area and the development of a residential community in the heart of the town itself, there is still significant unmet demand.

**Principle 4:** Encouraging social interaction. Whilst the retail experience is changing largely as a result of omnichannel retailing, visitors will still value a physical town centre outlet, particularly if it offers them opportunities to browse and spend time in an attractive environment and meet their friends and family. They will see the town centre as a place not just for shopping or business, but for social interaction in its widest sense and as a place in which to meet, relax and spend their leisure time. New improvement schemes need to recognise this by delivering, integrated mixed uses including housing and quality public space throughout the town to help connect the different areas.

**Principle 5:** Build community spirit. Social interaction is about inclusiveness and using space and facilities to help build a sense of togetherness as one community. We should aim to create a town which shows its community spirit through welcoming events and activities.

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<sup>23</sup> Postcode Plus Survey July 2016

**Principle 6:** Take a connected, ‘whole town’ approach. The success of one area of the town should not be compromised by development in another and we must take a strategic approach to work such as green infrastructure and signage.

**Principle 7:** Appeal to all our different town centre users. We must make sure we’re appealing to the whole of our potential catchment including families, young professionals, students, college and university leavers who are looking for their first jobs, empty nesters and older people.

4.196 The following strategic aims flow from the guiding principles, our vision for Aylesbury and the studies and strategies which arose from the recommendations from the previous Aylesbury Town Centre Masterplan work carried out by ARUP. They are cross-cutting, which means they have implications for the whole of the town, but the action plans in the Town Centre Plan show how they will apply to specific areas.

4.197 The strategic aims are grouped under two main headings, economic regeneration and physical regeneration:

#### **Economic regeneration**

4.198 Provide a more balanced and attractive leisure, retail and food and beverage offer and circuit, which:

- helps transform the day, evening and weekend economy in Aylesbury and puts it on the map as a destination of choice
- matches the needs of all ages and communities and brings them together
- matches the needs of consumers from within our catchment (and beyond), business investors and operators, and
- builds on the legacy of London 2012.

#### **Physical regeneration**

4.199 Create a high quality, connected and sustainable built, natural and transport environment which appeals to, and matches the needs of, all consumers and business investors within our catchment market and supports our leisure, retail and housing aspirations.

#### **The vision**

4.200 To enable Aylesbury to compete and succeed in the future we need to continue our work to reinvigorate the town centre. The Aylesbury Town Centre Plan contains the following vision for the town:

- To be a high profile, sub-regional centre for entertainment and the arts, which has added a distinctive edge to its market town heritage
- To be a distinctive, ‘best in class’, modern market town, which is attractive, safe, sustainable and accessible
- To provide a quality, day and evening environment in terms of leisure, retail and food and drink, which attracts and brings together people of all ages and communities from within its enviable catchment
- (Aylesbury Town Centre Plan, 2014)

4.201 There are a number of uses and activities that should be accommodated in the town centre including shopping, leisure, entertainment, employment, housing, worship and tourism. It is an objective of this Plan to accommodate these sometimes competing uses in a way which most benefits the whole of the town centre.



4.202 The Aylesbury Town Centre Plan reflects the advice in the National Planning Policy Framework (NPPF) (2012) regarding town centres, which states that policies should support their viability and vitality and promote competitive town centres that provide customer choice and a diverse retail offer.

4.203 Action plans for areas in the Town Centre Plan are summarised below:

**Table 91 Aylesbury Town Centre Action plan**

Area	Action Plan main aim	How VALP will help achieve
Market Square, Walton Street and Friars Square	Make more of the area's presence as a key retail, catering and leisure hub	Town centre policies to support proposals for retail and other main town centre uses, provided they are in accordance with the vision and aims for the town centre
Kingsbury (including George Street and Pebble Lane)	Create a more attractive environment for residents, visitors and businesses and improve it as the gateway to the Old Town	Town centre policies to support public realm improvements and improving the quality of the town centre
Aylesbury Old Town (the historic quarter)	Preserve and enhance this residential area as a key part of the town's heritage and culture offer and improve its links with the rest of the town centre, in keeping with its conservation area status	Heritage assets policy to ensure these are properly considered when assessing development proposals
Gateway South (railway and bus stations)	Improve the railway and bus stations as key arrival points and improve their connection with the rest of the town centre	Allocation of area for comprehensive redevelopment (as shown on the policies map) including co-locating the bus and railway stations to create a public transport interchange
Upper and middle High Street	Create a more attractive retail environment (especially in middle High Street), improve connections between upper High Street and Exchange Street, ensure both upper and middle High Street are part of the retail circuit and flow with the rest of the town centre	Town centre policies to support public realm improvements and improving the quality of the town centre, including improvements for pedestrian access
Cambridge Street, Buckingham Street and New Street	Cambridge Street: Improve the quality and attractiveness of the whole area, the continuity of active frontages along Cambridge Street and the appeal of Cambridge Street to independent shops. Buckingham Street and New Street: Improve the physical environment, reduce dominance of the car and integrate the area more fully into the	Town centre policies to support proposals for retail, public realm improvements and improving the quality of the town centre, including improvements for pedestrian access

Area	Action Plan main aim	How VALP will help achieve
	rest of the town centre and the retail circuit	
Vale Park and the Grand Union canal (to Circus Fields)	Capitalise on two of the town's key assets and connect them with the rest of the town centre and the wider countryside.	One of the key elements of the Aylesbury Garden Town vision is that the town will have an accessible, sustainable and well managed green infrastructure network including improved linkages from the town to new communities and to the surrounding countryside
Waterside South (from Walton Street junction to Upper Hundreds including Exchange Street and lower High Street)	Break down the concrete barrier of the inner ring road and improve links and accessibility from the rest of the town centre to Aylesbury Waterside Theatre, Aqua Vale Leisure Centre, Vale Park and the retail parks	Part of the site has already been redeveloped. The plan allocates an increased area for mixed-use redevelopment on a site between the Exchange Street car park and the Royal Mail sorting office
Waterside North	Develop the site in phases to enhance the retail, food and beverage and housing offer in the town centre, strengthen links and help rejuvenate neighbouring areas such as Market Square, Walton Street and middle High Street	Development underway. General policies to support appropriate development in the town centre

### A place to shop

4.204 In accordance with the NPPF (2012), the principles of the settlement hierarchy, and recognising Aylesbury's role as a Garden Town, new shopping development should be concentrated at Aylesbury, and this development should be concentrated within or at the edge of the town centre. Aylesbury's town centre embraces a multitude of uses and activities including shops, homes, jobs, pubs and clubs, restaurants, leisure, sports and community facilities. The town centre is defined on the Policies Map and includes the area within the inner relief road, along with areas to the south which include Morrison's and the railway station, to the south-east including Aylesbury Waterside Theatre, Waitrose, and Vale Park and Aqua Vale Swimming and Fitness Centre to the east, and to the north-east including Aylesbury Shopping Park, B&Q and the Royal Mail sorting office. The town centre boundary is as identified in the Aylesbury Vale Retail Study 2015 Annex F and is shown on the Policies Map. Proposals for development within this area will be considered having regard to their town centre location.

### New floor space requirements

### Comparison goods

4.205 As the population grows with the expansion of the town and within the wider area, there is a need for the town's shopping facilities to expand and improve in order to maintain Aylesbury's role as the main retail focus in Aylesbury Vale and as a sub-regional centre in the county. The

Aylesbury Town Centre Retail Capacity Update was carried out in 2016. This concludes that 22,587sqm of comparison floor space<sup>24</sup> will be required by 2024, increasing to 29,289sqm by 2033.

- 4.206 New comparison retailing will be focused at Aylesbury as the main focus for shopping in Aylesbury Vale, recognising its role as a Garden Town. This figure is not seen as a prescriptive target, but rather as an indicative guide to the amount of floor space that will be required in the Plan period.
- 4.207 It is essential to locate comparison shopping in such a way as to extend range and choice. The first priority is therefore to accommodate the additional floor space within the retail core of the town centre. The additional floor space will primarily be delivered by allocating a new site within the town centre for a mixed-use redevelopment.
- 4.208 Waterside North, a town centre site adjacent to Exchange Street, has been identified for a number of years as the location for the next phases of development and is currently under construction. The Phase one scheme will see the construction on part of the site, of up to four restaurants, with 47 apartments on three floors above and a new public square. It is due to be completed in 2018.
- 4.209 The provision of the additional retail floor space is expected to be included in future phases of development which will extend the site beyond Waterside North to the Royal Mail sorting office. This area is shown on the policies map. In addition to retail, these development phases should provide a mix of main town centre uses (and an element of residential) and fulfil the vision and strategic aims for the town centre as set out above. This should include an element of car parking to redress any shortfall from the loss of existing car parks as a result the next phase of town centre regeneration.
- 4.210 An Aylesbury parking strategy, due to be commissioned shortly, will set out the council's aims regarding parking in the town, identify the amount the town centre needs and conclude where this should be located and in what form.
- 4.211 Within the town centre, the council will view positively proposals for retail and other main town centre uses provided they contribute positively to improving the quality of the town centre and delivering the vision and aims set out above. The 2015 Retail Study concludes that qualitative improvements and investment will be needed to retain Aylesbury's credibility as a sub-regional centre and ensure that it can increasingly be seen as a place for social interaction. In particular, the development or redevelopment of smaller sites can lead to qualitative improvements in shopping facilities and can readily be accommodated within and enhance the town centre. Other proposals for town centre comparison goods shopping will be assessed against policy D7.

### Convenience stores

- 4.212 Aylesbury is well served by convenience stores<sup>25</sup>, and the Retail Capacity Study Update 2016 concludes that convenience floorspace capacity in the short term (up to and beyond 2019) is sufficient to accommodate the known pipeline commitments plus some headroom. By 2024 the capacity floorspace moves to 2,970sqm rising to 5,260sqm by 2029 and 6,980sqm by 2033. Within the town centre, a scheme for external enhancements and an extension to the existing Sainsbury's store fronting Buckingham Street has been approved subject to a Section 106 planning obligation agreement. This is linked to the development of the larger, new Sainsbury's store which is proposed at Gatehouse Road, Aylesbury.

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<sup>24</sup> Comparison goods are defined in full in the glossary, but include items such as clothing and electrical items

<sup>25</sup> Convenience stores are defined in full in the glossary but include items such as food, beverages and newspapers

### Aylesbury transport hub

- 4.213 As part of the overall vision for the town and to ensure that the town remains accessible, an area known as the Aylesbury transport hub is allocated for comprehensive mixed use redevelopment, including co-locating the bus and railway stations to create a new public transport interchange. New residential units will be provided, along with public realm improvements, connectivity improvements to the rest of the town, new open space and other main town centre uses including a hotel.

### D8 Town centre redevelopment

The starting point for identifying sites in the town centre is the Aylesbury Town Centre Plan (2014). The Policies Map identifies a site between the Exchange Street car park and the Royal Mail sorting office (including Hampden House and Upper Hundreds car park) for mixed-use redevelopment based principally on retail uses with an element of residential and other town centre uses at an appropriate scale and location. The redevelopment scheme(s) must make adequate provision for car parking in accordance with the council's car parking strategy. Development proposals must contribute positively to meeting the vision and strategic aims for the town centre. Details of retail floorspace provision are set out in Policy D7.

Aylesbury town centre and the primary shopping frontages are defined on the Policies Map (see Policy E6). Informed by the aims and objectives of the Aylesbury Town Centre Plan, and the evidence in the retail studies identifying a continuing need to improve and invest in Aylesbury town centre, qualitative redevelopment in the town centre will be supported and encouraged.

The policies map also identifies an area for the Aylesbury transport hub. This area is allocated for comprehensive mixed use redevelopment including co-locating the bus and railway stations to create a new public transport interchange, provision of new residential units, public realm improvements, connectivity improvements to the rest of the town, new open space, new green infrastructure (in line with policy NE1 and I1) and other main town centre uses including a new hotel and the relocation of the superstore. Friarage Road may need to be rerouted to accommodate the new development.

### D9 Aylesbury town centre

Elsewhere in the town centre, proposals for retail and other main town centre uses will be supported to reflect Aylesbury's status as Garden Town and the opportunities this will bring. Proposals should contribute positively to improving the quality of the town centre and delivering the vision and strategic aims for the town centre set out above and in accordance with the latest published town centre plan. Proposals should have particular regard to enhancements to the built environment, improvements for pedestrian access and environmental enhancements (in line with policy NE1 and I1) to the public realm.

### A place to live

- 4.214 Residential uses in Aylesbury town centre are mainly concentrated in the 'Old Town' area around St. Mary's Church, extending along Church Street and Parsons Fee to Castle Street and Rickfords Hill and north from the church along Nelson Terrace, Granville Street and Ripon Street, and to the south-west of the town in the Friarscroft area.

- 4.215 It is important to ensure that the residential role of the town centre is not lost to ensure that Aylesbury continues and enhances its role as a vibrant and thriving town providing opportunities for social interaction. Providing more housing within and close to the town centre will help meet this aim. More housing in the town centre is sustainable; it will provide greater choice, a better balance of uses, accommodation for those who wish to be less reliant on the car, and increased activity outside peak periods. It will help provide a more attractive and safer town centre environment and add positively to the quality of the centre's urban fabric. A number of sites within Aylesbury town centre are identified as being suitable or part-suitable for housing development in the Housing and Economic Development Land Availability Assessment, and three of these are to be allocated for housing. These sites are identified on the Policies Map. Two further sites in the town centre are identified as part-suitable for housing (Royal Mail sorting office and Hampden House). These form part of the site for town centre redevelopment identified above and are covered by policy D8.
- 4.216 Due to the change in permitted development rights, the council has seen an increase in the number of offices that have been converted to flats. It is anticipated that the recent increase in residential development in Aylesbury town centre will continue, not only by the conversion of employment to residential, but also the use of the upper floors above shops, which can be particularly suitable for conversion to flats.

### **D10 Housing in Aylesbury town centre**

The council will support proposals for residential development in Aylesbury town centre that are consistent with the above vision and aims, in the following locations:

- a. use of upper floors above shops
- b. conversion of vacant or underused employment buildings
- c. as subsidiary parts of (re)development and other mixed use developments provided that this is of an appropriate scale and is in accordance with other policies in this Plan

### **A place of leisure and entertainment**

4.217 Aylesbury town centre (which includes Vale Park, the canal basin and Aqua Vale Swimming and Fitness Centre) provides the focus for much of the town's leisure needs, and also serves a much wider catchment. The town centre also provides entertainment facilities such as the Waterside Theatre, a cinema complex, parks, restaurants, bars and nightclubs. The council recognises the essential role of such facilities in the town centre and will resist proposals that would result in the erosion of community facilities and services as set out in policy I3.

### Gypsy, Traveller and Travelling Showpeople sites

- 4.218 This policy sets out a criteria-based approach to assess potential allocations and any applications for new sites or for expanding current sites within Aylesbury Vale. This is required to ensure that Gypsy, Traveller and Travelling Showpeople accommodation is provided in suitable locations. It is important to identify sites that are sustainable economically, socially and environmentally; have access to services, facilities and potential sources of employment; and which will promote inclusive communities but which will not be out of scale with or dominate nearby settled communities. When considering whether a proposed Gypsy and Traveller site would dominate settled communities, regard will be given to existing Gypsy and Traveller sites outside Aylesbury Vale boundary but still in close proximity to the settled community. As set out in the national planning guidance there is no presumption that a temporary grant of planning permission should be made permanent.
- 4.219 Good practice guidance<sup>26</sup> has previously advised that an average family pitch must be capable of accommodating an amenity building, a static and touring caravan, drying space for clothes, a lockable shed, parking space for two vehicles and a small garden.
- 4.220 The Government's Planning Policy for Traveller Sites (PPTS) identifies a definition distinction that Gypsies and Travellers who no longer lead a nomadic lifestyle are treated as non-travelling Gypsies and Travellers for the purposes of the planning system and their needs must therefore be met by the requirements of the National Planning Policy Framework (NPPF) (2012). However, the Human Rights Act 1998 and the Equalities Act 2010 protects their cultural choice to live in mobile accommodation and therefore there is a need to plan for this type of accommodation within the Plan.

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<sup>26</sup> Designing Gypsy and Traveller Sites – Good Practice Guide, CLG, 2008; revoked 2015

### D11 Gypsy, Traveller and Travelling Showpeople sites

Proposals for Gypsy, Traveller and Travelling Showpeople sites or Gypsy and Traveller park home sites will be supported where it can be demonstrated that there is an identified need, taking into account existing local provision and the availability of alternative sites, and the following criteria have been met:

- a. It has reasonable access to existing local services and facilities (including shops, schools, healthcare and public transport). Sites should either be within or close to existing sustainable settlements or with good access to classified roads and/or public transport
- b. Have safe and convenient vehicular access without giving rise to adverse impacts on highway safety
- c. Be able to achieve a reasonable level of visual and acoustic privacy for both people living on the site and those living nearby
- d. Not have a significantly adverse impact on environmental assets such as the countryside, landscapes, the historic environment, biodiversity, watercourses (including an ecological buffer zone), open space and green infrastructure
- e. The size and scale of the site and the number of caravans stationed is appropriate to the size and density of the local settled community, and does not dominate the nearest settled community
- f. The site should not be located where there is a risk of flooding or be affected by environmental hazards that may affect residents' health or welfare
- g. The site must be capable of being adequately serviced by drinking water, utilities and sewerage disposal facilities
- h. Sites should remain small in scale – no more normally than 15 pitches on any one site
- i. Sites should be suitably designed and the layout include enough space to accommodate the proposed number of caravans, landscaping, vehicles and ancillary work areas as appropriate.
- j.

In the case of Travelling Showpeople, proposals will be also be assessed, taking into account the needs for mixed use yards and the nature and scale of the Showpeople's business in terms of land required for storage and/or the exercising of animals.

Sites in the Green Belt will not be permitted unless other locations have been considered and only then where very special circumstances can be demonstrated.



# 5 Housing

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## Affordable housing on open market sites

- 5.1 At the time of writing the National Planning Policy Framework's (2012) Glossary defines affordable housing as 'social rented, affordable rented'<sup>27</sup> and intermediate housing'<sup>28</sup>, provided to eligible households whose needs are not met by the market. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. The definition explicitly excludes 'low cost market' housing.
- 5.2 Paragraph 159 of the NPPF (2012) requires Local Planning authorities to have a clear understanding of housing needs in their area via an assessment to identify the scale and mix of housing and the range of tenures that the local population is likely to need. It also states that if Housing Market Areas cross boundaries such assessments should be prepared cooperatively between relevant councils. The Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) has therefore been prepared for the four former district councils in Buckinghamshire based on relevant Government guidance. The final revision of the HEDNA published in December 2016 identifies a need for the former Aylesbury Vale district area to accommodate 4,200 affordable homes in the Plan period.
- 5.3 As a result of meeting housing need from adjacent councils which cannot meet their need in their own areas, Aylesbury Vale will also need to deliver a suitable proportion of affordable housing to address transferred affordable housing need within the overall unmet need. Such provision will need to recognise that the requirement in policy H1 below has been subject to viability appraisal based on the situation in Aylesbury Vale and the provision will need to match the requirement set out in the policy and not necessarily what would be required on site within the adjacent council areas.
- 5.4 The majority of affordable housing in Aylesbury Vale is achieved by requiring developers to provide affordable homes as part of open market housing developments (through Section 106 agreements). To enable the council to meet the identified need, it will seek to secure 25% affordable housing on qualifying development sites. The HEDNA identifies an affordable housing need of 4,200 dwellings during the Plan period. This equates to 20.4% of Aylesbury Vale's overall housing need, but to achieve the required number of affordable homes an allowance must be made for the developments which will be below the 11-house threshold and will not deliver affordable housing. Based on a viability assessment of the potential to deliver affordable housing on new developments, it is considered that a rate of 25% will deliver the required total of affordable housing and still allow landowners and developers to secure the competitive returns referred to in paragraph 173 of the NPPF (2012). Allowing for 25% affordable homes to be provided on the entire housing figure (i.e. including the unmet need element referenced above) a total of 7,150 additional affordable homes must be provided in Aylesbury Vale in the Plan period.
- 5.5 Policy H1 states that affordable housing will be sought on developments of 11 or more dwellings or, to prevent the development of sites with large houses at very low densities simply to avoid the threshold, sites of 0.3 hectares or larger. This reflects the recently introduced Government threshold of 10 dwellings or fewer under which Section 106 planning obligations for affordable housing should not be sought.
- 5.6 Applicants seeking a lower percentage of affordable housing than sought by the policy must demonstrate why it is not economically viable to provide the required level. Open book calculations verified by an independent consultant chosen by the council will need to be provided

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<sup>27</sup> Affordable rented housing is normally let at less than 80% of market rent.

<sup>28</sup> Intermediate housing is provided at a cost below market levels and includes rented and shared ownership/shared equity homes.

by the applicant to demonstrate why the required level of affordable housing cannot be provided. Applicants will need to demonstrate that the viability assessment in place to support the Local Plan does not address the factors that they consider make the proposed development of the site unviable. Where development is demonstrated to be unviable, further negotiations will take place including consideration of the mix and type of social housing proposed, to test whether there is a better and more viable arrangement.

- 5.7 Affordable housing should be provided on the application site as this offers the best prospect of ensuring a mixed and balanced community. To achieve this it will be important to avoid the affordable dwellings being overly concentrated in only a few areas of a development. Affordable homes will therefore be expected to be integrated throughout the development site. Methods for achieving this will be set out in the forthcoming Affordable Housing SPD.
- 5.8 Exceptionally, off-site provision or financial contributions in lieu of affordable housing may be considered by the council where it can be demonstrated by an applicant that on-site provision cannot be achieved. The mechanism for how this can be demonstrated will be outlined in the forthcoming Affordable Housing SPD.
- 5.9 The type, size, tenure and location of the affordable homes will be negotiated on a site-by-site basis, with reference to the stipulations of Policy H6 and the content of the HEDNA. The availability of any affordable housing subsidy and identified needs in the locality at the time of the proposal will be considered, based on the most up-to-date evidence on housing need and any available evidence regarding local market conditions. For example, a proportion of affordable dwellings may be required to be suitable or easily adaptable for occupation by the elderly or people with disabilities to accord with Policy H6c. External factors such as subsequent changes in legislation, regulations or Government policy that affect the requirement of certain types of affordable homes, such as the changes suggested by the HWP, will also need to be considered. Further details will be provided in the Affordable Housing SPD.
- 5.10 Alternative housing delivery methods that may include affordable housing, such as Community Land Trusts and Community Right to Build, will be considered in line with national policy and in accordance with Policy H1 Affordable Housing.
- 5.11 The allocation of affordable housing will be made in accordance with the council's relevant allocations policy. Affordable homes are to remain affordable in perpetuity or, if this restriction is lifted, the subsidy should be recycled for alternative affordable housing provision within Aylesbury Vale.
- 5.12 Further details of the council's approach to affordable housing and the implementation of this policy will be provided in the Affordable Housing SPD.

## H1 Affordable housing

Residential developments of 11 or more dwellings gross or sites of 0.3ha or more will be required to provide a minimum of 25% affordable homes on site. In addition:

- a. The type, size, tenure and location of affordable housing will be agreed with the council, taking account of the council's most up-to-date evidence on housing need and any available evidence regarding local market conditions.
- b. Where an applicant advises that a proposal is unviable in the light of the above policy requirement, other policy requirements, specific site characteristics and other financial factors, an independently assessed\* open book financial appraisal of the development should be provided by the applicant
- c. Exceptionally affordable housing provision may be provided off-site or a financial contribution made in lieu of such provision. This will need to be justified as an exception to normal policy as part of the planning application.
- d. Where a site forms part of a larger site of a size which is capable of being developed, the affordable housing requirements will be applied on a cumulative basis.
- e. The affordable homes will be expected to be integrated throughout the development site in accordance with the adopted Supplementary Planning Document.
- f. Where the affordable housing policy would result in a requirement that more than half of an affordable home should be provided, the calculation will be rounded upwards and where it would be less than 0.5 a financial contribution of equivalent value may be sought.

Further details regarding the implementation of this policy will be provided in the Affordable Housing SPD.

\*the independent consultant who will assess the financial appraisal will be chosen by the council.

### Affordable housing on rural exception sites

- 5.13 The largely rural nature of Aylesbury Vale coupled with high house prices means the provision of affordable housing in rural areas to meet local needs is important. It helps to create and maintain sustainable, inclusive and mixed communities. The need for more affordable homes in rural settlements tends to be particularly acute as opportunities for delivery are more limited. This is mainly due to the limited availability of land suitable for residential development.
- 5.14 The National Planning Policy Framework (NPPF) (2012) defines rural exception sites as small sites used for affordable housing in perpetuity where sites would not normally be used for housing, and seeks to address the needs of the local community. Such sites often provide fewer than 12 dwellings in locations within or immediately adjacent to the relevant settlement.
- 5.15 This policy applies to those areas designated as 'rural areas' in Statutory Instrument 1997 No. 625; The Housing (Right to Acquire and Enfranchise) (Designated Rural Areas in the South East) Order 1997, in accordance with national guidance. The statutory instrument lists the areas (parishes by list and part parishes by map) where there is an exemption from 'right to acquire' on social rented properties. This assures that properties built on rural exception sites within these designated areas remain affordable in perpetuity.
- 5.16 The council expects exception schemes to be supported by the local parish council, and actively encourages parishes which are aware of a need for affordable housing to work with the Rural Housing Enabler or equivalent to undertake a local housing needs survey. Occupation of rural exception housing should be restricted to people with a local residential or employment connection to the parish and/or surrounding parishes where the development is proposed. A detailed description of the approach to establishing a local connection will be set out in the forthcoming Affordable Housing Supplementary Planning Document.
- 5.17 It is expected that rural exception sites will generally deliver 100% affordable housing. In some cases however, as recognised in paragraph 54 of the NPPF (2012), some 'market housing' may be appropriate on sites where it can be demonstrated that the market housing is necessary to cross-subsidise the delivery of significant additional affordable housing within the scheme. On the basis of the NPPF (2012) text it is considered that 'some' cannot mean more than 50% of the houses within an exception site being market housing. In order for the council to establish if market housing is required, and if so the quantity, the applicant will be expected to provide an independently assessed open book financial appraisal of the development to demonstrate the viability of the revised scheme.

### H2 Rural exception sites

In rural areas, small-scale developments for affordable housing may exceptionally be permitted, provided that the proposal meets the following criteria:

- a. the number, mix, and design of dwellings is appropriate to meet local housing needs established through a housing need survey
- b. it is located on a site within or adjoining the existing developed footprint of the settlement\*
- c. developments must be appropriate in scale, design and character to the locality, and
- d. dwellings permitted in accordance with this policy will be reserved in perpetuity for those in affordable local need with a valid local connection by planning obligation or conditions

#### **Cross-subsidy**

Where an independently assessed open book viability assessment can demonstrate that 100% affordable housing cannot be delivered on an exception site, the council may agree to a

proportion of some market homes within the site, if they meet the above criteria as well as the criteria below:

- e. the viability assessment must show that the scale of the market housing component is essential for the delivery of the rural exception affordable housing scheme and that it is based on rural exception site land values and must not include any profit, and
- f. the majority of the development must be for rural exception affordable housing.

\*the existing developed footprint is defined as 'the continuous built form of the settlement, and excludes individual buildings and groups of dispersed buildings, agricultural buildings and associated land on the edge of the settlement and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement'.

### **Rural workers dwellings**

- 5.18 National policy (National Planning Policy Framework (2012) paragraph 55) states that ‘Local Planning authorities should avoid new isolated homes in the countryside, unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside’. Policy H3 applies this national policy. The definition of a rural worker is not limited to someone employed in agriculture or forestry. It can include, for example, those employed in equestrian or other rural-based enterprises, water-based businesses, etc. The policy makes this explicit. The definition does not apply to someone whose business or occupation is carried out in a wide locality in the rural area, for example a tradesperson who does not require fixed premises.

### **The need for a full-time worker**

- 5.19 The provision of a dwelling for occupational purposes in the countryside is an exception to normal planning policy. Consequently, the policy requires evidence clearly demonstrating that the scale and nature of an existing or intended enterprise is sufficient to require one or more full-time workers to live at or near to the place of work. The particular assessments applied can be different depending on whether the application is for a dwelling for an agricultural, forestry or other essential rural worker and whether the application is for temporary or permanent accommodation.

### **Functional need for a temporary dwelling**

- 5.20 The policy allows for temporary dwellings because a new farming, forestry or rural-based enterprise (whether on a newly created agricultural unit or an established one) may not be able to demonstrate the need for a permanent dwelling. By definition, these take the form of a caravan or structure which can easily be dismantled as any temporary permission will be granted for a specified period. This period will usually be for no longer than three years, with conditions requiring removal at the end of the period.

### **Functional need for a permanent dwelling**

- 5.21 The assessment of ‘functional need’ establishes whether the proposed dwelling is essential to enable one or more workers to be readily available at most times to ensure the proper functioning of the existing enterprise, provided that such a requirement cannot be reasonably dealt with by any other means. For agricultural workers such a requirement might arise, for example, if workers are needed to be on hand day and night, such as in case animals or agricultural processes require essential care at short notice

### **Financial test for rural workers’ dwellings**

- 5.22 Occupational accommodation cannot be justified on agricultural, forestry or business grounds unless the business enterprise is economically viable. A financial test is necessary to establish whether this is the case for both temporary and permanent dwellings. New temporary dwellings will only be justified if the new enterprise is realistically expected to be profitable within a determined period. To justify a new permanent dwelling as sustainable development, the rural business enterprise must be well established. Applying the financial test can also help to establish the size and design of the dwelling which the farming, forestry or rural business unit can sustain.

### **Occupancy and other conditions**

- 5.23 Where a dwelling for a farm, forestry or essential rural worker has been permitted, the council wishes to ensure that the dwelling is kept available for meeting this need for as long as it exists.

Permitted development rights allow certain developments, such as extensions, within the curtilage of a dwelling house. These could result in an occupational dwelling increasing to a size either not justified by the identified functional requirement of the unit or becoming too expensive for any future potential occupier to buy or rent. The policy therefore makes provision for conditions and legal agreements to preserve the attributes of an occupational dwelling.

### Information and appraisals

- 5.24 Applicants must provide sufficient information to enable the council to determine any application for an occupational dwelling or the removal of an occupancy condition. The council may also seek the advice of agricultural or other consultants to give a technical appraisal of the case being put forward.

## H3 Rural workers dwellings

### Requirements for all rural workers' dwellings

All new dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following criteria are met:

- a. The need relates to a full-time worker (someone employed to work solely or mainly in the relevant occupation) and does not relate to a part-time requirement
- b. There is a functional need for a worker to live at, or in the immediate vicinity of, their place of work (considering the requirements of the activities, operations and security of the enterprise and not personal preferences or circumstances). For a temporary dwelling, the need is essential to support a new rural business activity and for a permanent dwelling, there is an essential existing functional need. By itself, the protection of livestock from theft or injury by intruders does not establish need, nor do requirements arising from food processing or agricultural contracting, and nor does a retirement home for a former farmer. Conventional methods of forestry management are unlikely to give rise to an essential functional need.
- c. The functional need could not be fulfilled by any other means. For example, applicants will need to demonstrate why agricultural, forestry or other essential rural workers could not live in nearby towns or villages, or make use of accommodation already existing on the farm, area of forestry or business unit. Where applicable, the council will take into account the Town and Country Planning (General Permitted Development)(England) Order 2015 Schedule 2 Part 3 Class Q for changes of use from agricultural buildings to dwellings.
- d. It is sited so as to meet the identified functional need and is related to existing farm, forestry or rural business buildings, or other dwellings where these exist on or adjacent to the unit for which the functional need has been established.
- e. Suitable accommodation has not been sold separately from the land within the last five years, including that which might have been converted

### Temporary rural workers' dwellings

The council will not normally give temporary permission in a location where a permanent dwelling would not be permitted. New temporary dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following additional criteria are also met:

- f. The future economic viability of the enterprise to which the proposed dwelling relates can be demonstrated by a sound business plan. This should demonstrate that the proposed enterprise has been planned on a sound financial basis with a reasonable prospect of delivering a sustainable profit before or by the expiry of the temporary period that the proposal seeks to secure.



- g. it takes the form of a caravan, a wooden structure, or other temporary accommodation of the minimum size required to support the proposed new rural business activity.

The council will not normally grant extensions to a temporary permission over a period of more than three years. If permission for a permanent building is subsequently sought, the merits of the proposal will be assessed against the criteria in this policy relating to permanent occupational dwellings in the countryside.

#### **Permanent rural workers' dwellings**

New permanent dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following additional criteria are also met:

- h. The economic viability of the enterprise to which the proposed dwelling relates can be demonstrated by satisfying the 'financial test' applied by the council. This should demonstrate that the enterprise to which the application relates:
  - i. has been established for a continuous period of at least the previous three years and in the case of an enterprise consisting of more than one activity, those three years shall apply to the latest activity relating to the application
  - ii. has been profitable (in a realistic sense, taking account of the nature of the enterprise) for at least one of those three years and
  - iii. is financially sound on that date and has a clear prospect of remaining so
- i. Agricultural, forestry or other occupational dwellings should be commensurate in size to the established functional requirement. In determining the appropriate size of a dwelling, the council will consider the requirements of the enterprise rather than those of the owner or occupier. New dwellings must be of the minimum size and an appropriate design commensurate with the established functional requirement and reflective of the enterprise's financial projections unless robustly justified. The council will not permit dwellings that are:
  - i. unusually large in relation to the agricultural, forestry or rural business needs of the unit, with net useable floor space not normally larger than 180 sqm for the initial dwelling and 120 sqm for each dwelling thereafter. This threshold excludes garaging but including associated offices such as a farm office. Or
  - ii. unusually expensive to construct in relation to the income the unit can sustain in the long term.

Permitted Development Rights may be removed in order to ensure that a dwelling is not subsequently extended to a size which exceeds its functional requirement.

#### **Occupancy conditions and removal of conditions**

Planning permission will be granted subject to a planning condition or S106 protecting its continued use by agricultural, forestry and other rural workers. An agricultural, forestry or rural worker occupancy condition will only be lifted if it can be demonstrated that both of the following criteria are met:

- j. A suitable sustained attempt has been made to advertise and market the dwelling for sale or rent without any unreasonable restriction and with amenity land proportionate to its size and at a price that reflects the occupancy restriction for a continuous period of at least 12 months or an appropriate period as agreed with the Local Planning Authority. This should be evidenced through relevant documents such as marketing and valuation reports, which have been independently assessed\* before submission to the council
- k. The rural worker dwelling no longer serves a need in connection with the holding to which it relates and there is no agricultural, forestry or rural worker occupational need elsewhere that it could reasonably service, nor is it likely that any such needs will arise in the foreseeable future.

The council would not expect an occupational dwelling for an essential rural worker to be severed from the business unit to which it is tied, unless the business fails. In particular, the council would be unlikely to support any subsequent application to remove an occupational condition on such a severed dwelling or any future application for a new dwelling relating to the business. Even if the business to which the dwelling relates fails, the council would expect every reasonable effort to be made to retain the occupational dwelling. The council would apply the same principles as it would to a proposal to remove an agricultural or forestry condition.

Proposals for the removal of an agricultural or forestry condition will be considered on the basis of an up-to-date assessment of the demand for farm or forestry dwellings in the locality and not just on the particular farm or forestry holding. When considering proposals to remove the occupancy condition for an essential rural worker, the council will need to be convinced that the dwelling is no longer needed for the continuing rural enterprise. Alternatively, in the event that the enterprise fails, it will need to be demonstrated that the dwelling is not needed for any proposed new use with planning permission or to meet a wider need in the locality for an occupational dwelling for an agricultural, forestry or essential rural worker.

\*the independent assessment should be by an assessor approved by the council.

### **Replacement dwellings in the countryside**

- 5.25 In the countryside existing dwellings already form a part of the landscape and associations with other buildings and with infrastructure are already established. Therefore, outside the Green Belt, the replacement of existing dwellings with a similar dwelling will generally be acceptable. Whilst accepting the principle of the erection of replacement dwellings, it is important to take into account the overall effect of the proposed replacement on its surroundings. To avoid harmful impacts the effects of the proposed replacement should be compared with the impact of the existing dwelling. If the dwelling being allowed exceeds the original size, the council may impose a condition withdrawing future permitted development rights to prevent further expansion harming the surrounding area. For the purpose of the comparison the term 'dwelling' will not include any detached garaging or domestic outbuildings.

#### **H4 Replacement dwellings in the countryside**

The replacement of dwellings within the countryside on a one-for-one basis will normally be supported provided that the replacement dwelling is not significantly greater in size than the one it replaces, does not cause significant harm to the site or its surroundings and accords with the design principles set out in policy BE2.

### Self/custom build housing

- 5.26 The affordability of housing in Aylesbury Vale is a continuing challenge, and delivering housing that is affordable to local families is a priority for the council. The council considers that custom and self build housing can play an important part in solving the housing challenge, by complementing the mainstream housing built by large house builders and housing associations.
- 5.27 The Community Infrastructure Levy regulations define self/custom build housing as ‘a dwelling built by or commissioned by someone to be occupied by them as their sole or main residence for at least three years.’ Because the VALP allocates mainly larger housing sites, without this policy it is likely that custom builders would struggle to compete for sites.
- 5.28 The National Planning Policy Framework (NPPF paragraph 50)(2012) expects local authorities to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local authorities must also plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes.

### H5 Self/custom build housing

The plan will expect developments proposing 100 dwellings and above (including partial development(s) of a wider site and the cumulative need for provision) to provide a percentage of serviced plots for sale to self/custom builders. These numbers will be determined on a site-by-site basis dependent on evidence of demand and feasibility, and subject to a legal agreement.

## Meeting Accommodation Needs

### Housing mix

- 5.29 Developers are expected to provide housing solutions that contribute to meeting the housing needs of the housing market area, as identified in the latest Housing and Employment Development Needs Assessment (HEDNA) and in any other appropriate local evidence. This means new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.
- 5.30 A variety of housing types and sizes is necessary to meet current and future housing needs of the local population to enable households to more easily find housing which suits their needs and that they can afford. During consultations many residents commented that the proportion of larger houses in new developments was too large and more smaller units should be available. The housing mix will be agreed taking into account the council's most up-to-date evidence on housing need and any evidence available regarding local market conditions. It is imperative to recognise that an appropriate housing mix will vary between urban and rural locations for example, large scale flatted developments are not generally provided on small sites in villages.
- 5.31 The Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) (2016) provides conclusions on the required mix of market and affordable housing need by house type and size for the VALP period. These conclusions take into account projected changes in the population and estimates future demand. The majority of the housing need is for houses, with a need for some flats identified. The proportions are however a guide rather than a requirement as they may need to be varied on the basis of specific circumstances or evidence. Any variation in the proportions will need to be fully justified and variations should not take place to simply accord with a developer's preferences.
- 5.32 The HEDNA's conclusions regarding house sizes and types are set out below:

**Table 102 Housing mix for sizes and types**

Type	Number of bedrooms	Percentage
<b>Market Housing</b>		
Flats	1 bedroom	4%
	2 bedrooms	4%
Houses	2 bedrooms	13%
	3 bedrooms	52%
	4 bedrooms	21%
	5+ bedrooms	6.5%
<b>Affordable Housing</b>		
Flats	1 bedroom	9%
	2 bedrooms	6%
Houses	2 bedrooms	36%

Type	Number of bedrooms	Percentage
Houses	3 bedrooms	39%
Houses	4 bedrooms	10%

*\*NB percentages may not equal 100% due to rounding*

### H6a Housing mix

New residential development will be expected to provide a mix of homes to meet current and expected future requirements in the interests of meeting housing need and creating socially mixed and inclusive communities. The housing mix will be negotiated having regard to the council's most up-to-date evidence on housing need, available evidence from developers on local market conditions and shall be in general conformity with the council's latest evidence\* and Neighbourhood Development Plan evidence where applicable for the relevant area.

\*The council's latest evidence is in the Buckinghamshire HEDNA update Dec 2016, but this will be subject to monitoring and review. This will be updated periodically.

## Housing for older people

- 5.33 As set out at paragraph 50 of the NPPF (2012) local planning authorities should plan for a mix of housing to meet the needs of different groups in the community including older people. The demographic projections in the HEDNA's housing needs assessment show that the population of Buckinghamshire is likely to increase by between 64,700 and 73,700 people over the 20-year period 2013-2033. The number of people aged 75 or over is projected to increase by around 32,100, approximately half of the projected growth. It follows that there is likely to be a significant need for housing which will be able to meet the needs of older people.
- 5.34 The Buckinghamshire HEDNA Update 2016 identifies the following demand for housing for older people in Aylesbury Vale:

**Table 13 Demand for older person housing**

Older person housing type	Number of units
Change in population aged 75+ over Plan period	+12,727 people
Extra care – Owned	380
Extra care – Rented	190
Sheltered 'plus' or 'enhanced' sheltered – Owned	130
Sheltered 'plus' or 'enhanced' sheltered – Rented	130
Dementia	80
Leasehold Schemes for the Elderly (LSE)	1,530
<b>TOTAL</b>	<b>2,440</b>
<i>Percentage of overall Objectively Assessed Need (OAN)</i>	<i>12.6%</i>

- 5.35 The objectively assessed housing need (OAN) for Aylesbury Vale's older people set out in the table above does not include the projected increase of the 75+ institutional population in Aylesbury Vale (which includes older people in residential care homes and nursing homes, use class C2). For Aylesbury Vale, it is projected in the HEDNA that the institutional Class C2 population aged 75+ will increase by 1,020 people over the plan period. Housing need for older people will therefore need to be met through a mixture of normal housing (Use Class C3) and institutional provision (Use Class C3).
- 5.36 Buckinghamshire Council (BC) has prepared several documents entitled 'Housing for Older Citizens in Buckinghamshire'; 'Market Position Statement for Specialised Housing' Update and Recommendations report – December 2016 Housing; and the Learning Improvement Network (LIN) 'Older and Vulnerable Adults Housing' report. These indicate a significant need for accommodation for older people on the basis of population forecasts.
- 5.37 In order to properly assess the need for residential care for older people it is important to differentiate between C2 (residential institutions) and C3 (residential dwelling house) provision for older people. Table 14 provides an analysis of the generic types of residential care and services offered, and the typical use class each type falls under. The types of accommodation identified in Table 14 are mostly provided through the private sector. However, services may be commissioned through Buckinghamshire Council Health and Adult Social Care Services to provide

an element of C2 care. The council will secure allocations for residential care to meet the forecast C2 demand.

- 5.38 Recent appeal decisions, both locally and nationally, have found that some of the categories defined as C3 housing in the HEDNA should instead be identified as C2 institutional uses, based on an analysis of the care available/provided and levels of self-containment. On that basis, the council considers that some of the Use Class C3 or normal housing provision for the older people identified in the HEDNA should instead be included within the requirement for Use Class C2 or institutional accommodation for older people. These fall under the Extra Care (570), Sheltered 'plus'/enhanced sheltered (260) and Dementia (80) categories listed in the HEDNA table included above, and totals 910 units. This figure must be added to the overall projected aged 75+ institutional population increase demand for older people accommodation of 1,020 units. The resultant overall requirement for C2 older people provision therefore equates to 1,930 units need over the plan period (2013-2033).
- 5.39 The remaining category in the HEDNA table is Leasehold Schemes for the Elderly (LSE), which totals 1,530 units. LSE units are still regarded as Use Class C3 housing given their lack of obligatory care packages or communal facilities. Such housing is normally provided by Registered Providers (RPs) and is another category of intermediate affordable housing beyond that addressed by policy H1. The LSE classification is now referred to as Older Persons Shared Ownership (OPSO) housing.
- 5.40 In order to satisfy the HEDNA requirement for OPSO/LSE housing, RPs will be able to apply for funding to deliver these schemes through the Homes England Shared Ownership and Affordable Housing Programme 2016-2021. Individuals are also able to directly access OPSO housing through the Help to Buy initiative. The Help to Buy initiative sets out the eligibility criteria for applying for an OPSO scheme. The eligibility criteria will apply to occupants/owners of OPSO housing and provides, amongst other criteria that applicants must have a maximum annual household income threshold of £80,000 and be aged over 55. Under the OPSO scheme, the maximum equity share which can be owned is 75% of the value of the home. Once this percentage has been reached, 25% of the equity share remains with the equity loan holders.
- 5.41 In order to identify the remaining need for C2 provision, an assessment of previous C2 commitments and completions was undertaken from the start of the plan period in 2013 up to the housing supply base-date in VALP of 31st March 2020. This figure currently stands at 718 units completed or committed since 2013. The remaining need of 1,212 units constitutes the local plan requirement of 1,212 units of C2 accommodation for older people which needs to be identified for the rest of the plan period (2020-2033).
- 5.42 Although paragraph 47 of the NPPF 2012 applies to housing growth, the council considers it best practise that C2 provision for older people should be made for a supply of specific, developable sites or broad locations for growth for years 1-5 of the remaining plan period (2020-2025). Dividing the overall remaining local plan C2 older person's requirement of 1,212 units by the remaining plan period of 13 years gives a per annum figure of 93 units. This equates to 465 units over years 1-5 needing to be allocated on specific developable sites. For the remaining 8 years of the plan period, years 6-13, the council considers it prudent to identify specific, developable sites where it is possible so that the remaining C2 requirement of 747 houses can be delivered. If this is not possible, it is considered acceptable to identify broad locations where portions of the remaining 747 units C2 older person's provision can be accommodated. Some of the C2 requirement may be met by mixed C2 and C3 schemes.
- 5.43 To aid in the categorisation of planning applications for older person's accommodation the following table provides an illustration of the types of accommodation for older people and the services they provide. The definitions in Table 13 have been accepted at previous examinations in public and recognised as industry standard definitions within the Housing Learning and Improvement Network (LIN).



**Table 14 Types of older people accommodation**

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
Retirement Accommodation	Independent population.	Self contained accessible accommodation. A sustainable location in terms of access to local amenities and services. Built to meet lifetime homes standards. Guest room providing at least two bedrooms in each unit.	Community Alarm. Visiting warden/scheme manager service on demand, floating support service.	Typically C3, dependent on number of hours or type of service offered termed 'extra care' Domiciliary care on site or visiting.
Conventional Sheltered Housing	Independent population. Capacity to cope with occasional care needs.	En-suite private accommodation. High standard of accessibility internal and external. Guest room. Enhanced communal facilities: e.g. craft facilities, IT suite, etc. Infrastructure in place for assistive technology. Generous storage space in addition to that within the individual unit.	Facilitated access to care services. Dedicated warden/scheme manager service. Facilitated social and recreational activity programme, floating support service.	Typically C3, dependent on number of hours or type of service offered termed 'extra care' Domiciliary care on site or visiting.
Enhanced Sheltered Housing	Mixed dependency population. Including up to 12 hrs per week care needs. Aggregate care needs 150-200 hrs per week.	Assisted bathing facilities. Access to meals service. Recreational/Leisure facilities. Infrastructure in place for assistive technology. Guest accommodation. Restaurant.	Manager based on site to provide support and facilitate access to day opportunity services. Expedited access to care services. Facilitated social and recreational activity programme. On site care and/or	C2

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
		Fully equipped craft rooms. IT Suite. Exercise suite. Generous storage space in addition to that within the individual unit.	support.	
Extra Care Sheltered Housing	Mixed dependency population, around 1/3rd having care needs in excess of 18 hrs care per week. 1/3rd low care needs. 1/3rd no current care needs. Aggregate care needs at least 240 hrs per week. Existing residents supported in extreme frailty. Some residents with moderate levels of dementia.	En-suite one bedroom accommodation. Restaurant. Fully equipped craft rooms. IT Suite. Exercise suite. Daytime activities. Scheme design encourages orientation. Infrastructure in place for assistive technology and some utilisation of assistive technology. Generous storage space in addition to that within the individual unit. Communal facilities available.	Manager based on site to provide support and co-ordination 24/7 on site care. Facilitated recreation, social, cultural programme. Access to nursing/wellbeing services. Access to dementia services.	C2
Registered Care Home	Minimum care needs 18 hrs per week up to highest level of personal care short of nursing. Capacity to cope with highest levels of physical and mental frailty.	In space and design standards meeting the requirements of the Commission for Social Care Inspection. Infrastructure for assistive technology and some utilisation of assistive technology. Exceeding the minimum space	In staffing levels and practice meeting the requirements of the Commission for Social Care Inspection. Evidence of highest professional practice and staffing to support life enrichment for residents.	C2

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
		standards and with additional facilities to enrich the life experience of residents. Guest accommodation.		

- 5.44 To allocate the 465 units needed to meet the C2 older persons’ units requirement for 2020 – 2025, an assessment of suitable housing and employment HELAA sites was undertaken. A conservative estimation of developable area, density and site capacity was applied based on previous commitments and completions for C2 developments. Allowances were made for amenity space as well as other non-residential land use. To determine the broad capacity for each site, the assessment utilised two density categories – urban and less urban. 70 uph (units per hectare) was identified as an appropriate density for sites that have a less urban and more suburban or edge of settlement characteristic, and 100 uph was identified as appropriate for sites that are in an urban setting, where a higher density would be more suitable. Sites subsequently allocated for C2 use following this assessment process are listed in part a. of policy H6b. Currently allocations fall short of the target by 51 units, but it is expected that planning permissions will quickly resolve this shortfall.
- 5.45 In order to show how the remaining 747 C2 older persons’ units requirement for 2025 - 2033 will be delivered, broad locations for growth have been identified in policy H6 b. Areas identified have been assessed as having the basic capacity to support C2 development for older persons. However, there is currently insufficient technical evidence and/or supporting infrastructure to make specific allocations. In addition, the provisions made in E1 Protection of key employment sites give sufficient flexibility for uses other than appropriate class E, B2 or B8 – including C2. Policy E2 Other employment sites also contains sufficient flexibility in its provisions for the redevelopment/reuse of sites outside key employment areas.
- 5.46 The allocation for the redevelopment of Winslow Centre (WIN026) is an expansion of a scheme allocated in the Winslow Neighbourhood Plan that proposed to deliver 30 C2 units for older people which will now deliver 83 units of C2 accommodation for older people. The expanded scheme intrudes into an allocated area of Local Green Space which protects recreation facilities, however those facilities are to be replaced by a new sports hub near to Winslow station. The review of the Local Green Space allocation and the allocation of the sports hub will be addressed by the proposed review of the Winslow Neighbourhood Plan.
- 5.47 The allocation at Fremantle Court is adjacent to an existing facility to the south of Stoke Mandeville. Its development will create a very large facility which is larger than normally considered to be suitable and it is some distance away from the village. However, there were no other more suitable sites proposed to the council and a number of mitigation measures will be put in place. They include, sustainable transport measures, such as a car club and an electric minibus, Passivhaus design standards and a 6.9 ha nature reserve.

## H6b Housing for older people

Class C2 older persons' provision will be met in the following ways:

1. The following sites are allocated for the development of older persons C2 accommodation between 2020 and 2025:

**Table 15 Older person C2 accommodation allocations**

Site	Site area (ha)	Units (approx)
i. WIN026 - Winslow Centre for 83 C2 older persons' housing (53 additional units on top of existing neighbourhood plan commitment) as part of wider redevelopment of existing site for community facilities (NB partly on Local Green Space)	2.4	53
ii. WHA001 - Shenley Road, Whaddon (Shenley Park)	55 (1ha for C2)	110
iii. Adjacent to Tesco, Tring Road, Aylesbury	0.5	58
iv. Fremantle Court, Risborough Rd, Stoke Mandeville adjacent to an existing facility providing sustainable transport and a designated nature reserve	0.38	100
v. Mandeville Grange Nursing Home, Wendover Road, Stoke Mandeville reflecting unimplemented permission for 16 bed extension	1	16
vi. Land adj to Martin Dalby Way/Paradise Orchard, Berryfields (19/02210/APP resolution to approve)	0.35	60
vii. Bartletts Residential Home, Peverel Court, Portway Road, Stone - providing 12 extra beds at the existing facility	1	12
viii. Land north of Aston Clinton Road, Weston Turville (care home) increasing provision on permitted site from 80 to 85 beds	1.3	5
<b>Total</b>	<b>19.41</b>	<b>414</b>

2. The following broad locations are identified as containing suitable sites for the provision of C2 accommodation for older people between 2025 and 2033:
  - a. Aylesbury town centre e.g. former HSBC bank, Walton Grove
  - b. Aylesbury key employment sites e.g. Gatehouse Employment Area, Gatehouse Way
  - c. Aylesbury other employment sites e.g. adjacent to Berryfields Neighbourhood Centre
  - d. Suitable housing or employment sites identified in the HELAA
3. Proposals for C2 older people accommodation will be granted permission provided the following criteria are met:
  - a. The proposal is in a sustainable location for amenities and services
  - b. There is an identified package of care provision on site
  - c. Minimum Clinical Commissioning Group inspected space standards are met or exceeded
  - d. Facilities for social and recreational activity are provided
  - e. Guest accommodation is provided (unless the proposal is for Extra Care Sheltered accommodation)

## Accessibility

- 5.48 Paragraph 50 of the National Planning Policy Framework (NPPF) (2012) says that Local Planning authorities should plan for the needs of people with disabilities and Planning Practice Guidance refers households with specific needs. The need for housing to meet these needs is considered further in the Buckinghamshire HEDNA. The Government's reform of health and adult social care is underpinned by the principle of sustaining people at home for as long as possible. This was reflected in recent changes to the building regulations relating to adaptations and wheelchair accessible homes. This introduced three categories of dwellings:
- category 1: visitable dwellings – mandatory, broadly about accessibility to all properties
  - category 2: accessible and adaptable dwellings – optional, similar to lifetime homes, and
  - category 3: wheelchair user dwellings – optional, equivalent to wheelchair accessible standard
- 5.49 The Buckinghamshire HEDNA identifies the proportion of dwellings in new developments that should comply with categories two and three above, based on the likely future need for housing for older and disabled people (including wheelchair user dwellings). It recommends that all dwellings should be built to at least category 2 standards and that 10% of general housing and 15% of affordable housing should be built to category 3 standards. The reasons for this are set out below. However, it is currently Government guidance that wheelchair accessible (category 3) homes should only be applied to dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling so local plan policies should not require market housing to be wheelchair accessible. Moreover, Government guidance advises that category 2 and 3 dwellings (which require step free access) should not apply to developments (in particular low rise flatted developments) if it is not viable to do so.
- 5.50 Implementation of the optional categories is dependent on there being evidence of need. The increasing proportion of older households in the population is deemed to be sufficient to justify the requirement for category 2 dwellings. This approach has been commonly used in other local plans. Evidence for wheelchair-using households is not available below the national level as the information is not collected in the Census. With the lack of alternative evidence, it is considered reasonable to use the national figure to justify the requirement for category three dwellings. When pursuing the opportunities for the provision of extra care, specialist housing for older people and other supported housing for those with specific living needs, regard should be given to the design of the environment to promote inclusivity, i.e. 'lifetime neighbourhoods'.
- 5.51 The demographic projections from the HEDNA show that the population of Buckinghamshire is likely to increase by between 64,700 and 73,700 over the period 2013-2033. The number of people aged 65 or over is projected to increase by around 53,000, around three-quarters of the overall growth. This includes an extra 18,000 people aged 85 or over, around a quarter of the total increase. Most of these people will already live in the area and many will not move from their current homes, but those that do move are likely to need accessible housing. Given this context, the HEDNA supports the need for all dwellings to meet category two requirements. The Government identifies that currently around 3.3% of households have at least one wheelchair user, although the rate is higher for households living in affordable housing (7.1%). These proportions are expected to increase over the period to 2033 in the context of the larger number of older people projected to be living in the area. The HEDNA therefore supports the need for 10% of market housing and 15% of affordable housing to meet category three requirements.
- 5.52 Evidence for the proportion of wheelchair-using households compared with the overall household population is not available below the national level as the information is not collected in the Census however, Buckinghamshire Council Housing are bringing forward properties where they

have been adapted to meet the needs for the mobility impaired including wheelchair users when there is knowledge of local need. Buckinghamshire Council Housing also facilitate a high number of retrospective adaptations using Disabled Facilities Grant monies, part of which is advance funded in a lump sum using Vale of Aylesbury Housing Trust as the largest provider. The number of claimants where someone within the household (claimant, partner, dependant, non-dependant, boarder/sub-tenant) is in receipt of DLA or PIP stands at 1,168 and this demand continues.

### **H6c Accessibility**

All development will be required to meet and maintain high standards of accessibility so all users can use them safely and easily. Development will need to meet at least category 2 accessible and adaptable dwellings standards unless it is unviable to do so which will need to be demonstrated by the applicant and independently assessed. A minimum of 15% of Affordable Housing provided on housing sites will be required to be nominated by the LPA for M4(3) wheelchair accessible housing (dependant on the suitability of the site to accommodate wheelchair users and its proximity to services and facilities and public transport) unless it is unviable to do so which will need to be demonstrated by the applicant and independently assessed.

In such cases wheelchair accessible housing means a dwelling which meets the requirements contained in Part M4(3)(1)(a) and (b) and Part M4(3)(2)(b) for wheelchair accessible dwellings as contained in Category 3 – wheelchair user dwellings of Schedule 1 of the Building Regulations 2010 as amended.

This policy will continue to apply to the nearest equivalent standards in any future modification to the above Building Regulations Approved Documents.

# 6 Economy

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## Employment

- 6.1 The vision for the Plan in relation to employment is to ensure the availability of a diverse and flexible range of employment opportunities for new and existing businesses, which match the expectations for employment growth in Aylesbury Vale. To support this, there is a need to maintain a flexible supply of employment land and premises. This includes making the best use of existing employment land and premises by retaining the most suitable sites and encouraging their refurbishment and renovation where necessary. For the avoidance of doubt, this section relates to land uses that fall within the B and E classes of the Use Classes Order: appropriate uses within class E (offices), B2 (general industrial) and B8 (storage/distribution). Appropriate uses within class E do not include main town centre uses. Such employment sites are land or premises that are currently in a relevant employment use, or, if currently vacant, were previously in a relevant employment use or are allocated in this Plan for employment purposes. Other uses do generate employment, such as retail, education, tourism and sui generis types of development. These may have different impacts and needs to the above employment uses and, as such, are generally covered by separate policies in the Plan.
- 6.2 Economic development can have a significant impact on the quality and character of an area, particularly in rural or residential locations. Development should not, either on its own or cumulatively, (in combination with other established or proposed developments in the vicinity), significantly adversely affect the area's landscape, heritage and built environment, or the amenities of residents. The potential increase in vehicle movements generated by employment development and the impact on the highway network must also be acceptable.
- 6.3 Existing employment sites and premises often provide valuable opportunities for jobs close to where people live, and benefit the local and wider economy. However, there is increasing pressure for change of use from employment to non-employment uses, such as housing, due to the short-term economic benefits such changes of use can bring. The resultant loss of employment use can impact negatively on local access to employment and the economic competitiveness of Aylesbury Vale which could ultimately undermine economic growth.
- 6.4 The council is therefore committed to ensuring we do everything we can to support sustainable economic growth. Where there are recognised viability issues preventing the delivery of sites, the council will work with developers to understand and seek to address potential barriers.

### Protection of key employment sites

- 6.5 Key employment sites are the larger employment sites in Aylesbury Vale that contribute significantly to the employment land supply for B class uses. Their loss to non-employment uses would have significant impacts on the ability of Aylesbury Vale to achieve the expected level of employment growth. These sites are therefore safeguarded for B class uses and other employment uses which would achieve economic enhancement without detrimental impact to the site or wider area.
- 6.6 The Aylesbury Vale Employment Land Review Update (2012) identified 16 key employment sites in Aylesbury Vale. This included both B1 (now superseded by class E)/B2/B8 sites and other employment sites. The council has reviewed the key employment sites to account for changes in circumstances since 2012, and concluded that the following key employment sites need to be protected for appropriate class E/B2/B8 developments. In November 2015, three key employment sites achieved enterprise zone (EZ) status: Silverstone, Westcott Venture Park and Arla/Woodlands. These sites constitute the Aylesbury Vale Enterprise Zone, with the aim of supporting and encouraging economic growth across Buckinghamshire.



**Table 16 Key employment sites**

Site
1 Haddenham Business Park
2 Triangle Business Park, Stoke Mandeville
3 Westcott Venture Park EZ
4 Long Crendon Business Park
5 Gatehouse Industrial Area, Aylesbury
6 Rabans Lane/Coldharbour Industrial Area, Aylesbury
7 Pitstone Green Business Park
8 Halton Brook Business Park, Aston Clinton
9 Network 421, Gawcott near Buckingham
10 Buckingham Industrial Park, Buckingham
11 Silverstone Park EZ
12 Arla/Woodlands EZ
13 Arla Key Employment Site, Aston Clinton and Buckland

### **E1 Protection of key employment sites and enterprise zones**

Key employment sites will be protected through the following criteria:

- a. Within key employment sites (listed above and identified on the Policies Map) applications for appropriate class E, B2 (general industrial), B8 (storage and distribution) will be permitted. Other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses.
- b. The use of key employment sites for employment purposes other than appropriate class E, B2 and B8 may be appropriate, if it can be proven that the use provides on-site support facilities, or demonstrates similar economic enhancement to appropriate class E /B2/B8 uses. Such development will not prejudice the efficient and effective use of the remainder of the employment area.
- c. Main town centre uses that do not fall within appropriate parts of use class E, or other uses that do not fall within use classes B2 or B8 will not be supported, except as ancillary facilities to service a key employment site. Exceptionally, uses which have trade links with employment uses or are un-neighbourly in character, (such as car showrooms, tyre and exhaust centres, or trade counters), may be permitted on employment sites which have good access to a range of transport options.
- d. Other uses that do not provide direct, on-going local employment opportunities will not be permitted.

## Other employment sites

- 6.7 Other employment sites, such as Aylesbury town centre and Stoke Mandeville Hospital are also valued for the job opportunities that they provide. A more flexible approach will be taken for these to facilitate a broad range of economic development, which is vital for the future sustainability and development of the area's economy. The policy set out below also recognises that some existing employment sites may be causing significant environmental or amenity problems that cannot be overcome. In some circumstances, there may not be a need for that site to remain in employment use, if there are sufficient alternatives available in the local area. In some cases, the size, location and characteristics of a site may mean that more intensive, mixed use development could provide greater benefit to the community in terms of addressing local needs, rather than if the site was retained solely in employment use.
- 6.8 Where there is no reasonable prospect of an employment site being used for employment purposes, alternative uses may be considered. Where an application is made for an alternative use other than employment, information will be sought to determine whether there are any reasons why the site is unsuitable for an employment use, if there are any other suitable sites in the vicinity and whether the site has been suitably marketed.
- 6.9 Proposals will have to provide evidence that employment use (appropriate class E, B2 and B8) of the site is no longer viable through relevant marketing information, and feasibility or viability studies. The following information will be required:
- copy of sales particulars including any subsequent amendments made
  - details of the original price paid, date of purchase and the new guide price
  - schedule of advertisements carried out, with copies of the advertisements and details of where and when the advertisements were placed, along with an estimate of the expenditure incurred from advertising
  - the confirmed number of sales particulars distributed, along with a breakdown of where the enquiries resulted from, for example from the For Sale/To Let board, advertisements and websites
  - websites used to promote the property/site together with details of links to other relevant sites, number of hits and if the council's Sites and Premises service has been used and on what date it was registered
  - details of the number of viewings including who and when;
  - resulting offers and comments on the offers
  - details of the period when a "For Sale/To Let" board was displayed, or, if not, the reasons behind the decision
  - timetable of events from the initial appointment of the agents to current date
  - details of agency/joint agency appointed including contact details
  - date property/site brought to the market, and
  - copies of accounts for the last five years.
- 6.10 The above information needs to show that the property/site has been actively marketed for a period of at least two years at a value that reflects its existing use. The general principle relating to employment land and premises is that fit-for-purpose appropriate class E, B2 and B8 key employment sites should be safeguarded to maintain a diverse range of business activities in Aylesbury Vale. Surplus sites that are not fit for purpose should be considered for release to other uses. Where there is evidence that a business has been allowed to run down, an independent viability assessment may be required. Where a mixed use scheme is proposed, the council would wish to be satisfied that the amount of non-business, general industrial and storage/distribution use (appropriate class E, B2, B8) is the minimum required to make the scheme viable.

## **E2 Other employment sites**

Outside key employment sites, the redevelopment and/or reuse of employment sites to an alternative non-employment use will normally be permitted provided all of the following criteria apply:

- a. The development will not prejudice the efficient and effective use of the remainder of the employment area
- b. Any existing appropriate class E, B2 and B8 businesses affected by the loss of employment land should be relocated to alternative premises so viable businesses are not affected.
- c. The site has been marketed as an employment site for an employment use suitable to the site and location at a suitable price, by appropriate means for at least two years with no viable interest
- d. There is a substantial over-supply of suitable alternative employment sites in the local area, and
- e. There are specific issues with the continued use of the site for employment which cannot be mitigated sufficiently

### **Provision of ancillary facilities for employees in business, industrial and warehousing developments**

- 6.11 Employees often require good access to a range of facilities, including food and drink, open space, leisure, recreation and childcare. The absence of such facilities in an employment area can increase travel demand and make areas less attractive to employers and staff. However, it is important that ancillary uses support employment uses on the site and do not undermine the availability or suitability of land for other business or compete with town or village centre locations.
- 6.12 In existing employment areas, change of use of existing premises to complementary facilities need to be suitably located and not compromise surrounding employment uses. Where new employment areas are proposed, the need for such facilities should be considered as part of the overall development scheme.
- 6.13 In all cases, the facilities need to be of an appropriate nature and scale to meet the needs of employees. Appropriate leisure facilities may include fitness centres/clubs and indoor sports facilities, which cannot be accommodated within the town centre or on an edge-of-centre site.

### **E3 Ancillary uses on employment land**

Proposals for uses other than appropriate class E, B2 and B8 business uses on employment land will be permitted if the following criteria are satisfied:

- a. the proposal is primarily designed to provide for users of the employment site
- b. the use is ancillary to the main business or employment function of the wider site, and
- c. the use, either alone or combined with other existing or proposed uses, would not adversely affect the vitality and viability of any town centre or shopping centre (including local centres) or the social and community vitality of a nearby village.

In connection with any planning permission, conditions may be imposed to limit the scale of the operation and to restrict the range of activities proposed or goods sold, where necessary, to ensure that the above criteria are met.

### **Working at home**

- 6.14 Using your home as a place of work has a number of sustainability benefits including a reduction in journeys to work. Improvements in technology also mean that an office can be accommodated easily into a home. Making your home your place of work does not generally need planning permission if it remains ancillary to the residential use of the property. Even if it does not, it may be acceptable if there are no serious impacts on residential amenity or the character of the surrounding area arising from the change of use from home to business.

#### **E4 Working at home**

Partial use of a residential property for business use will be permitted where there are no unacceptable impacts on residential amenity and it would not have an adverse effect on the character of an area, whilst making appropriate provision for access, parking and noise attenuation arising from the business activity.

## Development outside town centres

### Edge and out-of-town centre sites

- 6.15 The council has commissioned retail evidence to determine an appropriate local threshold based on an analysis of past retail planning applications. This work also draws on evidence regarding existing floorspace characteristics, retail trends and the health of existing centres (Aylesbury Vale Retail Impact Thresholds report, GL Hearn, June 2017). The report notes that recent trends in the convenience market have been towards smaller ‘discounter’ supermarkets. These include local convenience stores and medium supermarkets operated principally by the discounters and higher end operators. In terms of recent comparison trends these have seen the rationalisation of larger bulky goods warehousing, with some comparison stores moving out of centres to occupy this floorspace. At the same time national retailers are typically consolidating their portfolios but into larger shop units in higher order centres. From the evidence available, it is clear that within Aylesbury Vale schemes of less than 2,500 sqm, the NPPF (2012) default threshold for assessing impact, have the potential to cause harm either individually or cumulatively, by diverting trade away from the town centre.
- 6.16 The 2017 Aylesbury Vale Retail Impact Thresholds report recommends that The 2017 Aylesbury Vale Retail Impact Thresholds report recommends that a 400sqm district-wide floorspace threshold should be set, above which an impact assessment will be required to accompany retail proposals outside town centres. However In August 2018, GL Hearn produced a supplement to the 2017 Aylesbury Vale Retail Impact Thresholds report, which recommended retaining the 400 sqm local floorspace threshold for Aylesbury Vale, but with the addition of a separate local floorspace threshold of 1,500sqm for Aylesbury. For other main town centre uses<sup>29</sup> the national threshold will apply. The impact assessment should comply with NPPF (2012) requirements in paragraph 26 by considering the impact of proposals on existing and planned investment in a town centre and the impact on town centre vitality and viability. The council will expect any impact assessment to be proportionate to the scale and nature of the proposal and expected impact and will work proactively with applicants when scoping and agreeing the level of supporting retail information required.

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<sup>29</sup> Main town centre uses include retail development, leisure, entertainment facilities, some sport and recreation facilities, offices and arts culture and tourism development. The NPPF (2012) sets out the full definition.

## E5 Development outside town centres

Proposals for main town centre uses that do not comprise small scale rural development and are not within defined town centres<sup>30</sup> will undergo the following sequential test:

Main town centre uses should be primarily located within defined town centres. If no suitable sites are available within defined town centres, main town centre uses should be located in edge of defined town centre locations. Only when no suitable sites are available in edge of defined town centre locations will out-of-town centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. In assessing suitability, factors such as viability, town centre vitality and availability should be considered.

In addition to the above sequential test, proposals for retail and leisure, including extensions, on sites not allocated in plans and located outside defined town centres will be granted if the proposal would not have a significant adverse impact on the vitality and viability of the defined town centres, either as an individual development or cumulatively with similar existing or proposed developments. An impact assessment submitted with the application if the proposal is likely to only affect the Aylesbury town centre and the proposal is 1,500 square metres or more, or, if the proposal is likely to affect any other defined town centre, and the proposal is 400 square metres or more will assist the council in making this assessment.

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<sup>30</sup> As defined in the Glossary

### Shop and business frontages

- 6.17 The vitality of town centres depends on their attraction as a destination for a mix of uses including shopping and business, but also as a place in which to meet, relax and spend leisure time. Retail is an important part of the overall mix of uses in the town centre, however the traditional role as the main focus for retail activity has been challenged by out-of-town retail outlets and the change in people's shopping habits. In addition, increased mobility means that people are prepared to travel further afield to shop in larger centres. In this very competitive environment, it is important that town centres continue to develop and enhance their retail offer in order to retain existing market share and attract new trade.

### Primary shopping frontages

- 6.18 Primary shopping frontages are those which include a high proportion of retail units. Aylesbury Vale Retail Study 2015 defines these for Aylesbury (as shown on the Policies Map) and Buckingham Neighbourhood Plan defines these for Buckingham. Recognising the importance of the retail role of primary shopping frontages, and of having a mix of uses within town centres, the council will seek to ensure that E/F.2 (shops) continue to predominate, while allowing some provision of other E (restaurants and cafes, food & drink) uses, provided the overall mix of uses is considered acceptable<sup>31</sup>.

### Secondary shopping frontages

- 6.19 A number of outer shopping streets in Aylesbury have been defined as secondary shopping frontages (as shown on the Policies Map). Similarly, Buckingham Neighbourhood Plan also defines secondary shopping frontages. These provide greater opportunities for a diversity of uses. Again, recognising the value of a mix of uses within the town centre including the secondary frontages, non-retail uses such as offices, hotels and medical practitioners may be permitted, providing that they contribute positively to the vitality and viability of the town centre.
- 6.20 Outside defined primary and secondary shopping frontages, consideration of change of use from retail to other uses will be assessed against policies I3 and D7.

### Use class E and main town centre uses

- 6.21 The NPPF (2012) sets out that town centres are areas that are predominantly occupied by main town centre uses. Main town centre uses are defined to include the following: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 6.22 Amendments to the Town and Country Planning (Use Classes) Order 1987 (as amended) ("the Use Classes Order") were made on 1 September 2020. These amendments revoked the previously existing Use Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafés), B1 (business), D1 (non-residential institutions) and D2 (assembly and leisure), and replaced them (either partially or wholly) with a new Class E (commercial, business and service).
- 6.23 There is overlap between uses in Class E and main town centre uses. The following uses within Class E are considered to constitute main town centre uses: E(a), E(b), E(e) and E(g)(i). The

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<sup>31</sup> Buckingham Neighbourhood Development Plan (2015) Policy EE4 – restricts the introduction of new non-retail uses (Classes A2, A3, A4 and A5) to 35% of the sum total of the primary retail frontages.



following uses within Class E may be considered main town centre uses depending on the specifics of the use: E(c)(iii) and E(d). Uses that fall within E(c)(i), E(c)(ii), E(f), E(g)(ii) and E(g)(iii) are not considered main town centre uses.

## **E6 Shop and business frontages**

### **Development within primary shopping frontages**

Within the primary shopping frontages in the town centres (as shown on the Policies Map)<sup>32</sup> at ground floor level, only E(a), E(b), E(c) uses will be permitted subject to achieving a good mix of retail uses overall provided the proposal:

- a. either cumulatively or individually is considered to contribute positively to the vitality and viability of the area. This should take account of the mix of uses in the primary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area, and
- b. would not result in the loss of an A1 use on a visually prominent site.

Consideration will be given to the size of the shop unit, the width of the shop frontage and surrounding uses. A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting. Regard should be given to the Aylesbury Vale Design SPD.

Residential development will be encouraged within the primary shopping frontage above ground floor level.

### **Development within secondary shopping frontages**

Proposals for E(a), E(b), E(c) or any main town centre uses within defined secondary shopping frontages, (as shown on the Policies Map) (<sup>33</sup>) will be permitted provided the proposal:

- c. either cumulatively or individually, is considered to contribute positively to the vitality and viability of the area. This should take account of the mix of uses in the secondary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area
- d. would not result in more than three non-E(a) uses in a row, and
- e. would not result in the loss of a E(a) use on a visually prominent site.

A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting. Regard should be given to Aylesbury Vale Design SPD.

Residential development will be encouraged within the secondary shopping frontage above ground floor level.

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<sup>32</sup>Buckingham Neighbourhood Development Plan (2015) defines these for Buckingham

<sup>33</sup> Buckingham Neighbourhood Development Plan (2015) defines these for Buckingham

### **Development within Primary Shopping Area outside Primary and Secondary frontages**

Proposals for E(a) uses which are outside the defined Primary and Secondary Shopping Frontages but within the Primary Shopping Area will be supported.

Proposals for non-E(a) main town centre uses outside the defined Primary and Secondary Shopping Frontages but within the Primary Shopping Area will be supported if:

- f. The proposal would complement the existing uses within the Primary Shopping Area, and
- g. The proposal would contribute positively to the vitality and viability of the Primary Shopping Area, and
- h. The proposal would maintain the attractiveness and interest of the street scene.

Proposals for non-main town centre uses which are outside the defined primary and secondary shopping frontages within the Primary Shopping Area will be supported if the above listed criteria are fulfilled and the proposal would not cause undue concentration of non-main town centre uses within the Primary Shopping Area, or would be located above ground floor level.

## Tourism development

- 6.24 Tourism plays an important role in generating income for local residents. Buckinghamshire is a popular tourist destination, providing leisure and recreation activities for its own residents and those visiting the special landscape areas, such as the Chilterns Area of Outstanding Natural Beauty. Despite a number of small scale attractions and places to stay across the Vale, tourism is less developed than within other parts of the county.
- 6.25 Tourism and leisure development is generally welcomed, providing employment and a means of supplementing rural incomes. However, it can have negative impacts on the surrounding area if located insensitively, is out of scale with its context, or if it fails to take proper account of local character and appearance. Policy E7 seeks to locate most development within or close to defined settlements, where local shops and facilities are most accessible and stand to benefit the most. Sustainable development will be approved in accordance with Policy S1.
- 6.26 Applications for tourism and leisure development in the countryside will need to be justified by the applicant to show that it meets demand. Tourism and leisure development should benefit local businesses, the environment, communities and visitors in the long term. The council will seek the right form of development in the right location, with evidence that the need is not already being met by existing provision.
- 6.27 The council wants to encourage visitors to Aylesbury Vale whilst recognising that a balance needs to be maintained with regards to preserving the high quality environmental, historic, and cultural assets of Aylesbury Vale. The re-use of existing buildings limits harm to the environment and may help farm diversification schemes.
- 6.28 Evidence supporting a countryside location should be proportionate to the scale and nature of the tourism proposal being considered. For instance, the conversion of a barn to tourist accommodation is permissible in principle under Policy C1 and is often dependent on an agricultural character which would not be found in a nearby town or village. Larger tourism attractions such as museums, outdoor activity centre or hotels may have a significant impact on the countryside and the local road network, so in these cases more comprehensive supporting evidence will be required.
- 6.29 Seasonal structures related to tourism such as marquees can provide additional support to the local economy. Proposals of this type should be temporary in nature and not have an adverse impact on the landscape.

### E7 Tourism development

The council will promote a growing, sustainable tourism sector, and will support proposals for new or expanded tourism, visitor or leisure facilities other than accommodation within or adjacent to settlements. Elsewhere, proposed development must:

- a. involve the conversion or replacement of buildings which form part of an existing tourist facility or well designed new building(s) which promotes diversification of agricultural and other land-based rural businesses,
- b. justify a countryside location and minimise environmental impacts, and
- c. demonstrate that the need is not met by existing provision within nearby settlements

In all cases such development must:

- d. respect the character and appearance of the location, and
- e. avoid unacceptable traffic impact on the local road network.

- f. In the case of seasonal structures these must be temporary in nature and not have an adverse impact on the landscape.
- g. Demonstrate that their benefits outweigh the harm.

The council will require a marketing strategy and business plan to be submitted to explain how the development will achieve a high quality tourism product that meets demand.

### **Tourist accommodation**

- 6.30 To continue to be vibrant and competitive the tourism sector needs good quality built and temporary tourist accommodation to cater for the range of visitors and reflect visitor needs.
- For the purposes of this Plan, built tourist accommodation refers to permanent tourist accommodation such as hotels, guesthouses, B&Bs and holiday lets (residential homes restricted to holiday use). It excludes more temporary and mobile units such as caravans (even though these may remain in situ for many years) and second homes.
- 6.31 The most appropriate locations for large new hotels and guest houses are within the town centres, as tourist attractions are concentrated in these locations and public transport provision is greater. However, visitors also come to enjoy the many attractive rural areas, and smaller scale serviced accommodation and self-catering accommodation will also be appropriate within other settlements for those businesses targeting tourists who are seeking such an experience.
- 6.32 Permanent built tourist accommodation is likely to be occupied all year round. If allowed in locations away from existing settlements this could lead to a significant level of development in the countryside, weakening patterns of sustainable development. There may be cases where built tourist accommodation may be justified in a more rural location through conversion of existing buildings. Such developments will increase the stock and variety of accommodation the area has to offer, can bring back into use buildings that may otherwise be left vacant, help maintain historic buildings and have a positive impact on the surrounding area.
- 6.33 It would also be unduly restrictive to limit the development of existing accommodation in the countryside. In order to support existing businesses therefore, the expansion of built tourist accommodation and sites in a way that will improve the quality of the accommodation on offer and the appearance of the site, as long as there is no significant harm, to the surrounding area, may be allowed subject to the details of a proposal.
- 6.34 The information required in support of applications is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for accommodation in less accessible locations should normally include more information on things like the long-term viability of the enterprise, why such a less accessible location is needed, and what the benefits to the local area might be.
- 6.35 Tourist accommodation like hotels and guest houses provides a critical support to tourist attractions and facilities and contributes to the economy through its support of retail, food and drink and travel services. It is therefore important to ensure that the loss of accommodation stock is carefully considered, particularly with regard to the hotels and larger guesthouses in the area due to the potential impact of a loss. However, it is also important to recognise that changes in the market will mean that some types of built tourist accommodation may become less attractive to visitors. If the offer cannot be improved, then falling profits would probably result in poorly maintained and ultimately failing accommodation, neither of which is a desirable outcome. Therefore, the council will take a flexible approach in assessing to what extent the loss of such facilities should be resisted. Applicants will be required to demonstrate that real effort has been made to retain the tourist accommodation in accord with the requirements of the policy.

- 6.36 The council is also concerned that viability of existing provision could be detrimentally affected by the provision of more accommodation than an area needs. As a result, if Aylesbury Vale should ever reach the situation where there is no need for further tourist accommodation, either overall or in a more specific location, an application for new or expanded tourist accommodation will require the submission of viability evidence.
- 6.37 As there are similar factors to take into account as for permanent tourist accommodation it will be important for both static and touring caravan sites as well as those for chalets and camping to be judged against the criterion specified in Policy E8. In certain circumstances, to avoid the continual residential use of a site and the potential negative impacts that would have, restrictions will be applied through the imposition of planning conditions. This reflects the need to preserve the supply of visitor accommodation in order to respond to demand, and equally that such sites may not be in a location considered sustainable for occupation as primary residences. Similarly, conditions may also be imposed to restrict seasonal occupancy of sites where considered necessary to safeguard landscape character through, for example, the winter months.
- 6.38 In addition to the need to obtain planning permission it should be noted that, caravan, camping and chalet operators must obtain a site licence. The site licence, issued by Environmental Health, covers such matters as the number and standard of spacing of the caravans, and hygiene.

### **E8 Tourist accommodation**

Tourist accommodation in strategic settlements and large or medium villages, including new build, extensions or additions to existing facilities, will be supported where:

- a. The proposal is located within designated town centre of strategic settlements or in large or medium village centres that are sustainable and accessible by a choice of transport modes, or
- b. Where a sequential test has been applied to a proposal on the edge or outside town centres and it has been satisfactorily demonstrated that there is no significant adverse impact on the vitality and viability of the surrounding town centres, and is accessible by a choice of transport modes.

Tourist accommodation in smaller villages, other settlements or in the countryside outside the Green Belt will be supported where:

- c. It would involve the conversion of existing buildings in accordance with policy C1
- d. It would be sustainable and accessible by a choice of transport modes
- e. The applicant has satisfactorily demonstrated that the facilities are required to support a particular rural tourist facility or countryside attraction
- f. It would support sustainable tourism or leisure development, benefit the local economy and enhance community facilities, and
- g. The scale, design and use of the proposal is compatible with its wider landscape, surrounding environment or townscape setting and would not detract from the character or appearance of the area.

Proposals that would result in the permanent loss or reduction in size of tourist accommodation with at least 6 bedrooms will be resisted unless it can be demonstrated that their tourist function is no longer viable and the site has been marketed for a minimum period of 12 months at a price commensurate with its use with details of levels of interest and offers received, that there is no longer a market for the premises in its tourist function and, in the case of a reduction in size, that the ongoing business will remain viable.

For proposals involving the provision of new camping and touring caravan sites or the expansion of existing sites, as well as other considerations set out in this plan, particular attention will be given to ensuring that:

- h. The location, access and scale of facilities can be satisfactorily accommodated within the landscape character of the area, and where appropriate, is supplemented with additional landscaping
- i. The site is well served by public transport or walking or cycling networks
- j. The proposal does not cause significant highway problems
- k. Facilities and buildings associated with the proposal are constructed of appropriate materials, are of a scale appropriate to the locality and are landscaped effectively to minimise any visual impact, and
- l. Essential facilities such as toilets, showers and wash facilities are adequately provided for.

Proposals for hotels will be subject to the following considerations:

- m. As a town centre use, hotels should also comply with Policy E5
- n. In a situation where the impact of a new out-of-centre hotel would undermine the viability and contribution of more central hotels, or prejudice the potential to secure further hotel development on a more central site, it may be appropriate to refuse the application to protect the role of the town centre in accord with Government policy.

In granting permission, the council will impose conditions to control the use and occupation of tourist accommodation. This includes situations where built tourist accommodation is permitted in a location where open market housing would normally be refused, therefore the council will restrict its occupation to ensure it remains in use as tourist accommodation.

## **Agricultural development**

### **Agricultural buildings**

- 6.39 The council recognises the need to support modern farming practices and a prosperous rural economy. However, the trend towards larger agricultural buildings which have a more industrial appearance can have a significantly adverse impact on the local character and also result in more traditional farm buildings falling into disrepair. New agricultural buildings (up to 1,000 sqm) can be allowed under the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). However, where this is controlled under the planning system, applicants will be encouraged to locate development to minimise impact on the openness and attractive character of the countryside, for example by re-using existing buildings or locating new ones close to existing buildings, or on areas of existing hardstanding. The impact on residential amenity, includes that arising from farm traffic movements. Applicants should refer to the Aylesbury Vale Design SPD.
- 6.40 In cases where the council considers the building too large in relation to the holding, evidence to support the need for the building could include stocking rates and storage requirements.

### **E9 Agricultural development**

The development of new agricultural buildings or extensions of existing buildings will be permitted where all the following criteria are met:

- a. The development is necessary for the purposes of agriculture on the unit or locally where facilities are to be shared
- b. The size is commensurate with the needs of the holding
- c. There are no existing buildings on the unit which are capable of re-use, and
- d. The use of the building would not unreasonably harm any aspect of the amenity of nearby residents.

The scale, siting, design, external appearance and construction of the buildings and any associated hardstandings or parking should be:

- e. Appropriate for the proposed use, and
- f. Sited close to existing buildings and designed in order to minimise adverse impact on the openness of the countryside, landscape character, residential amenity and reflect the operational requirements of the holding. Where the Council considers the building too large in relation to the holding, the Council may require evidence to support the need for the building.

## Silverstone Circuit and Silverstone Park EZ

- 6.41 Silverstone Circuit was established as a racing circuit in 1948 and the British Racing Drivers Club (BRDC) have been custodians and stewards of the circuit since 1952. It is the home of British Formula 1 and contains several racing circuits that are also used for different classes of motorsport including Touring Cars, Formula 3000, MotoGP, Superbikes and will also be host to Rallycross from 2018. It is a motor sports venue of global significance and international importance and, as an iconic destination, it attracts visitors from across the world, setting it apart from other destinations in the Vale. The Circuit also lies at the heart of the British motorsport industry where the motorsport business cluster referred to as the Silverstone Technology Cluster has grown and established and as a whole, making a valuable and significant contribution to the local and national economy.
- 6.42 The Circuit straddles the boundary between Northamptonshire and Buckinghamshire with the northern part coming under the jurisdiction of South Northamptonshire District Council (SNC) and the southern part coming under the jurisdiction of Buckinghamshire Council (BC). A development brief published in 2009 was a joint document prepared by SNC and the former AVDC (now BC) and supported by the BRDC which covered the overall site owned by BRDC at the time (approximately 314 hectares) and which proposed guidance on the future development of the Circuit. This masterplan document proposes a number of uses including employment and education, exhibition space, brand centres, hotels and function and conference facilities which will all add to the attraction of the Circuit as a venue for recreation and leisure focused on motorsport. The fundamental objectives of the brief are as follows:
- The improvement of track-related facilities to modern grand prix standards and the promotion of Silverstone as the home of British motorsport and racing, as well as the development of the whole land portfolio.
  - Enhance and strengthen Silverstone Circuit as the centre of automotive and high technology excellence for the UK.
  - Creation of opportunities for the development of employment and sustainable economic growth by attracting businesses, education and active outdoor tourism of the highest quality on a local and regional basis.
  - Providing an attractive venue for leisure and hotel activities to create development that is sustainable both in terms of its construction and operation.
  - Creation of a development which integrates well into its local environment and provides an attractive countryside setting to locate and develop high value enterprises. This includes both cultural and physical landscape.
  - Developing sustainable transport and innovative access proposals.
- 6.43 An outline planning application was subsequently approved on the overall site by both authorities in August 2012, reflecting the objectives of the design brief, for a mixed use development which included offices, workshop and distribution facilities, an education campus including on site student accommodation, three hotels, ancillary spectator facilities including a welcome centre and Museum of Motor Sport and non-retail promotional automotive display space as well as leisure and event spaces including outdoor activity areas and permanent outdoor stage.
- 6.44 In 2013, developer MEPC acquired a 999-year lease on land outside the Circuit to develop a business park. Full planning permission has initially been granted for 14 employment units (Class B1c/B2/B8) on this land which have been constructed. Outline planning permission was granted on the remainder of MEPC land (49ha) for 157,000sqm of employment floor space (B1a, B1c, B2 and B8), hotel floorspace providing 250 bedrooms, education uses and promotional automotive display space. Part of this land has also been designated as an enterprise zone and is a key employment site to be protected under Policy E1.



- 6.45 Land now referred to as Silverstone Circuit relates to the 214ha site currently owned by BRDC. It is already much more than just the motor racing circuit as it contains the new pits and paddock building, known as The Wing and used also as a conference, exhibition and media centre, which opened in 2011, and the University Technical College which opened in 2013 (in SNC part) which is a centre for excellence for young people wishing to gain entrance into the field of high performance engineering, as well as a staging facility for other events including music.
- 6.46 Building on the principles established in the development brief and in the 2012 outline consent, Silverstone Circuit is now concentrating on expanding further to maximise its wider economic role and confirming Silverstone as a world-class motorsport destination and a leading business, education, leisure and entertainment venue with a brand that is synonymous with excellence and innovation. The recent success of the approved Silverstone Heritage Experience in December 2016 (a £22 million development supported by the Heritage Lottery Fund) is a catalyst for the family entertainment and leisure business and a focal point for activity.
- 6.47 At the time of drafting, an outline planning application for a mixed use development comprising education, including on-site student accommodation, one hotel, brand centre facilities supporting motorsport activities, sports and leisure/adrenaline facility and family entertainment centre and other motorsport activity was being considered.
- 6.48 Policy E10 provides a framework for the development of Silverstone Circuit and is consistent with the Silverstone Circuit Development Brief (Feb 2009) and the outline planning permission (2012) and subsequent outline applications. The brief, applications and the policy below takes a holistic view of the Circuit's development and therefore it should be noted that some of the development elements set out in the policy fall under the jurisdiction of South Northamptonshire Council.

### **E10 Silverstone Circuit and Silverstone Park EZ**

The council will continue to support the Circuit as an international venue and destination for world-class motorsport and a leading business, education, leisure and entertainment venue and will make provision for:

#### **Motor sports**

Improvement of track-related facilities to modern grand prix standards and the promotion of Silverstone as the home of British motorsport and racing. Development of facilities and ancillary office accommodation supporting motorsport activities. The council seeks to enhance and strengthen Silverstone Circuit as the centre of automotive and high technology excellence for the UK.

#### **Business and technology park**

The creation of opportunities for the development of employment and sustainable economic growth by attracting businesses in line with Policy E1 and Chapter 6 of VALP.

#### **Education**

The continued use of the site for Silverstone University Technical College as a key resource of regional significance for secondary education (GCSE and A-Level equivalent) and a centre for excellence in the specialist fields of high performance engineering and business and technical events management and on site accommodation for students attending the UTC.

### **Leisure and tourism**

Providing an attractive venue for leisure, entertainment, recreation and hotel activities to create development that is sustainable both in terms of its construction and operation. The nature of the leisure and tourism uses will be linked to and be complementary to any of the above uses on the Circuit site.

All proposals should have particular regard to all the following criteria:

- a. The need to avoid unreasonable disturbance to those who live in the area
- b. The need to promote sustainable transport links and strengthen connections between the circuit and the towns
- c. The need to protect the rural and visual character of the countryside adjacent to the Circuit with particular attention to the Stowe Area of Attractive Landscape, and
- d. The archaeological significance of Luffield Priory.

# 7 Transport

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## **Sustainable transport vision**

- 7.1 The aim of the sustainable transport vision is to assist with creating development that is accessible by different modes of transport, especially walking and cycling and the use of public transport which is essential to promoting sustainable development as it reduces car dependency. An important policy tool to achieve this is a people-orientated transport hierarchy i.e. prioritising walking and providing access for people with mobility impairment, cycling, public transport, cars (for occupiers on site and visitors), powered two-wheelers, and commercial vehicles. A modal hierarchy will be used to ensure that, if not all modes can be satisfactorily accommodated, those towards the top of the hierarchy are considered first and given greater priority. Sustainable transport management will be based on promoting modes which minimise environmental impact and promote social inclusion. It is important that developments are well located in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.
- 7.2 The spatial vision for Aylesbury Vale identified at the beginning of the Local Plan includes making provision for transportation improvements for both new and existing communities across the entire area. This will include sustainable links across Aylesbury Garden Town itself and sustainable connections between Aylesbury and the other settlements included in the settlement hierarchy as well as the wider Thames Valley, Oxford-Cambridge arc regions. The creation of an improved highway network will allow for more pedestrian and cycle friendly town centres in Aylesbury and Buckingham which will provide for increased modal choice to further transportation choices such as rail and bus. At a local level new development will contribute towards and help deliver localised sustainable transportation improvements to villages for pedestrian, cycle and public transportation uses.
- 7.3 The sustainable transport vision will be underpinned by transportation mitigation identified and assessed through traffic modelling across Aylesbury Vale and in Aylesbury and Buckingham. The main aim of these studies is to assess the status quo (development that has been implemented or has been consented) against future demands (the development strategy) to see what the impacts are with and without a set of highway and public transport mitigation measures. A brief description of these traffic models and their purposes are identified below.

## **Buckinghamshire County-wide Traffic Model Phase 3**

- 7.4 Jacobs were commissioned to assess the transport impact of the Local Plan proposals for Aylesbury Vales within Buckinghamshire, comprising Aylesbury Vale, Chiltern, South Bucks and Wycombe. Following two phases of modelling, including previous draft development strategies which identified a new settlement at either Winslow or Haddenham, a third phase of modelling focused on producing the revised Local Plan development scenario. In addition a set of mitigation schemes were tested in order to try and mitigate any impacts arising from the Local Plan development in terms of increased congestion and travel time. The model also considered traffic flows on strategic routes outside of the county. The Phase 3 version of the county-wide model can be found on the council's website<sup>34</sup>.

## **Aylesbury Transport Strategy**

- 7.5 In early 2016 the former Buckinghamshire County Council (BCC) commissioned AECOM to develop a transport strategy for Aylesbury in order to support and accommodate future planned growth

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<sup>34</sup> <https://www.aylesburyvaledc.gov.uk/section/supporting-evidence>

and the upcoming release of the Plan. This is known as the Aylesbury Transport Strategy (ATS), which sets out the improvements needed to support the planned growth of the town between 2016 - 2033. The VALP identifies Aylesbury as playing a substantial and critical role in delivering growth for Aylesbury Vale and the rest of Buckinghamshire. The town has been awarded Government backing as a Garden Town and will be a focus for developing the ATS and prioritising investment in multi-modal transport infrastructure. The strategy also addresses current issues on the transport network and therefore represents the opportunity for a single coordinated approach to planning improvements and upgrades to the transport network and will form a key transport policy document for Buckinghamshire Council. The focus of the strategy is Aylesbury town centre and its immediate urban area, however the growth and travel patterns were considered in a much wider context, including most of the Aylesbury Vale area.

### **Aylesbury Garden Town**

- 7.6 Transport measures and interventions contained in the ATS are required to facilitate growth in the Aylesbury Garden Town. The key measures and interventions are set out in Policy [T3] below and supported by the Infrastructure Delivery Plan. The proposed growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport. Traffic growth will be managed to control congestion and provide opportunities to significantly maximise infrastructure improvements including:

increased public transport, building on the success of the Aylesbury Rainbow bus routes

increased walking and cycling facilities, building on the success of the Aylesbury Gemstone cycleways

improving road infrastructure linking new developments to the town, which will create a series of link roads around the town

enhancements to the regional rail infrastructure linking us to neighbouring growth areas

### **Buckingham Transport Strategy**

- 7.7 AECOM has been commissioned by the council to develop a transport strategy for Buckingham that supports future planned growth in the town up to 2033. The focus of this strategy is the town of Buckingham, but also recognises that the town will be affected in coming years by proposed growth in a wider area around the town.
- 7.8 The growth aspirations in the VALP are likely to have an impact on transport requirements in Buckingham; and may therefore necessitate a number of improvements in/around the town. The aim of the Buckingham Transport Strategy (BTS) is to consider these growth aspirations holistically and propose measures that address their impacts as a whole, rather than the impact of each individual development and support schemes contained in VALP.
- 7.9 In addition to accommodating these future growth aspirations, the BTS should also address existing known transport issues in the town.
- 7.10 The BTS has been used as one of a series of evidence documents to support the infrastructure identified in VALP under Policy T3.

## **T1 Delivering the sustainable transport vision**

The strategy to deliver sustainable transport in Aylesbury Vale is based on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.

The council and, where appropriate, Highways England, will work together to achieve this strategy and those improvements required to deliver it. The council will seek to ensure that development proposals will deliver highway and transport improvements to ensure new housing and employment development identified in the Local Plan period does not create a severe impact on the highway and public transportation network and encourages modal shift with greater use of more sustainable forms of transport.

The council will assist in delivering the pedestrian, cycle, public transportation and public realm improvements to deliver the Aylesbury Garden Town initiative as well as any required improvements to the transportation network in Buckingham and other areas of Aylesbury Vale as required to deliver sustainable, healthy and thriving communities.

### **Strategic transport schemes**

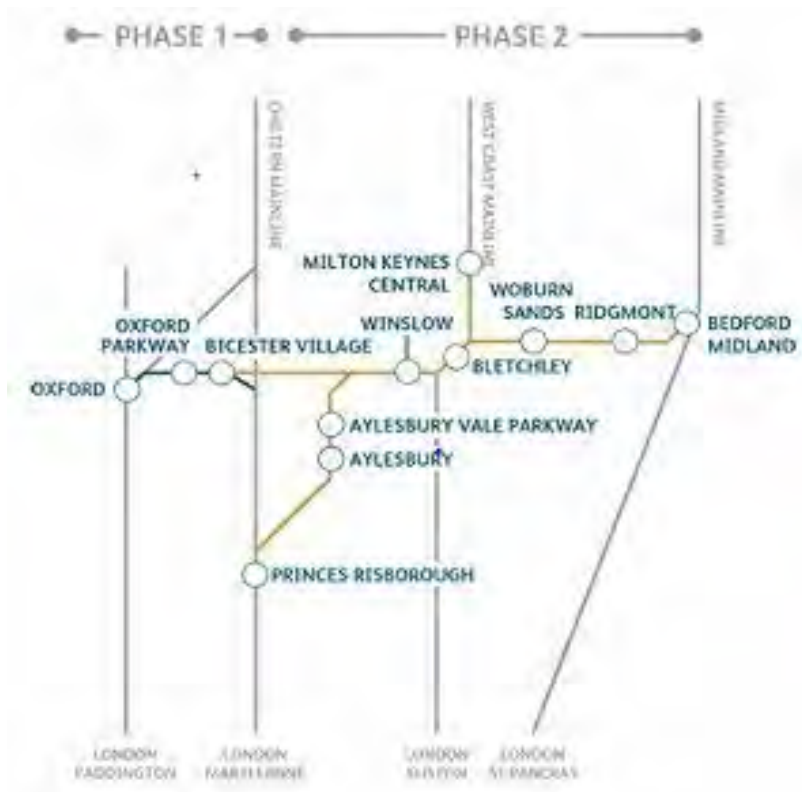
- 7.11 The Plan will ensure that land needed to facilitate protected transport schemes, including both local and national projects, is protected from development that would prejudice their implementation.

### **High Speed 2 (HS2)**

- 7.12 In December 2010 the Government announced a preferred route option for the proposed high speed rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route runs through the western part of Aylesbury Vale, entering at Wendover in the south past the western edge of Aylesbury, and proposes a major infrastructure maintenance depot located at Calvert/Steeple Claydon, then continues northwards to exit Aylesbury Vale at Turweston. The council and many other groups petitioned the Government to achieve the best possible mitigation of the significant impacts that HS2 will have on the environment and local communities in Aylesbury Vale.
- 7.13 The Secretary of State has issued a safeguarding directive for the route and this will be shown on the final proposals map. The safeguarding directive requires the notification to HS2 of any planning application which affects the safeguarded line. The High Speed Rail (London - West Midlands) Act 2017 received Royal Assent in February 2017 and preparatory work for delivery of the line has commenced. The route is shown on the Policies Map.

### **East West Rail**

- 7.14 The East West Rail (EWR) project will provide a new east-west orbital route between the east of England and south-central England using primarily existing infrastructure. The EWR project will provide connectivity to Reading, Didcot, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich and supports sustainable growth across the corridor. The council is one of a consortium of local authorities in England's economic heartland working with Network Rail and the Department for Transport, influencing and supporting the early implementation of this key infrastructure project.
- 7.15 The East West Rail western section (Phase 2) involves the upgrade and reconstruction of sections of line linking Bedford to Bicester and Milton Keynes, via Winslow, and Calvert Junction to Princes Risborough via Aylesbury. This will allow passenger and freight services to run between Bedford and Bicester and between Milton Keynes and London via Aylesbury subject to service patterns. This second phase of East West Rail will extend the Chiltern Line northwards, beyond Aylesbury, to link up with East West Rail, with a new station in Winslow.



- 7.16 East West Rail Phase 1 Bicester to Oxford is in operation and preparation for Phase 2, Bicester - Aylesbury - Milton Keynes is well advanced. Train services could start operating by the end of 2024, subject to securing the necessary approvals (planning permission for the new station at Winslow was granted in June 2017).

### Oxford to Cambridge Expressway

- 7.17 The Road Investment Strategy 2015 (Department for Transport) announced a new strategic study that will investigate the case for linking existing roads, which would create a high-quality link between Oxford and Cambridge. This will enable future growth in Aylesbury Vale to benefit from direct connections to the strategic road network. The Oxford to Cambridge Expressway Strategic Study: stage 3 report published in November 2016 identified three options to complete the 'missing link' between the M1 and the M40:

- a northern option, roughly following the existing A421 to the south of Bicester and via Buckingham to the east of Milton Keynes
- a central option, following the east-west rail corridor; and
- a southern option via Aylesbury, linking to the M1 south of Milton Keynes.

- 7.18 In late 2018 the Government announced their preferred corridor option was B the central option. Consultations on more refined route options are only proposed to take place in late 2019 and the preferred route to be announced in 2020 followed by a public inquiry. As the expressway route remains a work in progress there is no preferred route to safeguard in this plan. As work progresses the implications of the route for growth in Aylesbury Vale will be taken into account in any future review of the Plan.



## Local Schemes

- 7.19 Local transport schemes identified below and in Policy T3 are defined as critical for the reason that they are essential to enable or unlock strategic housing and employment floor space essential to deliver the scale of growth identified in the Plan.

### T2 Supporting and Protecting Transport Schemes

Planning permission will not be granted for development that would prejudice the implementation of existing or protected transport schemes including the implementation of the East West Rail project including new stations and twin tracking to the south of Aylesbury.

The council will continue to work with High Speed 2 Ltd with the aim of influencing the design and construction of the route through Aylesbury Vale to minimise adverse impacts and maximise any benefits that arise from the proposal including support of the Stoke Mandeville A4010 realignment. Subject to being within the provisions of the Act, the implementation of HS2 will also be expected to:

- a. deliver high-quality design to protect local communities and the environment
- b. prevent or reduce prejudicial effects on road safety or on the free flow of traffic and to preserve sites of archaeological or historic interest or nature conservation value
- c. ensure that community and other benefits are fully realised.

### T3 Supporting local transport schemes

The council will actively support key transport proposals including those identified in both the Aylesbury Transport Strategy and Buckingham Transport Strategy.

The council will support local transport schemes that provide benefits to Aylesbury Vale in terms of reducing road congestion, providing mode choice and deliver the council's sustainable spatial strategy.

Planning permission will not be granted for development that would prejudice or diminish the integrity of the implementation of existing or protected and supported required transport schemes identified in the list below. These required transport schemes are also shown on the Policies Map.

**Table 17 Protected and supported transport schemes**

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
Aylesbury	Kingsbrook Masterplan/Aylesbury Transport Strategy	Stocklake improvement (rural section) and Eastern Link Road (N)	BC, Developer	Developer contributions
Aylesbury	Kingsbrook and Woodlands	Aylesbury, Eastern Link Road (S)	Bucks Advantage/Develop	Developer contributions/BC

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
	Masterplans/Aylesbury Transport Strategy		er	Capital Fund/LGF
Aylesbury	Buckinghamshire County Model/Aylesbury Transport-Strategy	Southern Link Road (dual carriageway between A41 and A413)	BC, developers	Developer contributions
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy/HS2 Hybrid Bill	Stoke Mandeville A4010 Realignment	HS2	HS2
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy/DfT Retained scheme	South East Aylesbury Link Road (A413 to B4443 Lower Road) (SEALR)		Developer contributions/HS2/LGF
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy	South East Aylesbury Link Road Phase 2 (dualling of link between SW Aylesbury Link Road and Lower Road)	HS2/BC	HS2/Developer contributions/BC
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy	South West link (between Stoke Mandeville A4010 realignment and A418)	Developer	Developer contributions
Aylesbury	Aylesbury Transport Strategy-	Priority Public Transport Corridor A41 Bicester Road	BC	Developer contributions
Aylesbury	Aylesbury Transport Strategy	Priority Public Transport Corridor A41 Tring Road	BC	Developer contributions
Aylesbury	Aylesbury Transport Strategy/Aylesbury Garden Town	Aylesbury town centre improvements to the pedestrian network and public	BC	Developer contributions / grants

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
		realm: a. Cambridge Street b. Exchange Street c. Friarage Road d. Vale Park Drive e. Upper Hundreds Way f. Walton Street g. Canal Basin h. Town Centre cycle parking		
Aylesbury	Aylesbury Transport Strategy	Remodelling the bus station to increase capacity and reconfiguring of the pedestrian access between the railway station/bus station and town centre.	BC/EWR/Developers	EWR Consortium/DfT/Network Rail/BC/CIL/Other
Aylesbury	Aylesbury Transport Strategy	Aylesbury town-wide cycle network improvements	BC, Sustrans	Developer contributions
Aylesbury	National Infrastructure Commission "Partnering for Prosperity: A new deal for the Cambridge Milton Keynes-Oxford Arc"	East West Rail – Bicester, to Winslow, MK and Aylesbury. Includes new station at Winslow.	NIC	EWR Consortium/DfT/Network Rail/ BC/CIL/Other
Aylesbury	Aylesbury Transport Strategy	Traffic calming on Prebendal Avenue to reduce rat-running between A418 and Stoke Road	BC/Developers	Developer contributions/CIL/Other
Buckingham	Buckingham Transport Strategy	Route upgrade on the A421 and A413 to dual – 2 lane standard (between Radcliffe Road roundabout and	Developers	Developer contributions and grant funding

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
		A421/A413 roundabout (east))		
Buckingham	Buckingham Transport Strategy	Buckingham Left turn slip at A422/A413/Stratford Road roundabout	Developers	Developer contributions
Buckingham	Buckingham Transport Strategy	Buckingham Town-wide cycle network improvement	BC, Sustrans	Developer contributions
Buckingham	Buckingham Transport Strategy	Buckingham to Silverstone Park cycle route	BC, Sustrans	Developer contributions
Winslow	Buckingham Transport Strategy	Infrastructure to facilitate increase in bus frequency to Winslow Station	BC, Bus operators, EWR Alliance	Operators – possible commercial service
Edge of MK (North East Aylesbury Vale)	Buckinghamshire County Model	New roundabout access on A421 to serve Shenley Park and subject to more detailed traffic modelling possible dualling between new access and Bottledump roundabout and link road through the site connecting the A421 with H6 and/or H7	MK, BC, developers	Developer contributions

## Delivering transport in new development

- 7.20 The sustainability of new development is based on the ability of proposals to be accessible by a choice of means of transport to existing services such as: employment provision, education, retail, healthcare, and leisure facilities. Accessibility issues are particularly important for those without access to a car. At the local level this should include encouraging walking for trips under two miles, and encouraging cycling for trips within a five-mile radius. To achieve this, car dominance should be reduced, as supported by both the Manual for Streets and the Local Transport Plan 4 while not impeding access for emergency vehicles and public transport. Opportunities to reduce traffic speeds and introduce level surface street designs for example may help to encourage more walking and cycling and create safer streets.
- 7.21 National guidelines stipulate that upon completion developments should be within a 400m threshold of a bus stop or 800m of a railway station with at least a half-hourly peak hour service provision in order to ensure public transport use is a realistic alternative to the car.
- 7.22 The National Planning Policy Framework (NPPF) (2012) requires planning decisions to take account of whether safe and suitable access to a development site can be achieved for all people. Developments should be located and designed, to create safe and secure layouts which minimise conflict between general traffic and; emergency service vehicles, public transport, cyclists and pedestrians. Suitable and safe highway measures must be provided to mitigate the impact of development and enhance the use of the local road network for all users.

### T4 Capacity of the transport network to deliver development

New development will be permitted where there is evidence that there is sufficient capacity in the transport network to accommodate the increase in travel demand as a result of the development. The guidelines set out below which are taken from Buckinghamshire Council's guidelines for Transport Assessment thresholds for development should be used to in considering whether a transport impact assessment and travel plan will be required to assess the transport impacts of a development.

**Table 18 Guidelines for Transport Assessment thresholds<sup>35</sup>**

Land Use	Smaller Developments	Major Development
	<b>Require a Transport Statement</b>	<b>Require a Transport Assessment and Travel Plan</b>
B2 General industrial	2500-4000 sqm	>4000 sqm
B8 Storage of distribution	3000-5000 sqm	>5000 sqm
C1 Hotels	75-100 bedrooms	>100 bedrooms
C2 Residential institutions – hospitals, nursing homes	30-50 beds	>50 beds
C2 Residential institutions – residential education	50-150 students	>150 students

<sup>35</sup> Where applications are made for 'open' class E uses the lowest threshold for uses in that class will be utilised.

<b>Land Use</b>	<b>Smaller Developments Require a Transport Statement</b>	<b>Major Development Require a Transport Assessment and Travel Plan</b>
C2 Residential institutions – hostels	250-400 residents	>400 residents
C3 Dwelling houses	50-80 units	>80 units
E(a) Display or retail sale of goods, other than hot food	250-800 sqm	>1500 sqm
E(b) Sale of food and drink for consumption (mostly) on the premises	300-1500 sqm	>1500 sqm
E (c)(i) Financial services,	1000-2500 sqm	>2500 sqm
E (c)(ii) Professional services (other than health or medical services)	1000-2500 sqm	>2500 sqm

### **T5 Delivering transport in new development**

Transport and new development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts which arise directly from that development. This will be achieved, as appropriate, through:

- a. The submission of a transport statement or assessment and the implementation of measures arising from it
- b. Ensuring that the scale of traffic generated by the proposal is appropriate for the function and standard of the roads serving the area
- c. The implementation of necessary works to the highway
- d. Contributions towards local public transport services and support for community transport initiatives
- e. The provision of new, and the improvement of existing, pedestrian and cycle routes
- f. The provision of a travel plan to promote sustainable travel patterns for work and education related trips.

## Vehicle parking

- 7.23 Car parking and its location has an impact upon the quality of the environment – how it looks, how it functions – and on safety. The availability and convenience of parking at the destination can have a real effect on the choices people make regarding travel. Policies within the National Planning Policy Framework (NPPF) (2012) seek to manage the demand for car travel and encourage the use of more sustainable forms of travel, particularly public transport, walking and cycling. Whilst much of Aylesbury is well served by public transport and is easily accessible by walking or cycling, the same does not apply across the remainder of Aylesbury Vale.
- 7.24 Car parking remains a significant issue for residents and house buyers. Many feel that designs for new developments should accommodate anticipated levels of parking. Attempts to curb car ownership solely through restricting parking are considered unrealistic, and have had little impact on the number of cars used by a household. Experience from recent residential developments and those presently being constructed has been that rather than encouraging a shift away from car ownership, restrictive parking standards have simply intensified the demand for any available on-street parking and has compromised highway safety.
- 7.25 Therefore, vehicle parking must be designed into new development schemes to include accommodation for on-plot parking and on-street parking. Rear parking courts are discouraged as experience of new residential developments within Aylesbury Vale shows that these are not used due to location and/or a lack of security, leading to anti-social behaviour and parking on the street. Parking courts to the front of dwellings are considered acceptable as they allow for the parking area to be overlooked.
- 7.26 Research has also shown that most residents use garages for domestic storage rather than for vehicle storage, which subsequently reduces the available off-street parking for individual dwellings. It is therefore proposed that car ports or garages, unless of a minimum internal size as included within the residential car parking standards contained within Appendix B, will no longer be regarded as a parking space within a new development.
- 7.27 Vehicle parking standards including cycles and motorcycles, are set out in Appendix B of the VALP.

### T6 Vehicle Parking

All development must provide an appropriate level of car parking, in accordance with the standards set out in Appendix B. If a particular type of development is not covered by the standards set out in Appendix B then the following criteria will be taken into account in determining the appropriate level of parking:

- a. The accessibility of the site, including the availability of public transport, and
- b. The type, mix and use of development
- c. Local car ownership levels
- d. Security and public realm
- e. Provision for both on street and off street parking where appropriate

Rear parking courts will only be provided in exceptional circumstances where no alternative parking can be provided and where the rear parking court is well located in terms of the development it serves, is overlooked, enclosed and secure. The provision of garages and/or car ports will not be counted as a parking space for a development unless they are of at least the size set out in Appendix B.

### Footpaths and cycle routes

- 7.28 Footpaths and cycle routes provide an opportunity to minimise and reduce the need to travel by car, maximise sustainable transport use, and decrease air pollution. These activities can also help to increase the health and quality of life of users. The National Planning Policy Framework (NPPF) (2012) states that planning policies should aim to achieve places which promote accessible environments containing clear and legible pedestrian routes. It also states that developments should be designed to give priority to pedestrian and cycle movements.
- 7.29 The VALP encourages sustainable modes of travel including provision for public transport, cycle routes, footpaths and bridleways. It also aims to maintain and develop a network of recreational routes that will allow easy and safe access to cycle, bridleway and footpath routes. These are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.

### T7 Footpaths and cycle routes

For development which will have implications for the footpath and cycle route networks all the following criteria will apply:

- a. The delivery of a strategic cycle network and improvements to the footpaths will be supported in accordance with schemes identified in Policy T3 Supporting Local Transport Schemes and in the IDP Appendix
- b. In dealing with planning applications the council will seek new or improved cycle access and facilities where necessary, including cycle storage, and will use planning conditions or legal agreements to secure such arrangement.
- c. Development proposals must provide for direct, convenient and safe pedestrian movement and routes, connected where appropriate to the existing pedestrian network and alongside strategic routes. In deciding planning applications the council will use planning conditions or legal agreements to secure the provision of new footpaths and the improvement of existing routes.
- d. The council will ensure that networks of pedestrian and cycle routes are provided to give easy access into and through new developments and to adjacent areas, and also to public transport services.



## Electric vehicle infrastructure

- 7.30 Electric vehicles offer a way of reducing the pollution impacts associated with traffic. Air quality in areas of high traffic movements, such as town centres, will particularly be improved as the use of electric vehicle increases and technology becomes increasingly efficient in terms of cost and charging duration.
- 7.31 The NPPF (2012) encourages the inclusion of facilities for charging plug-in vehicles (paragraph 35) which was rare when it was written in 2012. Figures published by the Society of Motor Manufacturers and Traders (SMMT) show that sales of electric cars have expanded dramatically since then. While only around 500 electric cars were registered per month during the first half of 2014, this has risen to an average of more than 3,200 per month. With this growth predicted to continue there is now a market justification for including charging facilities in new developments. The recent Government announcement that diesel and petrol cars will be phased out by 2040 will further increase the pressure for such facilities in the longer term.
- 7.32 It is important to ensure that new electric vehicle charging facilities are accessible in new developments, but it is recognised that current electric car sales are only 1.7% of new car sales. It is nevertheless important that electric vehicle charging infrastructure supports this growing mode of transport, encouraging continued growth and supporting existing and future users of electric vehicles. Electric vehicles are a broadly sustainable mode of travel that is increasing market penetration and the requirement for new development can be increased whenever the parking standards are reviewed.
- 7.33 It is anticipated that within the life of the Local Plan other technologies will emerge for the fuelling of vehicles. These might include hydrogen, fuel cells, compressed natural gas (CNG) and liquified natural gas (LNG) as well as hydrogenated vegetable oil (HVO). Such developments will need to be addressed within a review of the Plan.
- 7.34 An electric vehicle charging scheme submitted in support of a planning application will also need to include information that identifies how the charging equipment will be managed, e.g. who can use the charging points, payment arrangements, who will maintain the equipment.
- 7.35 The standards used in this policy have been derived by reflecting the uptake in electric vehicles both nationally and locally and in line with other local authorities with a similar level of growth in the demand for electric vehicle and who have adopted standards to reflect this. (Lancaster City Council Provision of Electric Vehicle Charging Points for New Development Guidance for Developers September 2017)

## T8 Electric Vehicle Parking

Electric vehicle charging points will be provided as set out below:

- a. Provision of parking bays and charging points for electric vehicles in new developments (including conversions)

**Table 19 Electric Vehicle charging requirements**

Development	Requirement
Houses*	One electric vehicle dedicated charging point per house with garage or driveway
Flats **	At least 10% of parking bays*** shall be provided with dedicated electric vehicle charging points. All other parking spaces to be provided with passive wiring to allow future charging point connection.
Other Development (<50 Bays)**	At least two parking bays *** shall be marked out for use by electric vehicles only, together with charging infrastructure and cabling
Other Development (>50 Bays)**	Further dedicated bays (3m x6m) totalling 4% of the total provision.
Phasing	If a development requires a phasing plan over a number of years the developer will be required to enter into negotiation with the local authority to make provision for the installation of groundwork / passive wiring in order to enable further future installation to match demand.

\* In private dwellings including flatted development the minimum of a 7.4 kW 32A or higher Type 2 electric vehicle dedicated charger will be installed. A charging rate of between 3.7kW 16A to 7.4kW 32A is needed to charge pure electric vehicles. For houses a switch inside the property will be provided for external sockets so that the power to the socket can be switched off (as technology changes the installation should reflect the most up to date guidance). Charging on this type of 'slow' charger usually takes 4-8 hours.

\*\*Dedicated freestanding weatherproof chargers

\*\*\* Electric vehicle parking bay size of 3mx 6m set on the basis that cars are charged from the front or back and others are charged at the side, and this would allow for cable and connector around these vehicles and allow sufficient room to avoid cables and their inherent trip hazards and the like.

- b. Fast charge electric vehicle charging points (at least 7.4 kW 32A with a normal charge time of between 2-4 hrs) must be provided at long stay locations such as employment sites and railway station/long stay car parks.
- c. For high turnover parking, such as at a supermarket, leisure facility or hospital, 'rapid' electrical vehicle charging points will be installed (at least 43kW / 63A with a normal charge time of 30-60 minutes for an 80% charge) This is due to short time spent at such locations. In addition, fast charge electric vehicle charging points (at least 7.4 kW 32A) should be provided in these locations.

- d. Charging points shall be provided at a minimum rate of one charging point for every 25 public parking spaces, except at petrol stations where one space should be provided at each petrol station.
- e. Where development generates the need for a Transport Assessment to be undertaken, provisions should also be made for alternative fuel vehicle types including electric vehicles

# 8 Built Enviroment

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### Heritage assets

- 8.1 The historic environment is an asset of great cultural, social, economic and environmental value. It contributes significantly to our quality of life and to the character of Aylesbury Vale, representing a non-renewable resource that once lost is gone forever. Heritage assets are defined as those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest, over and above their functional utility. Significance can be made up of many different aspects of an asset's interest, and may be harmed by development directly affecting the physical fabric of the asset or within the setting of the asset. Government planning policy sets out that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. The following paragraphs supporting policy BE1 'Heritage assets' are the response to that requirement.
- 8.2 There are many different types of heritage asset; some are formally designated, others are non-designated. The council's aim is to protect and enhance Aylesbury Vale's heritage assets through the identification of those of local significance and through ensuring that development is managed in a way that sustains or enhances their significance and setting. The effect of a planning application on the significance of a designated or non-designated heritage asset should be taken into account in determining any application. The LPA will require an applicant to describe the significance of any heritage asset affected including any contribution made by their setting. As a minimum the Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise.
- 8.3 In weighing up applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

### Designated heritage assets

- 8.4 Designated heritage assets are a World Heritage site, scheduled monument, listed building, registered park and garden, registered battlefield, or conservation area. Designated heritage assets are protected by statute, as set out in relevant legislation, as well as by policy contained within the NPPF (2012). Where a designated heritage asset is affected by development proposed in this plan the appropriate policy makes specific reference to the heritage asset so that it can be taken into account in assessing relevant planning applications.

### Listed buildings

- 8.5 Listed buildings are buildings or structures which are included on the national List of Buildings of Special Architectural or Historic Interest. They are nationally designated heritage assets. Buildings are listed by the Secretary of State for Culture, Media and Sport, based on recommendations from Historic England. Anyone can nominate a building for listing via the Historic England website. Any building or structure may be added to the list, as long as it meets the agreed criteria for listing for that type of asset. These agreed criteria are drawn up by Historic England, and are available from its website.
- 8.6 There are over 3,000 listed buildings, bridges, statues and other structures in Aylesbury Vale. Over 200 of these listed buildings are recorded as Grades I or II\* with the remainder being recorded as Grade II. Most of the buildings in Aylesbury Vale were listed between 1970 and 1990 as the result of programme of parish-wide building surveys. A number of new buildings have been added to the lists since then as a result of requests for individual listings. Others, including 20th century concrete structures and war memorials have been added to the list as a result of Historic England's thematic listing programme.

- 8.7 The special interest of a listed building may be adversely affected by alterations or extensions to its physical fabric, or by development within the curtilage or development within the setting. The objective of listing buildings is to ensure their protection for future generations to enjoy. In addition to the normal planning application process, listed building consent is required for all works that would affect a building's special interest.
- 8.8 The requirement for listed building consent ensures that checks and balances are in place to prevent harm to the structure and interest of a listed building. This protection applies to the whole of a listed building or structure, and to other ancillary structures that sit within the curtilage of the listed building that were in existence before 1 July 1948 and in the curtilage of the building or structure at the time of listing. The need for consent extends to all works, both external and internal.
- 8.9 Listed building consent is required for any works that affect the character of the building including alterations, extensions, and demolition. It is a criminal offence to carry out unauthorised works to a listed building. If unauthorised work has taken place to a listed building an enforcement notice may be served requiring the work either to be remedied or reversed. In determining applications relating to listed buildings, the council has a statutory duty to have a special regard to the desirability of preserving any listed building or its setting, or any features of special architectural or historic interest that it possesses. The council is also required under NPPF (2012) to consider whether the proposal will cause harm to the significance of the heritage asset. If harm is likely to be caused, this must be weighed in the wider planning balance.

### Conservation areas

- 8.10 Conservation areas are areas of special historic or architectural interest, the special character or appearance of which it is desirable to preserve or enhance. Conservation areas are locally designated heritage assets. Conservation areas are designated by the former Aylesbury Vale District Council (now Buckinghamshire Council), according to strategy set out in the former AVDC Conservation Areas Supplementary Planning Document (adopted March 2011).
- 8.11 Conservation areas can include groups of listed or non-listed buildings, historic village greens and open spaces, important trees, unusual distinctive historic field patterns closely associated with a historic settlement (where these have a district-wide significance), historic parkland, linear features such as canals and railways, well-preserved archaeological remains and/or surviving historic street patterns. When defining a conservation area it is the special architectural or historic interest of the whole area, rather than the merits of individual buildings and features, that is important. Interest may be characterised by uniformity of architectural style or variety.
- 8.12 Most of Aylesbury Vale's 120 conservation areas were designated originally in the 1980s and 1990s, (while some date from the 1960s) and roughly half have been reviewed in the last 10 years. The council continues to review designations to ensure that they are up to date and that conservation area boundaries are appropriately defined. Any development, be it construction, demolition, alteration, extension, or change of use, has the potential to impact upon the character or appearance of a conservation area. Whilst positive change should be welcomed as an important part of the organic growth of a settlement, there is always a risk that development may harm an area's special interest.
- 8.13 Similarly, development immediately adjacent to, or within the setting of, a conservation area can greatly influence the character and appearance of the area. Development that does not reflect the traditional form, layout and scale of buildings within the conservation area can have an adverse effect. Conservation area designation is intended to recognise and define that which is special about a place, and therefore what the character and appearance of the area it is that is desirable to preserve or enhance.

- 8.14 Within a conservation area the amount of development which may be taken without planning permission is reduced. The increased requirement to seek permission for development is intended to ensure that the correct checks and balances are in place to prevent harm to the significance of the heritage asset. In determining applications relating to conservation areas, the council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The council is also required under NPPF (2012) to consider whether the proposal will cause harm to the significance of the heritage asset. If harm is likely to be caused, this must be weighed in the wider planning balance.

### **Registered historic parks and gardens**

- 8.15 Registered historic parks and gardens are sites which have been assessed to be of particular significance, in terms of the special historic interest. They are nationally designated heritage assets. Historic England has been enabled by Government to compile a register of historic parks and gardens. Anyone can nominate a park or garden for inclusion on the register via the Historic England website. The register includes gardens, grounds and other planned landscapes and open spaces. The register focuses on the interest of the designed landscape, rather than on planting or botanical species. The majority of sites registered are the grounds of historic private houses, but public parks and cemeteries can also be included.
- 8.16 Within Aylesbury Vale there are nine parks and gardens of special historic interest included in the national register. They are graded in a similar way to listed buildings. Development within or affecting the setting of a historic parks and garden can affect the significance of the asset. The purpose of registering historic parks and gardens is to celebrate designed landscapes of note and to define the elements that make it important or distinctive, and to ensure appropriate protection. The inclusion of a historic park or garden in the register carries obligations on the Local Planning authority to consult Historic England and the Garden History Society on all applications for development likely to affect the area of special interest. In considering the impact of a proposal the council will have regard to the special character of the park or garden and public views within, into or from it. The council will also consider the impact of development upon the significance of the heritage asset.

### **Scheduled monuments**

- 8.17 Scheduled monuments are sites of national archaeological importance. They are nationally designated heritage assets. Scheduling of sites as ancient monuments is the oldest form of heritage protection, and started in 1882. The primary purpose of scheduling a monument is to preserve it for the future and to protect it from damage, destruction, or any unnecessary interference. The Secretary of State for Culture, Media and Sport designates scheduled monuments, based on recommendations from Historic England. Sites from all periods are eligible for inclusion on the schedule as long as they meet the criteria adopted by Historic England for scheduling of that asset type.
- 8.18 There are 61 sites in Aylesbury Vale that are included in the statutory schedule of ancient monuments. A list of sites is maintained by Historic England, and is available on their website<sup>36</sup>. Development which affects the physical remains of a scheduled monument, or which affects their setting, may harm the significance of the heritage asset. Scheduling is intended to identify those sites which would particularly benefit from close management, primarily by Historic England.
- 8.19 The consent of the Secretary of State is required for any proposals that may affect the special interest of a scheduled monument. This scheduled monument consent can cover any works

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<sup>36</sup> <https://historicengland.org.uk>

affecting a scheduled monument either above or below ground, including groundworks, demolition, destruction, damage, removal, repair, alteration, addition, flooding or tipping operations. Consent may even be required to enter a scheduled monument with digging machinery. Where an application for planning permission affects a scheduled monument, the council will consult with Historic England, and will take advice as to the likely impact of that development upon the significance of the heritage asset.

### **Non-designated heritage assets**

- 8.20 A non-designated heritage asset can be a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions.
- 8.21 Significance is the value of a heritage asset to this and future generations because of its heritage interest that can be archaeological, architectural, artistic or historic. Every effort will be taken to identify non-designated heritage assets as early as possible in the planning process.
- 8.22 The criteria for defining significance (below) will be used by the council as Local Planning authority to establish if any potential non-designated heritage asset meets the definition in the National Planning Policy Framework (NPPF) (2012). This will be done at an early stage in the process, as advised by the National Planning Practice Guidance. Development proposals affecting an identified non-designated heritage asset will be subject to the requirements of the NPPF (2012) at Section 12: Conserving and enhancing the historic environment and including paragraphs 131 and 135.

### **Defining significance**

- 8.23 An understanding of the significance of any heritage asset, whether designated or non-designated, lies at the heart of all decision making. Without understanding the significance of an asset it may not be possible to make an accurate assessment of the impact that a development will have on that significance. The significance of a heritage asset is based on its key heritage values. These values are defined by Historic England as the historic, evidential, aesthetic and communal values. By understanding the heritage values of an asset it is possible to assess the archaeological or architectural interest of a building, structure or site. Finally, the setting of an asset can contribute a great deal to its significance, by virtue of its positive impact on understanding the heritage values and interest of the asset as a whole. The definitions of heritage values and interest below have been prepared with specific reference to Historic England's Conservation Principles – Policies and Guidance for the Sustainable Management of the Historic Environment and Good Practice Guide for Local Heritage Listing.

### **Evidential**

- 8.24 Evidential value is the potential of a place to yield evidence about past human activity. This can include land use, the hierarchy of places, historic building techniques, fashion and trends in architectural design. The setting of places, for example the rural hinterland of the Vale's villages, can contribute to this value as it shows historic linkages between places and economic functions.

### **Historic**

- 8.25 Historic value lies in the ways in which past people, events and aspects of life can be connected through a place to the present and is often illustrative or associative. The links between places and people or events in history feeds into this value, and the tangible way in which modern day settlements have been affected by historic events (such as the setting up of a mediaeval market square) is key to understanding the development of a place.



### **Aesthetic**

- 8.26 The intellectual and sensory impact of a place creates its aesthetic value. This may be as simple as the appreciation of a historic house and garden for its beauty, or the less formal glimpsed views around an historic settlement.

### **Communal**

- 8.27 The collective experience or memory of a place and the meaning that it holds for people who relate to it form the communal value of an asset. In terms of publicly accessible places and spaces this is often fairly easy to define, but is harder to interpret for areas that are not easily visible to communities. Neighbourhood plans and associated documents offer a good opportunity to try to define the communal value of a place or heritage asset.

### **Archaeological interest**

- 8.28 There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of people and cultures that made them. Identification of archaeological interest will be made in conjunction with the Buckinghamshire Council Archaeological Service. Sub-surface archaeological interest is considered and advised on separately by the service.

### **Architectural interest**

- 8.29 The architectural interest of a building or structure may be aesthetic, based on the intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic. It may be in part derived from the local context of a place, or an association with a known architect or designer of regional or national note.
- 8.30 The integrity of a building or structure may add to its interest – a degree of intactness and lack of harmful external alteration may make a building more significant. Equally, the ongoing organic development and growth of a building over centuries may be what gives it its value and interest.
- 8.31 If a building sits as a landmark, by virtue of its design, age, innovation, construction, position, use or communal associations contributes, within the local scene or as a valuable member of a group of buildings this may also add to its interest.

### **Setting**

- 8.32 The setting of a heritage asset is the surroundings within which the asset may be experienced. It is not fixed and may evolve over time. Elements within a setting may be positive, negative or neutral, and so the ability to appreciate setting may be harmed or improved by development within the setting of an asset. Setting must not be confused with curtilage, to avoid confusion with residential curtilage for permitted development rights as this may differ.

### **Curtilage**

- 8.33 Curtilage in heritage terms, refers to an area around a building and, with listed structures, the extent of curtilage is defined by consideration of ownership, both past and present, functional association and layout. The setting of a historic asset will include, but generally be more extensive than, its curtilage

### **Non-designated buildings and structures**

- 8.34 Within the Buckinghamshire Council Conservation Area Appraisals a number of buildings are identified as 'Buildings of Local Note'. These buildings, as well as forming part of the designated conservation area are also considered to be non-designated heritage assets in their own right. From time to time other non-designated heritage asset buildings may be identified through the planning process.
- 8.35 Where applications affect the significance of these assets, the likely harm that will be caused is weighed in the planning balance, and weight is placed on the conservation of these assets. Where it is not practicable to retain a building which is considered to be a non-designated heritage asset, the council will expect to see a full appraisal of the significance of the building and the reasons why it is not practicably repairable or reusable submitted as part of the planning application. In addition the council may require a full record of the building to be made prior to demolition.

### **Archaeological remains**

- 8.36 There are a number of known and identified sites of archaeological importance, known as Archaeological Notification Areas listed on the County Historic Environment Record system. From time to time other sites of archaeological interest may become apparent as a result of the planning process. The council is committed to protect these sites from development that would damage or endanger them and will afford protection to archaeological remains in accordance with their archaeological importance.
- 8.37 Applications for development of sites containing or likely to contain archaeological remains will require an archaeological field evaluation. It is recommended that prospective developers consult the council at pre-application stage in this respect. The council will expect proposals for sites containing important archaeological remains to be preserved, where possible, in situ, i.e. preservation undisturbed in the monument's existing location and setting. Where preservation in situ is not justified, the council will seek preservation by record. This involves digging the site, exposing and removing whatever archaeological remains are found and making a record of the findings. The developer will be required to make satisfactory arrangements for the excavation and recording of the archaeological remains and the publication of the results. This will be achieved by the imposition of suitable conditions and/or agreement between the council and the developer.

### **Heritage at Risk**

- 8.38 Investing in historic buildings can have a direct impact on the quality of life of residents. Many buildings at risk have a rich historic legacy and contribute to local identity. The repair and refurbishment of declining and/or derelict historic buildings can often be a catalyst in encouraging confidence and investment in an area.
- 8.39 Wherever practicable the council will support endeavours to repair and reuse heritage assets in a manner appropriate to their significance and to provide long-term viable uses for buildings and structures that are vacant and at risk through cooperation with owners and Historic England. The council will continue to feed into national projects to record Heritage at Risk, such as the Historic England Heritage Counts surveys, and will support local communities who wish to partake in these projects. The council will continue to work with Historic England to identify options for known Heritage Assets at Risk within Aylesbury Vale and take action to address risks where appropriate. The council will cooperate with owners to find acceptable solutions where possible, but will take formal action where necessary.

## BE1 Heritage assets

The historic environment, unique in its character, quality and diversity across the Vale is important and will be preserved or enhanced. All development, including new buildings, alterations, extensions, changes of use and demolitions, should seek to conserve heritage assets in a manner appropriate to their significance, including their setting, and seek enhancement wherever possible.

Proposals for development shall contribute to heritage values and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset and/or its setting negatively, the significance of the heritage asset must be fully assessed and supported in the submission of an application. The impact of the proposal must be assessed in proportion to the significance of the heritage asset and supported in the submission of an application. Heritage statements and/or archaeological evaluations will be required for any proposals related to or impacting on a heritage asset and/or possible archaeological site.

Proposals which affect the significance of a non-designated heritage asset should be properly considered, weighing the direct and indirect impacts upon the asset and its setting. There will be a presumption in favour of retaining heritage assets wherever practical, including archaeological remains in situ, unless it can be demonstrated that the harm will be outweighed by the benefits of the development. Heritage statements and/or archaeological evaluations may be required to assess the significance of any heritage assets and the impact on these by the development proposal.

The council will:

- a. Support development proposals that do not cause harm to, or which better reveal the significance of heritage assets
- b. Require development proposals that would cause substantial harm to, or loss of a designated heritage asset and its significance, including its setting, to provide a thorough heritage assessment setting out a clear and convincing justification as to why that harm is considered acceptable on the basis of public benefits that outweigh that harm or the four circumstances in paragraph 133 of the NPPF all apply. Where that justification cannot be demonstrated proposals will not be supported, and
- c. Require development proposals that cause less than substantial harm to a designated heritage asset to weigh the level of harm against the public benefits that may be gained by the proposal, including securing its optimum viable use.

Development affecting a heritage asset should achieve a high quality design in accordance with the Aylesbury Vale Design SPD and the council will encourage modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use.

### **Design of new development**

- 8.40 Good design of the built environment and landscape as part of new development is a key priority in preserving and enhancing the quality of the built environment in Aylesbury Vale. A design-led approach is required that respects the vernacular character of towns and villages, and where development in the countryside is necessary or appropriate, new development respects the existing character and visual amenity of rural landscapes and buildings.
- 8.41 The character of settlements differs across Aylesbury Vale, particularly in the building materials used in vernacular buildings, reflecting the changing geology and geography. Local building traditions determine this local distinctiveness through their siting and the use of local materials and building styles. It is vital that new development reflects the scale and characteristics of its surroundings and adds to the built quality of the area.
- 8.42 The key to the council's approach towards the design of new development is a focus on local distinctiveness. This refers to the unique quality of buildings, landscape and topography in a locality that defines its character. Within Aylesbury Vale there is a wide variety of landscape character types, from the nationally recognised natural beauty of the Chilterns Area of Outstanding Natural Beauty (AONB) to the locally important pattern of fields, hedgerows and streams in other parts of Aylesbury Vale. Similarly, there is a wide range of settlements with distinctive characteristics such as the narrow roads and high walls of Haddenham and Chearsley, to the wide main street and limestone houses of Thornborough. Designs or layouts that may be entirely acceptable in one part of Aylesbury Vale may not be appropriate elsewhere.
- 8.43 The council wishes to conserve and enhance these distinctions between areas of Aylesbury Vale and neighbouring districts and to reinforce a sense of place by requiring development to be appropriate to its context. This will be especially important in areas recognised for their landscape or townscape quality, i.e. the designated special landscape areas and conservation areas.
- 8.44 The historic environment can be an important component of local distinctiveness. Development that respects the historic characteristics of its surroundings will be encouraged. Modern developments should look towards the same qualities in order to be appropriate to their setting. That is not to suggest that previous styles should be reproduced or to discourage innovation in building styles but rather to ensure that development respects existing architectural styles. The council wishes to encourage development that has an individual identity that either complements or forms an attractive contrast with its surroundings.
- 8.45 A supplementary planning document (the Aylesbury Vale Design SPD) will be prepared setting out detailed guidance relating to design of new development.

### **BE2 Design of new development**

All new development proposals shall respect and complement the following criteria:

- a. The physical characteristics of the site and its surroundings including the scale and context of the site and its setting
- b. The local distinctiveness and vernacular character of the locality, in terms of ordering, form, proportions, architectural detailing and materials
- c. The natural qualities and features of the area, and
- d. The effect on important public views and skylines.

More guidance on the detail for the application and implementation of this policy will be provided in the Aylesbury Vale Design SPD.

### **Protection of the amenity of residents**

- 8.46 It is a central theme of planning that good neighbourliness and fairness are among the most important factors against which development proposals should be measured. While planning decisions should always be made on balance in the public interest, this should not be at the expense of unreasonable harm to peoples' peaceful enjoyment of their property. Most development will have some impact on its neighbours, but it is important to ensure that this impact is reasonable in relation to the benefits of the development.
- 8.47 Amenity can be harmed in a number of ways, for example by privacy, noise, light pollution, fumes or odours, excessive or speeding traffic, loss of light, and/or the overbearing nature of a new structure which would impact on the character of outlook. Aylesbury Vale is a valued place in which to live, and the council aims to protect this aspect of its residential environment.

### **BE3 Protection of the amenity of residents**

Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of existing residents and would not achieve a satisfactory level of amenity for future residents. Where planning permission is granted, the council will use conditions or planning obligations to ensure that any potential adverse impacts on neighbours are eliminated or appropriately controlled.

### **Density of new development**

- 8.48 Land is a finite resource and it is Government policy to make best use of what is available by promoting sustainable housing developments. Central to this policy is the need to use land efficiently taking into account level of demand, availability of suitable land, future level and capacity of infrastructure, services and facilities, provision of open space, impacts on climate change, accessibility and public transport, characteristics of the area, and proposed mixes of use.

### **BE4 Density of new development**

Proposed densities of developments should generally constitute effective use of the land and reflect the densities of their surroundings, and will be appraised on a site-by-site basis to ensure satisfactory residential amenity. Where large scale developments are proposed, particularly towards the edge of settlements, higher density areas should be located towards the centre of the sites whilst the rural edge should be a lower density. The Aylesbury Vale Design SPD will provide further guidance to assist applicants on this matter.

# 9 Natural Environment

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## Biodiversity and Geodiversity

- 9.1 The VALP seeks to conserve and enhance Aylesbury Vale's biodiversity through the protection and improvement of the terrestrial and water environments and fauna and flora, relative to their importance. The VALP also seeks to protect Aylesbury Vale geodiversity, commensurate with the value and importance a site has.
- 9.2 The Aylesbury Vale Green Infrastructure Strategy 2011-26 was agreed by a consortium of stakeholders including the former AVDC (now Buckinghamshire Council). It seeks to ensure that high quality green infrastructure (GI) is delivered which is accessible, attractive, and which conserves and enhances Aylesbury Vale's special natural and historic environment, its wildlife and its landscape. GI offers the opportunity to engage with the community to build a strong sense of place, and to achieve cohesion between new and existing settlements. GI has an important role in providing a wide range of formal and informal health and recreational benefits at little or no cost to its users, by delivering economically sustainable GI. Strategic Principle 3 of the strategy is that GI should maintain and enhance biodiversity and ensure that development and its implementation results in a net gain of biodiversity as identified in biodiversity action plan habitats and species plans.
- 9.3 Buckinghamshire and Milton Keynes Biodiversity Action Plan (BAP), including the 2009 update Forward to 2020, identifies the key principles and goals that planning decisions must take into account. The BAP's aim is to retain, protect and where possible enhance biodiversity now and in the future. For biodiversity in the Aylesbury Vale area to be supported sustainably, it needs to be meaningfully integrated into land management beyond protected sites and sites managed for wildlife. Biodiversity opportunity areas are the key areas in Buckinghamshire and Milton Keynes for the restoration and creation of priority habitat. They are the most important areas for biodiversity in Aylesbury Vale and represent a targeted approach to conserving biodiversity, and the basis for an ecological network and biodiversity improvement areas as defined in the Buckinghamshire and Milton Keynes BAP. The BAP is currently being revised by the Natural Environment Partnership to cover the period 2021-2030.
- 9.4 Aylesbury Vale supports a rich variety of natural habitats and species. Many of these are of regional and national significance. Part of Aylesbury Vale south of Pitstone is in the internationally designated Chilterns Beechwoods Special Area of Conservation (SAC). The council expects that the planning system should contribute to the conservation and enhancement of these, and to the ecological systems that support them. In accordance with the National Planning Policy Framework (NPPF) (2012), development policies will seek to maximise the benefits of planning decisions to biodiversity, within the context of sustainable development
- 9.5 Local wildlife sites (LWS) and biological notification sites (BNS) are non-statutory designated sites that occur within Buckinghamshire. There are over 200 LWSs in Aylesbury Vale and 186 BNSs. There are also many non-designated sites that conform to the definition of priority habitat, as defined by the Natural Environment and Rural Communities Act 2006 (NERC). These are of varying degrees of importance for nature conservation and receive varying degrees of protection as set out in the NERC.
- 9.6 The Buckinghamshire and Milton Keynes Environmental Record Centre (BMERC) holds records of all known sites of nature conservation value in Buckinghamshire. There are also many known sites of critical importance to species of national and international importance, such as bat roosts. Records of these are held by BMERC and/or specialist recording groups.
- 9.7 Local geological sites, being of regional significance, are also accorded a high degree of importance. Aylesbury Vale has 14 such sites, and in terms of size the most significant are Brill Hill, College Lake, the Ridgeway Complex, Ivinghoe Beacon to Inchcombe Hill and Wendover Woods.



- 9.8 The approach through Policy NE1 is to consider planning applications for development affecting any of these sites against criteria weighted according to their ecological status and protection within the hierarchy of sites, which assesses a particular site's local, national and international status. A site's local context is particularly important. A particular habitat or species may be nationally frequent but extremely rare locally, or nationally scarce and locally frequent. Examples of this include native black poplar, water vole, otter or Bechsteins bat, which are locally frequent but nationally rare.
- 9.9 Priority habitats are those habitats that were identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). Priority habitats and priority species are also defined under section 41 of the Natural Environment and Rural Communities Act 2006, and are not always fully protected under UK wildlife laws. However, they can be sensitive to development and both national and local priority species and habitats are capable of being a material consideration when determining planning applications. Priority Habitats in Aylesbury Vale include the following: Lowland Calcareous Grassland, Lowland Meadow, Lowland Beech and Yew Woodland, Lowland Mixed Deciduous, Wet Woodland Wood Pasture and Parkland, Flood Plain Grazing Marsh, Eutrophic Standing Water, Lowland Fens, Ponds, Reedbeds, Rivers, Arable Field Margins, Hedgerows, Lowland Heathland, Open Mosaic Habitats on Previously Developed Land, Traditional Orchard. Although not always protected under UK wildlife laws, these sites may have been designated as nationally important such as a SSSI, Ancient Woodland or locally important, such as a Local Wildlife Site.
- 9.10 Many species have historically been entirely dependent on human habitation for their reproductive success. However, modern housing standards virtually eliminate opportunities for these species. Consequently, where appropriate, features for biodiversity within development will be expected. Simple inexpensive measures can result in significant gains and these are listed in Appendix 2 of the Buckinghamshire and Milton Keynes Natural Environment report Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes (September 2016). Such measures will be expected to be permanent in order to deliver meaningful ecological gain and protection. The location of any features for biodiversity provided in a development is very important. Biodiversity features will be expected to be integrated into suitable structures rather than provided as vulnerable, isolated and temporary boxes in order to help ensure the success of such features.
- 9.11 Developments will also be expected to include a variety of forms of biodiversity within built development, such as street trees, wildflower rich verges and swales, living roofs and walls, hedgerows, and sustainable drainage systems (SuDS) designed to enrich biodiversity.
- 9.12 Bat populations are particularly sensitive to development that severs or disturbs movement corridors. Where appropriate, flight corridors should be identified and protected or enhanced to ensure the ecological functionality of bat populations. Examples of suitable measures include green bridges, underpasses or tunnels that are situated on the exact traditional routes of bat populations and free from disturbance. Appropriate lighting schemes are also important to ensure bat movement corridors remain dark.
- 9.13 In order to implement criterion (a) of the policy below, a Buckinghamshire Biodiversity Accounting Supplementary Planning Document (SPD) is being prepared in conjunction with the Buckinghamshire and Milton Keynes Natural Environment Partnership, to explain how the policy objective of 'net gain' can be achieved. 'Net gain' means protecting existing habitats and ensuring lost or degraded environmental features are compensated for by restoring or creating environmental features that are of greater value to wildlife and people. The SPD will set out the expectations to use a recognised Biodiversity Impact Assessment calculator to quantify gains and losses, and how the requirement for net gain will be managed and monitored.

- 9.14 A biometric calculator applies a statistical analysis to biological data and measures the habitat gains or losses of a development and then quantifies how many “biodiversity units” would be lost or gained. Any development would need to generate a net gain so the unit figure would need to be positive. A negative unit loss would need to be offset. The biodiversity unit value can be equated to monetary value, and the relevant details will be considered in the SPD. In this way, a calculator quantifies how many biodiversity units would need to be paid for by a development in order to offset any biodiversity loss. Offset providers are able to offer for sale conservation projects that deliver biodiversity units, and these may be bought by a developer. Developer contributions will need to seek to show a net gain on the biometric calculator. A best practice methodology should be used to determine the quantitative ecological impact of any development –for example the most recent Warwickshire County Council’s biodiversity impact assessment calculator –until a formally agreed local approach is set out in the SPD, agreed by Buckinghamshire Council in conjunction with the Buckinghamshire and Milton Keynes Natural Environment Partnership. These assessments must be undertaken in accordance with nationally accepted standards and guidance including the DEFRA Metric, BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain Good practice principles for development.
- 9.15 Sites of Special Scientific Interest (SSSI) are hugely important to the council as these are sites of national importance for flora, fauna, geological and physiographical (landform) features. They are statutorily protected from harm under the Wildlife and Countryside Act 1981. The 28 SSSIs in Aylesbury Vale are:

- Ashridge Commons & Woods
- Aston Clinton Ragpits
- Bacombe and Coombe Hills
- Berton Clay Pit
- Bugle Quarry
- Dancer’s End
- Dancer’s End Waterworks
- Finmere Wood
- Foxcote Reservoir and Wood
- Grendon and Doddershall Woods
- Ham Home-cum-Hamgreen Woods
- Ivinghoe Hills
- Kings & Bakers Woods and Heaths
- Long Herdon Meadow
- Muswell Hill
- Pilch Fields
- Pitstone Hill
- Pitstone Quarry
- Poker’s Pond Meadow
- Rushbeds Wood
- Shabbington Woods Complex
- Sheephouse Woods Complex
- Stone
- Tingewick Meadows
- Tring Reservoirs
- Warren’s Farm (Stewkley)

- Weston Turville reservoir
- Whitecross Green and Oriel Woods

9.16 Local Nature Reserves are places with wildlife or geological features that are of special interest locally. There are Local Nature Reserves at Buckingham (Buckingham Sand Pit, Coombs Quarry) and at Haddenham (Snakemoor).

## NE1 Biodiversity and Geodiversity

### Protected Sites

Internationally or nationally important Protected Sites (SACs and SSSIs) and species will be protected. Avoidance of likely significant adverse effects should be the first option. Development likely to affect the Chiltern Beechwoods SAC will be subject to assessment under the Habitat Regulations and will not be permitted unless any significant adverse effects can be fully mitigated.

Development proposals that would lead to an individual or cumulative adverse impact on an internationally or nationally important Protected Site or species, such as SSSIs or irreplaceable habitats such as ancient woodland or ancient trees, will be refused unless exceptional circumstances can be demonstrated as follows:

- a. the benefits of the development at this site significantly and demonstrably outweigh both the impacts that it is likely to have on the features of the site that make it internationally or nationally important and any broader impacts on the national network – for example of Sites of Special Scientific Interest, and
- b. the loss can be mitigated and compensation can be provided to achieve a net gain in biodiversity/geodiversity

Sufficient information must be provided for the council to assess the significance of the impact against the importance of the Protected Site and its component habitats and the species which depend upon it. This will include the area around the Protected Site and the ecosystem services it provides and evidence that the development has followed the mitigation hierarchy set out in (d) below

### Protection and enhancement of Biodiversity and Geodiversity

Protection and enhancement of biodiversity and geodiversity will be achieved by the following:

- c. A net gain in biodiversity on minor and major developments will be sought by protecting, managing, enhancing and extending existing biodiversity resources, and by creating new biodiversity resources. These gains must be measurable using best practice in biodiversity and green infrastructure accounting and in accordance with any methodology (including a Biodiversity Impact Assessment) to be set out in the Buckinghamshire Biodiversity Accounting SPD.
- d. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted. If a net loss in biodiversity is calculated, using a suitable Biodiversity Impact Assessment (see c) then avoidance, mitigation and compensation, on site first, then offsite must be sought so the development results in a net gain (percentage of net gain to meet any nationally-set minimum standard and

or as detailed in an SPD) in order for development to be permitted. Mitigation, compensation and enhancement measures must be secured and should be maintained in perpetuity. These assessments must be undertaken in accordance with nationally-accepted standards and guidance (BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain Good practice principles for development).

- e. Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance (such as Local Wildlife Sites or Local Geological Sites) including habitats of principal importance (known as Priority Habitats) or the habitats of species of principal importance (Priority Species) or their habitats will not be permitted except in exceptional circumstances where the need for, and benefits of the development significantly and demonstrably outweigh the harm it would cause to the site, and the loss can be mitigated and compensation provided to achieve a net gain.
- f. The Council will, where appropriate, expect ecological surveys for planning applications. These must be undertaken by a suitably qualified person and consistent with nationally accepted standards and guidance (BS 42020: Biodiversity – Code of Practice for planning and development; and CIEEM Ecological Report Writing guidance) as replaced
- g. Where development proposals affect a Priority Habitat (As defined in the Buckinghamshire Biodiversity Action Plan or UK Biodiversity Action Plan and as listed in accordance with s41 of the NERC Act 2006) then mitigation should not be off-site. Where no Priority Habitat is involved then mitigation is expected to follow the mitigation hierarchy, where options for avoidance, mitigation and compensation on-site, and then offsite compensation, should be followed in that order as outlined in d. When there is a reasonable likelihood of the presence of protected or priority species or their habitats, development will not be permitted until it has been demonstrated that the proposed development will not result in adverse impacts on these species or their habitats. The only exception will be where the advantages of development to the protected site and the local community clearly outweigh the adverse impacts. In such a case, the council will consider the wider implications of any adverse impact to a protected site, such as its role in providing a vital wildlife corridor, mitigating flood risk or ensuring good water quality in a catchment.
- h. Development proposals will be expected to promote site permeability for wildlife and avoid the fragmentation of wildlife corridors, incorporating features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value on site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors including water courses should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
- i. Planning conditions/obligations will be used to ensure net gains in biodiversity by helping to deliver the Buckinghamshire and Milton Keynes Biodiversity Action Plan targets in the biodiversity opportunity areas and other areas of local biodiversity priority. Where development is proposed within, or adjacent to, a biodiversity opportunity area, biodiversity surveys and a report will be required to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Biodiversity Opportunity Area from being achieved will not be permitted. Where there is potential for development, the design and layout of the development should secure biodiversity enhancement and the council will use planning conditions and obligations as needed to help achieve the aims of the biodiversity opportunity area. A monitoring and management plan will be required for

biodiversity features on site to ensure their long-term suitable management (secured through planning condition or Section 106 agreement).

- j. Development proposals adversely affecting a Local Nature Reserve will be considered on a case-by-case basis, according to the amount of information available about the site and its significance, relative to the type, scale and benefits of the development being proposed and any mitigation. Any mitigation strategy will need to include co-operation with the nature reserve managers.

### **River and stream corridors**

- 9.17 The river network of Aylesbury Vale has considerable ecological and amenity value and the Local Plan should include policy to ensure the protection and enhancement of its watercourses (see Forward to 2020 Buckinghamshire and Milton Keynes Biodiversity Action Plan, 2014).
- 9.18 A watercourse advice note for Aylesbury Vale is in the process of being produced by a partnership of organisations including, amongst others, Buckinghamshire Council and the Environment Agency. The advice note will guide planning applications in line with the following policy.

### **NE2 River and stream corridors**

Development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the watercourse and its corridor through good design. Opportunities for de-culverting of watercourses should be actively pursued. Planning permission will only be granted for proposals which do not involve the culverting of watercourses and which do not prejudice future opportunities for de-culverting. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the watercourse bank and the development, and include a long-term landscape and ecological management plan for this buffer.

## Landscape

### Nationally important landscape

- 9.19 The Chilterns were designated as a nationally important landscape in 1965 by the Government in recognition that the Chilterns countryside is amongst the finest in England and Wales. The Chilterns Area of Outstanding Natural Beauty (AONB) forms part of a continuous landscape from Central Bedfordshire to South Oxfordshire and encompasses the landscape in the vicinity of Wendover and Pitstone/Edlesborough within Aylesbury Vale. The main purpose of designation is to conserve beauty which includes protecting flora, fauna and geological features as well as the overall landscape.
- 9.20 Buckinghamshire Council (BC), as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2019-24. The management plan sets a comprehensive vision for the management of the AONB (beyond just town planning) and provides a policy framework for achieving it. Specific policies and guidelines produced by the Chilterns Conservation Board may, if appropriate (such as the Chilterns Building Design Guide), be adopted by Buckinghamshire Council as supplementary planning documents.
- 9.21 The former AVDC engaged Land Use Consultants (LUC) in early 2015 to advise on the policy approach for landscape in VALP and they recommended having a specific policy on development in the AONB and how its national significance requires a different approach to assessing proposals affecting other landscapes.
- 9.22 A considerable extent of the southeast of Aylesbury Vale around Aylesbury, Stoke Mandeville Weston Turville, Wendover, Aston Clinton, and south of Cheddington has views from public vantage points to the Chilterns AONB and its setting. There is no defined boundary to the 'setting' for the purposes of the VALP – a judgement will need to be made at the time a planning application is made.
- 9.23 A two-tiered approach to this policy is proposed as major developments are likely to have more wide-ranging impacts on the AONB.
- 9.24 Most of the AONB is also Green Belt and therefore Policy S4 applies.

### NE3 The Chilterns AONB and setting

The Chilterns Area of Outstanding Natural Beauty (AONB) is a nationally designated landscape and as such permission for major developments will be refused unless exceptional circumstances prevail as defined by national planning policy.

Proposals for any major development affecting the AONB must demonstrate they:

- a. conserve and enhance, in accordance with criteria f-m below, the Chiltern AONB's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB designation
- b. are appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment

- c. within the AONB areas, meet the aims of the statutory Chilterns AONB Management Plan<sup>37</sup>, making practical and financial contributions as appropriate;
- d. within the AONB area, have had regard to the Chilterns Building Design Guide and technical notes by being of high quality design which respects the natural beauty of the Chilterns, its traditional built character and reinforces the sense of place and local character, and
- e. avoid adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated.

In the case of major developments, actions to conserve and enhance the AONB shall be informed by landscape and visual impact assessment, having considered all relevant landscape character assessments, and shall focus upon:

- f. the Chilterns AONB's special qualities which include the steep chalk escarpment with areas of flower-rich downland, broadleaved woodlands (especially beech), commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment of hillforts and chalk figures
- g. the scope for enhancing and restoring those parts of the landscape which are degraded or subject to existing intrusive developments, utilities or infrastructure
- h. locally distinctive patterns and species composition of natural features such as chalk downland, trees, hedgerows, woodland, field boundaries, rivers and chalk streams
- i. the locally distinctive character of settlements and their landscape settings, including the transition between man-made and natural landscapes at the edge of settlements;
- j. visually sensitive skylines, geological and topographical features
- k. landscapes of cultural, historic and heritage value
- l. important views and visual amenity from public vantage points, including key views from the steep north-west facing chalk escarpment overlooking the low clay vale, and foreground views back to the AONB, and
- m. tranquillity, remoteness and the need to avoid intrusion from light pollution, noise, and transport.

Any other (non-major) development can also have an impact on the AONB and its setting and will be required to meet criteria a., d. and e. above. Any development likely to impact on the AONB should provide a Landscape and Visual Impact Assessment (LVIA) in line with the Guidelines for Landscape and Visual Impact Assessment - version 3 or as amended.

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<sup>37</sup> See the Chilterns Conservation Board webpage for the latest AONB Management Plan <http://www.chilternsaonb.org/conservation-board/management-plan.html>



## Landscape character and locally important landscape

- 9.25 All the landscape in Aylesbury Vale is considered to have character and particular distinctive features to be conserved, positive characteristics to be enhanced and detracting features to be mitigated or removed. The 2008 landscape character assessment (LCA) is the primary evidence base which divides the entire landscape (beyond towns and Areas of Outstanding Natural Beauty) into landscape character areas and landscape character types. The assessment sets out landscape conservation guidelines for each landscape character area. Therefore, all the landscape in Aylesbury Vale can have innate 'value' as referred to in the National Policy Planning Framework (NPPF)<sup>38</sup> (2012). That said, of the locally designated landscape, the areas of attractive landscape (AALs) are of the greatest significance followed by the local landscape areas (LLAs).
- 9.26 In early 2015, the former AVDC engaged the consultants Land Use Consultants (LUC) to review the 2008 LCA, update it in light of major developments since 2008, and consider its conformity with the NPPF (2012). The evidence base was considered to be a valid basis to develop a policy approach and a specific policy approach was recommended to note landscape character across Aylesbury Vale and special qualities and differences between character areas and character types.
- 9.27 Areas of attractive landscape (AALs) were first designated in the Buckinghamshire County Structure Plan 1979 and in successive plans through to the Aylesbury Vale District Local Plan (AVDLP) (2004). Local landscape areas (LLAs) were designated by the former AVDC in the 1990s and carried forward into AVDLP in 2004. Neither of these designations are seeking to resist development in principle, unless regard has not been given to distinctive features and key characteristics of the AALs and LLAs.
- 9.28 LUC carried out a criteria-based assessment of all AALs and LLAs, applying a nationally-accepted methodology to what influences landscape value. This evidence base 'defining the special qualities of local landscape designations in Aylesbury Vale District' has been published as a final draft report following stakeholder engagement in August 2015 and public engagement in October-December 2015. A final report was completed in March 2016. The study concludes at paragraph 4.4:
- 9.29 'Most of the areas of attractive landscape (AALs) have stronger special qualities and are relatively higher in landscape value in comparison to the local landscape areas (LLAs), which are generally smaller scale locally valued features. The LLAs generally do not contain so many nationally significant natural or cultural designations, and they are typically less memorable or distinctive than the AALs. It may therefore be useful to retain the hierarchy of AALs and LLAs in order to distinguish the most valued landscapes from those that are not so greatly valued although still considered worthy of designation.'
- 9.30 Buckinghamshire Council has accepted the recommendations of LUC on which AALs and LLAs have the greater value (following criteria based assessment of each sub area) and together with the support for locally designated landscapes received in response to the VALP Issues and Options consultation, designate new AALs and LLAs. The council has also accepted the recommendations of the LUC Addendum on 'Defining the special qualities of local landscape designations in Aylesbury Vale District' (February 2018) that notwithstanding the nationally designated landscape (AONB) and locally designated landscapes in the VALP, non designated landscapes can also be considered valued for the purposes of Paragraph 109 of the NPPF (2012).
- 9.31 The council intends to review the 2008 LCA to take place relatively early in the VALP plan period. The LUC study of 2015 did not include primary on-site fieldwork.

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<sup>38</sup> paragraph 109.

#### **NE4 Landscape character and locally important landscape**

Development must recognise the individual character and distinctiveness of particular landscape character areas set out in the Landscape Character Assessment (LCA), their sensitivity to change and contribution to a sense of place. Development should consider the characteristics of the landscape character area by meeting all of the following criteria:

- a. minimise impact on visual amenity
- b. be located to avoid the loss of important on-site views and off-site views towards important landscape features
- c. respect local character and distinctiveness in terms of settlement form and field pattern, topography and ecological value
- d. Carefully consider spacing, height, scale, plot shape and size, elevations, roofline and pitch, overall colour palette, texture and boundary treatment (walls, hedges, fences and gates)
- e. minimise the impact of lighting to avoid blurring the distinction between urban and rural areas, and in areas which are intrinsically dark and to avoid light pollution to the night sky
- f. ensure that the development is not visually prominent in the landscape, and
- g. not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value

The first stage in mitigating impact is to avoid any identified significant adverse impact. Where it is accepted there will be harm to the landscape character, specific on-site mitigation will be required to minimise that harm and, as a last resort, compensation may be required as part of a planning application. This reflects the mitigation hierarchy set out in paragraph 152 of the NPPF (2012). Applicants must consider the enhancement opportunities identified in the LCA and how they apply to a specific site.

The Policies Map defines areas of attractive landscape (AALs) and local landscape areas (LLAs) which have particular landscape features and qualities considered appropriate for particular conservation and enhancement opportunities. Of the two categories, the AALs have the greater significance. Development in AALs and LLAs should have particular regard to the character identified in the report 'Defining the special qualities of local landscape designations in Aylesbury Vale District' (Final Report, 2016) and the LCA (2008).

Development will be supported where appropriate mitigation to overcome any adverse impact to the character of the receiving landscape has been agreed.

Where permission is granted, the council will require conditions to best ensure the mitigation of any harm caused to the landscape.

## **Pollution, noise, contaminated land and air quality**

### **Pollution**

- 9.32 The council will ensure that no development creates or triggers unacceptable levels of pollution and land instability that could impact on human health, property and the wider environment, including environmental designations. Consideration must be given to adopting environmental best practice measures in all cases.

### **Light, noise and odour pollution**

- 9.33 Although appropriate lighting may help to enhance community safety and reduce the fear of crime, caution must be taken to ensure that lighting only illuminates the intended areas or structures and does not negatively impact surrounding areas.
- 9.34 Consideration will be given to the impact of the proposed lighting on the natural environment and the effect on wildlife. Lighting within and around any development is expected to respect the ecological functionality of wildlife movement corridors. Certain species of invertebrate and mammal are highly sensitive to inappropriate lighting. In these circumstances, surveys are expected to determine where these wildlife movement corridors are and measures put forward that demonstrate how these will be protected and enhanced.
- 9.35 Similarly, the effects of noise on amenity can be limited by separating noise-sensitive development such as homes, schools and hospitals from major noise sources. In cases where separation is not possible, the impact of noisy development and vibration on ambient noise levels should be assessed, for example by an environmental assessment, using the best available techniques and relevant technology and design guidance. This assessment will be relative to the scale of development being considered. Inconvenience can also be caused to local residents by late night opening, odours from cooking bars, restaurants and similar facilities.
- 9.36 It is important to stress that in addition to development proposals potentially having pollution impacts that require mitigation, applicants need to consider the impact of existing sources of pollution on proposed development (for example, proposals for residential development adjacent to railway lines, and associated noise and vibration impacts). As such, necessary supporting survey information will be required as appropriate.

### **Air quality**

- 9.37 There are considerable health benefits related to the improvement of air quality through the reduction of air pollution in Aylesbury Vale. The council's annual status report has identified that road traffic is the main source of air pollution in Aylesbury Vale. These are mostly in roads with a high flow of buses and/or HGVs, and junctions. The pollutants of greatest concern in Aylesbury Vale are nitrogen dioxide and particulate matter, although other pollutants such as carbon monoxide and sulphur dioxide can also impact on health at high concentrations.
- 9.38 All development proposals which may cause significant impact on air quality directly or indirectly within air quality management areas (AQMA<sup>39</sup>) will need to submit an air quality impact assessment to the council. This needs to demonstrate how the proposal would impact on local air quality, whether the proposed use is appropriate, and how it would avoid, reduce and mitigate local pollutant emissions. Where appropriate, planning conditions or Section 106 agreements will be sought to minimise harmful air quality impacts arising from development.

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<sup>39</sup> <http://www.aylesburyvale.gov.uk/air-quality-management-areas>

- 9.39 Nitrogen oxides from both industrial and vehicle emission can have a significantly detrimental effect on wildlife habitat. Therefore any large development needs to be carefully assessed through monitoring and air quality impact assessments prior to planning application determination.

### **Contaminated land**

- 9.40 The presence of contamination may affect or restrict the use of land, but equally development may address the issue for the benefit of the wider community, and bring the land back into beneficial use. In determining whether land contamination is an issue when assessing a planning application, the council will consider a range of information sources including its database of past industrial and commercial land uses, information provided by developers and third parties, statutory guidance, historic maps, and the council's contaminated land strategy.
- 9.41 In April 2000, Part IIA of the Environmental Protection Act (EPA) 1990 came into force, introducing a new regime for the regulation of contaminated land in England. The main purpose of Part IIA is to provide a system for the identification of land that is posing unacceptable risks to health or the environment, and for securing remediation where unacceptable risks cannot be controlled by other means.
- 9.42 Although most developments are rural in nature, there is development built on previously developed land, some of which may formerly have been employment land of an industrial or commercial nature, and may therefore be affected by contamination and require further investigation. The term 'contaminated land' describes land polluted by, for example heavy metals and hydrocarbons, all of which may harm soils, fauna, flora, water resources and construction components.
- 9.43 Redeveloping such land provides an opportunity to remediate the site of any contamination, so that any threat to health, the environment and the structure itself is removed. The assessment and remediation of contaminated land is complex, with each site being judged specifically to make it fit for end use. When carrying out an assessment, interested parties should take into account guidance set out in the council's Technical Guide for Planning Applicants and Developers. This document provides a guide for developers on how to deal with land contamination and what information should accompany a planning application for the development of affected sites. It should also be read in conjunction with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR11) and the National Planning Policy Framework (NPPF) (2012).
- 9.44 It is essential that a contaminated land assessment is carried out by a competent person and in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites. Where there is evidence of contamination, remedial measures will need to be specified to ensure the development will not pose a risk to human health, and where appropriate, improve the wider environment.
- 9.45 Consideration should also be given to the protection of groundwater from areas of contamination, in particular where source protection zones (SPZs) are present. Reference should be made to the Environment Agency's Groundwater Protection: Principals and Practice (GP3) document.

## **NES Pollution, air quality and contaminated land**

### **Noise pollution**

Significant noise-generating development will be required to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Applicants may be required to submit a noise impact study or to assess the effect of an existing noise source upon the proposed development, prior to the determination of a planning application.

Developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed and sensitive human and animal receptors, to acceptable levels in accordance with Government guidance.

Where necessary, planning conditions will be imposed and / or a planning obligation sought in order to specify and secure acceptable noise limits, hours of operation and attenuation measures. Planning permission for noise-sensitive development, such as housing, schools and hospitals, will not be granted if its users would be affected adversely by noise from existing uses (or programmed development) that generate significant levels of noise.

### **Light pollution**

In developments where external lighting is required, planning permission will only be granted where all of the following criteria are met:

- a. The lighting scheme proposed is the minimum required for the security and to achieve working activities which are safe
- b. Light spill and potential glare and the impact on the night sky is minimised through the control of light direction and levels, particularly in residential and commercial areas, areas of wildlife interest or the visual character of historic buildings and rural landscape character
- c. The choice and positioning of the light fittings, columns and cables minimise their daytime appearance and impact on the streetscape, and
- d. In considering development involving potentially adverse lighting impacts to wildlife, the council will expect surveys to identify wildlife corridors and ensure that these corridors are protected, and enhanced where possible.

### **Air quality**

Developments requiring planning permission that may have an adverse impact on air quality will be required to prove through a submitted air quality impact assessment that:

- e. The effect of the proposal would not exceed the National Air Quality Strategy Standards (as replaced) or
- f. The surrounding area would not be materially affected by existing and continuous poor air quality.

Potentially polluting developments will be required to assess their air quality impact with detailed air dispersion modelling and appropriate monitoring. Air quality impact assessments are also required for development proposals that would generate an increase in air pollution and are likely to have a significantly adverse impact on biodiversity. Required mitigation will be secured through a planning condition or Section 106 agreement.

### **Contaminated land**

Development on or near land that is or may be affected by contamination will only be permitted where:

- g. an appropriate contaminated Land Assessment has been carried out as part of the application to identify any risks to human health, the natural environment or water quality
- h. where contamination is found which would pose an unacceptable risk to people's health, the natural environment or water quality, the council will impose a condition, if appropriate, to ensure the applicant undertakes a desktop study, and if required, an intrusive site investigation, remedial measures and a validation report to ensure that the site is suitable for the proposed use and that the development can safely proceed.

Remediation works will usually be carried out prior to first occupation or use of any part of the development. Required remediation methods will be secured through a planning condition.

## Local green spaces

- 9.46 The designation 'local green space' was introduced in 2012 by the National Planning Policy Framework (NPPF) (2012). It is the identification of locally important land for special protection, ruling out development other than in exceptional cases, meaning managing development within a Local Green Space should be consistent with policy for Green Belts. Local green space is designated when a local or neighbourhood plan is prepared or reviewed and should complement investment in sufficient homes, jobs and services. The majority of the neighbourhood plans that have been made or are in the process of being prepared in Aylesbury Vale have identified their own local green spaces, taking up the opportunity given for communities to protect local green areas of special importance.
- 9.47 The NPPF (2012) sets out strict requirements that the area must meet in order for the designation to apply, which would not be the case for most green areas or open space. It requires that the designation is only used:
- where the green space is in reasonably close proximity to the community it serves
  - where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife
  - where the green area concerned is local in character and is not an extensive tract of land
- 9.48 The main land uses for local green spaces are wide ranging, from allotments and village greens to agricultural fields. They are not always publicly assessable and can be privately owned. Whether public accessibility can be improved will depend on what the landowner will permit on their land.
- 9.49 When working out volume increase calculations for the replacement of existing buildings, the term 'existing building' means as it was first built or stood on 1 July 1948 (if it was built before that date) excluding sheds and outbuildings.

### NE6 Local green space

Where land is identified as local green space on the policies map of a made neighbourhood plan, national policy will be applied. This means that new development will not be permitted other than in very special circumstances.

Within local green spaces, small-scale development within the following categories will only be supported providing that its provision does not conflict with the demonstrably special significance of the local green space and preserves the purpose of its designation. Such development should be:

- a. For the purposes of agriculture or forestry, the enjoyment of tranquillity and richness of wildlife, appropriate facilities for outdoor sport and recreational facilities or cemeteries
- b. The replacement of existing buildings in the local green space by new buildings that are not significantly larger in volume, normally by no more than 25-30%.

Measures to improve public access to local green spaces will be encouraged.

### **Best and most versatile agricultural land**

- 9.50 The National Planning Policy Framework (NPPF)<sup>40</sup> (2012) encourages Local Planning authorities to support economic development in rural areas. The NPPF<sup>41</sup> (2012) sets out that poorer quality agricultural land should be prioritised for development over higher grades. The council's approach to site allocations as advised by the Housing and Economic Development Land Availability Assessment (2016) follows this advice. However a Local Plan policy approach is needed to safeguard any other agricultural land sites that come forward over the VALP period that could affect the best and most versatile agricultural land.
- 9.51 Agriculture still forms a significant economic sector in Aylesbury Vale in terms of land use, and a significant proportion of farmland in Aylesbury Vale is classified as the 'best and most versatile' (i.e. grades 1, 2 and 3a). Large areas of highest quality land will be afforded greatest protection. Conversely, a lot of the farmland that does not fall into these categories is sensitive for other reasons – in areas of flood risk, important landscapes and in and adjoining areas of biodiversity importance.

### **NE7 Best and most versatile agricultural land**

Subject to the development allocations set out in the VALP, the council will seek to protect the best and most versatile farmland for the longer term. Proposals involving development of agricultural land shall be accompanied by an assessment identifying the Grades (1 to 5) Agricultural Land Classification. Where development involving best and more versatile agricultural land (Grades 1, 2 and 3a) is proposed, those areas on site should be preferentially used as green open space and built structures avoided. Where significant development would result in the loss of best and more versatile agricultural land, planning consent will not be granted unless:

- a. There are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and
- b. The benefits of the proposed development outweighs the harm resulting from the significant loss of agricultural land.

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<sup>40</sup> paragraph 28

<sup>41</sup> paragraph 112



## Trees, hedgerows and woodlands

- 9.52 Trees, woodlands and hedges make an vital contribution to the beauty, diversity and distinctiveness of our rural landscapes and the beauty and liveability of our urban landscapes. Tree and woodland canopies create shelter and shade, intercept rainfall and airborne pollutants, and regulate the movement of water through river catchments – reducing soil erosion and the leaching of pollutants into surface and ground waters. Woodland ecosystems are a key component of Aylesbury Vale's biodiversity, providing habitats for both rare and common species. Trees and woodlands take many years to mature – ancient woodlands and veteran trees in particular are irreplaceable.
- 9.53 Ancient woodlands play a critical role in resilience to climate change. Connected woodland allows the movement of species in response to climate change. Woodlands can uptake rainfall faster and better than all other forms of vegetation providing mitigation for increased and extreme rainfall. They provide storage of carbon dioxide as they grow, removing CO<sub>2</sub> from the atmosphere. However, many areas of ancient woodland are too small and fragmented to provide these essential services. Development must provide buffers to ancient woodland and should provide additional planting to join up fragmented areas of woodland to produce resilient woodlands capable of mitigating climate change.
- 9.54 Mature trees, woodlands and hedges are sensitive to the impacts of development, both directly through their removal or indirectly through the impacts of construction. Due to the contribution they can make to the quality of development, and the length of time and the cost taken to replace mature features, they should be retained and protected wherever possible. Surveys and assessments carried out in accordance with recognised standards should be used to inform the design process and minimise impacts. The council will expect the treatment of trees on potential development sites to demonstrably follow the principles of the 'mitigation hierarchy' as set out in the NPPF (2012).
- 9.55 Where tree loss is unavoidable, they should be replaced with suitable new planting, either within the site or in the locality if this is more appropriate. Replacement planting should, as a minimum, be of commensurate value to that which is lost. Development can make a positive contribution to the tree and hedgerow resource in the locality through new planting or the restoration and improved management of existing features. New plantings should endeavour to link up fragmented areas of existing woodland.
- 9.56 Black poplars (*Populus nigra* subsp. *betulifolia*) are a rare species of tree. Aylesbury Vale has a high proportion of the British population. Black poplars are important features in the landscape of Aylesbury Vale and also support a wide variety of wildlife (see Policy NE1 on biodiversity). The loss of Black poplars should be avoided where ever possible. Where Black Poplar tree removal is unavoidable replacement plantings should achieve a net gain.
- 9.57 Tree surveys required through the policy need to be carried out at a sufficiently early stage to inform the design of the development, with the aim of maximising benefits from retained trees, highlighting opportunities, and ensuring a harmonious relationship between the built and natural environments (See Policy BE2 on design).
- 9.58 A supplementary planning document (SPD) will be prepared with more information and guidance on the importance of trees, policy and legal context, considerations when incorporating trees into development. The SPD may be combined into one covering design, landscape, biodiversity and the wider natural environment.
- 9.59 There are a significant number of sites of ancient woodland in Aylesbury Vale across many parishes. Notable are woods at Whitfield, Sheephouse, Balmore, Foxcote, Stratford, Doddershall, Broadway/Thrift, Tittershall, Boarstall, Work/Shabbington/Oakley, Hell's Coppice and Salden. Ancient woodland will be accorded the same level of importance as SSSIs, as it comprises a

number of woodland habitats that are a national priority for improvement under the UK Biodiversity Action Plan. Ancient woodland and trees are irreplaceable. As such, the opportunities for mitigation are extremely limited, and planning permission is likely to be refused for development that would result in the loss or harm of ancient woodland or trees. Where the council becomes aware of ancient trees not previously identified and under threat from development, a tree preservation order will be likely to be served.

### **NE8 Trees, hedgerows and woodlands**

Development should seek to enhance and expand Aylesbury Vale's tree and woodland resource, including native black poplars.

Where trees within or adjacent to a site could be affected by development, a full tree survey and arboricultural impact assessment to BS 5837 (as replaced) will be required as part of the planning application. The implementation of any protective measures it identifies will be secured by the use of planning conditions.

Development that would lead to an individual or cumulative significant adverse impact on ancient woodland or ancient trees will be refused unless exceptional circumstances can be demonstrated that the impacts to the site are clearly outweighed by the benefits of the development.

Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which make an important contribution to the character and amenities of the area will be resisted. Where the loss of trees is considered acceptable, adequate replacement provision will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site.

Where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable the developer must compensate for this by planting native species-rich hedgerow, which should result in a net gain of native hedgerow on the development site.

Developers should aspire to retain a 10m (with a minimum of 5m) natural buffer around retained and planted native hedgerows (100m with a minimum 25 m natural buffer around woodlands) for the benefit of wildlife, incorporating a dark corridor with no lighting.

Development must provide buffers to Ancient Woodland and should provide additional planting to join up fragmented areas of woodland as part of the development's GI. Buffers should allow the maximum space proportionate to the development, and would generally be expected to be a minimum of 50m between the ancient woodland and any built development or grey infrastructure. Within the buffer, native trees may be planted along with other ecology features to secure net gains in biodiversity and/or landscape mitigation unless the achievement of this would be contrary to other policies in the plan.

# 10 Countryside

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### **Conversion of rural buildings**

- 10.1 In support of the transition to a low carbon future, national policy (National Planning Policy Framework 2012 paragraph 17) indicates that planning should encourage the re-use of existing resources, including existing buildings.
- 10.2 National policy recognises that the conversion of existing buildings can help to promote a strong rural economy, as can the development and diversification of agricultural and other land-based rural businesses and sustainable rural tourism and leisure developments.
- 10.3 Local Planning authorities should avoid new isolated homes in the countryside unless there are special circumstances, such as where the development would re-use a redundant or disused building and lead to an enhancement to the immediate setting.
- 10.4 Stimulating economic growth and supporting the recovery of the local economy is one of the council's corporate priorities. In support of this priority, and in the context of the National Planning Policy Framework (NPPF) (2012), Policy C1 encourages the re-use of existing rural buildings for a variety of uses.
- 10.5 The policy is primarily aimed at redundant, disused or underused building. It sets out:  
  
the characteristics existing buildings should have to make them acceptable for re-use, the council's approach to different types of use, and how the council will assess the acceptability of any scheme for re-use.
- 10.6 Proposals should refer to the Aylesbury Vale Design SPD.

### **Permitted development rights**

- 10.7 A number of permitted development rights apply to existing buildings in the countryside and these rights may change over the VALP period. Development (including change of use) allowed under such rights cannot be controlled by the policies in the VALP.

### **Characteristics of the existing building**

#### **Permanency**

- 10.8 The council only permits the re-use of existing permanent buildings under this policy. This ensures that it is not used to establish a permanent use on a site where only a temporary consent exists or where a permanent use has lapsed as a result of dereliction. The council does not wish to penalise those who have recently lost convertible buildings due to accidental damage such as fire. Therefore, exceptionally, the council may permit the re-use of such a building if the applicant can demonstrate that dereliction was the result of severe accidental damage or destruction in the past two years.

#### **Status**

- 10.9 The re-use of buildings in the countryside may involve redundant or disused buildings. An existing building does not need to be empty before a scheme for conversion or diversification would be considered. However, the council wishes to ensure that any existing use or activities could be accommodated either on or off site, without the need for an additional building to fulfil the function of the building being converted.
- 10.10 Buildings need to be soundly constructed to merit retention and re-use. Buildings should clearly be capable of conversion and not constitute a fresh build. Derelict buildings are clearly no longer of sound construction, but some other buildings are also not suitable for re-use. These include

buildings constructed with temporary or short-life materials and those built without proper foundations.

### **Location**

- 10.11 The council supports the re-use of buildings in the countryside, particularly those close to towns and villages, as a means of supporting sustainable growth. However, it is not considered that the re-use of buildings in the countryside well away from settlements, in locations not served by utilities would be sustainable due to traffic impacts, distance to facilities and the expense of providing utilities like sewerage, water and electricity, so re-use of such buildings will generally not be allowed.
- 10.12 However, there are some businesses that already exist in the countryside, so development may be permitted where the re-use of a building could support an existing business. Diversification of agricultural and other land-based rural businesses and sustainable rural tourism and leisure development are supported to promote a strong rural economy.

### **Merits**

- 10.13 The countryside has many buildings of historic or architectural importance and buildings which contribute to local character. Some buildings enhance the countryside and the council will actively encourage their retention and re-use.
- 10.14 However, national policy has widened the types of building suitable for re-use with changes to agricultural permitted development rights through The Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 3 Classes Q, R and S.
- 10.15 For existing agricultural buildings over 500sqm, the council may not permit its retention and re-use if it considers that the characteristics of the existing building have a harmful impact on its immediate surrounding or the wider landscape. Often, the removal of disused agricultural buildings which are damaging to rural character is preferable to retention as it can bring about an environmental improvement. This is most likely to be the case with a modern building, whose retention and re-use is unlikely to be acceptable if it is large in scale, clad with unattractive materials such as profiled steel or asbestos sheeting, or has a very utilitarian appearance.
- 10.16 Buildings proposed for residential re-use, should readily lend themselves to residential conversion in terms of scale, height, depth and number and location of existing openings. The area of land cultivated and maintained as a garden ('domestic curtilage') should be restricted to that necessary to provide immediate amenity space without detracting from the countryside setting. Permitted development rights may be restricted.

### **Assessing the acceptability of the proposed scheme for re-use**

- 10.17 All schemes for the re-use of existing buildings in the countryside should be designed with their rural location in mind and any potential impacts that the re-use might have on the surrounding area.
- 10.18 Larger scale schemes are more likely to have an impact on the rural roads, the amenity of local residents and the landscape setting. Such impacts will be considered against the relevant policies elsewhere in the VALP.
- 10.19 Applicants should be realistic about the uses to which an existing building in the countryside might be put. Existing buildings should be large enough to accommodate the intended re-use but applicants should also be aware that a building's design and construction may limit the type of use that can be accommodated. Any scheme should enable conversion without the need for

complete or substantial reconstruction. The council may require a structural survey for buildings outside the built-up area of settlements to confirm the level of reconstruction required.

- 10.20 Since the existing building should be large enough to accommodate the intended re-use, there should be no need for significant extensions.
- 10.21 Many existing buildings in the countryside have a well-defined 'curtilage', or an established site area which may be defined on the ground or legally, for example in a certificate of lawful use or development. Any activities associated with the re-use of a building should take place within that curtilage or site area. Where it is necessary to define a curtilage or operational site area as part of the scheme for re-use, this should be the minimum required to meet the operational needs of the intended re-use and not harm the character of the countryside.
- 10.22 Where a scheme for the re-use of a building is permitted, the use should be capable of being accommodated to a large extent within the building itself. Incidental external ancillary uses such as essential operational parking are likely to be acceptable, provided that they are the minimum necessary to meet the needs of the development. Other ancillary uses, such as the outdoor storage of goods or materials are unlikely to be acceptable. In all cases, the use, layout and design of any outdoor areas should ensure that the development is not visually intrusive in the landscape.

### **Extensions**

- 10.23 Proposals to convert traditional buildings should normally be contained within the confines of the existing building shell. Proposals which rely on substantial alteration or extension in order to make them work will not be permitted.
- 10.24 Within settlements it will be particularly important to ensure that any extension does not harm the essential character of its surroundings so, an extension may be acceptable if it is designed with sensitivity for the host building and does not conflict with any other planning requirements. In all locations an extension should enhance the character and appearance of its immediate surroundings, and where possible, make a positive contribution in the wider area, so as to preserve an area's essential rural character.
- 10.25 Where permission is granted for the conversion of a traditional rural building, the council will consider the impact of the use of permitted development rights available at the time. The council may restrict or remove them if it is necessary to preserve the appearance of the building, or the amenity of users of neighbouring properties.

### **Extensions to existing conversions**

- 10.26 Proposals to alter or extend previously converted buildings will be assessed in the same way as proposals to alter or extend buildings as part of a conversion scheme. Buyers of converted traditional rural buildings should be aware of any restriction or removal of permitted development rights.

## **C1 Conversion of rural buildings**

### **Building Characteristics**

The re-use of an existing building that is of permanent and substantial construction and generally in keeping with the rural surroundings in the countryside will be permitted provided that all the following assessment criteria are met:

- a. Conversion works should not involve major reconstruction or significant extensions and should respect the character of the building and its setting, except in exceptional circumstances where it can be demonstrated that dereliction was the result of severe accidental damage or accidental destruction in the past two years
- b. Where the building is suitable for modern agricultural practice it would not give rise to a future need for another building to fulfil the function of the building being re-used
- c. The long-term retention of a building that is by reason of its location, size, condition and appearance is harmful to the character of the countryside is not encouraged
- d. The redundant or disused status of the building has been demonstrated and the re-use of the building would enhance the immediate setting
- e. The existing building is inherently suitable, in terms of its size, design and construction for the intended re-use, and the proposed scheme enables the intended re-use to be achieved without the need for complete or substantial reconstruction
- f. The existing building is not located well away from existing settlements and is not located where utilities are not available
- g. The existing building is not damaging to the surrounding character by virtue of a utilitarian appearance or cladding in unattractive materials
- h. The proposed re-use is of a scale that would not have an adverse impact on its surroundings or the viability of existing facilities or services in nearby settlements
- i. Any extension to the existing building included in the proposed scheme is modest in scale, ancillary in nature, subordinate to the main building and necessary to meet the essential functional requirements of the intended re-use
- j. Any extension to the existing barn conversion is modest in scale, ancillary in nature, subordinate to the main building, in keeping with the rural character, designed with sensitivity to the host building and will enhance the character and appearance of its immediate surroundings
- k. Where the existing building is of designated or non-designated heritage assets or contributes to local character, the proposed scheme would retain significant historical features and not adversely affect the character and appearance of the building or its setting
- l. Where any curtilage is required it should not be excessive in size and should relate well to the existing building and landscape
- m. The proposed scheme would not give rise to ancillary uses that could not be accommodated within the site and does not include, or would not give rise to, ancillary uses within the site, such as open storage, that would be visually intrusive, and
- n. Conversion works should not adversely impact upon wildlife using the structure. If impacts to nesting sites are unavoidable mitigation will be required (see Policy NE1).

## **Equestrian development**

10.27 National policy (National Planning Policy Framework 2012 paragraph 28) indicates that Local Planning policies should support economic growth in rural areas in order to create jobs and prosperity, by taking a positive approach to sustainable new development. Local Plans should:

support the sustainable growth and expansion of all types of business and enterprise in rural areas

promote the development and diversification of agricultural and other land-based rural businesses, and

support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, which respect the character of the countryside.

10.28 In the Vale, the riding and keeping of horses are popular leisure pursuits and equestrian businesses can contribute to the rural economy. However, both of these activities have the potential to adversely affect environmental quality and the rural character of Aylesbury Vale.

10.29 This policy sets out the council's approach to equestrian activities in the countryside, which seeks to promote a strong rural economy whilst also protecting environmental quality and other rural character. The policy and supporting text cover both the keeping of horses for private recreational purposes and commercial enterprises including:

the types of equestrian activities and developments that are likely to require planning permission  
the general issues that apply to all equestrian development, such as site suitability and management, horse exercising and highways

the council's approach to different types of development (mainly field shelters and private stables, commercial recreation and leisure developments, and commercial training and breeding businesses), and

ancillary uses (such as riding arenas and occupational dwellings).

10.30 In the policy and supporting text, the term 'equine' means any domestic horse, pony, donkey and hybrids (including mules) and where the word 'horse' is used the reference applies to all equines.

## **The need for planning permission**

10.31 Developments which normally require planning permission include:

- the use of land or a building to keep horses for recreational purposes
- the erection of a building to shelter horses or their provisions
- the erection of a building in which to exercise horses
- the setting out of a riding arena or exercise arena or to create other hard surfaces for a similar purpose
- the putting up of lights to illuminate a riding arena or other area
- any residential development associated with the keeping of horses, including the stationing of a mobile home or caravan in a field, and
- the laying out or surfacing of a vehicular access in connection with the keeping of horses.

10.32 Commercial establishments, such as riding schools, livery stables, racing stables and stud farms (and extensions to existing premises) also require consent.

10.33 Planning permission is not usually required to graze horses which is considered to be an agricultural use, but is required for the keeping of horses for recreational or commercial



purposes. The distinction between 'grazing' and 'the keeping of' horses is not always clear, but the council will assume that horses are being 'kept' (rather than 'grazed') if:

the animals are being fed by imported food rather than off the land  
the land is being used (wholly or in part) as a recreational or exercise area, or  
the stocking density is too high to support the horses by grazing alone. As a general rule, each horse requires about 0.5-1 hectares (or 1.25 to 2.5 acres) of grazing of a suitable quality if no supplementary feeding is being provided.

10.34 Even where grazing is the primary use, any building (such as a field shelter) or other structure associated with the keeping of horses is likely to require permission.

10.35 Proposals should refer to the Aylesbury Vale Design SPD.

### **General issues related to all equestrian development**

#### **Site suitability and site management**

10.36 Any land associated with any equestrian development should be inherently suitable for keeping horses. To function properly any equestrian development should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves.

10.37 Important details of a proposed site include where the ground is wet and boggy or where poisonous plants such as ragwort are present is unlikely to be suitable for keeping horses unless these issues can be fully addressed through pasture management. Where it is proposed to keep horses close to residential properties they should not be able to gain access to garden waste (including lawn clippings) or garden plants that may be toxic (such as yew and laburnum). There should be sufficient land to support the number of horses proposed without causing problems such as overgrazing.

10.38 Horses require regular supervision and, as a minimum, should be visited at least once a day. Consideration therefore needs to be given to the site management regime, which will vary according to the size and nature of the development. However, in all cases consideration should be given to basic operational requirements. For instance, field shelters or stables for private recreational use, should be reasonably close to the site access, with the water supply for the horses close to the buildings.

10.39 Any arrangements for the storage and disposal of manure should not cause amenity problems for neighbours (for example, through smell or flies), or adversely affect environmental quality through pollution. The council will have regard to the advice of environmental health officers and the Environment Agency on issues of this nature when making planning decisions.

#### **Exercising horses**

10.40 Where it is proposed to exercise horses primarily on-site, any exercise area should be separate from the area where the horses are kept or grazed. Where it is intended to exercise horses off-site, the routes or sites that will be used for exercise, such as nearby bridleways or areas of open land, should be safely accessible from the proposed development. Where there is likely to be a need for riding on public roads, the council will have regard to any highway safety issues. The council will also seek to ensure that routes and sites can be used for exercise without contributing to soil erosion (especially on well-used bridleways), harming vegetation or having a detrimental impact on wildlife interests, particularly in respects to designated sites such as Sites of Special Scientific Interest (SSSIs). There may also be opportunities to enhance the biodiversity benefits of pasture.

### **Impact on the highway network**

- 10.41 A site where horses are kept is likely to require access by towed horseboxes, horse-carrying lorries, or other large vehicles with limited manoeuvrability. The vehicular access to such a site should be capable of safely accommodating such vehicles. The routes to the site should be capable of accommodating the type and volume of traffic likely to be generated, without harming the character of the route itself or impacting the local roads, including the safety of horses and riders and traffic using the highway.

### **Types of equestrian development**

#### **Private recreation and leisure use**

- 10.42 The keeping of horses for private recreation and leisure use are popular pastimes in the Vale, and for many owners shelters and stables are necessary for their horses' welfare.
- 10.43 Field shelters or stables will be permitted where they are intended to be used by horses currently present on a site or the horses it is intended to graze or keep on a site for private recreational use, provided that they are suitably designed and located. The need for a field shelter or stable for private recreational use may cease after a period of time. With this in mind, such structures should be built, as far as possible, so that they can be removed when they are no longer needed. The council may use conditions or seek an agreement to require the removal of such structures in the event that the equestrian use ceases. Such structures will not generally be suitable for re-use under Policy C1.
- 10.44 Shelters and stables should normally be built of wood or other similar lightweight material, although a concrete base may be acceptable where this is required for the safety and comfort of the horses (in line with the Code of Practice for the Welfare of Horses, Ponies, Donkeys and their Hybrids, DEFRA December 2009). New stables of stone, brick or block work will not generally be permitted for private use although the conversion of existing building to stables for private recreational use may be acceptable under Policy C1.

#### **Commercial recreation, leisure, training and breeding developments**

- 10.45 Commercial recreation or leisure equestrian developments (such as livery stables and riding schools), and commercial training or breeding equestrian developments (such as racing stables and stud farms) may be acceptable uses in the countryside. Small-scale businesses, such as riding schools, may provide a useful form of farm diversification, but the council may also permit larger-scale enterprises as they can help to diversify the wider rural economy. The council may therefore require an application to be supported by a business plan that shows the proposed enterprise has a sound financial basis.
- 10.46 Due to their scale, such enterprises can be difficult to accommodate within existing buildings, though existing buildings or group of buildings should form the basis for a development of this nature. The council may permit new building or an additional element of new building where there is an essential need, and there is no suitable alternative existing building available. Where an element of new build is permitted, it should be sensitively designed to integrate with the existing buildings. Elements of new building that are disproportionate in scale to, or out of character with, the existing buildings are unlikely to be acceptable.

#### **Viability and change of use of commercial premises**

- 10.47 Since commercial equestrian developments may be permitted in the countryside as an exception to the general policy of restraint, the council will wish to be satisfied that any such enterprise is likely to be viable before allowing it. Such proposals should, therefore, be supported by a business plan that shows the proposed enterprise has a sound financial basis. In the event that a

commercial equestrian business fails, the owner or occupier will need to produce evidence that the business is not viable, or cannot be made viable before a change of use may be permitted. Any change of use will be assessed against the criteria outline in Policy C1.

### **Ancillary development**

#### **Riding arenas and other exercise facilities**

- 10.48 A riding arena (or manège) or other exercise facilities (such as horse exercisers) may be permitted in association with a commercial equestrian development or private recreation and leisure use. The council will expect an applicant or private individual to be able to explain why an arena or other facility is required, and to be able to justify its intended size and scale. Siting and scale will be key issues in the design. An arena and other exercise facilities should be sited close to the buildings where the related enterprise is located, to limit the impact of the development on the landscape. Other key design issues include hard landscaping, including fencing and surfacing, landscape planting, drainage and the potential impacts on the amenity of nearby residents. Given the rural nature of Aylesbury Vale, floodlighting will only be permitted where it is reasonably necessary and at an appropriate level for the use and where there are no harmful impacts on residential amenities.
- 10.49 Approvals for riding arenas or other exercise facilities for private recreation or leisure use will be subject to conditions to prevent them from being used commercially. An arena (or other facility) used for commercial purposes has a far greater neighbouring amenity impact than one used solely for private recreation and leisure purposes.

#### **Occupational dwellings**

- 10.50 The council may permit occupational dwellings related to commercial equestrian enterprises, but will not permit such dwellings to enable people to live close to horses that are kept for private recreation or leisure use. Application for such occupational dwelling will be determined in accordance with Policy H3.

## C2 Equestrian development

### General criteria

When considering proposals for horse-related development the council will have particular regard to:

- a. The site being suitable for the keeping of horses and capable of supporting the number of animals proposed, having taken account of the arrangements for site management
- b. Adequate provision made for the exercising of horses without causing harm to rights of way, other equestrian routes, or other areas such as open land, that will be used for exercise
- c. Vehicular access to the site and the road network in the vicinity are capable of accommodating horse-related transport in a safe manner
- d. The impact on land of high agricultural or ecological value, or the fragmentation of farm units and the effect on the viability of farm units
- e. The environmental effects of the development in terms of noise, smell, light pollution or other disturbances
- f. The cumulative impacts of equestrian developments in the locality on the character of the countryside, appearance of the surrounding area, maintenance of the open nature and rural character of the land or on highway safety, and
- g. The scale, construction and appearance of the proposed development including the entrance and boundary treatment should be designed to minimise adverse impact on the immediate locality, landscape character and residential amenity.

### Private recreation and leisure uses

In the case of a new field shelter or stable used for private recreation or leisure use:

- h. It will be for the exclusive use of the horses that are grazed or kept on site
- i. It should be of a scale that reflects the number of horses to be kept or grazed on site
- j. It should be built of material that is capable of being easily removed if the equestrian use ceases, and
- k. It should be sited, where possible, adjacent to existing buildings or natural features such as trees or hedgerows, be of a design and constructed of such materials as are appropriate to the locality and proposed use, and be landscaped or screened so as to minimise any visual intrusion.

### Commercial recreation, leisure, training or breeding uses

In the case of commercial recreation, leisure, training or breeding enterprises, developments should re-use an existing building or group of buildings in the countryside. An element of new building or buildings may also be permitted alongside the re-use of an existing buildings (or group of buildings), provided that:

- l. it can be demonstrated that no other building or group of buildings is available that is capable to accommodating the proposed equestrian use,
- m. the element of new building is the minimum required to accommodate the proposed equestrian use (over and above the requirement to re-use the existing building or group of buildings),
- n. any new buildings and ancillary facilities would be erected to integrate with the existing building (or group of buildings), and
- o. be supported by a business plan that shows the proposed enterprise has a sound financial basis

**Failure of a commercial enterprise**

The change of use of an existing equestrian commercial site to another use (other than agriculture or forestry) will not be permitted, unless it can be demonstrated that the existing use is not, or cannot be made, viable.

**Ancillary development**

In the case of a riding arena or other exercise facility:

- p. it can be justified in that location and is of a size and scale appropriate to the existing commercial enterprise, or the number of privately kept horses that will use the facility,
- q. any floodlighting is reasonably necessary and at an appropriate level for the use, and
- r. it is located close to other buildings on the site and is not visually intrusive in the landscape.

## Renewable energy

10.51 Low carbon and renewable energy is defined as:

‘energy for heating and cooling as well as generating electricity, provided through renewable sources that occur naturally and repeatedly in the environment (e.g. wind, water, solar, biomass and geothermal heat), or through low carbon technologies which generate significantly less carbon emissions than compared to conventional use of fossil fuels’. Low carbon includes energy efficiency (Fabric First principles in new build) and a range of different sectors (transport, construction, etc. as well as energy generation).

10.52 The European Union Renewable Energy Directive (Directive 2009/28/EC) sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020. This overall target is divided by country. The UK's target is 15% by 2020.

10.53 The Climate Change Act (2008) established a legal requirement for the UK to achieve an 80% cut in carbon dioxide emissions by 2050, with a 34% cut by 2020. The Planning and Energy Act (2008) allows Local Planning authorities’ policies to impose reasonable requirements for a proportion of energy used in developments to be from renewable and low carbon sources in the locality of the development. The National Planning Policy Framework (NPPF) (2012) recognises the key role planning plays in supporting the delivery of renewable and low carbon energy. To help increase the use and supply of renewable and low carbon energy, the NPPF (2012) states in paragraph 97 that Local Planning authorities should:

have a positive strategy to promote energy from renewable and low carbon sources  
design policies to maximise renewable and low carbon energy development, while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts, and  
identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

10.54 In June 2015, the Secretary of State for Communities and Local Government set out considerations to be applied to proposed wind energy developments. It made clear that planning permission should only be granted if:

- the site has been identified as suitable for wind energy development in a Local Plan or neighbourhood plan
- the planning impacts identified by the affected local community have been fully addressed, and
- the proposal has the local community’s backing.

10.55 Local authorities in Buckinghamshire in partnership with Buckinghamshire and Milton Keynes Natural Environment Partnership (the NEP) have led on the development of the Buckinghamshire Energy Strategy. The strategy establishes a long-term framework for delivering a shared vision for energy in Buckinghamshire, with the aims of improving energy efficiency of both domestic and commercial premises as well as delivering greater local generation with the benefits this produces being received by the community. The strategy action plans will set out short to medium term actions and targets and an identified route to delivery.

10.56 VALP aims to mitigate the impact of climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks – particularly flood risk. It will also aim to reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the VALP area.

- 10.57 The Council’s assessment of proposals will involve consideration of building design, new material and construction technologies, sustainable urban drainage scheme and water capture, layout and orientation, the use of sustainable (including re-used) materials, and planning a scheme’s resilience in terms of the future implications of climate change. Developments should minimise construction waste and encourage reuse and recycling wherever possible.
- 10.58 Applications for renewable energy schemes (in particular those designed to meet and match generation to local consumption and installed alongside appropriately sized storage technologies) will be considered in light of the wider environmental, social and economic benefits. The council will expect developments for energy generation to address potential adverse impacts, especially in relation to visual impact, through careful location, design and landscaping following the design principles set out in the VALP.

#### **Carbon reduction and resource use**

- 10.59 Building-related energy consumption is also a significant contributor to greenhouse gas emissions. The need to achieve higher levels of energy efficiency (such as high quality lighting, heating controls, insulation, draught proofing etc. alongside locally-produced clean, low carbon and renewable energy), is an important aspect of sustainable construction in new developments. However, sustainable construction for new and refurbished buildings incorporates more than just aspects of energy use. It also relates to other environmental impacts that buildings and inhabitants cause, for example, on water drainage and usage, waste generation and the use of unsustainable materials (in construction). Improved design of buildings can also lead to benefits in terms of, increased available income, reduced fuel poverty, ecology and quality of life for residents. Various standards for the efficient construction of new dwellings have been removed and are now covered by building regulations.

#### **Off-site renewable energy**

- 10.60 National policy promotes increasing energy efficiency, minimising energy consumption and developing renewable energy sources. The VALP supports development that promotes these objectives. An important element in this is to ensure that the council embraces effective energy efficiency and the use of both on and off-site renewable energy in all new developments, helping to reduce the emission of greenhouse gases and their effect on climate change. Proposals should normally be accompanied by a landscape assessment appropriate to the nature and scale of the proposal and its setting. The council supports renewable and low carbon energy provision wherever any adverse impacts can be addressed satisfactorily. Given the significantly low available capacity in Aylesbury East<sup>42</sup>, where such developments are large scale (over 5MW), they will only be considered by the council where evidence of a robust feasibility has been conducted for energy storage. The potential local environmental, economic and community benefits of renewable energy schemes will be a key consideration in determining planning applications.

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<sup>42</sup> Aylesbury East includes the Kingsbrook development

### C3 Renewable Energy

All development schemes should look to achieve greater efficiency in the use of natural resources.

Planning applications involving renewable energy development will be encouraged provided that there is no unacceptable adverse impact, including cumulative impact, on the following issues:

- a. landscape and biodiversity including designations, protected habitats and species
- b. visual impacts on local landscapes
- c. the historic environment including designated and non designated assets and their settings
- d. the Green Belt, particularly visual impacts on openness
- e. aviation activities
- f. highways and access issues, and
- g. residential amenity.

The council will seek to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures minimise energy use, improve water efficiency and promote waste minimisation and recycling. Developments should also minimise, reuse and recycle construction waste wherever possible.

In seeking to achieve carbon emissions reductions, the council will assess developments using an 'energy hierarchy'. An energy hierarchy identifies the order in which energy issues should be addressed and is illustrated as follows:

- h. reducing energy use, in particular by the use of sustainable design and construction measures
- i. supplying energy efficiently and giving priority to decentralised energy supply
- j. making use of renewable energy
- k. making use of allowable solutions, and
- l. an energy statement will be required for proposals for major residential developments (over 10 dwellings), and all non-residential development, to demonstrate how the energy hierarchy has been applied.

With continually improving standards through building regulations, new buildings carry reduced need for heating and loads are based on winter heat and all year-round hot water demands. A feasibility assessment for district heating (DH) and cooling utilising technologies such as combined heat and power (CHP), including biomass CHP or other low carbon technology, will be required for:

- m. all residential developments of 100 dwellings or more
- n. all residential developments in off-gas areas for 50 dwellings or more, and
- o. all applications for non-domestic developments above 1000sqm floorspace.

Where feasibility assessments demonstrate that decentralised energy systems are deliverable and viable and can secure at least 10% of their energy from decentralised and renewable or low carbon sources, such systems will be encouraged as part of the development.

Planning permission will normally be granted for off-site renewable energy (for example, but not confined, to wind, solar, biomass and energy crops, anaerobic digestion and landfill gas), where it has been demonstrated that all the following criteria have been met:

- p. There is no significant adverse effect on landscape or townscape character, ecology and wildlife, heritage assets whether designated or not, areas or features of historical significance or amenity value



- q. there is no significant adverse impact on local amenity, health and quality of life as a result of noise, emissions to atmosphere, electronic interference or outlook through unacceptable visual intrusion, and
- r. there is no adverse impact on highway safety. Where development is granted, mitigation measures will be required as appropriate to minimise any environmental impacts. When considering the social and economic benefits, the council will encourage community participation/ownership of a renewable energy scheme.

Aylesbury Vale is located within an area of water stress and as such the council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.

Applications for the adaption of older buildings should include improved energy and water efficiency and retrofitted renewable energy systems where possible.

### Protection of public rights of way

- 10.61 Walking, cycling and horse riding have a valuable role in recreational and leisure trips, and in meeting local access needs. There is considerable potential to make horse riding, cycling and walking more attractive alternatives for short journeys, providing a healthy alternative option to the car. Such routes can also provide wildlife corridors and form part of a green infrastructure network. The council will therefore support the provision of multi-user routes (those that can be used by walkers, cyclists and horse riders) and better integrate paths with the wider highway network and also with public transport and parking facilities.
- 10.62 Public rights of way are protected in law and comprise four types: footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). Buckinghamshire y Council has responsibility for Public rights of way, and publishes a rights of way improvement plan. It also promotes routes for walkers, cyclists and horse riders in order to encourage sustainable access to the countryside. In recognition of the health benefits of walking, cycling and horse riding, the council also promotes a number of circular walks and rides.
- 10.63 Protection and enhancement of open space, sport and recreation sites, and sites of importance to nature conservation will assist in maintaining the green infrastructure network. Green corridors consist of canals, river corridors and hedgerows, together with public rights of way. These can provide areas for walking, cycling and horse riding and also provide opportunities for wildlife migration, which on a strategic scale can help to address the impact of climate change on biodiversity.

### C4 Protection of public rights of way

The council will enhance and protect public rights of way to ensure the integrity and connectivity of this resource is maintained.

The protection and conservation of public rights of way needs to be reconciled with the benefits of new development, to maximise the opportunity to form links from the development to the wider public rights of way network, public transport, recreational facilities and green infrastructure. Development proposals will be required to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces. Planning permission will not normally be granted where the proposed development would cause unacceptable harm to the safe and efficient operation of public rights of way.

# 11 Detailed Infrastructure

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## Green infrastructure

- 11.1 Open space includes green infrastructure and also civic space including market squares and other hard surfaced community areas used for community activities. However, hard surfaced or civic spaces do not count as providing green infrastructure to meet Policy I1. Green infrastructure is a strategically planned network of high quality multi-functional green spaces in both urban and rural areas as well as associated features such as trees, hedgerows, ponds, waterways, green roofs and green walls. It is designed, developed and managed to meet the environmental, social and economic needs of communities and wildlife. The term includes open green spaces such as parks and gardens, country parks, allotments, cemeteries, green corridors (potentially including cycleways and rights of way), village greens and trees. It also includes informal amenity green spaces and accessible countryside such as river and canal corridors, woodland, natural grassland, wetlands, lakes and nature reserves (water related green infrastructure is also known as ‘Blue Infrastructure’). Where the VALP site allocations require (or development coming forward on any other site that would be required to meet the standards in Policy I1) the provision of ‘green infrastructure’, private green spaces such as residential gardens do not count towards meeting this requirement as they are not publicly accessible natural green space and so do not meet Natural England’s definition of ANGSt in para 11.8.
- 11.2 Well-planned multi-functional green infrastructure is an important component of achieving sustainable communities. Green infrastructure helps to deliver conservation and enhancement of biodiversity, create a sense of place and appreciation of valuable landscapes and cultural heritage, increase recreational opportunities and support healthy living, improve water resources and flood management as part of environmentally sustainable design. It can also positively contribute towards combating climate change through adaptation and mitigation of impacts and production of food, natural fibre and fuel. It helps deliver NHS initiatives around improving people’s health and tackling obesity. Aylesbury Vale’s high quality green infrastructure is a vital asset and an important element in ensuring that Aylesbury Vale is somewhere people choose to live and locate their businesses. Policy I1 below will be used to ensure a green infrastructure network is provided throughout Aylesbury Vale with enhancements helping to replace existing green infrastructure deficiencies.
- 11.3 The character of Aylesbury Vale is defined by a wide variety of green infrastructure assets such as the Grand Union Canal (including its arms) and reservoirs, former royal hunting forests such as Whaddon Chase and Bernwood Forest, the valleys of the River Great Ouse and the River Thames, the urban fringe Aylesbury and Buckingham riverside walks, and the Chilterns AONB including Wendover Woods which is the largest area of publicly accessible green space in Aylesbury Vale. These features should be recognised, enhanced and connected where possible, such as improving pedestrian and cycle links to existing natural trails in the Chilterns AONB.
- 11.4 The following Green Infrastructure Strategies cover Aylesbury Vale at varying hierarchal levels:
- **Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire & Milton Keynes**<sup>43</sup>. County-wide. Produced by the Buckinghamshire and Milton Keynes Natural Environment Partnership (“NEP”), the Vision and Principles set out 9 Principles which should be followed to achieve the NEP vision by 2030.
  - **Buckinghamshire Green Infrastructure Delivery Plan (2013)**<sup>44</sup>. County-wide. The Delivery Plan includes specific project areas in Aylesbury Vale, particularly Whaddon Chase, west of Milton Keynes and Aylesbury Linear Park. Part of Aylesbury Linear Park is being

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<sup>43</sup> <http://www.bucksmknep.co.uk/wp-content/uploads/2016/09/NEP-GI-Vision-and-Principles-FINAL.pdf> (2016)

<sup>44</sup> [https://www.buckscc.gov.uk/media/1521901/5326-Bucks-GI-Delivery-Plan-FINAL-ISSUE\\_2013\\_08\\_07\\_low\\_res.pdf](https://www.buckscc.gov.uk/media/1521901/5326-Bucks-GI-Delivery-Plan-FINAL-ISSUE_2013_08_07_low_res.pdf)

delivered through Berryfields and Kingsbrook (Aylesbury East) Major Development Areas (MDA's). Kingsbrook will provide approximately 100ha of wetlands park. Further development sites around Aylesbury should deliver green infrastructure in-line with the Delivery Plan.

- **Aylesbury Vale Green Infrastructure Strategy (2011)**<sup>45</sup> . District-wide detail. The Green Infrastructure Strategy follows on from the 2009 Buckinghamshire Green Infrastructure Strategy. These strategies identified green infrastructure deficiencies within Aylesbury Vale – for example, 69% of dwellings do not meet any of Natural England's Accessible Natural Green space standards (ANGSt). Priority areas identified include North Aylesbury Vale and Aylesbury Environs.
- **Aylesbury Garden Town**<sup>46</sup> has an accompanying Masterplan which will set out how Green Infrastructure will be integrated into new and existing Garden Town developments.

- 11.5 The 'Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report' (2017)<sup>47</sup> identifies typologies of green infrastructure, current provision of green infrastructure, provision standards and future need based on applying those standards. The 2017 Final Report makes clear that green infrastructure is able to cover any number of the typologies identified. It also identifies specific green infrastructure features which can enhance the sport and recreational value of green space while not duplicating other provision in an area. Therefore, the approach in the VALP Policy I1 is for Green Infrastructure to perform a range of functions where possible in order to enhance the sport and recreation value of green space.
- 11.6 The 2017 Final Report also identifies accessibility/quantitative and qualitative standards to be applied to new development. These standards have been incorporated into the VALP to be applied for larger new housing developments or mixed use proposals including an element of housing. Quantitative standards are the size of green space provision. Accessibility standards represent a zone of influence of a provision and the distance that people are prepared to travel. The standards to be used are the ANGSt, developed nationally in the 1990s and reviewed by Natural England in 2008. These standards were also recommended in the Aylesbury Vale Green Infrastructure Strategy 2011.
- 11.7 The ANGSt are a response to Natural England's belief that everyone should have access to good quality natural greenspace near to where they live. The three underlying principles of ANGSt are: Improving access to greenspaces; Improving naturalness of greenspaces; and Improving connectivity with greenspaces. The distances in the ANGSt are based on research into the minimum distances people would travel to experience the natural environment.
- 11.8 In terms of meeting the ANGSt, to be 'Accessible' a place must be "available for the general public to use free of charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle)"<sup>48</sup>. The places must be available to all, which means that every reasonable effort must be made to comply with the requirements

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<sup>45</sup> [http://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/Aylesbury-Vale-Green-Infrastructure-Strategy-2011.pdf](http://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Aylesbury-Vale-Green-Infrastructure-Strategy-2011.pdf)

<sup>46</sup> <https://www.aylesburygardentown.co.uk/what-is-the-big-idea>

<sup>47</sup> [https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/CD.SLB\\_001%20Assessment%20of%20Open%20Space%2C%20Sports%20and%20Recreation%20Needs%20for%20AV%20%28Torkildsen%20Barclay%2C%20March%202017%29.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/CD.SLB_001%20Assessment%20of%20Open%20Space%2C%20Sports%20and%20Recreation%20Needs%20for%20AV%20%28Torkildsen%20Barclay%2C%20March%202017%29.pdf)

<sup>48</sup> Natural England 'Nature Nearby' (2011)

<https://webarchive.nationalarchives.gov.uk/20140605145320/http://publications.naturalengland.org.uk/publication/40004?category=47004>

under the Equality Act (2010). For a space to be 'Natural' it must be a "place where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate"<sup>52</sup>.

- 11.9 The 2017 Final Report refers to the Buckinghamshire Green Infrastructure Strategy (2009) that identifies deficiencies across Aylesbury Vale against the ANGSt standards for access to natural greenspace. Only three settlements in Aylesbury Vale – Aston Clinton, Buckingham and Wendover – meet the minimum ANGSt requirements for the provision of larger accessible green space. Many parts of Aylesbury Vale do not meet the standard of providing at least one 20ha site within 2km or one 500ha site within 10km of people's homes. There is also a deficiency of accessible green infrastructure over 100ha in Aylesbury Vale.
- 11.10 Development proposals, particularly on larger sites, provide an opportunity to improve the green infrastructure network (as demonstrated through the Berryfields and Aylesbury East MDAs), Policy I1 seeks to achieve this. Green infrastructure will be delivered through development proposals and on site or off site obligations will be imposed through the CIL regime, S106 contributions or conditions to the planning permission as appropriate. HS2 mitigation works will also deliver some green infrastructure. All green infrastructure proposals should include details of management and maintenance to ensure these areas are permanently protected.
- 11.11 Although Policy I1 is the primary policy for green infrastructure, several VALP policies will also secure elements of green infrastructure. Policy T7 ensures development connects to existing pedestrian and cycle networks and provides new facilities, Policy NE1 secures biodiversity enhancements and Policy I2 sets out what is required in terms of sport and recreation provision. Development proposals will be expected to identify, retain and enhance existing green infrastructure assets, including corridors and to ensure new links are provided between existing green spaces. Local green space designations, which are now commonplace in neighbourhood plans, will provide protection for those areas, as outlined in Policy NE5. Green infrastructure should ensure permeability for wildlife through development and provide sufficient beneficial habitat to support target species, independent of its connective function. The incorporation of sustainable drainage systems can contribute to green infrastructure provision as well as help to alleviate flooding and providing other biodiversity benefits. New landscaping areas are important and will be required in larger development schemes to assimilate development into the landscape and assist in the transition between the urban and rural boundary. The size and location of green infrastructure is expected to be suitable for the function it is intended to fulfil.
- 11.12 There are areas of the green infrastructure network in Aylesbury Vale which are not in the council's ownership or control, so partnership working is required to plan, provide and manage the network to achieve the objectives of the policy.

### Principles for Aylesbury Vale

- 11.13 The accessibility/quantitative and qualitative standards will apply to development proposals of 10 homes or more and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area). These thresholds are a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications. It is also considered a threshold whereby at 10 or more homes the development is more likely to itself create a deficiency. Where the standards are applicable, development proposals will need to demonstrate to the Council that a development itself, with committed developments, would not create a deficiency.
- 11.14 Long term stewardship of the public realm is important to ensure that open space provided from development is maintained to high standards. The Open Space, Sports, Leisure and Cultural Facilities SPD will set out detailed guidance for the maintenance and adoption of open space, and will set out how maintenance is to be provided by a developer; at what time period land

ownership should be transferred to the Council or other body; and how payments may be required towards future maintenance after the land transfer – including arrangements for Performance Bonds. In the case of open space not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to the use of such contributions.

- 11.15 The SPD will set out the details as to how the policy and standards in Appendix C are to be implemented and guidance for where they will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy I2) and cultural facilities. The SPD will also set out any possible exceptions to on or off site provision. Finally, the SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.

## 11 Green infrastructure

Green Infrastructure should provide a range of functions and provide multiple benefits for wildlife, improving quality of life and water quality and flood risk, health and wellbeing, recreation, access to nature and adaptation to climate change. The council will support proposals for green infrastructure where there is no significant adverse impact on:

- a. Wider green infrastructure networks including public rights of way and green infrastructure opportunity zones identified by the Buckinghamshire and Milton Keynes Natural Environment Partnership
- b. Potential to contribute to biodiversity net gains
- c. Management of flood risk and provision of sustainable drainage systems
- d. Provision of a range of types of green infrastructure
- e. Provision of sports, recreation facilities or public realm improvements
- f. Potential for local food cultivation by communities
- g. Achieving a satisfactory landscaping scheme including the transition between the development and adjacent open land

New housing developments of more than 10 units or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the ANGSt (accessible natural green space standards) in Appendix C to meet the additional demand arising from new residential development. Amenity green space will need to be provided on site. Sports and recreation facilities can be provided as required (Policy I2) on the same site where these are compatible with publicly accessible green infrastructure.

The Accessibility Standards in Appendix C will need to be met by providing accessible natural green space on or off site for developments of more than 10 homes and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area) unless it has been demonstrated in an assessment for a planning application that accessible natural green space provision has already been met, when including the increased population of the new development and any other committed development.

Conditions will be imposed on permissions or planning obligations sought in order to secure green infrastructure reasonably related to the scale and kind of housing proposed. The benefits to be obtained or provided by the council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.

To count towards any ANGSt quantitative/accessibility requirement, such green space must meet the definitions of 'accessible' and 'natural' in paragraph 11.8

The council will only accept the loss of ANGSt including the incorporation of such areas into private garden land if:

- h. The ANGSt has been subject to an assessment which shows it to be surplus to requirements
- i. The land does not fulfil a useful purpose in terms of its appearance, landscaping, recreational use or wildlife value
- j. The land does not host an element of semi-natural habitat or any other feature of value to wildlife to a greater extent than would be the case if it were planted as a garden
- k. The loss of publicly accessible green infrastructure would not set a precedent for other similar proposals which could cumulatively have an adverse effect on the locality or the environment
- l. The continued maintenance of the land for publicly accessible green infrastructure would be impractical or unduly onerous
- m. Publicly accessible green infrastructure lost will need to be replaced by equivalent or better following an assessment justifying this need based on applying the standards in Appendix C

Formal outdoor sports areas, play areas, and allotments all serve a specific purpose and may be located within or outside ANGSt. Either way such facilities should be located on land that is additional to the ANGSt provided by a developer and be complimentary to it.

Green infrastructure being provided must have a long term management and maintenance strategy to be agreed by the council with assets managed for at least 30 years after completion and during this time secure a mechanism to manage sites into perpetuity. The management and maintenance strategy shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.



## Sport and recreation

- 11.16 Participation in sport and recreation activities has many physical and health benefits while promoting community cohesion. Facilities that allow for this participation help deliver NHS initiatives around improving health and tackling obesity. Aylesbury Vale has a wide range of sports and recreation facilities which provide for a variety of recreational sporting needs. There are important leisure centres in Aylesbury and Buckingham. Stoke Mandeville receives global recognition as the birthplace of the Paralympic Games and Stoke Mandeville Stadium provides a venue for community participation alongside disabled athletes from across the world. Building on this the ambition is for the Vale to become a national leader in accessibility for disabled people to sport and recreation facilities. Within the Vale there is also Silverstone racing circuit which has established itself as a premier motor sport venue.
- 11.17 Accessible natural green space required through Policy I1 does not need to be planned separately and can co-exist within a properly masterplanned approach for open space on a development site. However, sports and leisure facilities provided to meet Policy I2 must be treated separately to accessible natural green space so these areas can function to ensure financial sustainability. Sports facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is usually limited and sports facilities may be co-located or shared with a school, college, community hall or sports club.
- 11.18 A number of bodies are responsible for delivering and managing sport and recreation facilities, including Buckinghamshire Council, town and parish councils, Sport England, developers, and private sports clubs and associations. Effective partnership working is required to maintain and enhance the provision in Aylesbury Vale.
- 11.19 A large part of Aylesbury Vale has a rural nature, which can mean that access to sport and recreation facilities can be difficult. However current provision across Aylesbury Vale is generally sufficient. New housing development are likely to create additional need for sport and recreation facilities. The 'Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report' (2017)<sup>49</sup> identifies the existing provision of sports and recreation facilities, and identifies deficiencies and opportunities for future provision. Chapter 5 of the 2017 Final Report sets out the need for new provision is based on the draft Vale of Aylesbury Local Plan levels of growth. As the levels of growth proposed in the VALP are now lower overall and the distribution has changed, these needs should be amended according to the recommended standards set out in Chapter 6. The minimum threshold for provision is intended as a guide to developers; however the composition of provision will be dependent on the proposal and location of the site.
- 11.20 The 2021 Playing Pitch Strategy being drafted and any future Built Facilities Strategy will look closely at the users of facilities in Aylesbury Vale and the existing facilities and sets out whether the existing facilities are adequate or not, need replacing, or can be expanded. The 2021 Playing Pitch Strategy (PPS) will ensure a strategic approach to playing pitch provision. The PPS will act as a tool for Buckinghamshire Council and partner organisations to guide resource allocation and to set priorities for pitch sports in the future. The PPS will provide robust evidence for capital funding. As well as proving the need for developer contributions towards pitches and facilities, the PPS provides evidence of need for a range of capital grants. Current funding examples include the Sport England Funding Programmes, Heritage Lottery Fund (for park improvements), the Football Foundation and the Big Lottery.

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<sup>49</sup> [http://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/AV-Leisure-Cultural-Facilities-FINAL-Mar-17.pdf](http://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/AV-Leisure-Cultural-Facilities-FINAL-Mar-17.pdf)

- 11.21 The PPS is a complete update and replacement of the 2010 Playing Pitch Strategy and will utilise elements of the 2017 Assessment of Open Space, Sport and Recreation Needs for Aylesbury Vale. The PPS will be produced in consultation with Sport England, National Governing Bodies of Sport, Neighbouring Local Authorities, Leisure Operators and Developers, Outdoor Sports Leagues, Major Sports Clubs, LEAP and Parish and Town Councils and will follow Sport England's Playing Pitch Strategy Guidance.
- 11.22 A Built Facilities Strategy (BFS) proposed to be prepared is a strategic assessment that will provide an up to date analysis of the supply and demand of built sports facilities across Aylesbury Vale. In conjunction with the PPS, the BFS will provide a holistic analysis of sports facilities across the study area, leading to a comprehensive set of recommendations for the future development of facilities, in line with the demands and needs of local residents. The BFS will help ensure the priority provision, adoption and maintenance of sport and leisure facilities in the Vale. The facilities covered in the BFS will be swimming pools, sports halls, community halls, health and fitness/gyms, athletics, gymnastics, indoor tennis, indoor bowls, squash courts, multi sport leisure complex/sports villages and gymnastic centres. The Strategy will be produced in partners including Sport England, Leap, Bucks NHS CCG, Parish and Town Councils, site operators and Wheelpower.
- 11.23 Long term stewardship of sports and recreation facilities is important to ensure facilities provided from development are maintained to high standards. The Open Space, Sports, Leisure and Cultural Facilities SPD will set out detailed guidance for the maintenance and adoption of facilities. The SPD will cover how maintenance is to be provided by a developer; at what time period land ownership should be transferred to the Council or another body; and how payments may be required towards future maintenance after the land transfer. In the case of facilities not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to what such contributions will be used for.
- 11.24 The SPD will set out guidance for where it will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy I2) and public realm. The SPD will also set out any possible exceptions to on or off site provision. The SPD will set out arrangements in general terms for Performance Bonds which will cover the expenses associated with the provision, maintenance and administration of open space, sports and leisure facilities and public realm. Finally, the SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.
- 11.25 A new Open Space, Sports, Leisure and Cultural Facilities SPD and new Ready Reckoner will be produced once the VALP has been adopted. These documents will further detail how Policy I2 is to be implemented on individual planning applications, provide advice on onsite and off-site provision and explain when financial contributions would be sought. These documents will replace the 2004 Sports and Leisure Facilities SPG and 2005 Ready Reckoner, providing details on what developments should provide. The documents will be developed utilising the standards in Chapter 6 of the 2017 Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale (CD/SLB/001). In addition, an Aylesbury Vale Playing Pitch Strategy is at an advanced stage of being prepared.

## I2 Sports and recreation

The council will support development proposals involving the provision of new sport and recreation facilities that are accessible by pedestrians and cyclists and public transport where available and have no unacceptable impact upon the following:

- a. visual, noise or other impact on public amenity including safety

- b. the highway network
- c. on wildlife and habitats
- d. the historic environment
- e. flooding or drainage

New housing development of more than 10 units or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the Council's adopted standards in Appendix D to secure adequate provision of sports and recreation facilities increased capacity to meet the additional demand for sports and recreation facilities arising from new residential development. Facilities are required to be provided on-site except where off-site provision is acceptable according to the circumstances in Appendix D.

Accessible natural green space required through Policy I1 will be treated separately to formal outdoor sports areas, equipped play facilities and allotment provision, which may be located within or outside such accessible natural green space, on land that is in addition to the accessible natural green space required under Policy I1.

Conditions will be imposed on permissions or planning obligations sought in order to secure appropriate sport and recreation facilities reasonably related to the scale and kind of housing proposed. The recreational benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.

Any proposals involving the loss of existing sports and recreation facilities will only be accepted where any of the following criteria are met:

- f. An assessment has been undertaken which has clearly shown the sports and recreation facilities are surplus to requirements and their loss is not detrimental to the delivery of the Playing Pitch Strategy or a Built Facilities Strategy; or
- g. The development will significantly enhance the Open Space network as a whole and help achieve the Council's most recently adopted Green Infrastructure Strategy. In some cases, enhancements could be provided at nearby locations off site; or
- h. The loss of sports and recreation facilities would be replaced by equivalent or better provision in terms of quality and quantity in a suitable location; or
- i. The developments is for other types of sports or recreational provision or ancillary development associated with the Open Space and the needs for which clearly outweigh the loss

Sports and recreation facilities being provided must have a long-term management and maintenance strategy agreed by the Council and shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

The policy applies to all types of sports and associated built facilities required for their operation or facilities of a more community nature where sports can take place within. This includes sports halls, swimming pools, community centres and village halls, artificial grass pitches (such as for football), grass playing pitches (such as for cricket), climbing walls, stadia and facilities for outdoor and indoor tennis, outdoor and indoor bowls, athletics, golf, health and fitness, squash and climbing walls.

Formal outdoor sports areas providing facilities for football, netball, cricket, hockey, rugby and other sports should be treated separate to ANGSt so these areas can function to ensure financial sustainability. Facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is controlled and to maximise daytime use the facility should ideally be co-located/shared with a school, college, community hall, sports club or other facility

## Community facilities

- 11.26 The National Planning Policy Framework (2012) promotes healthy inclusive communities where residents have opportunities to meet through safe and accessible environments. Community facilities and services include public halls, schools, shops, post offices, public houses, places of worship, libraries, museums, community centres, theatres, arts centres, crèches, day centres and doctor's surgeries. They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and for those who do not have easy access to private or public transport. Community infrastructure also includes heritage and interpretation, public realm improvements, skateboard facilities and signage such as community information points
- 11.27 The council therefore generally aim to resist proposals that would result in the erosion of the valuable community facilities and services in the Vale, unless it can be clearly demonstrated that there is no long-term requirement for their retention. In the case of a proposal affecting a commercial venture which operates as a community facility, it is important that the existing use is no longer commercially viable and to prove that a genuine attempt has been made to market the enterprise as a going concern.
- 11.28 Similarly, new development, depending on its scale, creates an additional need for community facilities and community infrastructure. This may be new provision or enhancement/maintenance of existing provision. The type of facilities and infrastructure needed depends on existing infrastructure facilities in the locality, and the type of development proposed. The threshold in the policy for requiring a financial contribution to community facilities or infrastructure is a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications.
- 11.29 An asset of community value (ACV) is land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011. Voluntary and community organisations can nominate an asset to be included on their local authority's register of assets of community value. ACV status is a material consideration when dealing with planning applications that affect an asset.
- 11.30 The Open Space, Sports, Leisure and Cultural Facilities SPD will set out guidance for on or off site provision for open space, sports and leisure facilities (see Policy 12), cultural facilities and also community facilities and community infrastructure required under Policy 13. The SPD will also set out any possible exceptions to on or off site provision.

### **13 Community facilities, infrastructure and assets of community value**

The council will resist proposals for the change of use of community buildings and facilities for which there is a demonstrable local need, unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. In considering applications for alternative development or uses, the council will consider the viability of the existing use, that the site/use has been marketed for a minimum period of 12 months at a price commensurate with its use together with proof there has been no viable interest, marketing of the building or facility at a price commensurate with its use, the presence of alternative local facilities and the community benefits of the proposed use. Where permission includes converting the use of a building, conditions will be imposed to ensure later resumption of a community use is not excluded.

In considering applications for residential development, the council will consider the need for new community facilities and community infrastructure arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought in order to secure appropriate community facilities, or financial contributions towards community facilities, reasonably related to the scale and kind of development proposed.

A financial contribution will be required subject to compliance with the CIL Regulations to provide or enhance community facilities or community infrastructure on developments of more than 10 homes or which have a combined gross floorspace of more than 1,000 square metres (gross internal area).

## Flooding

- 11.31 Climate change is expected to increase instances of extreme weather, causing: greater flooding, coastal erosion, crop failures/agricultural decline, species and habitats decline, human health risks from extreme temperatures, more limited drinking water resources, heavy rainfall and more frequent and severe storms, increased average sea levels and warmer, wetter winters and hotter, drier summers. The 2009 UK Climate Projections (UKCP09) set out projections of climate change. These include increases in summer mean temperatures, particularly in southern England, decreases in summer precipitation, again particularly in southern England, and increases in winter precipitation in southern England. Climate change allowances are set out in National Planning Practice Guidance for use in assessing flood risk. These set a range of allowances for peak river flows for areas which rise every 30 years. For example in the South East in the 2080s peak river flows will be between 35% to 105% higher than they are now.
- 11.32 Changes as small as a 2°C global temperature rise will have serious impacts: rising sea levels, extreme events such as droughts and heavy rainfall, leading to disruption to natural and man-made habitats. Communities across the UK may struggle to cope with the effects of warmer summers and wetter winters. As a consequence of climate change, parts of Aylesbury Vale will be at increased risk from groundwater, fluvial and/or tidal flooding. It might not be possible to maintain hard defences in the long term. Development therefore need to be strongly restricted in areas at risk to flooding, whilst ensuring that existing towns and villages are protected by sustainable means that make space for water in suitable areas.
- 11.33 Inevitably, there are serious concerns amongst residents about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore key factors in determining the scale and location of development. Development should protect and enhance the natural environment by directing development away from sensitive areas that cannot accommodate change. Any development in Aylesbury Vale must therefore have regard to flood and erosion risk, by way of location-specific measures such as additional flood alleviation, to protect people, properties and vulnerable habitats from flooding.
- 11.34 It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere. Development will generally be directed away from areas where there is likely to be significant risk of flooding. Where development is needed and harm cannot be avoided, appropriate mitigation to offset any adverse impact will be required. Any risk must be assessed using the Environment Agency flood maps and the council's strategic flood risk assessment (SFRA). The Plan takes a sequential risk-based approach to ensure that development does not take place in areas at high risk of flooding, when appropriate areas of lower risk are reasonably available.

## Strategic flood risk assessment

- 11.35 The National Planning Policy Framework (NPPF) (2012) requires that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA), which identifies areas that may flood taking into account all potential sources of flooding. It is used to inform planning policies and assist Local Planning Authorities in directing new development to areas of lower flood risk, and ensure that new development helps to manage flood risk. A new SFRA has been prepared to support this Plan. Stage 1 of the SFRA assesses flood risk from all forms of flooding and gauges the impact (including cumulative impact) that land use changes and development will have on flood risk and the opportunities to reduce flood risk to existing communities and developments. Any areas of significant risk where development may occur are then subject to a more detailed Stage 2 assessment where required including the new climate change allowances. The SFRA has provided the basis for a sequential test of locations selected for development in Flood Zones 2

and 3. It also sets out measures that need to be taken into account when planning for new development in relation to flooding in these locations.

- 11.36 Site-specific flood risk assessment (FRAs) will be required in accordance with the NPPF (2012) and NPPG (National Planning Policy Guidelines) (2012). An FRA should identify and assess the risks of all forms of flooding to and from the development, and demonstrate how these flood risks will be managed, taking climate change into account. Fluvial (river) flood events up to and including the 1 in 100 year event with an allowance for climate change should be considered. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should also prioritise the use of sustainable drainage systems.
- 11.37 We will work actively with the Environment Agency, Buckinghamshire Council (BCC) as local lead flood authority, other operating authorities and relevant stakeholders to ensure that best use is made of their expertise. We will ensure that spatial planning supports existing flood risk management policies and plans, management plans and emergency planning.

### Flood risk

- 11.38 Flooding occurs adjacent to rivers and other watercourses, but it can also occur elsewhere, such as groundwater flooding, or where buildings or other structures affect the natural drainage of the land. Flooding also occurs from surface water, canals and reservoirs. Some areas are at risk from fluvial flooding, or have the potential to exacerbate flooding elsewhere through surface water runoff and overland flow. The council wishes to avoid danger to life and damage to property wherever flood risk may exist. The Flood and Water Management Act 2010 assigns BCC with responsibility for managing flood risk as lead local flood authority. The probability of flooding can be reduced through the management of land, river systems and flood defences, and the impact reduced through influencing the type of development located in flood risk areas.
- 11.39 Through the Local Plan the council will manage and reduce flood risk in Aylesbury Vale by undertaking a strategic flood risk assessment, together with a sequential approach to development, locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed through flood risk assessments where appropriate, a sequential approach to site appraisal and where necessary the exceptions test as set out in the NPPF (2012) and NPPG. Tables within the NPPG set out the relative vulnerabilities of types of development to flooding relative to the flood zones. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding. Defended areas should be sequentially tested as though the defences are not there.
- 11.40 In addition to safeguarding floodplains from development, opportunities will be sought to restore natural river flows and floodplains, increasing their amenity and biodiversity value (see policy NE2).
- 11.41 Planning applications will also be assessed against the Environment Agency's standing advice on flood risk. Account will also need to be taken of the Buckinghamshire Local Flood Risk Management Strategy (LFRMS) produced by the former Buckinghamshire County Council and the catchment flood management plans published by the Environment Agency for the Thames and Ouse catchments. Wherever a watercourse will be altered or diverted as a result of development land drainage consent will be required under Section 23 of the Land Drainage Act 1991.

## I4 Flooding

### Management of flood risk

In order to minimise the impacts of and from all forms of flood risk the following is required:

- a. Site-specific flood risk assessments (FRAs), informed by the latest version of the SFRA, where the development proposal is over 1ha in size and is in Flood Zone 1, or the development proposal includes land in Flood Zones 2 and 3 (as defined by the latest Environment Agency mapping). A site-specific FRA will also be required where a development proposal affects land in Flood Zone 1 where evidence, in particular the SFRA, indicates there are records of historic flooding or other sources of flooding, e.g. due to critical drainage problems, including from ordinary watercourses and for development sites located within 9m of any water courses (8m in the Environment Agency's Anglian Region<sup>50</sup>)
- b. All development proposals must clearly demonstrate that the flood risk sequential test, as set out in the latest version of the SFRA, has been passed and be designed using a sequential approach, and
- c. If the sequential test has been satisfied, development proposals, other than those allocated in this Plan, must also satisfy the exception test in all applicable situations as set out in the latest version of the SFRA.

### Flood risk assessments

All development proposals requiring a Flood Risk Assessment in (a) above will assess all sources and forms of flooding, must adhere to the advice in the latest version of the SFRA and will:

- d. provide level-for-level floodplain compensation, up to the 1% annual probability (1 in 100) flood extent with an appropriate allowance for climate change, and volume-for-volume compensation unless a justified reason has been submitted and agreed which may justify other forms of compensation
- e. ensure no increase in flood risk on site or elsewhere, such as downstream or upstream receptors, existing development and/or adjacent land, and ensure there will be no increase in fluvial and surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event, with an allowance for climate change (the design storm event)
- f. not flood from surface water up to and including the design storm event, or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site
- g. explore opportunities to reduce flood risk overall, including financial contributions from the developer where appropriate
- h. ensure development is safe from flooding for its lifetime (and remain operational where necessary) including an assessment of climate change impacts
- i. ensure development is appropriately flood resistant, resilient and safe and does not damage flood defences but does allow for the maintenance and management of flood defences
- j. take into account all sources and forms of flooding
- k. ensure safe access and exits are available for development in accordance with Department for Environment, Food and Rural Affairs (DEFRA) guidance<sup>51</sup>. Access to "safe refuges" or "dry

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<sup>50</sup> north of a line from Marsh Gibbon-Whitchurch-Wingrave-Dagnall – p.35 of the Water Cycle Strategy Phase 1 (2017)

<sup>51</sup> DEFRA 'Flood Risks to People Methodology' (FD2321/TR1 (2006) and 'Framework and Guidance for Assessing and Managing Flood Risk for New Development' (FD2320/TR2' (2005) (As replaced)



islands” are unlikely to be considered safe as this will further burden the Emergency Service in times of flood

- l. include detailed modelling of any ordinary watercourses within or adjacent to the site, where appropriate, to define in detail the area at risk of flooding and model the effect of climate change
- m. provide an assessment of residual flood risk
- n. provide satisfactory Evacuation Management Plans, where necessary, including consultation with the Emergency Services and Emergency Planners

#### **Sustainable drainage systems (SuDS)**

All development proposals must adhere to the advice in the latest version of the SFRA and will:

- o. Ensure development layouts are informed by drainage strategies incorporating SuDS and complete site specific ground investigations to gain a more local understanding of groundwater flood risk and inform the design of sustainable drainage components
- p. All development will be required to design and use sustainable drainage systems (SuDS) for the effective management of surface water run-off on site, as part of the submitted planning application and not increase flood risk elsewhere, including sewer flooding. All development should adopt exemplar source control SuDS techniques to reduce the risk of flooding due to post-development runoff. SuDS design should follow current best practice (CIRIA Manual 2015 or as replaced) and Buckinghamshire Council guidance on runoff rates and volumes to deliver wider environmental benefits. Where the final discharge point is the public sewerage network the runoff rate should be agreed with the sewerage undertaker.
- q. Where site-specific FRAs are required in association with development proposals, they should be used to determine how SuDS can be used on particular sites and to design appropriate systems
- r. In considering SuDS solutions, the need to protect groundwater quality must be taken into account, especially where infiltration techniques are proposed in considering a response to the presence of any contaminated land. The Environment Agency need to be consulted where infiltration is proposed in contaminated land. SuDS should seek to reduce flood risk, reduce pollution and provide landscape and wildlife benefits. Opportunities will be sought to enhance natural river flows and floodplains, increasing their amenity and biodiversity value and a watercourse advice note is being prepared for further guidance
- s. Applicants will be required to provide a management plan to maintain SuDS in new developments, and a contribution will be required for maintenance of the scheme/SuDS
- t. Onsite attenuation options should be tested to ensure that changing the timing of peak flows does not exacerbate flooding downstream, and
- u. Only in exceptional circumstances will surface water connections to the combined or surface water system be permitted. Applicants will need to demonstrate in consultation with the sewerage undertaker that there is no feasible alternative and that there will be no detriment to existing users.

Applicants will be required to liaise with the lead local flood authority, Internal Drainage Boards, and the Environment Agency on any known flood issues, and identify issues from the outset via discussions with statutory bodies.

#### **Climate change**

- v. Climate change modelling should be undertaken using the relevant allowances (February 2016) for the type of development and level of risk
- w. Safe access and egress should be demonstrated in the 1 in 100 plus climate change event, and

- x. Compensation flood storage would need to be provided for the built footprint as well as any land-raising within the 1 in 100 plus appropriate climate change flood event. This compensation would need to be demonstrated within a Flood Risk Assessment (FRA).

## Water resources

- 11.42 Water resources need to be safeguarded from the potentially negative impacts of development. The council will therefore require sustainable construction, sustainable flood risk management and sustainable drainage systems (SuDS) to reduce the impact of development on the natural environment and water resources. This will assist in contributing to the objectives of the Water Framework Directive which seeks to protect and enhance the quality of water bodies, and indicates that development should not result in any deterioration in the status of surface water bodies. Some development can remediate contaminated land which may be having an adverse impact on controlled water and human health.
- 11.43 The council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use. Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals will not be permitted which would adversely affect the water quality of surface or underground water bodies (including rivers, canals, lakes and reservoirs) as a result of attributable factors. Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place.
- 11.44 Aylesbury Vale, which has parts of both the Anglian and Thames Water supply regions is in an area of 'water stress' This means it has poor overall water quality and quantity of water resources hindering the achievement of the Good status under the Water Framework Directive (the UK is bound as a member state to achieve 'Good status'). The Water Cycle Study 2017 has assessed all water resources and supply in Aylesbury Vale and recommended VALP policy measures to address this.
- 11.45 The Water Cycle Study 2017 includes an assessment by Anglian and Thames Water of the capacity available to serve the housing growth in VALP, the infrastructure upgrades needed and where constraints exist to serve infrastructure enhancements. The site allocation policies in this Plan and infrastructure delivery plan will set out where wastewater treatment work capacity needs headroom capacity boosting. A 2019 Water Cycle Study update has considered water cycle infrastructure in the vicinity of Milton Keynes and Bletchley to advise on an additional site allocation in VALP.
- 11.46 Thames Water previously identified the possible need for a major new storage reservoir partly in the Aylesbury Vale area to the west of Chinnor. Most of the site is in South Oxfordshire and the Wycombe area of Buckinghamshire. The purpose of the reservoir is to address long-term water resource management in the Thames Valley. Thames Water has completed and published the latest Fine Screening Report (February 2018) as part of Water Resource Management Plan 2019 (WRMP19). This Fine Screening Report confirms that the Chinnor reservoir site is no longer a preferred option to be included in the draft WRMP19 and has been screened out. Therefore, the Chinnor reservoir site does not need to be safeguarded in Local Plans.

## 15 Water resources and Wastewater Infrastructure

The council will seek to improve water quality, ensure adequate water resources, promote sustainability in water use and ensure wastewater collection and treatment has sufficient capacity.

The baseline position on water resources, quality and supply infrastructure, wastewater collection and treatment work capacity is set out in the Aylesbury Vale Water Cycle Study 2017. On major

developments where development could have an impact on water resources and wastewater infrastructure capacity, early consultation is advised with either Anglian or Thames Water (whichever is appropriate) at the time a planning application is submitted (and evidence of this must be provided) to understand if the baseline position on water resources and wastewater has changed. Development proposals must meet all the following criteria:

**Water quality**

- a. Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals will not be permitted which would adversely affect the water quality of surface or underground water bodies (including rivers, canals, lakes, reservoirs, source protection zones and groundwater aquifers) as a result of directly attributable factors.

**Water resource availability**

- b. Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. New homes should be built to not exceed the water consumption standard of 110 litres per person per day.

**Wastewater treatment**

- c. Planning applications must demonstrate that adequate capacity is available or can be provided within the foul sewerage network and at wastewater treatment works in time to serve the development.

**Phasing**

- d. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place in time to serve development. Conditions may be used to secure this phasing.

## Telecommunications

- 11.47 Telecommunications is the general term for the transfer of information over varying distances using technologies such as telephone, television, mobile phones and the internet. High quality communications infrastructure includes the recent advances in broadband and wireless technologies.
- 11.48 High quality telecommunications are becoming increasingly important for economic growth – attracting new business and allowing existing businesses to remain competitive. Telecommunications also have social benefits – increasing social inclusion through better access to services that are web-based. Superfast broadband can also encourage homeworking and reduce car journeys. Focus on developing networks in urban areas has however led to rural areas being relatively disadvantaged.
- 11.49 Broadband networks are being developed with the Government’s vision for the UK to have the best superfast broadband network in Europe. The Buckinghamshire Thames Valley Growth Deal includes commitments to extend superfast broadband across Buckinghamshire to areas of high business population, and to stimulate growth in Buckinghamshire electronics and telecommunications sectors through early access to 5G technologies.
- 11.50 The VALP recognises the importance of delivering superfast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services. At the same time the council is keen to minimise any adverse impact on the character of the locality and the environment. Nevertheless, the Government has given permitted development rights to some telecommunications development and they cannot be addressed by policies in this Plan.
- 11.51 A key element of the approach in the VALP is that the planning for new development should be co-ordinated with the telecommunications infrastructure it requires, and take into account the capacity of existing infrastructure. Delivery of infrastructure will be dependent upon maximising the contribution from the development process, whilst recognising that a contribution from both the public and private sector will be necessary. This includes the Government’s role in providing the necessary investment to achieve sustainable growth, including appropriate revenue support to those agencies required to manage or serve such development.

## Determining applications

- 11.52 In determining all applications for telecommunications installations, the council is required to consider its decisions in the light of site-specific issues, such as siting, design, effect on the street scene and highway safety. The council is also required to make its decisions in accordance with nationally established policy. National planning policy is included in Section 5 of the NPPF (2012), and provides guidance on planning for telecommunications development - including radio masts, towers and antennas of all kinds.
- 11.53 In undertaking installations, the telecommunications operators have to comply with the requirements of Part 16 of Schedule 2 of the General Permitted Development Order (GPDO) 2015 which gives deemed planning permission subject to exclusions and conditions. Changes to telecommunication permitted development rights came into effect in November 2016. Amongst other changes the revisions permit taller new or replacement masts with heights dependant on whether an area is protected or not without the need for a planning application.

## Strategic policy

- 11.54 The VALP will encourage and facilitate improved access to high speed broadband and new communications technologies across Aylesbury Vale. The VALP recognises the importance of delivering superfast broadband to rural areas. Development should facilitate where possible the

growth of new and existing telecommunications systems to ensure people have a choice of providers and services. The council expects high quality communications infrastructure to be incorporated into the design of all new housing and commercial development in Aylesbury Vale, ensuring the future-proofing of telecommunications, enabling them to be easily provided and/or upgraded in the future. The council will therefore expect developers to explore the option of providing on-site infrastructure, including ducting to industry standards in any new residential, employment or commercial development for efficient connection to existing networks. If such measures cannot be delivered, the developer will need to submit evidence to justify the reasons why this is the case, whether it be for viability or technical reasons.

## I6 Telecommunications

Telecommunications development will be permitted where:

- a. It is provided as part of high quality communications infrastructure in new housing and commercial development providing it is future-proofed to industry standards
- b. Developers have explored the option of providing on-site infrastructure, including ducting to industry standards in any new residential, employment or commercial development for efficient connection to existing networks. If such measures cannot be delivered, the developer will need to submit evidence to justify the reasons why this is the case, whether it be for viability or technical reasons
- c. It is sited and designed to minimise visual impact and does not have a detrimental visual impact on the character or appearance of the building or the area to which it relates
- d. It has been adequately demonstrated that the use of alternative sites involving mast sharing and other buildings or structures that provide a less visual impact have been considered, together with any technical considerations and limitations
- e. It can be clearly demonstrated that the benefits of high masts and large telecommunication structures within the Green Belt, designated Areas of Outstanding Natural Beauty, other areas of landscape importance, areas of ecological interest, conservation areas, listed buildings or other designated heritage assets including within their settings outweighs the harm, and all reasonable alternatives to avoid or mitigate impacts have been considered
- f. Proposals are, where necessary, to be supported by an appropriate landscaping scheme and appropriate means of camouflage, and
- g. Mechanisms, such as conditions or planning obligations, will ensure the removal of equipment when it is no longer required.

# 12 Glossary

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<b>Term</b>	<b>Definition</b>
<b>Affordable Housing</b>	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Homes that do not meet the above definition of affordable housing, such as low-cost market housing, are not currently considered as affordable housing for planning purposes.
<b>Area of Outstanding Natural Beauty (AONB)</b>	A landscape where the distinctive character and natural beauty is so outstanding that it is in the nation's interest to safeguard it. Aylesbury Vale includes part of the Chilterns AONB. The AONB is managed by the Chilterns Conservation Board.
<b>Aylesbury Vale District Local Plan (AVDLP)</b>	The spatial development plan for Aylesbury Vale used to determine planning applications. Adopted by the former Aylesbury Vale District Council (AVDC) in February 2004, only some of the policies have been saved for use in planning decisions. The AVDLP will be replaced by the Vale of Aylesbury Local Plan (VALP) and neighbourhood plans.
<b>Black or Ethnic Minority (BME)</b>	A socio-economic grouping used with other such groups in housing and economic analysis including from the latest Census data. Utilised within background studies informing the Plan.
<b>Blue Infrastructure</b>	Part of Green Infrastructure - see Policy I1. Blue infrastructure is the green infrastructure elements linked to water. They can be pools, ponds and pond systems, artificial buffer basins or watercourses.
<b>Biodiversity</b>	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
<b>Brownfield Register</b>	A register of locally identified brownfield sites (previously developed land) suitable for housing which is in the process of being implemented
<b>Climate Change</b>	The lasting and significant change in weather patterns generally agreed to be caused as a result of higher global temperatures brought about by greenhouse gas emissions over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.



Term	Definition
<b>Community Infrastructure Levy (CIL)</b>	A charge on new buildings and extensions to help pay for supporting infrastructure. This new charge replaces the Section 106 tariff, but Section 106 agreements will still be used for the specific impacts of a development (such as a new access road) and for affordable housing. Unlike Section 106, CIL is non-negotiable and collection is purely an administrative process. The levy and what it covers is set out in a charging schedule that is consulted on prior to submission to Government and a public examination prior to adoption by the council.
<b>Conservation Area</b>	A locally designated area (by Buckinghamshire Council for conservation areas in the Vale) of special architectural interest, where the character or appearance is desirable to preserve or enhance. The council carries out occasional reviews of the special interest through character appraisals and management plans.
<b>Council Monitoring Reports</b>	Monitoring reports are published regularly usually covering a financial year. The first purpose of the reports is to review the progress of planning policy documents, secondly to assess the effectiveness of existing planning policies and identify whether any policies are not being implemented, or should be amended or replaced. The second of these tasks is achieved by reporting against a number of indicators. Housing land supply is monitored more frequently and the council publishes regular five-year land supply position statements.
<b>Community Facilities</b>	Multi-purpose community buildings such as community centres, village halls, church halls, indoor and outdoor sports facilities available for public and community use and public open space including green infrastructure
<b>Cultural Facilities</b>	Purpose-built arts and entertainment venues such as cinemas, theatres and arts centres
<b>Defined Town Centres</b>	A locally designated area which defines the extent of a town centre. The defined town centres of Aylesbury Vale are located in Aylesbury, Buckingham, Winslow and Wendover respectively. The extent of the defined town centres are specified on the policies maps. The Buckingham town centre extent is based on the town centre boundary in the made Buckingham Neighbourhood Development Plan. The Winslow town centre extent is based on the Central Shopping Area extent in the Winslow Neighbourhood Plan. The Wendover town centre extent is based on the defined Central Shopping Area in the Aylesbury Vale District Local Plan (2004).

<b>Term</b>	<b>Definition</b>
<b>Development Plan</b>	The statutory development plan for determining planning applications and appeals in Aylesbury Vale. This currently comprises the Adopted Aylesbury Vale District Local Plan (AVDLP) 2004 saved policies, any made neighbourhood plans and the Buckinghamshire Minerals and Waste Local Plan. Vale of Aylesbury Local Plan (VALP) will replace AVDLP when adopted.
<b>Duty to Co-operate</b>	The 'duty to co-operate' is a legal requirement on the council in the VALP plan preparation process. The duty concerns the council and neighbouring district/borough councils, county councils and other identified public bodies. The council is required to provide sufficient evidence to demonstrate that the duty has been undertaken appropriately for the Plan.
<b>East-West Rail</b>	A new railway network, partly using existing track that will connect Reading and Oxford across to East Anglia via Milton Keynes, Bedford and Cambridge. In the shorter term, the East West Rail Consortium's priority is to deliver the western section of the route comprising Reading to Milton Keynes and Bedford via Oxford and also Milton Keynes to Aylesbury. There will be a new station at Winslow due to be built on the line between the Aylesbury spur/Bicester and Bletchley.
<b>Economic Development</b>	Any development for the following Use Classes, B2 (General Industrial), B8 (Storage and Distribution), C1 (Hotels), D1 (Non-residential institutions), D2 (Assembly and Leisure), E (Commercial, Business and Service) and Sui Generis uses (other than Houses in Multiple Occupation and Hostels). The term 'economic development' land is mainly used in the Housing and Economic Land Availability Assessment (HELAA) study.
<b>Extra Care Housing</b>	Housing which offers self-contained accommodation together with communal facilities and where care, as well as support services, are provided on site.
<b>Flood Zones</b>	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b) where no development should take place. The Environment Agency identifies where the flood zones are and reviews them quarterly. Buckinghamshire Council must carry out a strategic flood risk assessment to support VALP that will look at all forms of flooding and the impact of flood defences. Guidance on planning and flood risk is set out in the NPPF (2012) and Planning Practice Guidance.

Term	Definition
<b>Green Belt</b>	A policy designation for controlling urban growth to prevent neighbouring towns from merging into one another, assist in safeguarding the countryside from encroachment, preserve the setting and special character of historic towns, and assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Within the Green Belt, guidance for which is set out in the National Planning Policy Framework (2012), land is to be kept permanently open and only used for agriculture open space, forestry and outdoor recreation and limited infilling of villages and previously development land.
<b>Green Infrastructure</b>	A planned network of high quality multi-functional green space and interconnecting links in urban and rural areas with environmental features designed in delivering a wide range of environmental social and economic quality-of-life benefits for local communities. The former AVDC (now Buckinghamshire Council) published a Green Infrastructure Strategy and has contributed to a Buckinghamshire Green Infrastructure Delivery Plan. Green infrastructure includes urban and country parks, green open recreation spaces, commons and village greens, woodland, natural and semi-natural habitats for wildlife, Local Nature Reserves and Local Wildlife Sites, historic parks, ancient monuments and landscapes, watercourses, lakes, ponds, footpaths, cycleways, allotments and other recreational routes.
<b>Greenfield land</b>	Land which has not been previously developed.
<b>Gypsy, Traveller and Travelling Showpeople Needs Assessment</b>	The Government requires each local planning authority to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area. The four former district authorities in Buckinghamshire worked collaboratively to bring forward a traveller accommodation needs assessment in conjunction with Opinion Research Services (ORS).

Term	Definition
<b>Habitats Regulations Assessment (HRA)</b>  <b>(Appropriate Assessment)</b>	<p>Habitats Regulations Assessment (HRA) is required under the European Directive 92/43/EEC on the ‘conservation of natural habitats and wild fauna and flora for plans’ that may have an impact of European (Natura 2000) Sites. The sites relevant to Aylesbury Vale are two Special Areas of Conservation.</p> <p>HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a land-use plan against conservation objectives of the site and to ascertain whether it would adversely affect the integrity of the site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects. The council’s HRA Screening concluded that an Appropriate Assessment, the more detailed stage of HRA Assessment was required because case law (The ‘People over Wind’ Court of Justice of the European Union (CJEU) case 323/17) now means mitigation measures proposed in the local plan cannot be take into account at the HRA Stage 1 Screening Stage. The Appropriate Assessment has concluded that the VALP would have no adverse effects on the integrity of European sites alone or in combination with other plans or projects.</p>
<b>Heritage Assets</b>	<p>A collective term for either designated or non-designated assets. Designated assets are listed buildings, scheduled monuments, registered historic parks and gardens, registered battlefields and conservation areas.</p>
<b>High Speed 2 Rail (HS2)</b>	<p>The Government’s high speed railway line from London to Birmingham (phase 1 due to open in 2026) and the north of England (phase 2), cutting through Aylesbury Vale from the southeast near Wendover and Aylesbury to northwest near Turweston. The council is working with other partner organisations to minimise its impact.</p>
<b>Historic Environment</b>	<p>A collective term to encompass people’s interaction with heritage assets which include buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest.</p>
<b>Historic Parks and Gardens</b>	<p>The Register of Historic Parks and Gardens of special historic interest in England provides a listing and classification system for historic parks and gardens similar to that used for listed buildings. The register is managed by Historic England under the provisions of the National Heritage Act 1983. Over 1,600 sites are listed, ranging from the grounds of large stately homes to small domestic gardens, as well as other designed landscapes such as town squares, public parks and cemeteries.</p>

<b>Term</b>	<b>Definition</b>
<b>Homes England</b>	The national housing and regeneration agency for England. The agency contributes to economic growth by helping communities to realise their aspirations for prosperity and to deliver high-quality housing that people can afford. Homes England provides investment for new affordable housing and to improve existing social housing, as well as for regenerating land.
<b>5 Year Housing Land Supply</b>	The supply of specific deliverable housing sites on which housing completions are expected. The five-year housing land supply is the number of dwellings expected to be completed in the next five years, compared to the Local Plan target for the next five years (this is normally expressed in terms of the number of years worth of supply).
<b>Housing Market Area (HMA)</b>	The best-fit Housing Market Area (HMA) has been defined as Aylesbury Vale, Wycombe, Chiltern and South Buckinghamshire Council areas following work by Opinion Research Services (ORS). The HMA is the basic area for determining housing need through the Housing and Economic Development Needs Assessment
<b>Housing and Economic Land Availability Assessment (HELAA)</b>	A key component of the evidence base to support the delivery of sufficient land for housing and employment to meet the community's need for more homes. The HELAA is an assessment to identify land for housing and assess the deliverability and developability of sites. These assessments are required by the National Planning Policy Framework (2012).
<b>Housing and Economic Development Needs Assessment (HEDNA)</b>	A Housing and Economic Development Needs Assessment (HEDNA) is a study required by Government of Local Planning authorities to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy as well as the future quantity of land or floorspace required for economic development needs. For Aylesbury Vale the HEDNA has been undertaken by Opinion Research Services (ORS) for the Central Bucks HMA.
<b>Housing trajectory</b>	A table (optionally accompanied by a graph) included in the Local Plan which sets out information on past and projected annual housing completions in comparison to the Local Plan target. The trajectory is a tool for analysing and illustrating whether or not housing delivery is on track.
<b>Infrastructure Delivery Plan (IDP)</b>	The IDP's role will be to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the VALP. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development up to 2033.
<b>Listed building</b>	A listed building is a building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.

Term	Definition
<b>Live Work Space</b>	Property that is specifically designed for dual use, combining both residential and employment space. It is regarded as sui generis ('in a class of its own')[1] but for ease of enforcement the work element will be regarded as a separate A2 or appropriate class E activity and will be conditioned as such. (B2 may be considered where no other residential property is affected but B8 will not, given its low employment density.) Live/Work is distinct from conventional 'home working' which usually comprises a residential unit with ancillary and often temporary or informal work areas. Such businesses do not normally require planning permission. Live/Work is a distinctive and formal division of residential and workspace floorspace which does require planning permission.
<b>Local Green Space</b>	Areas of green space of importance to local communities which are designated as such and protected preventing their future development unless under very special circumstances. Neighbourhood Plans are usually the mechanism for designating Local Green Spaces and a number of made plans have such designations.
<b>Localism Act</b>	An Act of Parliament which is the primary legislative basis for local authority planning powers which came into force following gaining Royal Assent in November 2011. The Act made provision for new regulations to be made including on plan making (came into force in April 2012) and a basis for the review of existing planning policy (the National Planning Policy Framework was published in March 2012).
<b>Local Development Scheme (LDS)</b>	The detailed timetable and project plan of all development plan documents and supplementary planning documents that are to be produced over a set period – normally three years.
<b>Local Enterprise Partnership (LEP)</b>	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area. They carry out some of the functions previously carried out by the regional development agencies which were abolished in March 2012. The two LEPs that involve Buckinghamshire Council (Aylesbury Vale area) are the South East Midlands LEP (covering Aylesbury Vale, Central Bedfordshire, Milton Keynes Council, South Northamptonshire District and other Bedfordshire and Northamptonshire districts) and the Buckinghamshire Thames Valley LEP (covering all of Buckinghamshire).
<b>Local Geological Site</b>	Local sites are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites (previously Regionally Important Geological Sites).

<b>Term</b>	<b>Definition</b>
<b>Local Nature Reserve</b>	Local Nature Reserves are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally for both people and wildlife.
<b>Local Nature Partnership (LNP)</b>	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. There is one LNP covering Aylesbury Vale; this is called the Buckinghamshire and Milton Keynes Natural Environment Partnership, established in 2012, including the Delivery Group.
<b>Local Plan</b>	This plan (the Vale of Aylesbury Local Plan) or its predecessor, the Aylesbury Vale District Local Plan saved policies. More generally, the term “local plan” can refer to any development plan document adopted under the Planning and Compulsory Purchase Act 2004, such as the Buckinghamshire Minerals and Waste Local Plan. These local plans, together with any made neighbourhood plans, form the development plan for Aylesbury Vale which is the basis for determining planning applications and appeals for Aylesbury Vale.
<b>Local Wildlife Site</b>	Previously known as Sites of Importance for Nature Conservation or County Wildlife Sites, these are areas of land with significant wildlife value. They are typically an area of ancient woodland, a flower-rich hay meadow or a village pond.
<b>Market Housing</b>	Private housing for rent or for sale, where the price is set in the open market.
<b>Ministry of Housing, Communities and Local Government (MHCLG)</b>	The Ministry of Housing, Communities and Local Government sets national planning policy in England, as well as determining what local government does, how well it is working and how it is funded.
<b>National Planning Policy Framework (NPPF)</b>	The National Planning Policy Framework (NPPF) is the Government’s statement of national planning policy and all Local Plans must be in general conformity with it and this is tested at a Local Plan Examination. The NPPF that the VALP was prepared and examined under was published on 27 March 2012 and replaced numerous planning policy guidance documents, statements and circulars. It was accompanied by Technical Guidance to the NPPF on flood risk, on minerals and waste and a planning policy statement on Traveller sites.

Term	Definition
<b>Neighbourhood Plan</b>	A type of planning policy document that after ‘making’ can be used (alongside the Aylesbury Vale District Local Plan/ Vale of Aylesbury Local Plan) to determine planning applications. The plans are prepared by a parish/town council or designated neighbourhood forum for a particular neighbourhood area (made under the Localism Act 2011) and have to be in general conformity with Aylesbury Vale plan, undergo Examination and a Referendum. A neighbourhood plan should support strategic development needs set out in the Local Plan and plan positively to support local development. A neighbourhood plan becomes part of the statutory development plan once it has been made (brought into legal force) by the local planning authority.
<b>Office for National Statistics (ONS)</b>	The UK’s largest independent producer of official statistics and the recognised national statistical institute of the UK.
<b>Planning in Principle (PIP)</b>	The Homes and Planning Act 2016 requires local authorities to keep a register of brownfield land within its area capable of being granted ‘planning permission in principle’ (PIP) for housing. Proposals include extending PIP for sites identified in local and neighbourhood plans providing permission in respect of matters relating to location, uses and the amount of development on particular sites.
<b>Planning Practice Guidance</b>	Practical guidance that supplements policy in the National Planning Policy Framework. The Government launched the Planning Practice Guidance on 6 March 2014, replacing a raft of separate detailed best practice guidance covering many areas of town planning issues.
<b>Primary and Secondary Shopping Frontages</b>	Cover specified rows of ground floor units within identified town centres and seek to retain activity-generating uses including a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for diversity of uses within the frontages such as restaurants. The defined frontages from AVDLP have been reviewed in the Aylesbury Vale Retail Study, 2015.
<b>Primary Shopping Area</b>	An area defined in a Local Plan where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).



Term	Definition
<b>Previously-Developed (Brownfield) Land</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
<b>Registered Providers of affordable housing</b>	A registered provider of social housing as defined in Chapter 3 of Part 2 of the Housing and Regeneration Act 2008 who is registered with Homes England and has not been removed from the register.
<b>Rural Exception Sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
<b>Self Build and Custom Housing Register</b>	The Homes and Planning Act 2016 requires local authorities to keep a register of people seeking to acquire land to build or commission their own homes and to grant sufficient suitable development permissions of serviced plots to meet demand.
<b>Scheduled Ancient Monuments</b>	Nationally important archaeological site or historic building, given protection against unauthorised change.
<b>Settlement Hierarchy</b>	A way of identifying and arranging the largest settlements into an order for the purposes of distributing the VALP housing and employment land growth to towns and villages around Aylesbury Vale based upon their population and sustainability criteria.
<b>Site Allocations</b>	Designations of land use, types and levels of development and other details identified in a Local Plan. There are existing site allocations in the Adopted Aylesbury Vale District Local Plan 2004 and several made neighbourhood plans. Future allocations will be made in VALP or in further made neighbourhood plans.

<b>Term</b>	<b>Definition</b>
<b>Sites of Special Scientific Interest (SSSI)</b>	A national designation indicating one of the country's very best wildlife and/or geological sites. SSSIs include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
<b>Special Areas of Conservation</b>	An area which has been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. The two SACs relevant to the VALP are the Chiltern Beechwoods and Aston Rowant. The impact of the VALP proposals on these will be considered in the Appropriate Assessment/Habitats Regulations Assessment.
<b>Starter Homes</b>	The Housing and Planning Act 2016 requires local authorities to ensure starter homes are built and sold to young first time buyers below 40 years of age at a minimum 20% discount below open market value. Regulations will consider the requirement for 20% of such homes on sites of a certain size.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A study and final report identifying all types of flood risk in Aylesbury Vale and the considerations that development should adhere to including avoiding building in higher areas of flood risk and incorporating mitigation measures including sustainable drainage systems. A new SFRA will be prepared to support the growth identified in VALP.
<b>Supplementary Planning Document (SPD)</b>	More detailed planning guidance to supplement what is in Development Plan Documents. SPDs cannot make new policy; there must be 'policy hook' to a policy or proposal in a Development Plan Document.
<b>Sustainability Appraisal</b>	An evaluation of the social, environmental and economic effects of policies and proposals in the VALP. The purpose is to ensure that the Local Plan documents are produced in accordance with the Government's definition of sustainable development included in the NPPF (2012). Sustainability Appraisals are carried out in line with Government Guidance to meet the terms of Strategic Environmental Assessment which are required under an EU Directive.
<b>Sustainable Construction</b>	An approach to construction that reduces the environmental impact of a building over its entire lifetime, while optimising its economic viability and the comfort and safety of its occupants. A building designed and constructed in a sustainable way minimises the use of water, raw materials, energy and land over the whole life cycle of the building.
<b>Vale of Aylesbury Local Plan (VALP)</b>	The new planning policy document for Aylesbury Vale covering the period 2013-2033 which will replace the adopted Aylesbury Vale District Local Plan 2004. VALP is referred to as the 'Local Plan' in the VALP Issues and Options consultation document, October 2015.

<b>Term</b>	<b>Definition</b>
<b>Water Cycle</b>	A term used for the assessment of the impact of development on wastewater treatment work capacity, surface water management, wastewater networks, water quality and water supplies.
<b>Windfall Sites</b>	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available for new development.

## 13 Appendices

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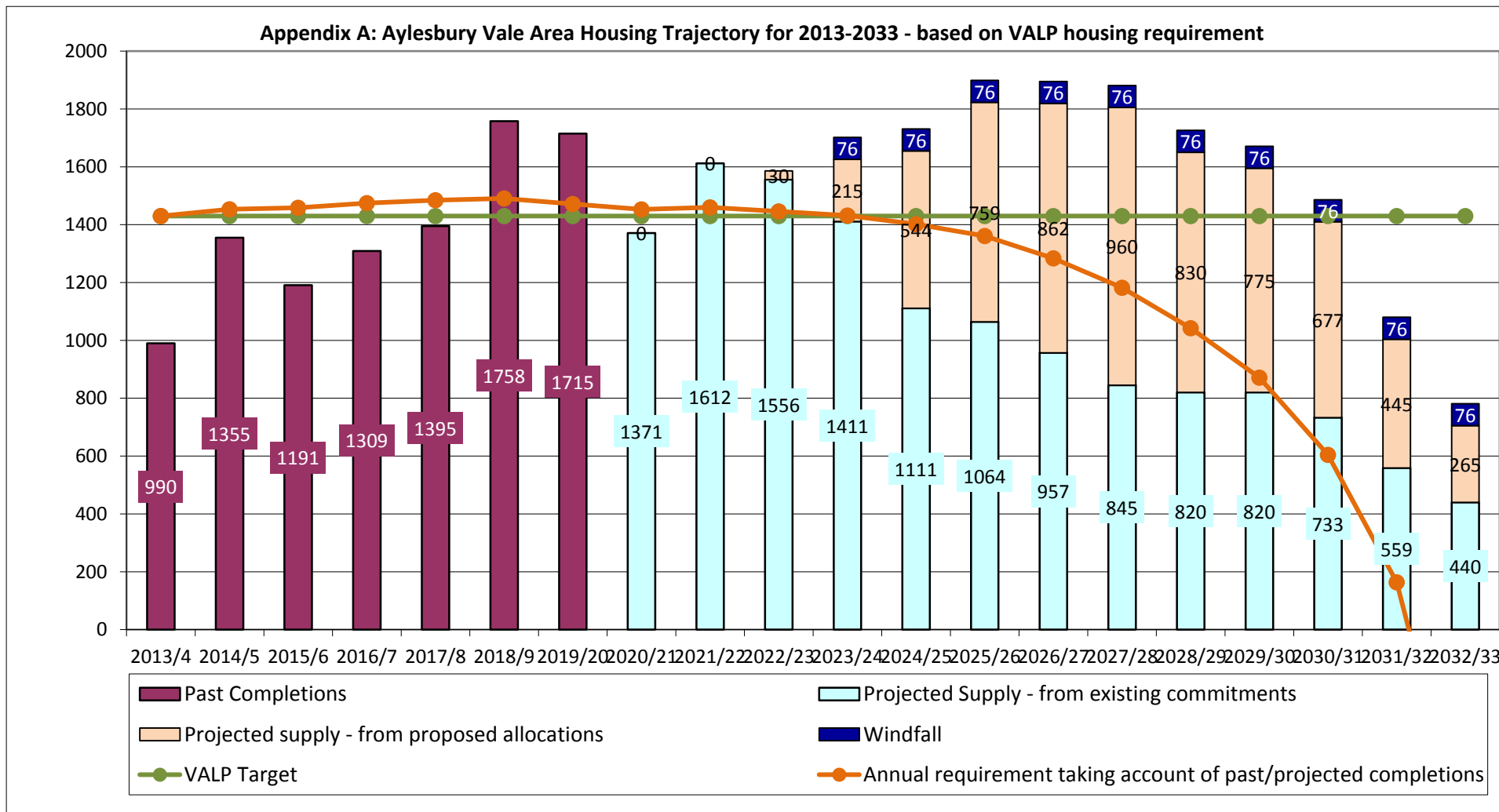
## Appendix A: Aylesbury Vale Area Housing Trajectory for 2013-2033

**Table 1: Housing trajectory overview table**

	2013/4	2014/5	2015/6	2016/7	2017/8	2018/9	2019/20	2020/1	2021/2	2022/3	2023/4	2024/5	2025/6	2026/7	2027/8	2028/9	2029/30	2030/31	2031/32	2032/33	TOTAL
Past Completions	990	1355	1191	1309	1395	1758	1715														9713
Projected Supply - from existing commitments								1371	1612	1556	1411	1111	1064	957	845	820	820	733	559	440	13299
Projected supply - from proposed allocations								0	0	30	215	544	759	862	960	830	775	677	445	265	6362
Windfall											76	76	76	76	76	76	76	76	76	76	760
<b>Total Past Completions</b>	<b>990</b>	<b>1355</b>	<b>1191</b>	<b>1309</b>	<b>1395</b>	<b>1758</b>	<b>1715</b>														
<b>Total Projected Completions</b>								<b>1371</b>	<b>1612</b>	<b>1586</b>	<b>1702</b>	<b>1731</b>	<b>1899</b>	<b>1895</b>	<b>1881</b>	<b>1726</b>	<b>1671</b>	<b>1486</b>	<b>1080</b>	<b>781</b>	<b>20421</b>
<b>VALP Target</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>28600</b>
<b>VALP Target - Cumulative</b>	<b>1430</b>	<b>2860</b>	<b>4290</b>	<b>5720</b>	<b>7150</b>	<b>8580</b>	<b>10010</b>	<b>11440</b>	<b>12870</b>	<b>14300</b>	<b>15730</b>	<b>17160</b>	<b>18590</b>	<b>20020</b>	<b>21450</b>	<b>22880</b>	<b>24310</b>	<b>25740</b>	<b>27170</b>	<b>28600</b>	
Cumulative Completions	990	2345	3536	4845	6240	7998	9713	11084	12696	14282	15984	17715	19614	21509	23390	25116	26787	28273	29353	30134	
Number dwellings above or below cumulative target	-440	-515	-754	-875	-910	-582	-297	-356	-174	-18	254	555	1024	1489	1940	2236	2477	2533	2183	1534	
Annual requirement taking account of past/ projected completions	1430	1453	1459	1474	1485	1491	1472	1453	1460	1446	1432	1402	1361	1284	1182	1042	871	604	164	-753	

Base data on commitments/completions at end March 2020

Chart 1: Housing trajectory diagram



Base data on commitments/completions at end March 2020

## Appendix B: Policy T6 Parking Standards

### 1. Residential Car Parking Standards

1.1. The standards set out below in Table 1 have been evidenced using the Buckinghamshire Countywide Parking Standards (former Buckinghamshire County Council, September 2015) as a basis and updated to reflect local circumstances in relation to recently approved developments, best practice and accessibility.

**Table 1 - Residential Car Parking Standards**

Bedroom numbers	Standards (optimum)	Exception
1 (Bedsits/studios are included in the 1 bedroom category.)	1.5 spaces	1 space per dwelling plus one visitor's space for every two dwellings
2	2 spaces	
3	2.5 spaces	2 spaces per dwelling plus one visitor's space for every two dwellings
4	3 spaces	
5 +	3.5 spaces	3 spaces per dwelling plus one visitor's space for every two dwellings

#### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided within the curtilage unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.
2. Houses in Multiple Occupation (HMOs) and converted student accommodation - there should be provision for parking spaces in line with other residential dwellings. As with all developments the standards allow for flexibility where there is evidence that they would not be appropriate. Where a local planning authority considers that other rooms are likely to be used as bedrooms, they may wish to consider including these within the calculation for parking provision.
3. Studies, other than those on ground floors, will be regarded as bedrooms.

1.2. Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking to meet the above standards based on the standards specified. It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

### 2. Non-residential car parking standards

2.1. Non-residential car parking standards have been derived using TRICS. Table 2 sets out the resulting standards. Each use class parking standard is based on Gross Floor Area (GFA), or by

staff/consultation room where indicated. Due to the limitations of the data available to us, there are a number of exceptions to these standards, and these are outlined in Table 2 below.

**Table 2 - Non-residential Car Parking Standards**

<b>Land use – new developments</b>	<b>Standards</b>
E. Retail (GFA < 1000 sqm) See additional guidance below.	1 space per 23 sqm
E. Non-food retail (GFA >1000 sqm) See additional guidance below.	1 space per 38 sqm
E. Food retail (GFA > 1000 sqm) See additional guidance below.	1 space per 17 sqm
Retail warehouses (DIY, Garden Centre)	1 space per 67 sqm
Retail warehouse w/o garden centre	1 space per 65 sqm
E. Financial and professional services	1 space per 25 sqm
E. Restaurant – single	1 space per 16 sqm
E. Public houses, restaurant	1 space per 17 sqm
E/ Sui Generis Pub restaurants + hotel	Case by case
Sui Generis Public houses without restaurant (although site may sell bar food)	1 space per 25 sqm
Sui Generis Takeaways	1 space per 23 sqm
<b>Business</b>	
E. Business – offices See additional guidance below.	1 space per 25 sqm
B2. General Industrial	1 space per 64 sqm
B2. Industrial Estate	1 space per 87 sqm
B8. General Warehouse, Industrial Units (Please see additional guidance below on servicing arrangements and operational guidance.)	1 space per 130 sqm
<b>Other use classes</b>	
C1. Hotels and hostels	1 space per bedroom
C2. Hospitals	Case by case
C2. Care Homes	1 space per 3 residents
Retirement flats	1 space per 4 units (unallocated)
F1. Art galleries/museums	1 space per 89 sqm
F1. Exhibition centre	1 space per 25 sqm
F1. Place of worship/public assembly buildings	1 space per 25 sqm
E. Health surgeries, nurseries	1 space per 20 sqm
F1. Primary schools See additional guidance below.	1 space per f.t.e staff
F1. Secondary schools See additional guidance below.	1 space per f.t.e staff
F1. Higher, further education, college	1 space per 1 ft.e staff + student parking to be assessed individually
F1. Library	1 space per 50 sqm
E. Bingo Hall	1 space per 21 seats
E. Cinema	1 space per 12 seats
E/ F2. Leisure Centre – swimming pool	1 space per 62 sqm
Tennis courts	2 spaces per court or individual assessment
E/B2. Motorist centre/car servicing	1 space per 53 sqm



Land use – new developments	Standards
B2. Repair Garage	1 space per 35 sqm
Sui Generis. Theatres	1 space per 12 seats

#### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.

#### Additional guidance

**E shops** – In all cases, adequate provision should be made for the parking and turning of service vehicles serving the site, off the highway.

**E Business** – These optimum standards are designed to provide an appropriate level of parking across the county. However recent developments suggest higher levels may be required in certain areas. This may be due to specific to local circumstances and/or the geography of Aylesbury Vale. Where this is the case, the flexibility allowed by the standards should be applied.

**Shared use facilities** – When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use.

**All schools and colleges** - All school and colleges should provide appropriate drop off areas as well as car parking. Drop offs can reduce the need for parking, improve circulation and ultimately reduce congestions problems on local roads around the school.

**Secondary schools** – where there is a 6th form, student parking should be assessed individually.

**Residential schools** – to be assessed individually.

**Warehouse** – Consideration should be given to the requirement for overnight parking and facilities. Also due to variability of the sites, the standard will need to be considered carefully and greater flexibility may be needed here.

**Parking For Service Vehicles** - The provision of spaces for goods vehicles to load and unload will be assessed for each development proposal on its merits. Car sales/showrooms will be expected to ensure that deliveries by car transporters can be appropriately accommodated.

**Converted Care home/sheltered housing accommodation** - Where properties are converted into care homes/sheltered housing accommodation, developers will need to agree with the local planning authority (following appropriate discussion with BC).

**Hospitals** – Due to the complexity of parking requirements in relation to staff management, patient and visitor demand and differing needs form each service it is prudent to consider parking on a case by case basis. A number of points should be considered when determining parking requirements, including existing issues such as lack of capacity, overspill and neighbourhood

issues; existing parking provisions; use and demand; long term development plans; accessibility by public transport; the overall sustainability and accessibility of the site; type of hospital; and number and timing of users.

Where applications are made for 'open' class E uses, the highest parking standard for uses in that class will be utilised.

### 3. Cycle Parking Standards

3.1. There is a variety of guidance available on the design and layout of cycle parking. Sustrans (2004) provides extensive information on the location, design, and amount of cycle parking. This takes into account the importance of ensuring cycle parking is safe and secure, attractive, accessible and convenient to the user. Cycle parking for flatted development will be positioned to ensure it is covered, secure and overlooked. For houses, cycle parking is normally accommodated in a garage or a shed within the curtilage of the property. Table 3 below outlines the standards for cycle parking.

**Table 3 - Cycle Parking Standards**

Land use - new developments	Required number of cycle space(s)
Residential dwelling (Flats)	Where no garage or other suitable accommodation is provided at least one secure cycle space per residential
Elderly persons/sheltered accommodation	1 space per 10 residents, plus 1 space per 5 staff on duty
Multiple occupancy	0.5 spaces per bedroom, plus 1 visitor space per 10 bedrooms
E. Retail	3 spaces per 150 sqm (1000sqm)
B8. Storage/distribution warehouse	1 space per 500 sqm up to 10,000 sqm. After 10,000sqm, 1 additional space per 20,000 sqm
Garden centre	Case by case
E. Food and drink (inc pub, restaurant)	1 space per 100 sqm
E. Business offices	1 space per 250 sqm
Industrial unit	1 space per 500 sqm
Industrial estate	1 space per 500 sqm
C1. Hotel and hostels	1 space per 15 bedrooms plus 1 space per 7 staff
E. Surgeries/health centres	1 space per 5 staff
Sui Generis/ E Assembly and leisure: Theatres, cinema	1 space per 100 seats
E/ F2. Leisure centres/ pools	1 space per 400 sqm
Schools (Please note, standards reflect use of scooters plus bikes)	
F1. Primary	1 space per 10 staff and students
F1. Secondary	1 space per 7 staff and students
F1. Colleges	1 space per 20 full time staff and students
F1. Libraries	1 space per 200 sqm
Bus station	Case by case
Train station	Case by case

Where applications are made for 'open' class E uses, the highest parking standard for uses in that class will be utilised.

#### 4. Motorcycle Parking Standards

4.1. Motorcycle/scooter spaces will need to ensure they are secure, well lit, and situated in prominent, accessible locations and overlooked. For security, the use of anchor points (such as steel rails or hoops) is recommended as a minimum. Table 4 below outlines the parking standards for motorcycles and scooters.

**Table 4 - Motorcycle Parking Standards**

Land use - new developments	Required number of motorcycle space(s)
Non residential	Minimum of 1 space for all new developments Plus 1 space per 30 car parking spaces
Residential	1 unallocated space (in communal areas) per 30 car parking spaces

#### 5. Blue Badge Parking

5.1. When considering blue badge parking, the current district council standards were considered alongside national policies and guidance; guidance from non- governmental organisations; and best practice examples from other authorities as identified in the national policies and guidance. Table 5 below outlines the recommended numbers of reserved spaces for Blue Badge parking.

**Table 5 – Blue Badge Parking Standards**

Land use - new developments	Required number of Blue Badge space(s)
Employment premises for employees and visitors < 200 spaces	5% of capacity, minimum 2 spaces
Employment premises for employees and visitors > 200 spaces	2% of capacity plus 6 spaces
Shopping areas, leisure and recreational facilities < 200 spaces	6% of capacity, minimum 3 spaces
Shopping areas, leisure and recreational facilities > 200 spaces	4% of capacity plus 4 spaces

5.2. Blue badge parking should be located within 50 metres of the entrance of the service it is provided for, on firm, level ground, in well-lit areas. If the distance between the parking facility and the entrance is (unavoidably) greater than 50 metres, no more than 50 metres should be uncovered. Where ramps are used to provide level access it is important to consider that these can be difficult to negotiate for some ambulant disabled people.

5.3. The route between the parking facility and the service should be direct and suitable for wheelchairs and those with limited mobility, with no steps, bollards, or heavy doors.

5.4. In multi-storey car parks blue badge parking should be on the same level as pedestrian access, or positioned close to a lift with wheelchair access. In all cases, blue badge parking should be positioned to protect users from moving traffic.

5.5. Where machines with audio capabilities (such as ticket machines and entrance and exit gates) are present, a loop system should be in place to help users with limited hearing to use these.

## 6. Residential car parking size and design

### Dimensions for car parking

6.1. Evidence shows that the size of vehicles has increased over time. As a result, the size of parking spaces has been reviewed, and the size increased for both residential and non-residential parking, to better reflect the current size of vehicles. Table 6 below identifies the minimum bay size for cars.

**Table 6 – Minimum car parking dimensions**

Dimension	Minimum Size
Length	5.0m
Width	2.8m

6.2. The minimum bay size must be used unless developer evidence suggests otherwise. If spaces are smaller than the minimum bay size, the bay will no longer be considered a usable parking space. Where spaces are constrained by a wall on one side, which may consequently prevent a door from opening, the space may need to be larger.

6.3. For Blue Badge parking bays the design of each space will need to make provisions for disabled drivers and cars carrying disabled passengers. The standards for a standards bay, in line bay and bank of bays can be found in Table 7 and 8 below.

**Table 7 – Minimum off-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
When bays are adjacent	5.1 X 3.8m (1.2m of this may be shared between two adjacent spaces)
Parallel bays	6.6 X 3.8m
Height (if applicable)	2.6 m

**Table 8 – Minimum on-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
At an angle to the access aisle	5.1 X 3.3m
Parallel to the access aisle	6.6 X 3m If cannot access footway from vehicle, width should be 3.3m

6.4. Street width design needs to be considered to accommodate on-street parking. Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used for in line parking provision to allow cars to park on either side of the street, leaving at least an appropriate width carriageway. Increasing the length of an on-street parking bay may also need to be considered for parallel parking. Table 9 below identifies the minimum in line parking dimensions.

**Table 9 – Minimum in line parking dimensions**

Dimension	Minimum Size
Length	6.0m

Dimension	Minimum Size
Width	3.0m

- 6.5. Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot.
- 6.6. There should be a distance of 6.5m between rows for access where the parking spaces are at right angles to the traffic lane. The distance between rows can be reduced where the parking spaces are at angles to the traffic lane.

### Garage provision and size

- 6.7. It is clear that some garages within Aylesbury Vale are not used for parking of vehicles, but instead are used for storage or other purposes. Historically, garages have been too small to accommodate most family cars, a bicycle and other domestic goods - contributing to this problem. Garages are, therefore, required to provide enough space for all functions they are planned to accommodate. Where a garage is to be used for cycle or motorcycle parking, a suitable area must be provided on top on the dimensions set out here. This area must meet the minimum dimensions set out for cycle and motorcycle parking in Sections 3 and 4 respectively. Table 10 below sets out the minimum dimensions for a garage.

**Table 10 – Minimum garage dimensions**

Dimension	Minimum Size
Length	6.0m
Width	3.0m

### 7. Parking Courts

- 7.1. Rear parking courts will only be considered in circumstances where no other alternative can be used. Where a rear parking court is considered it must be part of a coherent overall layout, be small and overlooked by dwellings and secured.
- 7.2. Front court parking should be located to the front of plots with no more than 6 spaces in a row. Sufficient space will be incorporated in between sections of parking for appropriate planting to reduce the visual dominance of the cars in the street. 2m wide paths to the rear of the bays ensure cars do not overhang and affect pedestrian movement.

### **Appendix C: The standards for Accessible Natural Green Space (Policy I1)**

- C.1 The appendix identifies the standards of provision for publicly accessible natural green space and how the standards are to be applied to proposals for new development as required by Policy I1 of the VALP.
- C.2 The starting point for calculating the green infrastructure requirement of a development proposal are the standards set out in the standards below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, existing open space provision in the surrounding area and the quantity/type of accessible natural green space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.
- C.3 If either of the following apply:
- a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
  - b) taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,
- then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis.
- C.4 Where appropriate, the Council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before any grant of planning permission.
- C.5 In addition to the standards in the standards below, the quantitative and access standards for Locally Equipped Areas of Play (LEAP) (and Local Areas of Play – LAP), Neighbourhood Equipped Areas of Play (NEAP), Multi Use Games Areas (MUGAs) and skateboard parks as set out in Tables 1,2 and 4 of the Fields in Trust publication “Guidance for Outdoor Sport and Play: Beyond The Six Acre Standard” (and any subsequent iteration) will apply as will the qualitative and design standards set out for MUGAs in the Sport England publication “Artificial Surfaces for Outdoor Sport” and any subsequent updates.
- C.6 Catchment distances are set out in the Quantity and Accessibility Standards in the standards below. These distances are to be measured as the distance by car from any home in an applicable development. To meet the standard, an accessible natural green space of the required size or larger must be provided within the catchment distance. A category of accessible natural green space of a larger size, including a space with no catchment marked, will be deemed to meet the need of categories of smaller sizes of accessible natural green space as well, providing it is within the required catchment distances of the homes for these smaller sizes of accessible natural green space.
- C.7 To apply the standards the population figure is the existing population plus the number of people living on the proposed development.

### **Quantitative/Accessibility Standard**

1. No person should live more than 300m from their area of natural green space of at least 2ha in size and that there should be at least 2ha of accessible natural green space per 1000 population
2. At least one accessible 20ha of accessible natural green space within 2km of peoples' homes
3. One accessible 100ha of accessible natural green space within 5km of peoples' homes
4. One accessible 500ha of accessible natural green space within 10km of peoples' homes
5. 1.4ha per 1000 population as incidental open space (a type of accessible natural green space that incorporates amenity/landscape planted areas, green corridors)
6. 1.2ha per 1000 population as major open space (a type of accessible natural green space that incorporates parks, formal gardens and public open space)

### **Quality Standard**

1. Contribute to the management, conservation and improvement of the landscape
2. Contribute to the protection, conservation and management of historic landscapes, archaeological and built heritage assets
3. Maintain and enhance biodiversity and ensure that development and its implementation results in a net gain of biodiversity as identified in Biodiversity Action Plan habitats and species plans
4. Deliver the enhancement of existing woodlands and create new woodlands and tree features
5. Create new recreational facilities, particularly those that present opportunities to link urban and countryside areas
6. Take account of and integrate with natural processes and systems
7. Be managed to provide cost-effective and multi-functional delivery and funded in urban areas to accommodate nature, wildlife, historic and cultural assets, economic benefits and provide for sport and recreation activities
8. Designed to high standards of sustainability to deliver social, economic and environmental benefits
9. Provide a focus for social inclusion, community cohesion and development and lifelong learning

## Appendix D: The standards for Sports and Recreation (Policy I2)

- D.1 This appendix identifies the standards of provision for sports and recreation facilities and how they are to be applied to proposals for new development as required by Policy I2 of the VALP.
- D.2 The starting point for calculating the requirement are the standards set out in the table below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, the existing facilities in the surrounding area and the quantity/type of sports and recreation facilities needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.
- D.3 If either of the following apply
- (a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
  - (b) taking into account the accessibility/capacity of existing sport and recreation facilities and the circumstances of the surrounding area, the sports and recreation needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,
- then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified sport and recreation needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis, a formula for calculation will be set out in the Open Space, Sports, Leisure and Cultural Facilities SPD.
- D.4 Where appropriate, the council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the sports and recreation facility provision, before granting planning permission.
- D.5 To apply the standards the population figure is the existing population of the closest settlement plus the number of people living on the proposed development.
- D.6 If development proposals are considered to be unviable when complying with the above requirements, open book financial analysis of proposed development will be expected. In accepted circumstances, a reduced provision can be made.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Sports Halls	No part of Aylesbury Vale should be outside of a 20 minute travel time.	0.28 badminton courts per 1,000 population; facilities should be delivered in four court units with ancillary hall of no less than 1,500sqm and relevant support facilities.	The minimum acceptable quality standard for indoor sports halls and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance - Sports Halls Design and Layouts recommendations for a public use facility.



Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Swimming Pools	No part of Aylesbury Vale should be outside of a 20 minute travel time.	0.2 pool lanes per 1,000 population. Provision should be accompanied by the necessary support facilities (changing, plant, reception etc.)	The minimum acceptable quality standard for indoor swimming pools and their associated facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Swimming Pool Design recommendations for a public use facility.</i>
Community Centres and Village Halls	See cell in 'Quantitative Standard' column for combined accessibility and quantitative standards	<p>No provision required at Hamlet or Rural Parish 1 level;</p> <p>At Rural Parish 2 level a small community centre with main hall up to 100m<sup>2</sup> with foyer, small meeting room, adequate storage, kitchen, toilet facilities and parking;</p> <p>At Rural Parish 3 level a medium sized community centre up to 250m<sup>2</sup>, as above with addition of meeting room(s), and stage;</p> <p>At cluster and Larger Sustainable Settlement level a minimum 18m x 10m main hall and ancillary facilities suitable for sporting activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i> plus small fitness room to relevant Sport England guidance; and a minimum 18m x 10m main hall with fixed or demountable stage and ancillary facilities suitable for arts and performance activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i>. These two halls may in practice be the same if either meets the other's specification.</p> <p>For the Aylesbury and Buckingham Strategic Settlements, and in proximity</p>	The minimum acceptable quality standard for community centres will be to meet the most <i>current (at time of provision) Sport England Design Guidance recommendations for these facilities</i> , accepting that the facility mix may not be directly the same as the Guidance, together with such environmental standards relating to sustainability, energy consumption and recycling, and building construction as required by the Council at the time of provision.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
		<p>to Milton Keynes (North East Aylesbury Vale), no part of the settlement should be further than one mile from a community centre. The quantitative standard is one centre per 5,300 population, to include:</p> <ul style="list-style-type: none"> <li>• Hall 18m x 10m</li> <li>• Hall/Meeting Room 10m x 10m</li> <li>• Meeting Room 5m x 3.5m approx</li> <li>• Kitchen with server</li> <li>• Toilets</li> <li>• Storage for chairs, cleaning equipment, kitchen requirements, refuse</li> </ul> <p>Parking to meet the full requirements of the range of uses.</p>	
Artificial Grass Pitches	No part of Aylesbury Vale should be outside of a 6 mile radius of an AGP.	0.03 AGP's per 1,000 population. Delivery should be as a minimum a full size floodlit AGP to the dimensions appropriate for the sport(s) it is being used for and as set out in the Sport England Design Guidance Notes <i>Selecting the Right Artificial Surface</i> and any specific sports National Governing Body requirements appertaining at the time of delivery. Provision should be accompanied by the necessary support facilities (changing, plant etc.) as set out in the qualitative standards.	The minimum acceptable quality standard for AGP's and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance Notes ( Sport England Design Guidance on Artificial Surfaces for Outdoor Sport and its associated documents, or such replacement or updated guidance, and any specific sports National Governing Body requirements.
Grass Playing Pitches	A variety of accessibility standards for	Aylesbury Strategic Settlement – 0.49 adult size grass pitch per 1,000 population, 0.03 cricket wickets per	The minimum acceptable quality standard for grass pitches and their associated

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
	<p>grass pitches have been used, depending on the specific sport but overall a minimum accessibility standard would be for pitch provision within a 15 minute drivetime of each settlement area.</p>	<p>1,000 population;</p> <p>Aylesbury Vale (other than Aylesbury) - 0.73 adult size grass pitch equivalent per 1,000 population, 0.28 cricket wickets per 1,000 population</p> <p>In terms of provision, delivery should be as a minimum equate to a full adult size football pitch to the maximum recommended dimensions (including run offs) of the Football Association. Provision should be accompanied by the necessary support facilities (changing, showers plant etc.) as set out in the qualitative standards.</p>	<p>facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Notes on Natural Turf Pitches</i> and any specific sports National Governing Body requirements. Pavilion standards shall be as set out in the Sports England Design Guidance Note <i>Pavilions and Clubhouses</i> and any specific sports National Governing Body requirements.</p>
Outdoor Tennis	<p>The accessibility standard used is access to floodlit courts within a 10 minute drivetime.</p>	<p>Aylesbury Strategic Settlement – 0.4 floodlit outdoor tennis courts per 1,000 population;</p> <p>Aylesbury Vale (everywhere other than Aylesbury) - 0.7 floodlit outdoor tennis courts per 1,000 population.</p> <p>In terms of provision, delivery should be to Lawn Tennis Association recommended dimensions for the number of courts concerned, and provision should be located in <b>four court</b> blocks and floodlit. Realistically it should be possible to encompass other sports within the facility (e.g. as a MUGA), to maximise the options for usage throughout the year, and this should be considered if there is to be no formal tennis club based on the site and its predominant focus is casual use.</p>	<p>The minimum acceptable quality standard for outdoor tennis courts and their associated facilities will be to meet the most <i>current (at time of provision) Lawn Tennis Association Technical Guidance</i>. Facilities in four court blocks should be suitable for other sporting uses if required.</p>

## **Appendix E: Summary List of Supplementary Planning Documents (SPDs) in support of the Vale of Aylesbury Local Plan (VALP)**

1. SPD1 – Aylesbury Garden Town Framework and Infrastructure SPD

To provide additional guidance on the principles set out in VALP and clear guidance on how it is to be delivered.

2. SPD 2 - Aylesbury South (D-AGT 1) Masterplan SPD

Masterplan for the site to ensure comprehensive development of the strategic allocation.

3. SPD 3 – RAF Halton (D-HAL003) SPD

To ensure a comprehensive development of the site that is likely to extend beyond the plan period.

4. SPD 4 - Affordable Housing SPD

To provide detailed guidance and operation of Policy H1.

5. SPD 5 – Aylesbury Vale Design SPD

To provide detailed design guidance and operation of all relevant Plan policies.

6. SPD 6 – Buckinghamshire Biodiversity Accounting SPD

To provide detailed guidance and operation of Policy NE1. This SPD is being produced to apply Buckinghamshire-wide and will be hooked to policies in the relevant adopted local plans for each former district area.

7. SPD 7 – Open Space, Sports, Leisure and Cultural Facilities SPD

To provide detailed guidance and operation of Policies I1, I2 and I3.

8. SPD 8 – Shenley Park, North East Aylesbury Vale (D-WHA001) SPD

Masterplan for the site to ensure comprehensive development of the strategic allocation

### Appendix F: Schedule of Saved Policies Replaced by VALP

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
GP2 Affordable housing	H1 Affordable Housing	
GP3 Low cost market housing	None	Policy redundant no longer relevant
GP4 Affordable housing on small sites for local needs	H2 Rural Exception sites	
GP6 Conversion or subdivision of existing dwellings	BE3 Protection of the amenity of residents	
GP8 Protection of amenity of residents	BE3 Protection of the amenity of residents	
GP9 Extensions to dwellings	BE3 Protection of the amenity of residents	
GP11 Annexes to dwellings in the countryside	BE2 Design of new development	
GP17 Retention in use of existing employment sites	E1 Protection of key employment sites and enterprise zones and E2 Other employment sites	
GP24 Car parking guidelines	T6 Vehicle Parking	
GP25 Re-opening of rail routes	T2 Supporting and protecting transport schemes	
GP26 Safeguarded station sites	T2 Supporting and protecting transport schemes	
GP30 Safeguarded road schemes	T3 Supporting local transport schemes	
GP32 Retention of shops, public houses and post offices	D7 Town, village and local centres to support new and existing communities	
GP35 Design of new development proposals	BE2 Design of new development	
GP38 Landscaping of new development proposals	I1 Green Infrastructure and NE4 Landscape character and locally important landscapes	
GP39 Existing trees and hedgerows Saved	NE8 Trees, hedgerows and woodlands	
GP40 Retention of existing trees and hedgerows	NE8 Trees, hedgerows and woodlands	
GP45 "Secured by Design" considerations	BE2 Design of new development	
GP53 New development in and adjacent to Conservation Areas	BE1 Heritage assets	
GP57 Advertisements in Conservation Areas	BE1 Heritage assets	
GP59 Preservation of archaeological remains	BE1 Heritage assets	
GP60 Development and Parks or Gardens of Special Historic Interest	BE1 Heritage assets	
GP66 Access corridors and buffers adjacent to watercourses	NE2 Rivers and stream corridors	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
GP69 Hotel and motel development	E7 Tourism Development and E8 Tourism accommodation	
GP70 Changes of use of rural buildings and historic buildings to hotel use	E7 Tourism Development and BE1 Heritage assets	
GP71 Bed and breakfast and guesthouse development	E8 Tourism accommodation	
GP72 Proposals for self-catering holiday accommodation and holiday homes	E8 Tourism accommodation	
GP73 Proposals for camping and touring caravan sites	E8 Tourism accommodation	
GP77 Horse-related development	C2 Equestrian development	
GP78 Stables, loose boxes and other buildings for horses	C2 Equestrian development	
GP79 Proposals for noisy sports	NE5 Pollution, air quality and contaminated land	
GP80 The Wendover Arm of the Grand Union Canal Saved	C4 Protection of public rights of way	
GP81 Development of canal-related facilities	NE4 Landscape character and locally important landscape	
GP84 Public rights of way	C4 Protection of public rights of way and T7 Footpaths and cycle routes	
GP86 Provision of outdoor playing space	I1 Green infrastructure	
GP87 Application of open space policies Saved	I2 Sports and recreation	
GP88 Payment in lieu of providing sports and play areas	I2 Sports and recreation	
GP90 Provision of indoor sports facilities	I2 Sports and recreation	
GP91 Provision of amenity areas Saved	I1 Green infrastructure	
GP92 Safeguarding of allotment land	I1 Green infrastructure	
GP93 Safeguarding of community buildings and facilities	I3 Community facilities and assets of community value	
GP94 Provision of community facilities and services	I3 Community facilities and assets of community value	
GP95 Unneighbourly uses	BE3 Protection of the Amenity of Residents and NE5 Pollution, air quality and contaminated land	
GP99 Development beneath overhead electricity lines Saved	BE3 Protection of the amenity of residents	
GP100 Proposals for telecommunication development	I6 Telecommunications	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
AY1 Considerations for traffic-generating proposals	None	Policy redundant; ALUTS abandoned non CIL compliant
AY2 Additional financial contributions to the ALUT strategy	None	Policy redundant; ALUTS abandoned non CIL compliant
AY3 Phasing of transport infrastructure	T3 Supporting local transport schemes	
AY4 Tring Road (former BPCC factory) site	None	Policy redundant; development started
AY5 Stoke Mandeville Hospital site	None	Policy redundant; development complete
AY6 Bearbrook House site, Oxford Road	None	Policy redundant; development complete
AY7 TA Centre site, Oxford Road	None	Policy redundant; development complete
AY8 Ardenham Lane site	D-AYL032	Reduced site reflecting changes of circumstances.
AY11 Reallocated sites - Circus Fields	None	Policy redundant; development complete
AY12 Requirement for planning briefs and public consultation regarding MDAs	None	No longer relevant – specifics included in separate policies D-AGT 1 – D-AGT 6
AY13 Berryfields MDA	D-AGT5: Berryfields	
AY14 Weedon Hill MDA	None	Policy redundant; development complete
AY15 Aston Clinton Road MDA	None	Policy redundant; planning permission granted & development committed
AY16 Other employment sites	None	Policy redundant; development complete or with Planning permission
AY17 Public transport to serve new developments	T5 Delivery transport in new development	
AY18 Safeguarded land for new rail stops	None	Policy redundant; development complete or no longer safeguarded
AY20 Development of the cycle network	T7 Footpaths and cycle routes	
AY21 Parking policy guidelines	T6 Vehicle parking	
AY22 Western Link Road	None	Policy redundant; road complete
AY24 Mixed-use redevelopment, Exchange Street	D8 Town centre development	
AY27 Provision of new foodstore retailing	D8 Town centre redevelopment and D9Aylesbury town centre	Policy partially redundant; development complete or permission granted
AY28 Development within the Primary Shopping Frontages	E6 Shop and business frontages	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
AY29 Development within the Central Shopping Area outside the Primary Shopping Frontages	D8 Town centre development	
AY30 Café and restaurant development	D9 Aylesbury town centre	
AY31 Housing in the town centre	D8 Town centre development and D10 Housing in Aylesbury town centre	
AY34 Redevelopment of Exchange Street/Canal Basin	None	Policy redundant development complete
BU1 Housing development at Moreton Road	None but see D-BUC043	Policy redundant; development complete
BU3 Employment development	None	Policy redundant; development complete
BU6 Primary Shopping Frontages	E6 Shop and business frontages	
BU7 Development elsewhere in the CSA	D7 Town, village and local centres to support new and existing communities	
BU8 Sites at West Street/Moreton Road and Bridge Street	None (Buckingham Neighbourhood Plan EE2)	Policy redundant; development complete or committed
BU10 Pedestrian priority area proposals	D7 Town, village and local centres to support new and existing communities	
BU11 Buckingham Riverside Walk	Buckingham Neighbourhood Plan CLH8	
HA1 Employment development at Thame Road	None	Policy Redundant development complete or committed
HA2 Primary Shopping Frontage at Banks Parade	Haddenham Neighbourhood Plan RJB1	
RA2 Loss of open gaps and consolidation of settlements	S3 Settlement hierarchy and cohesive development	
RA3 Extension of residential curtilages into open countryside	BE2 Design of new development and NE4 Landscape character and locally important landscapes	
RA4 Considerations for countryside recreation	I1 Green infrastructure and I2 Sports and recreation	
RA5 New golf courses	I2 Sports and recreation	
RA6 Development in the Metropolitan Green Belt Saved	S4 Green Belt	
RA8 Development in the Areas of Attractive Landscape and Local Landscape Areas	NE4 Landscape character and locally important landscape	
RA11 Conversion of buildings in the countryside	C1 Conversion of rural buildings	
RA13 Development within settlements listed in Appendix 4	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	



<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
RA14 Development at the edge of Appendix 4 settlements	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	
RA17 Replacement dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA18 Extensions to dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA24 Occupancy conditions for horse-related dwellings	H3 Rural workers dwellings	
RA25 Calvert	None	Policy redundant; development complete
RA26 Pitstone	None	Policy redundant; development complete or committed
RA29 Proposals for new employment uses in the countryside	NE4 Landscape character and locally important landscape and BE2 Design of new development	
RA30 Employment at Silverstone Motor Racing Circuit	E10 Silverstone circuit and Silverstone Park EZ	
RA31 Silverstone Employment Area Saved	E10 Silverstone circuit and Silverstone Park EZ	
RA32 Employment at the Royal Ordnance site, Westcott	E1 Protection of key employment sites and enterprise zones	
RA33 Westcott Sports and Social Club	I3 Community facilities and assets of community value	
RA34 Development of Newton Longville Brickworks	None	Not promoted in HELAA no planning applications other than temporary uses – little/no interest - not critical for VALP employment policies - Delete Allocation
RA35 Safeguarded road corridor at Newton Longville Brickworks	None	Little/no possibility of implementation in VALP no route identified or agreed/safeguarded - uncertainty over Expressway route Policy Redundant
RA36 Development causing traffic adversely affecting rural roads	T5 Delivering transport in new development	
RA37 New accesses to inter-urban A-class or Trunk Roads	T5 Delivering transport in new development	
WE2 The Central Shopping Area (CSA)	D7 Town, village and local centres to support new and existing communities	
WI1 Housing development at Verney Road	None	Policy redundant; development complete
WI2 Employment development at Buckingham Road Saved	Winslow Neighbourhood Plan Policy 6	AVDLP Policy redundant; development complete or committed

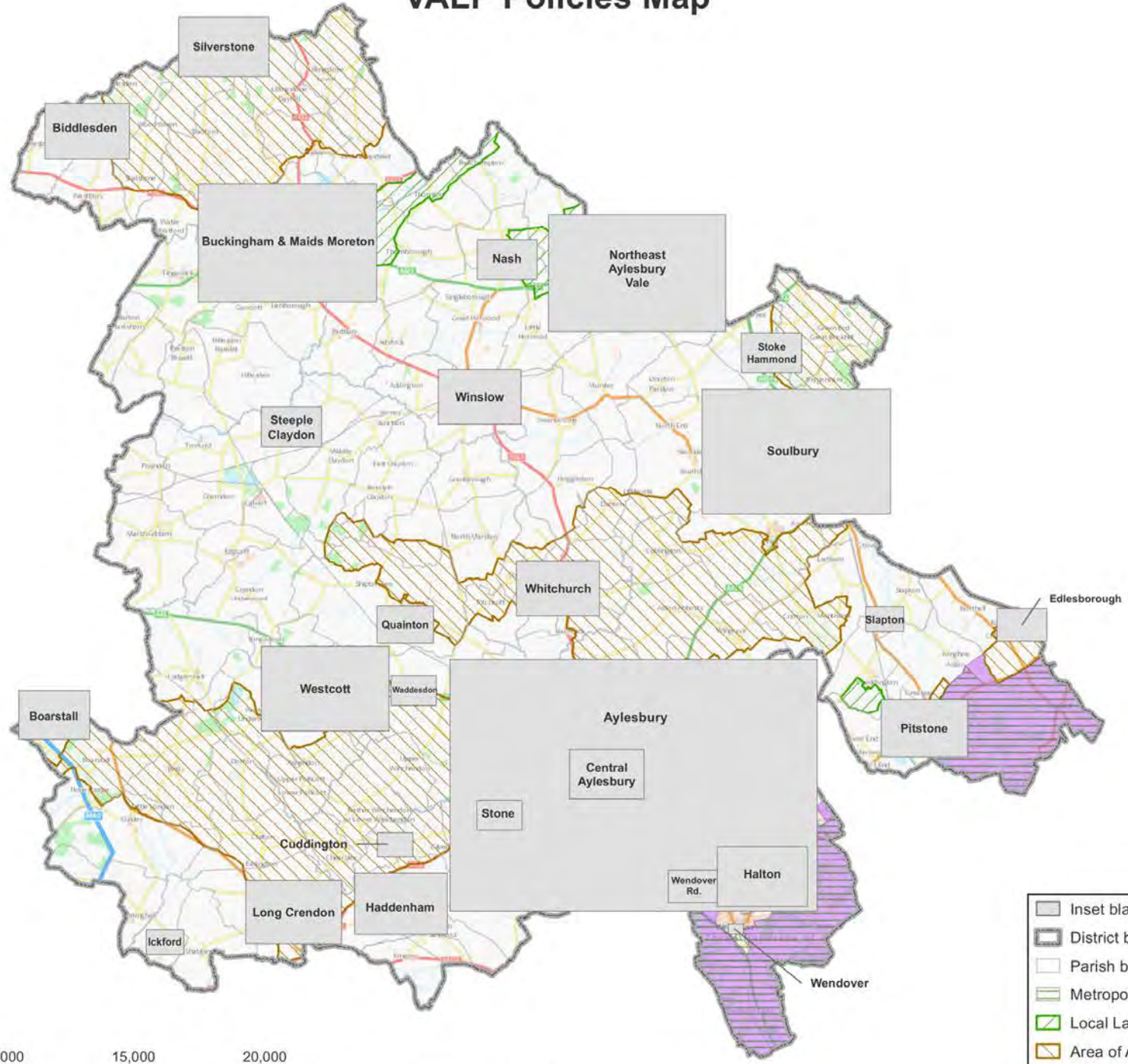
<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
W13 The Central Shopping Area (CSA)	Winslow Neighbourhood Plan Policy 17	

# 14 Policies Maps

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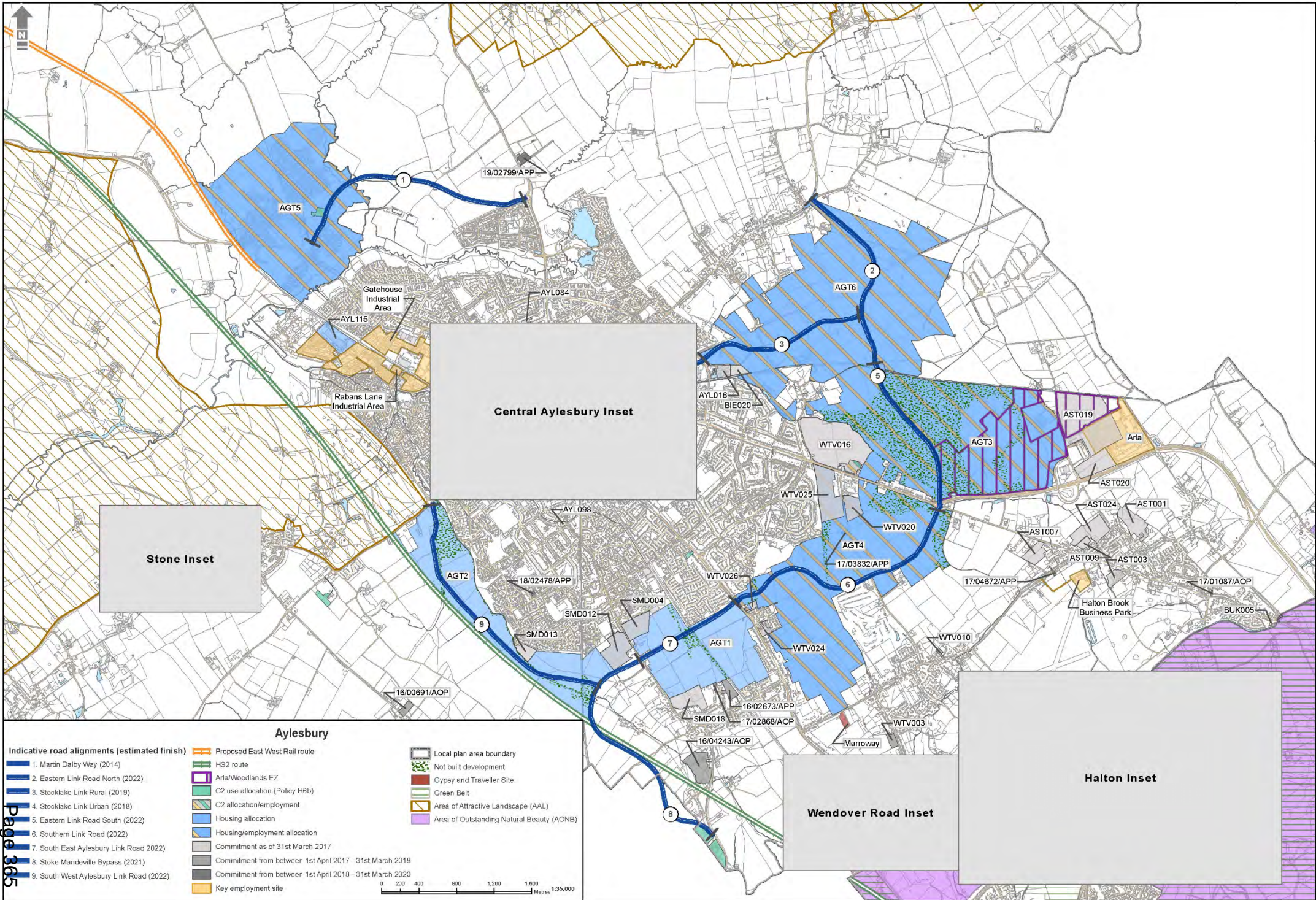
# VALP Policies Map

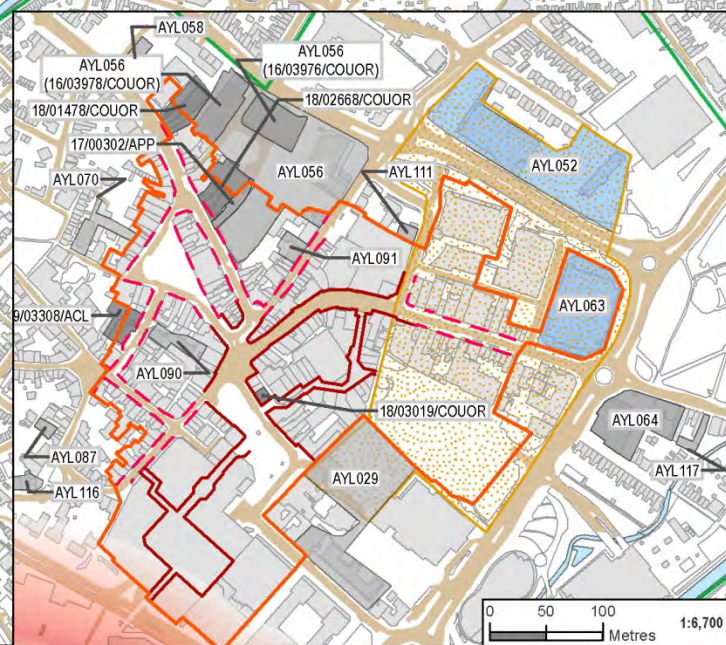
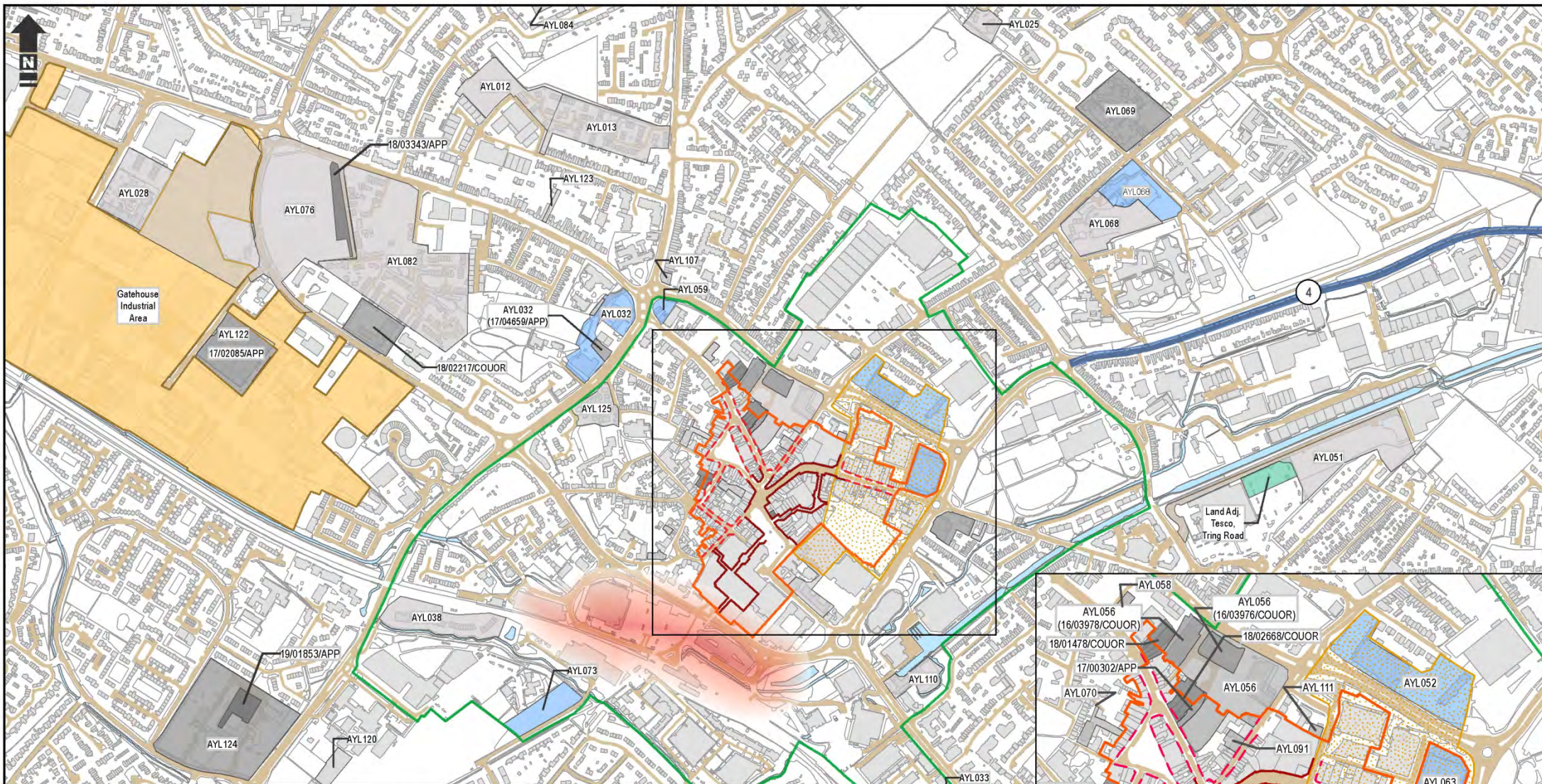
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-  Inset blanking
-  District boundary
-  Parish boundary
-  Metropolitan Green Belt
-  Local Landscape Area (LLA)
-  Area of Attractive Landscape (AAL)
-  Area of Outstanding Natural Beauty (AONB)







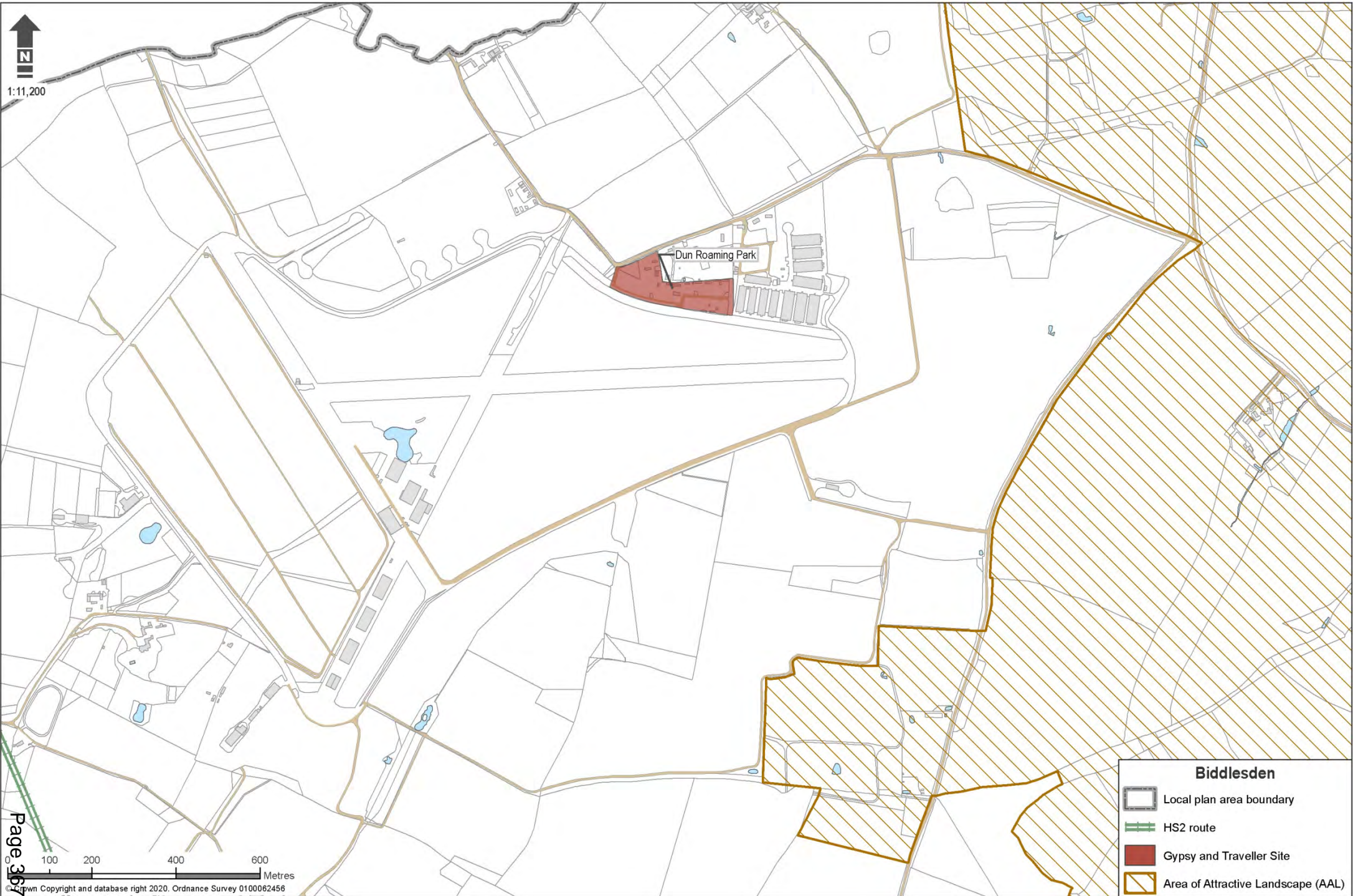
### Central Aylesbury

4. Stocklake Link Urban (2018)	Site for town centre re-development	Commitment from between 1st April 2017 - 31st March 2018	Aylesbury Transport Hub
Aylesbury Town Centre	C2 use allocation (Policy H6b)	Commitment from between 1st April 2018 - 31st March 2020	
Primary shopping area	Housing allocation	Commitment as of 31st March 2017	
Primary shopping frontage	Key employment site		
Secondary shopping frontage	Not built development		

0 50 100 200 300 400 500 Metres 1:9,900







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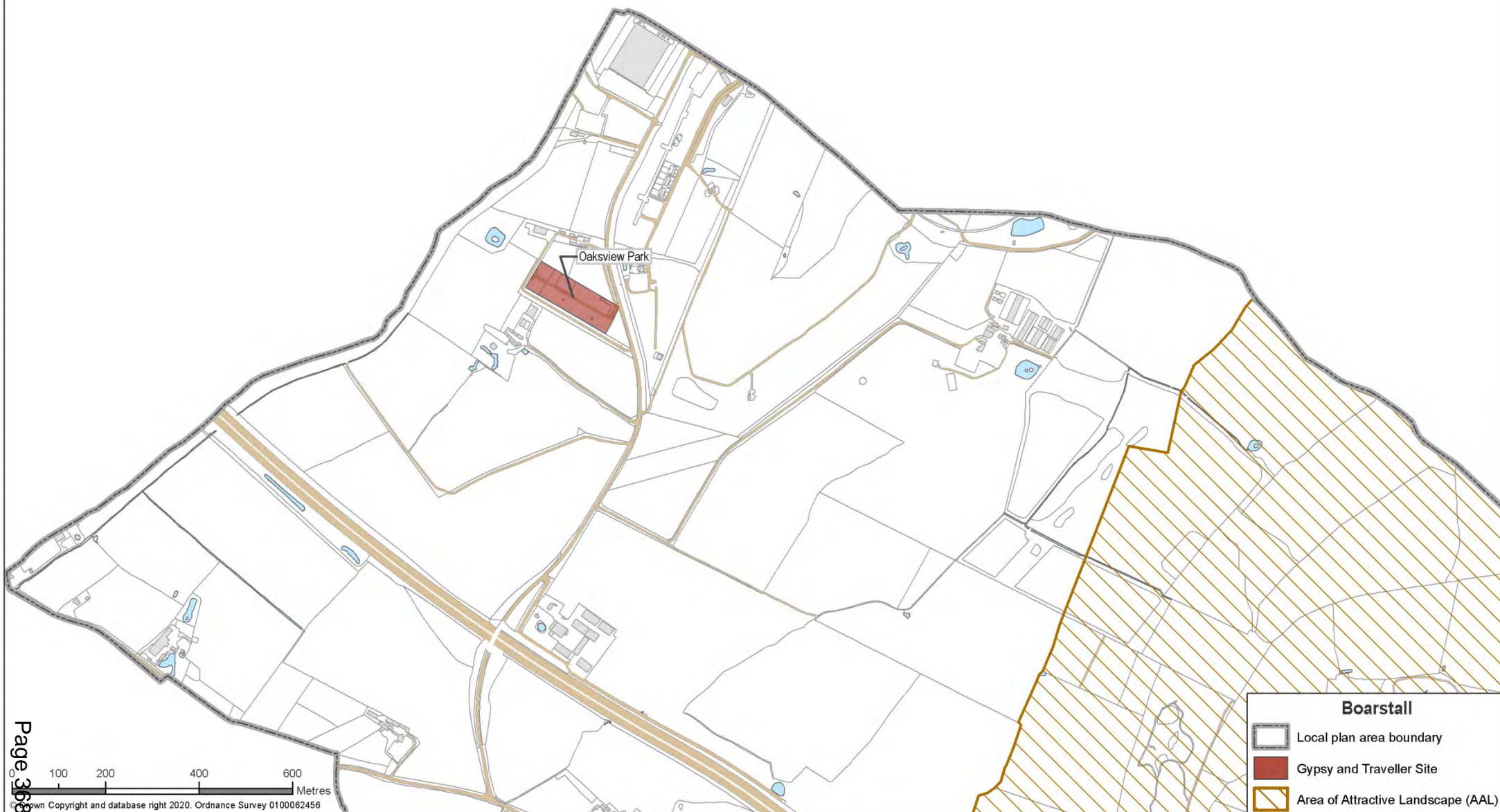
Dun Roaming Park

**Biddlesden**




-  Local plan area boundary
-  HS2 route
-  Gypsy and Traveller Site
-  Area of Attractive Landscape (AAL)



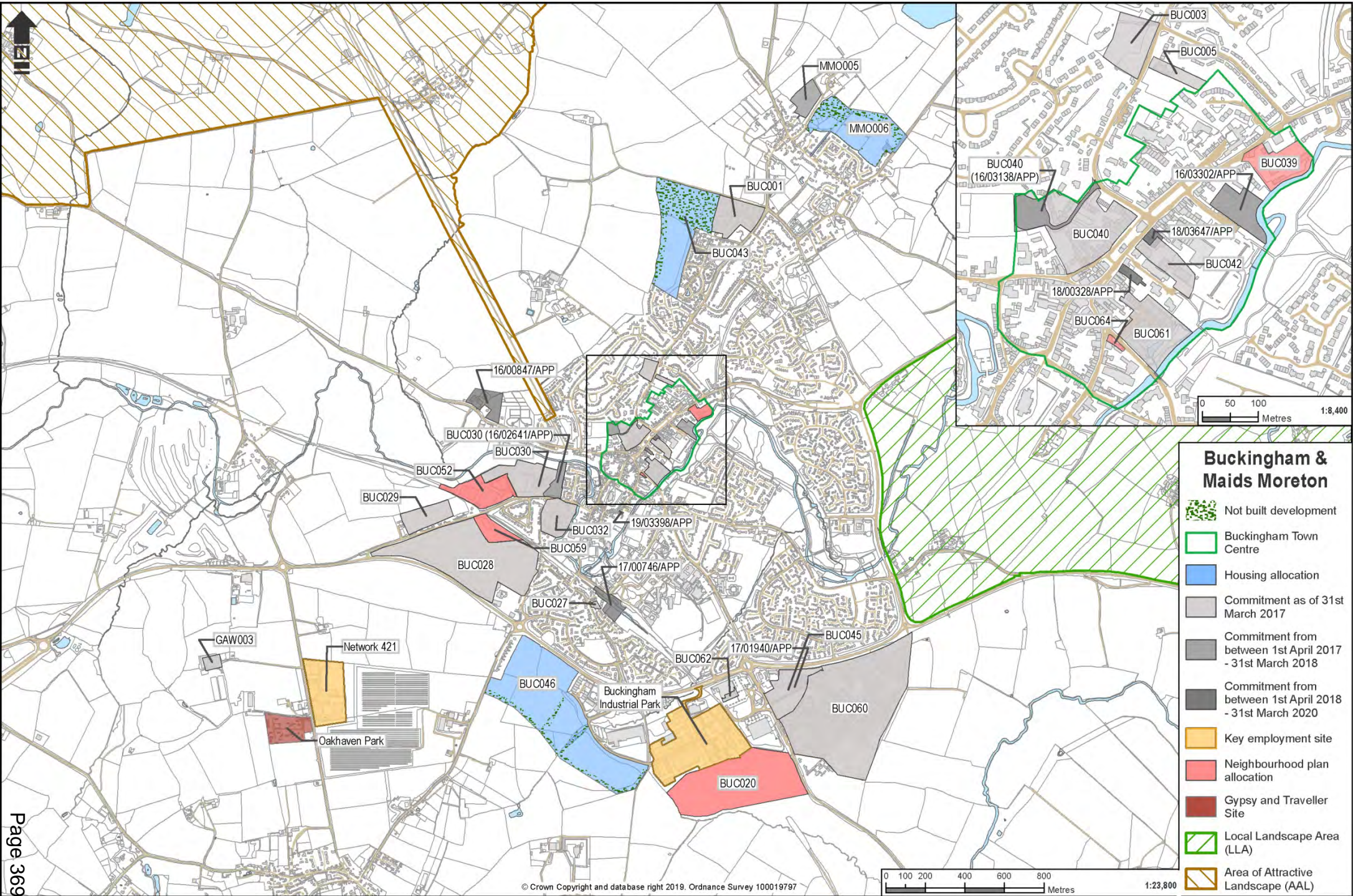
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**Boarstall**

-  Local plan area boundary
-  Gypsy and Traveller Site
-  Area of Attractive Landscape (AAL)



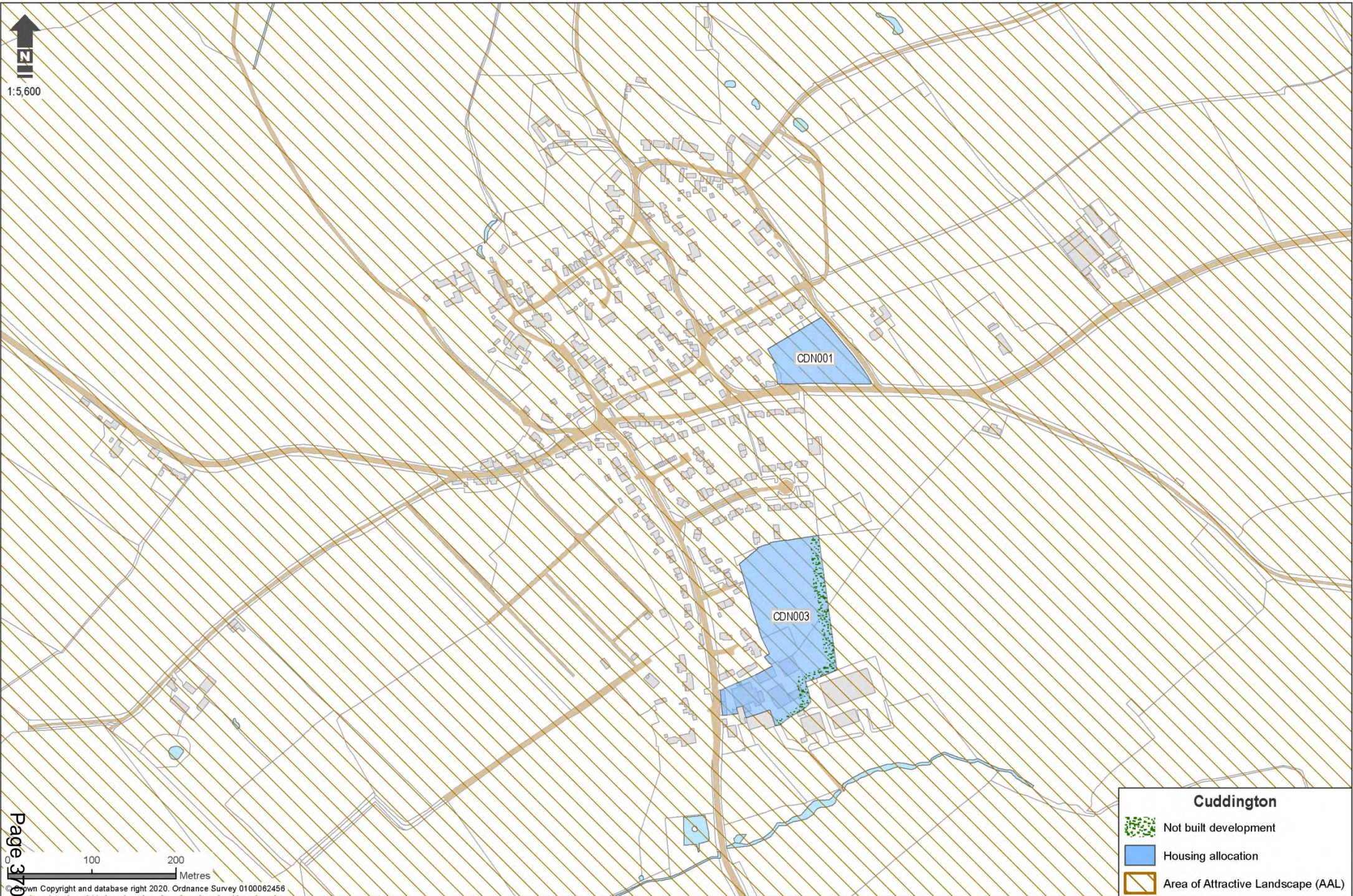


### Buckingham & Maids Moreton




-  Not built development
-  Buckingham Town Centre
-  Housing allocation
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2017 - 31st March 2018
-  Commitment from between 1st April 2018 - 31st March 2020
-  Key employment site
-  Neighbourhood plan allocation
-  Gypsy and Traveller Site
-  Local Landscape Area (LLA)
-  Area of Attractive Landscape (AAL)



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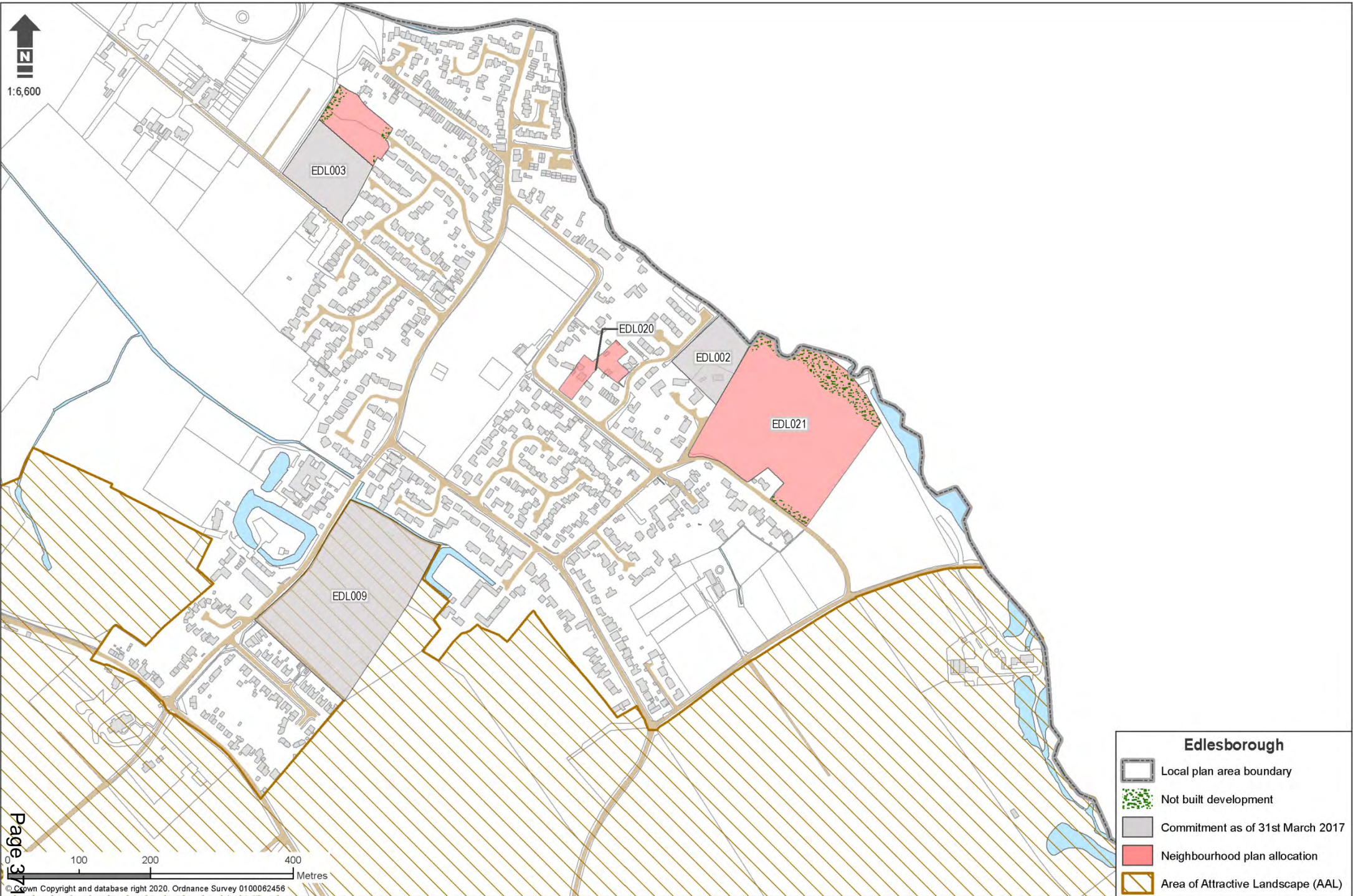


**Cuddington**

-  Not built development
-  Housing allocation
-  Area of Attractive Landscape (AAL)

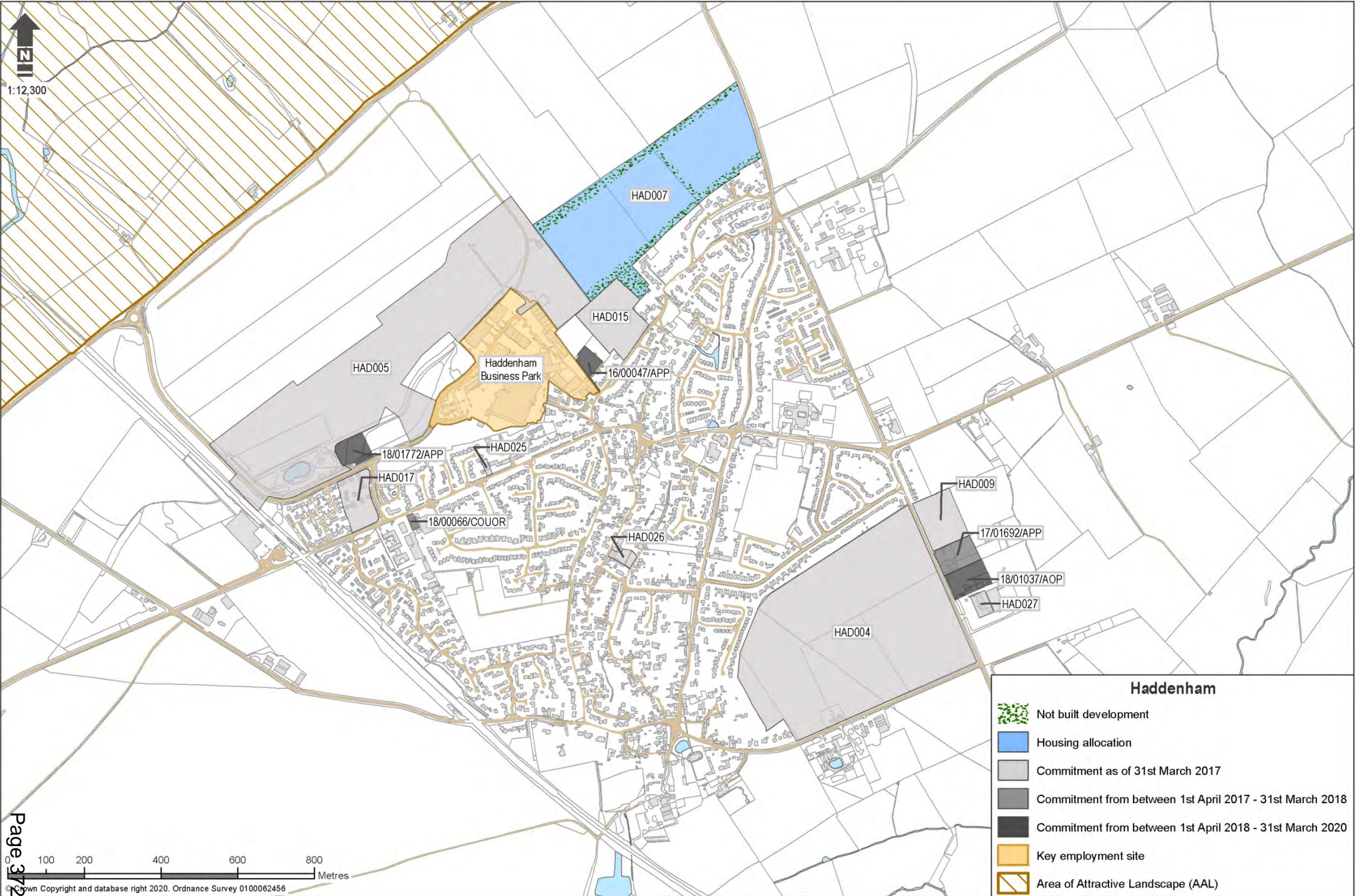


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**Edlesborough**

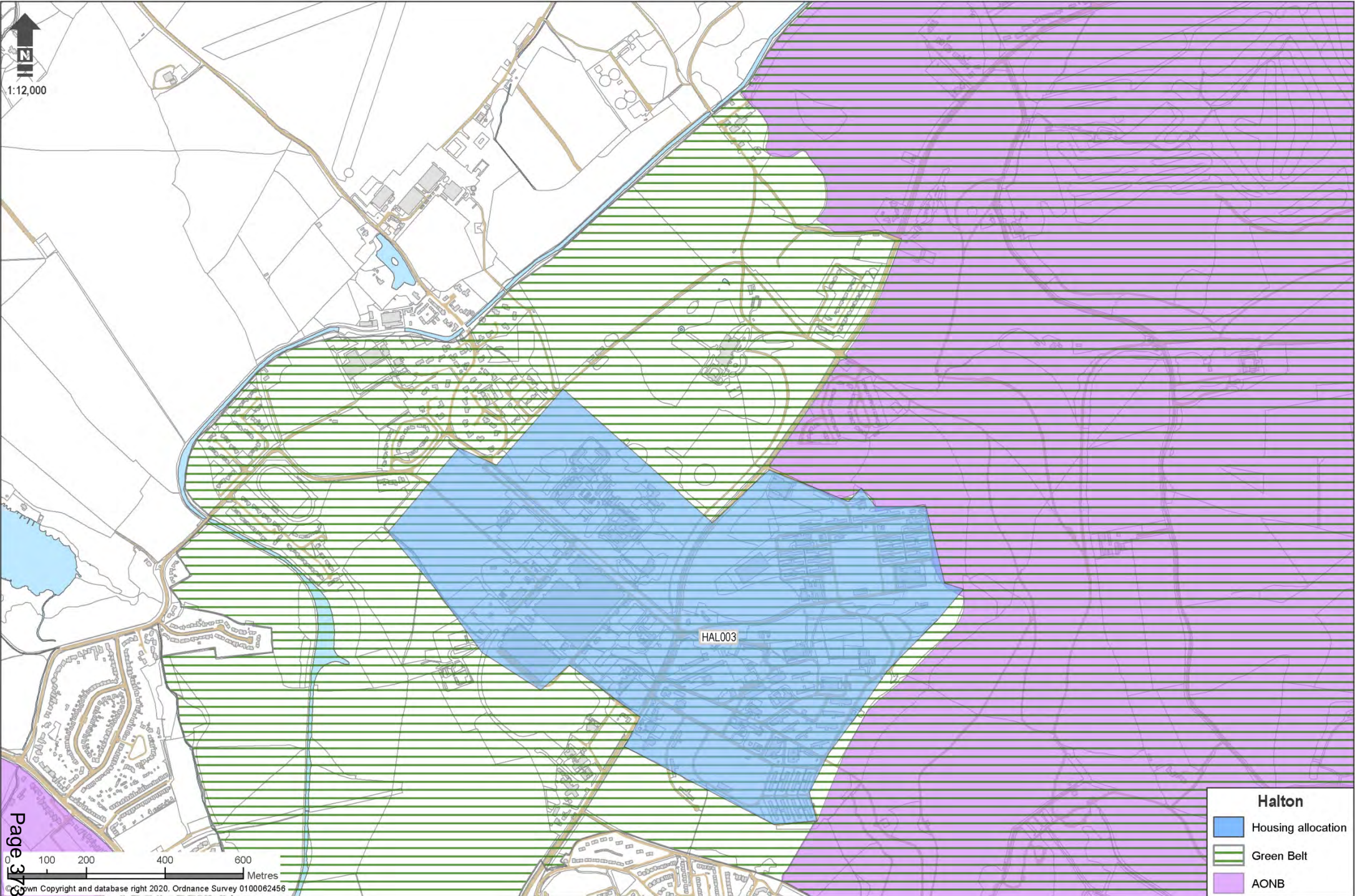
-  Local plan area boundary
-  Not built development
-  Commitment as of 31st March 2017
-  Neighbourhood plan allocation
-  Area of Attractive Landscape (AAL)



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**Haddenham**

-  Not built development
-  Housing allocation
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2017 - 31st March 2018
-  Commitment from between 1st April 2018 - 31st March 2020
-  Key employment site
-  Area of Attractive Landscape (AAL)



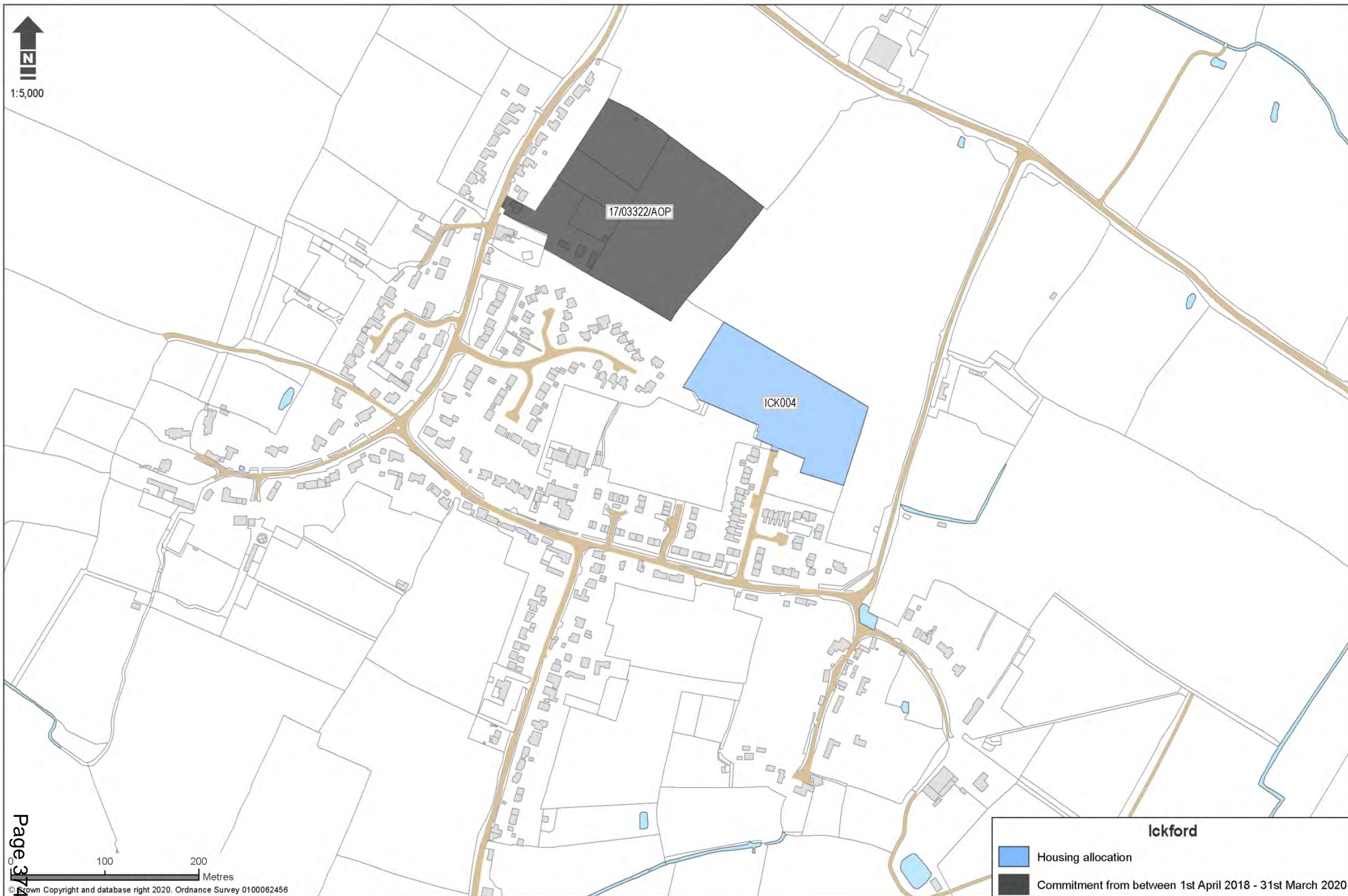
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HAL003



Halton	
	Housing allocation
	Green Belt
	AONB

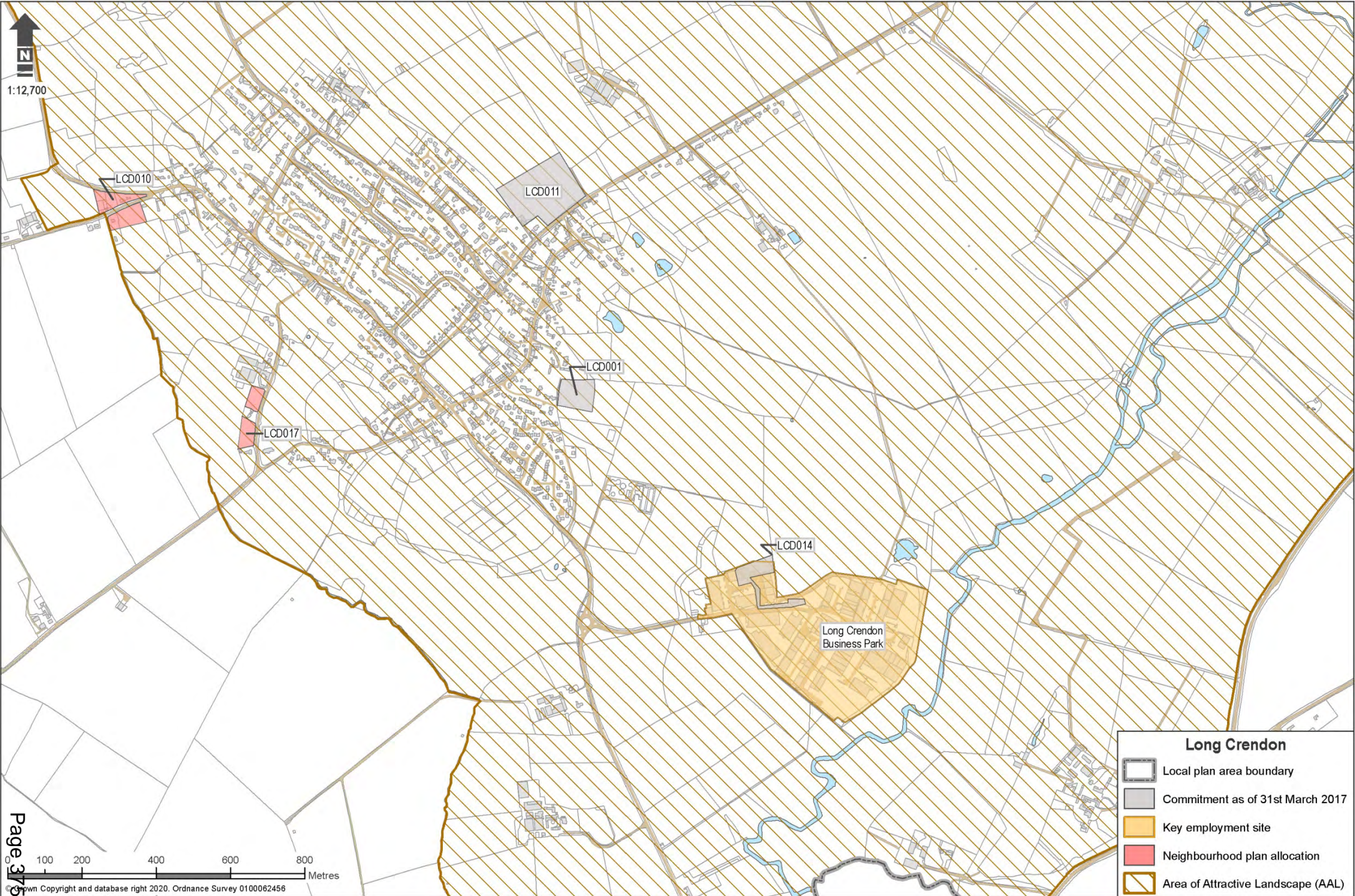


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Ickford

-  Housing allocation
-  Commitment from between 1st April 2018 - 31st March 2020



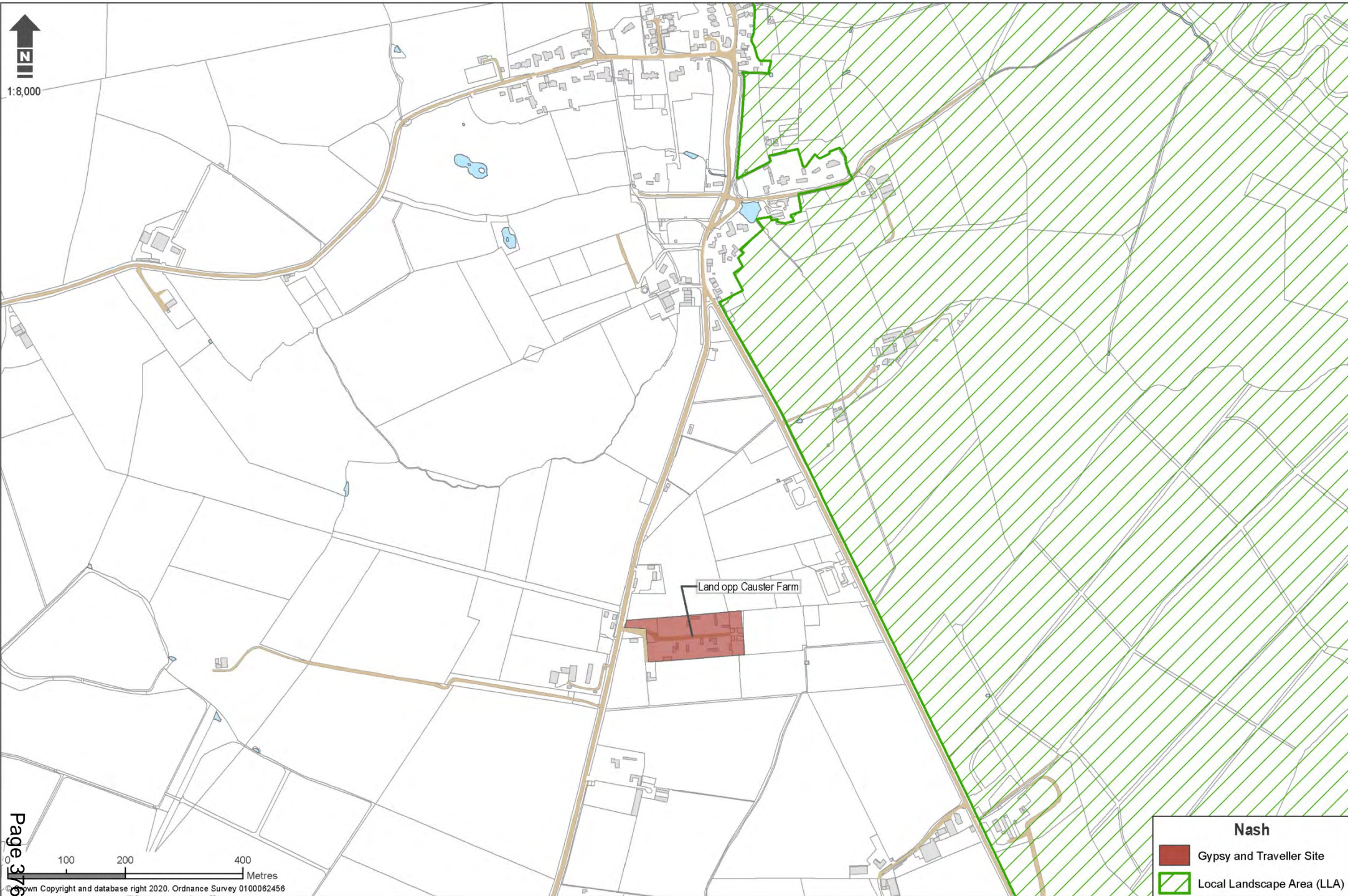
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**Long Crendon**

-  Local plan area boundary
-  Commitment as of 31st March 2017
-  Key employment site
-  Neighbourhood plan allocation
-  Area of Attractive Landscape (AAL)





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
Land opp Causter Farm

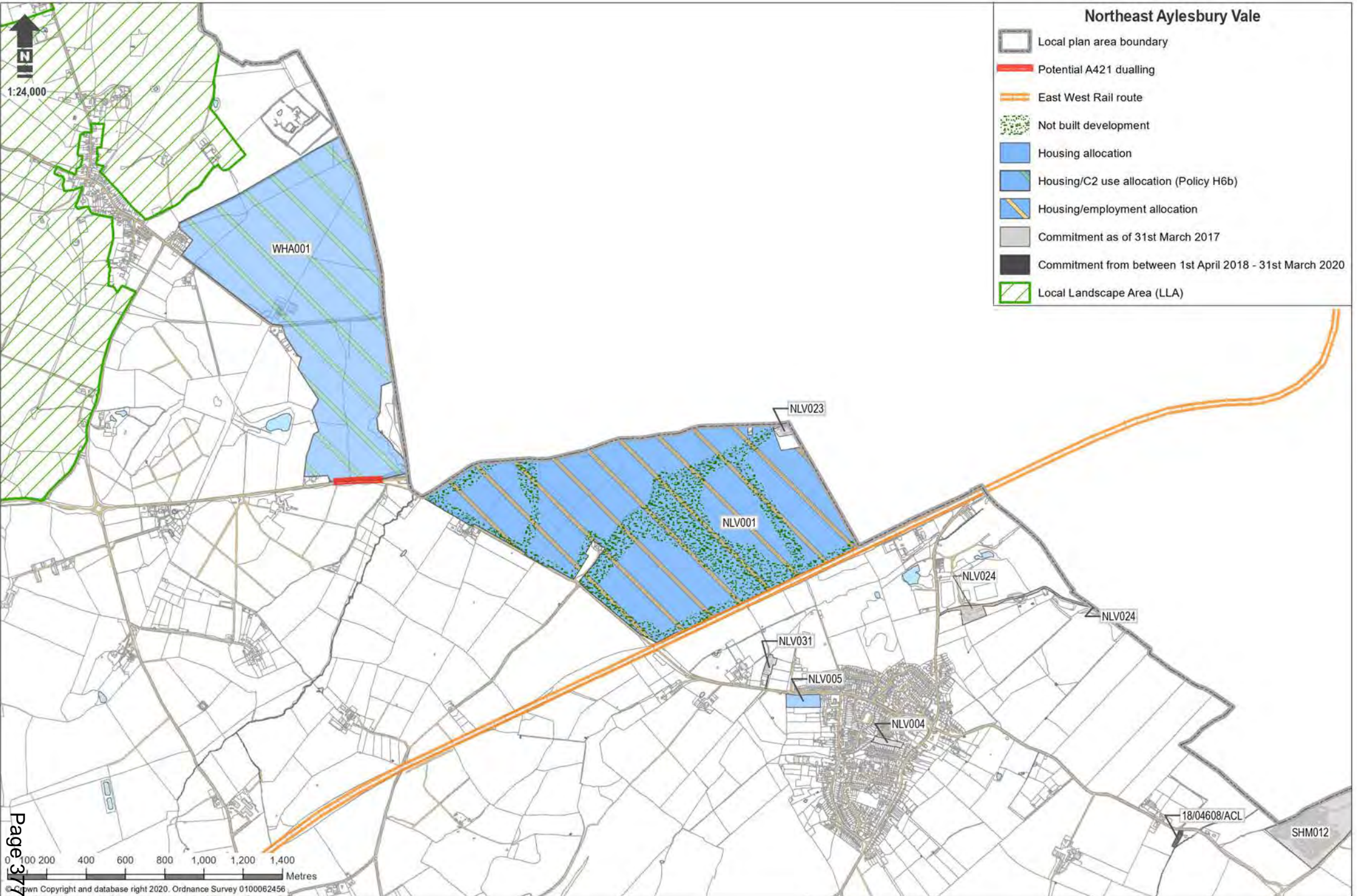
**Nash**

-  Gypsy and Traveller Site
-  Local Landscape Area (LLA)



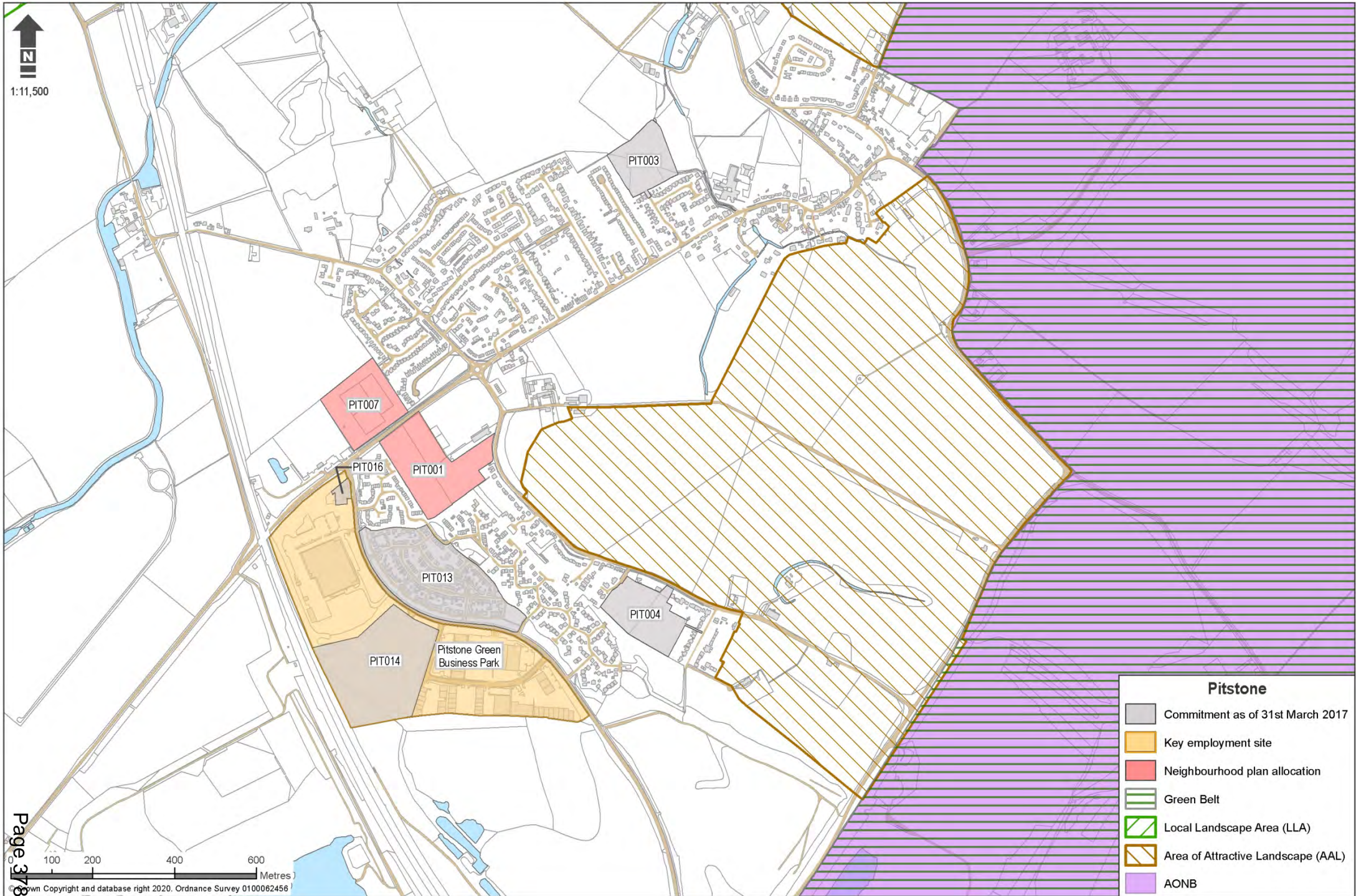
# Northeast Aylesbury Vale

-  Local plan area boundary
-  Potential A421 dualling
-  East West Rail route
-  Not built development
-  Housing allocation
-  Housing/C2 use allocation (Policy H6b)
-  Housing/employment allocation
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2018 - 31st March 2020
-  Local Landscape Area (LLA)





1:11,500

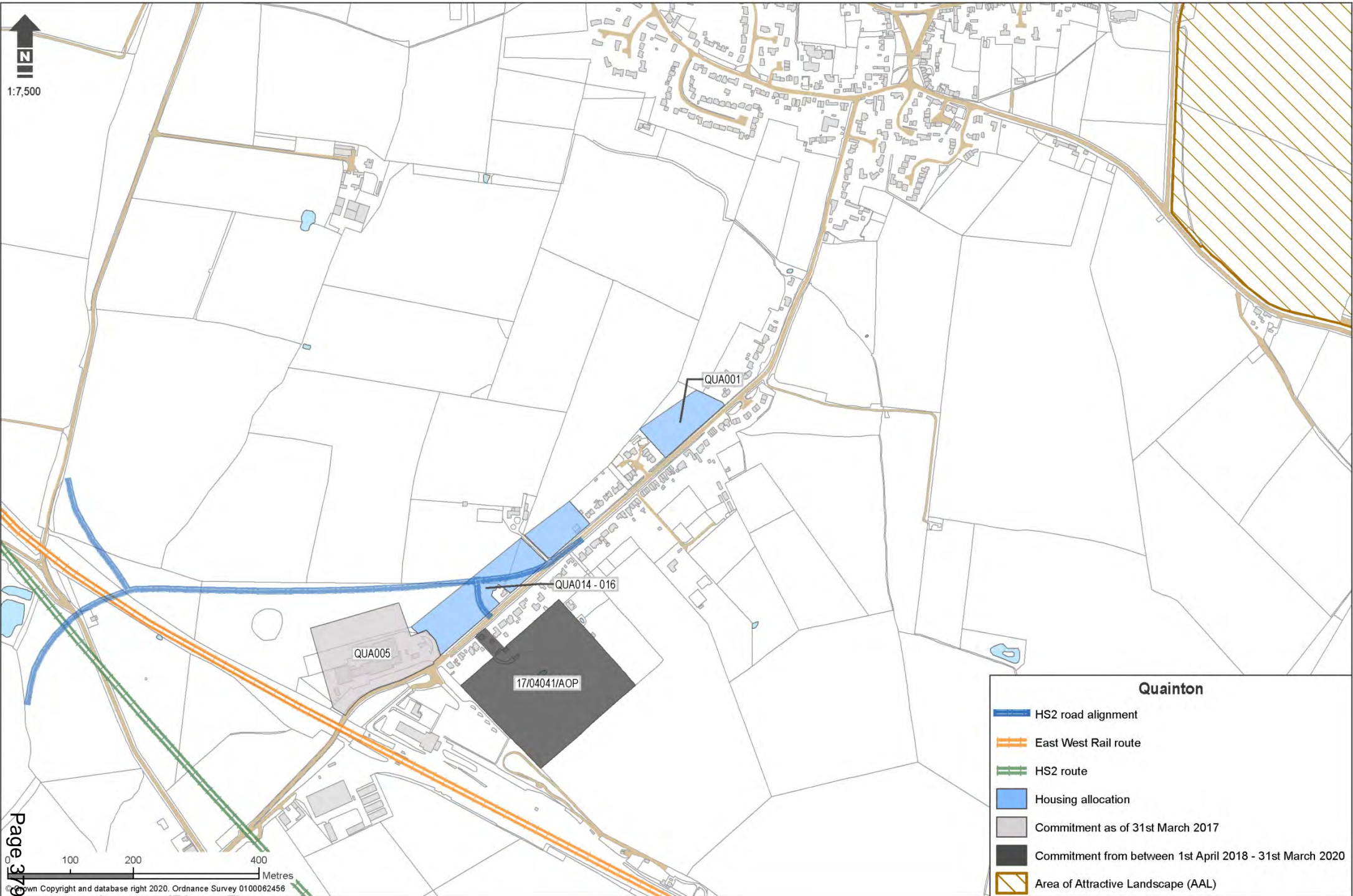


**Pitstone**

-  Commitment as of 31st March 2017
-  Key employment site
-  Neighbourhood plan allocation
-  Green Belt
-  Local Landscape Area (LLA)
-  Area of Attractive Landscape (AAL)
-  ACNB

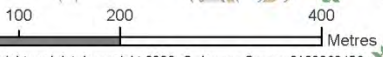


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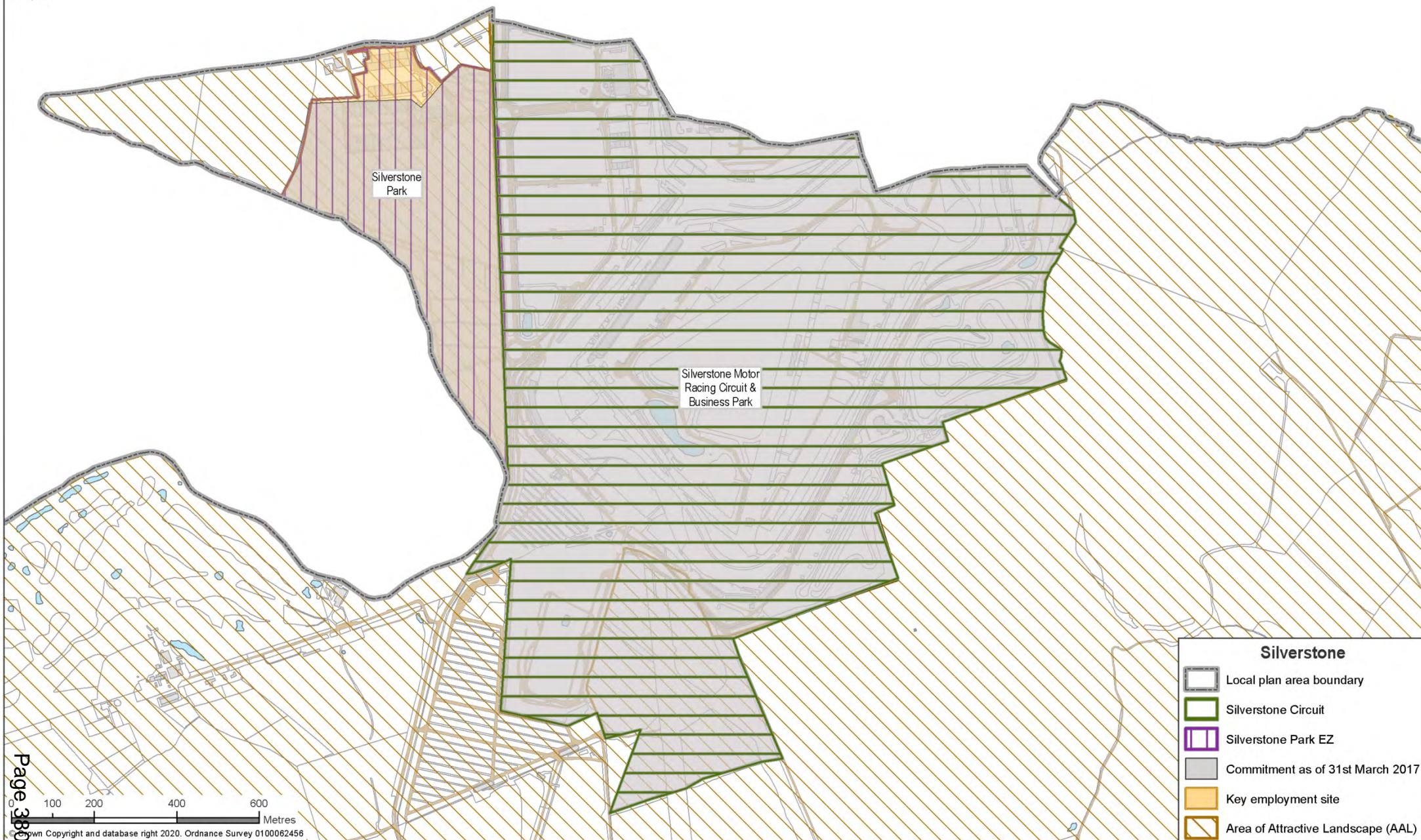
**Quinton**

-  HS2 road alignment
-  East West Rail route
-  HS2 route
-  Housing allocation
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2018 - 31st March 2020
-  Area of Attractive Landscape (AAL)





1:12,000



Silverstone Park

Silverstone Motor  
Racing Circuit &  
Business Park

**Silverstone**

-  Local plan area boundary
-  Silverstone Circuit
-  Silverstone Park EZ
-  Commitment as of 31st March 2017
-  Key employment site
-  Area of Attractive Landscape (AAL)




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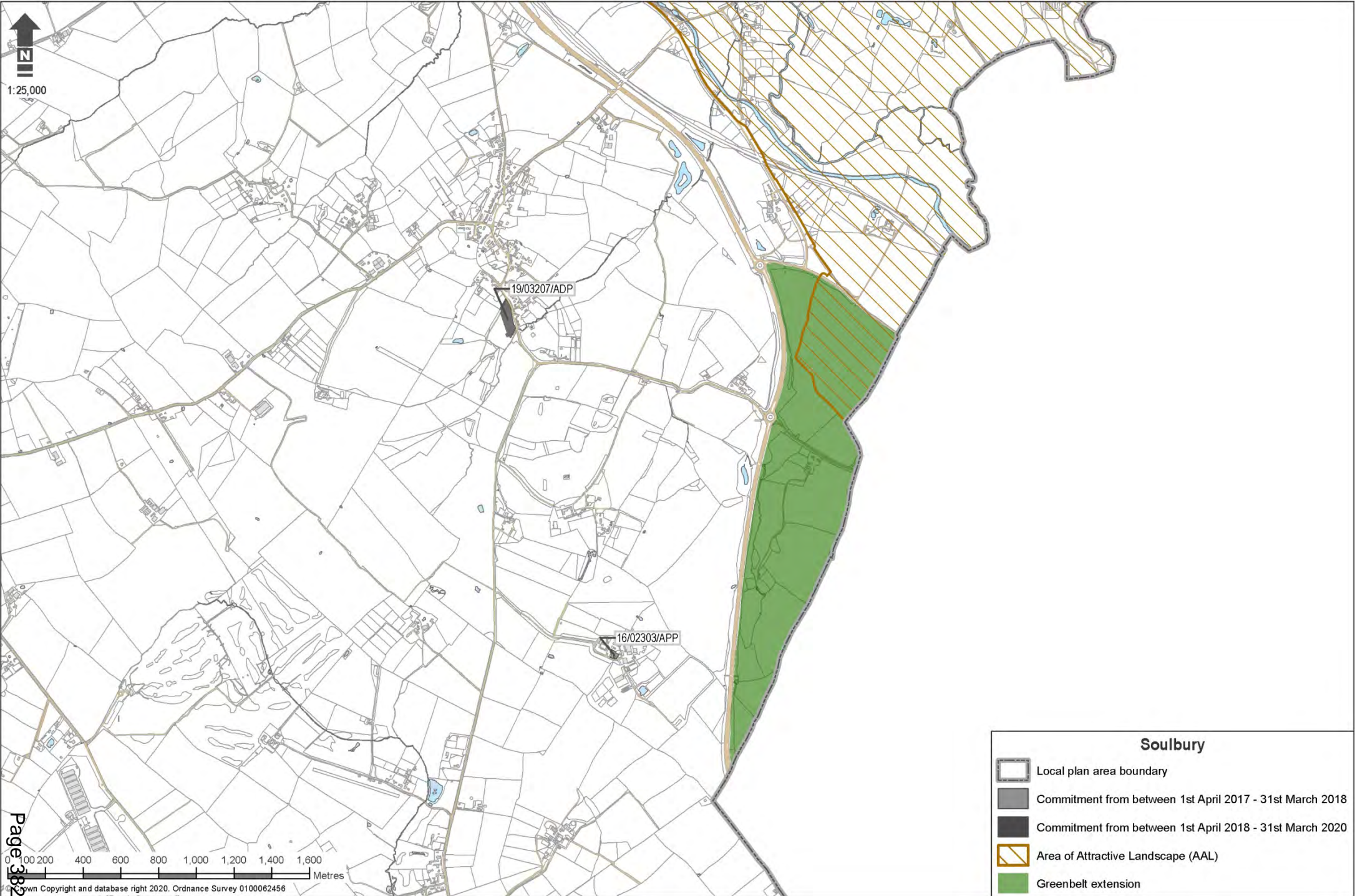
100 200 Metres



Wilows Park

**Slapton and Horton**

 Gypsy and Traveller Site



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19/03207/ADP

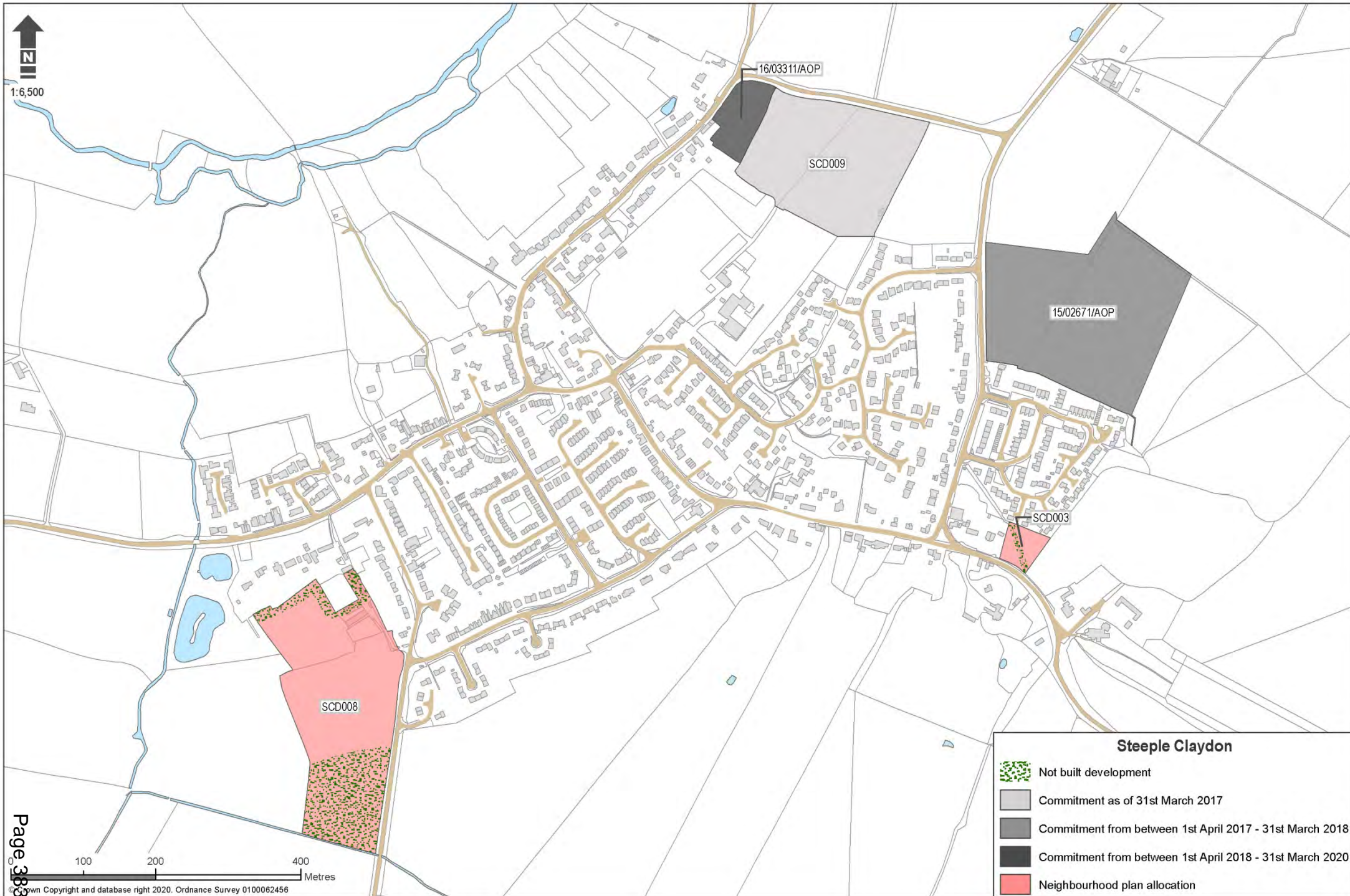
16/02303/APP

### Soulbury

-  Local plan area boundary
-  Commitment from between 1st April 2017 - 31st March 2018
-  Commitment from between 1st April 2018 - 31st March 2020
-  Area of Attractive Landscape (AAL)
-  Greenbelt extension



1:6,500

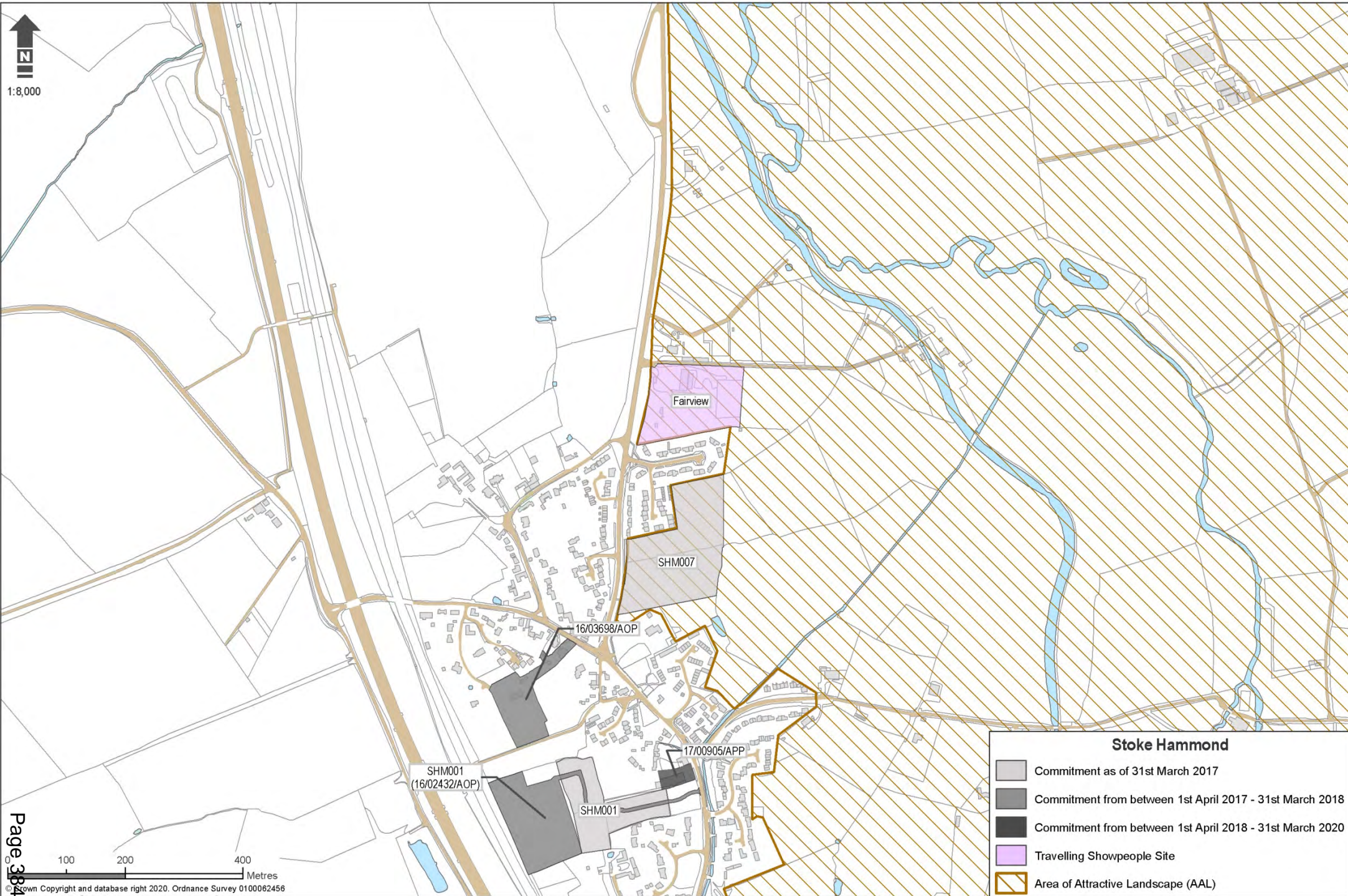


### Steeple Claydon

-  Not built development
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2017 - 31st March 2018
-  Commitment from between 1st April 2018 - 31st March 2020
-  Neighbourhood plan allocation



1:8,000



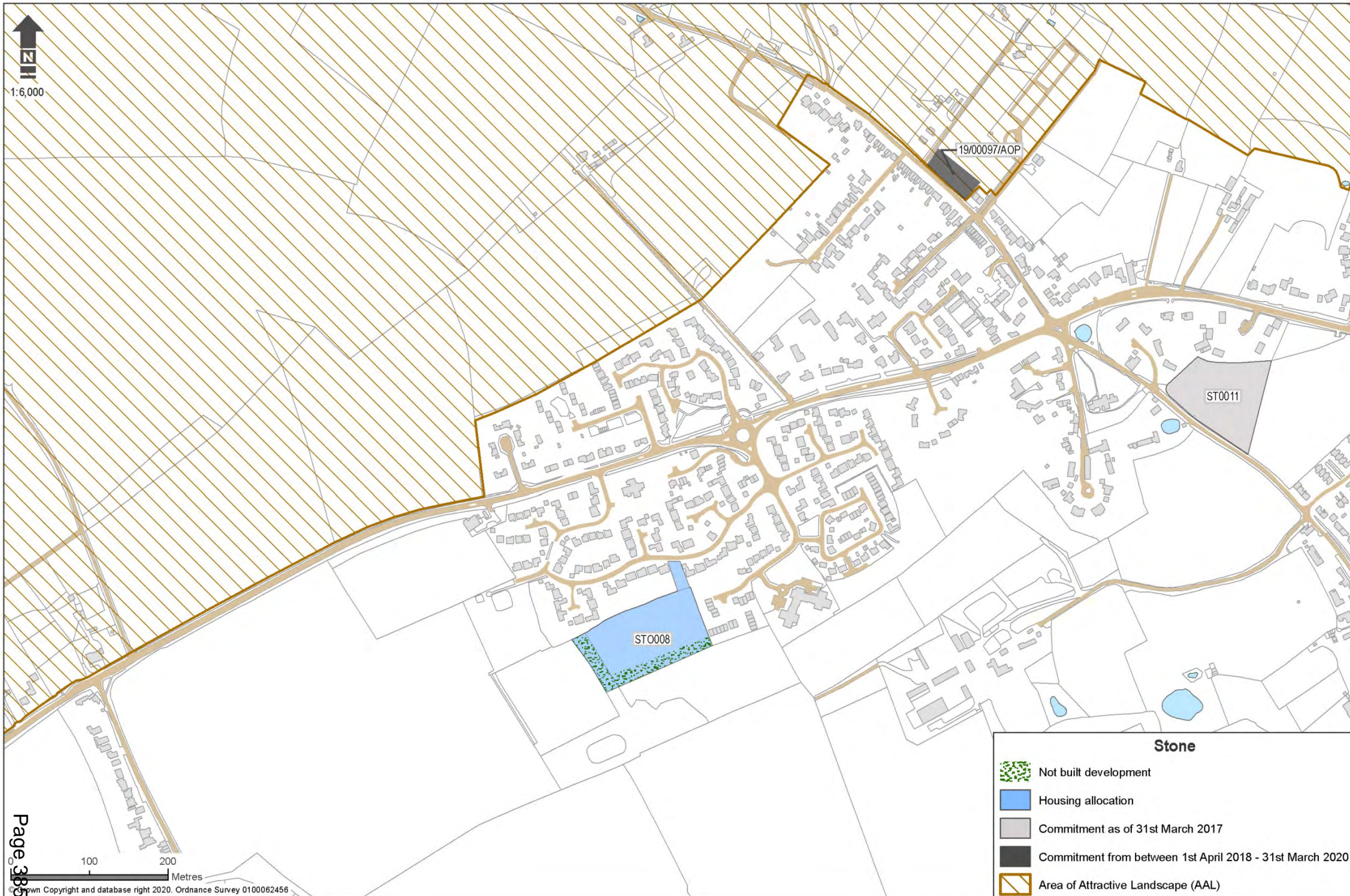
### Stoke Hammond

- Commitment as of 31st March 2017
- Commitment from between 1st April 2017 - 31st March 2018
- Commitment from between 1st April 2018 - 31st March 2020
- Travelling Showpeople Site
- Area of Attractive Landscape (AAL)





1:6,000

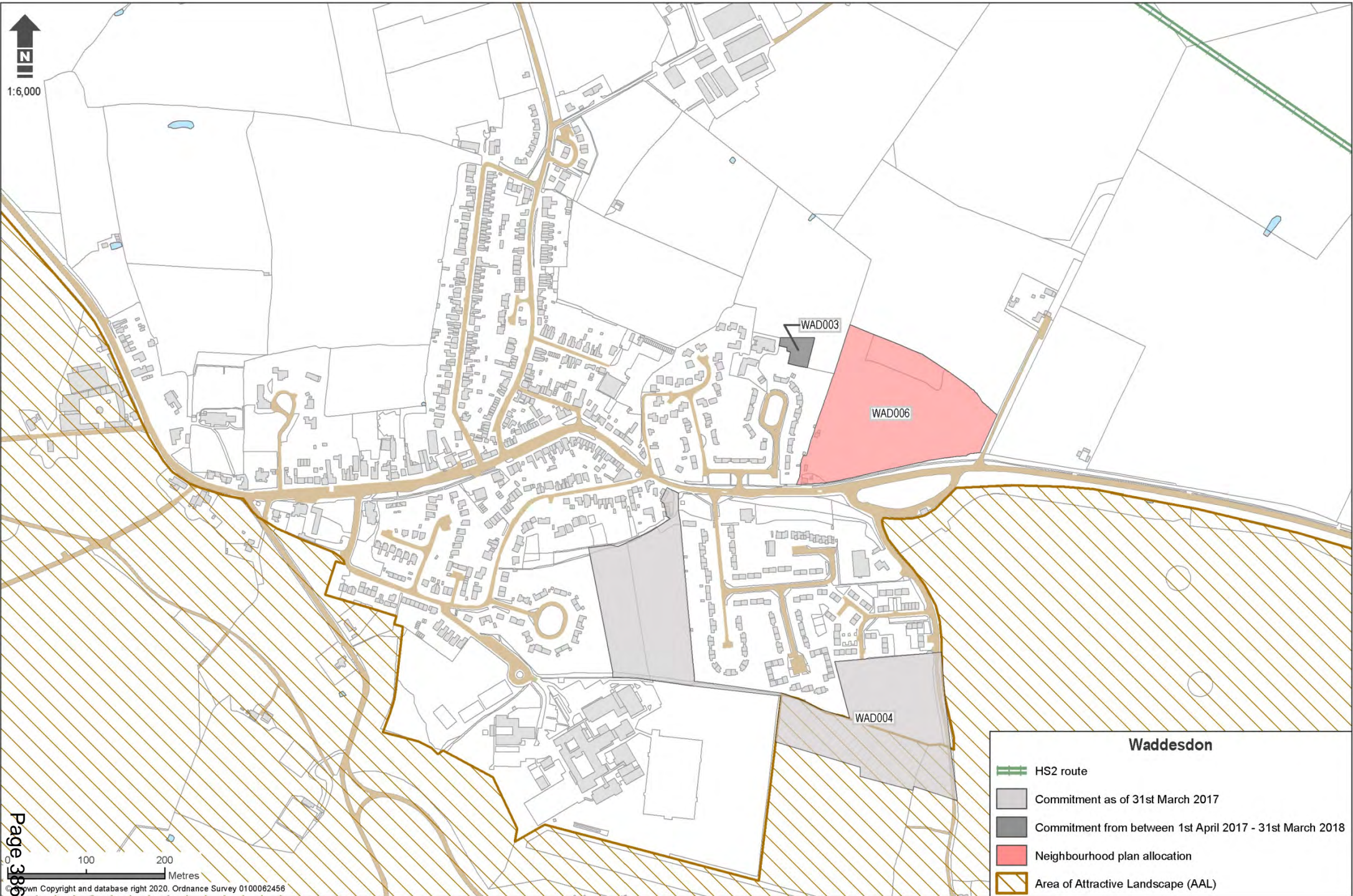


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



-  Not built development
-  Housing allocation
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2018 - 31st March 2020
-  Area of Attractive Landscape (AAL)

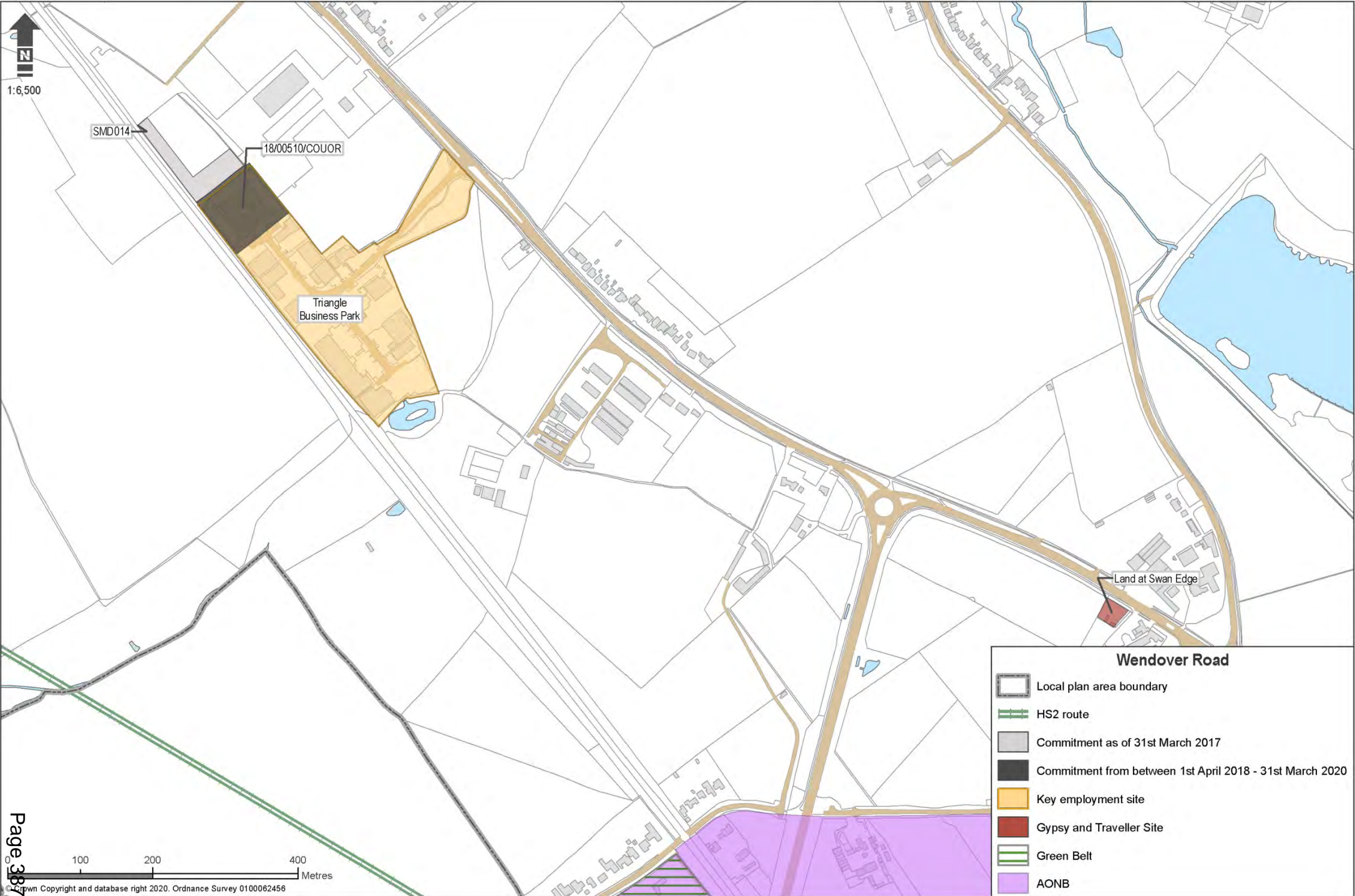


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**Waddesdon**

-  HS2 route
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2017 - 31st March 2018
-  Neighbourhood plan allocation
-  Area of Attractive Landscape (AAL)



1:6,500

SMD014

18/00510/COUOR

Triangle Business Park

Land at Swan Edge

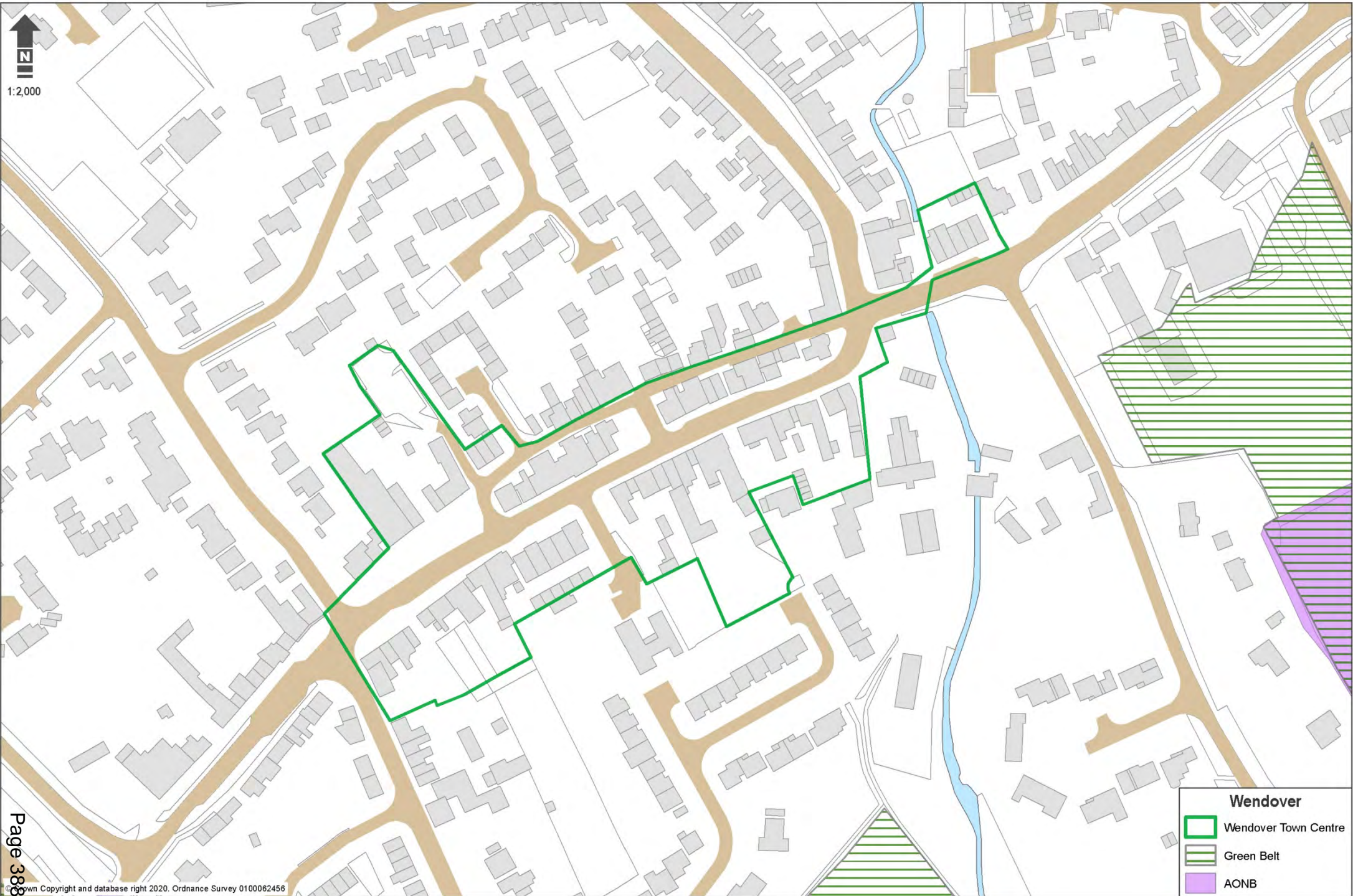
**Wendover Road**

-  Local plan area boundary
-  HS2 route
-  Commitment as of 31st March 2017
-  Commitment from between 1st April 2018 - 31st March 2020
-  Key employment site
-  Gypsy and Traveller Site
-  Green Belt
-  AONB




100 200 400 Metres

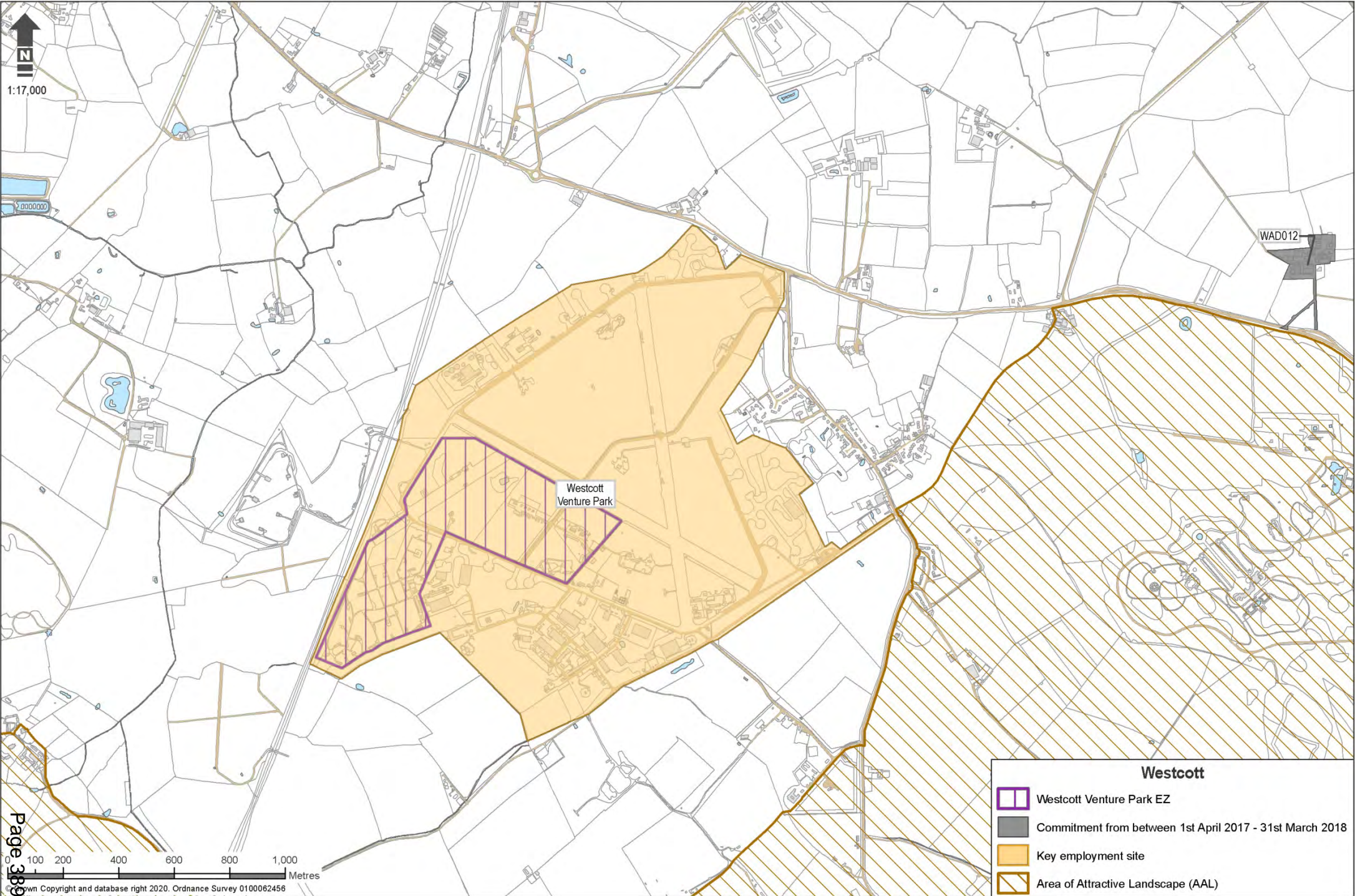


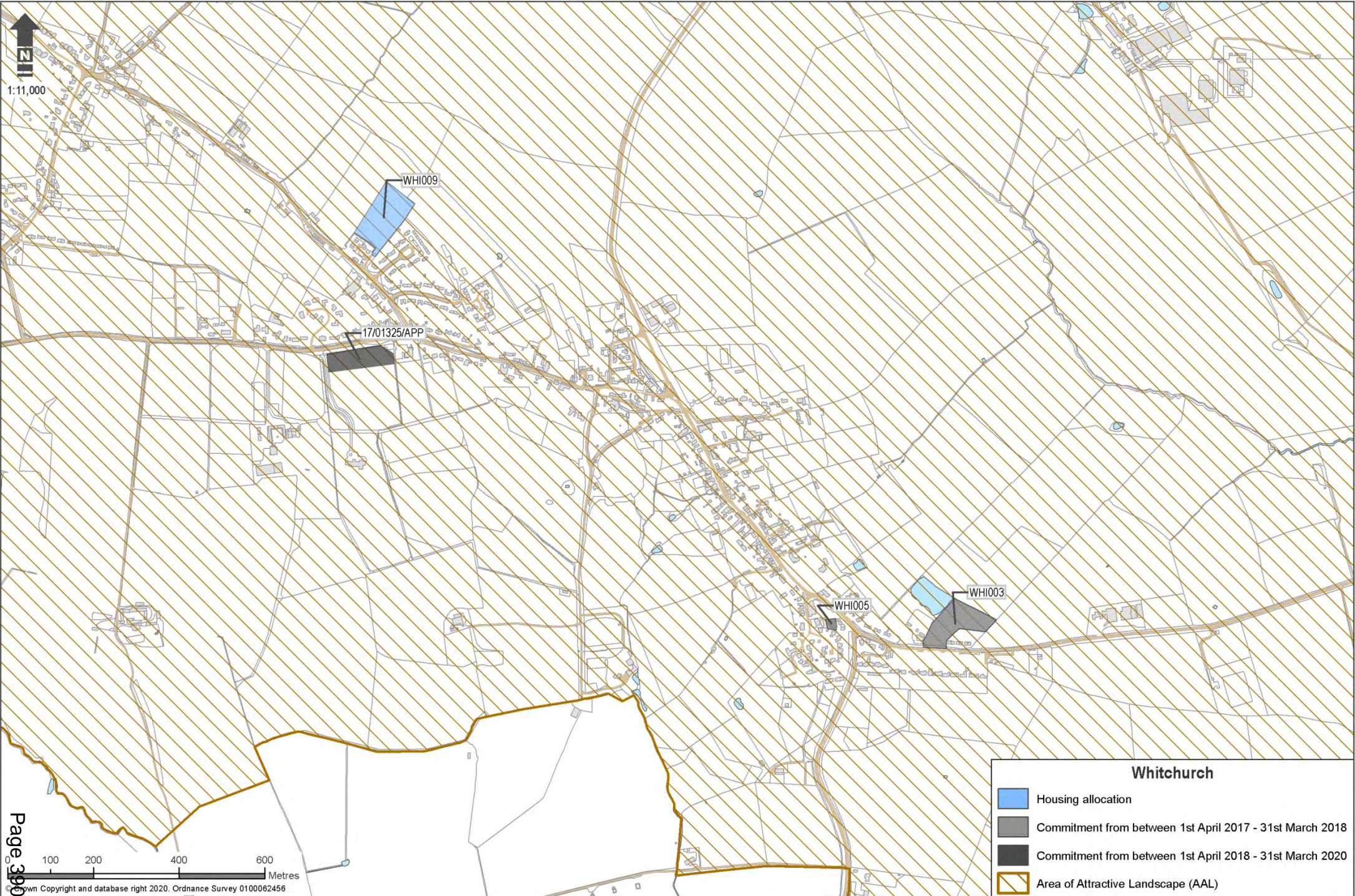
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**Wendover**

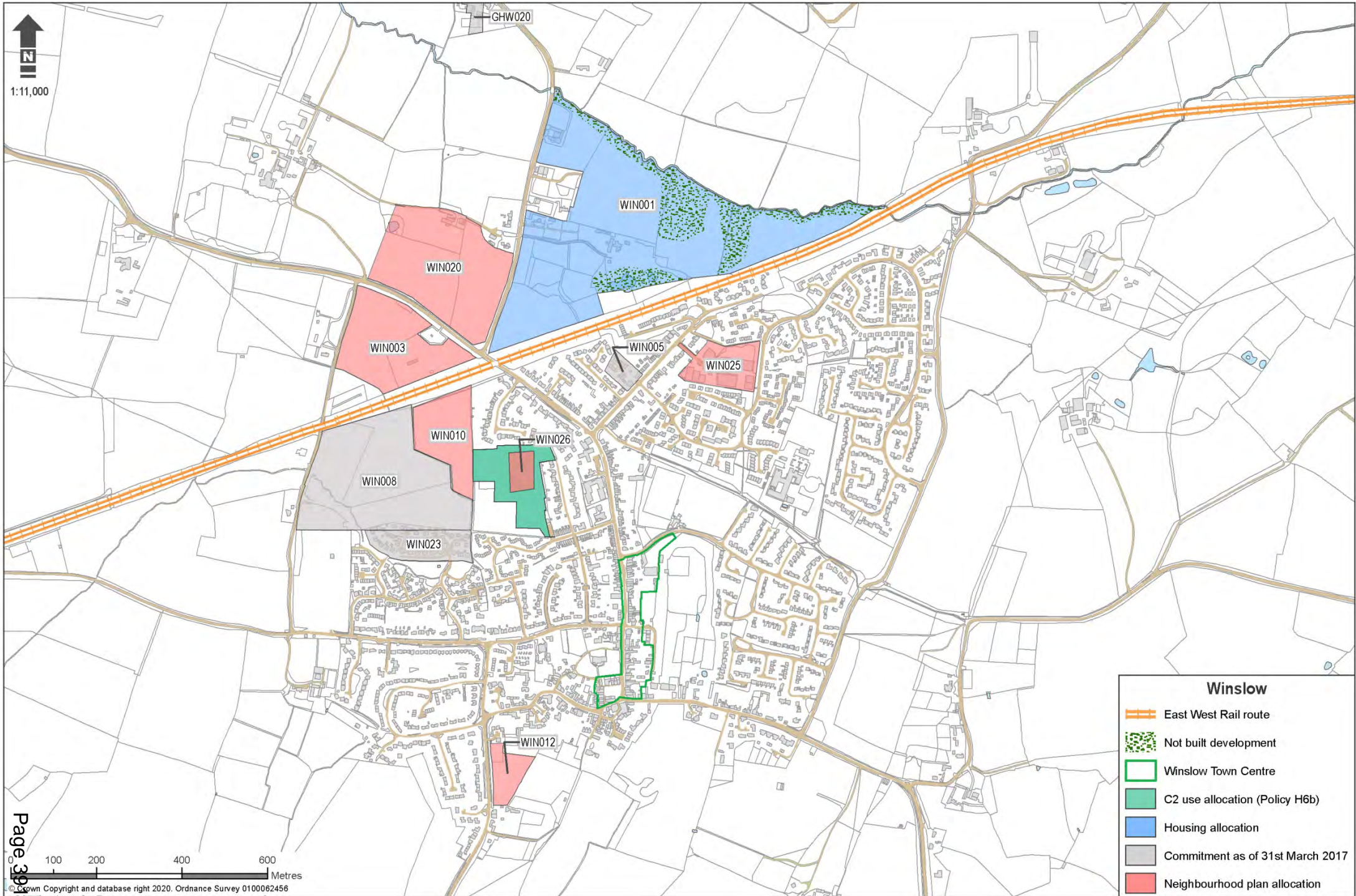
-  Wendover Town Centre
-  Green Belt
-  AONB







1:11,000



### Winslow

-  East West Rail route
-  Not built development
-  Winslow Town Centre
-  C2 use allocation (Policy H6b)
-  Housing allocation
-  Commitment as of 31st March 2017
-  Neighbourhood plan allocation



Buckinghamshire Council

The Gateway Gatehouse Road Aylesbury HP19 8FF

[www.aylesburyvaledc.gov.uk/valp](http://www.aylesburyvaledc.gov.uk/valp)

planningpolicyteam.bc@buckinghamshire.gov.uk





The Planning Inspectorate

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# Report to Buckinghamshire Council

by Paul Clark MA(Oxon) MA(TRP) MRTPI MCMI

an Inspector appointed by the Secretary of State

Date: 19 August 2021

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Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

## Report on the Examination of the Vale of Aylesbury Local Plan 2013-2033

## **A**

The Plan was submitted for examination on 28 February 2018

The examination hearings were held between 10 and 20 July 2018 and 13-16 and 29 April 2021

File Ref: PINS/ J0405/429/9

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## Abbreviations used in this report

AA	Appropriate Assessment
AAL	Area of Attractive Landscape
AECOM	Architecture, Engineering, Consulting, Operations and Maintenance. A multinational engineering firm
AONB	Area of Outstanding Natural Beauty
AVDC	Aylesbury Vale District Council
BC	Borough Council
CaMKOx	Cambridge-Milton Keynes-Oxford arc
CoStar	A commercial real estate information company
DCLG	Former Department for Communities and Local Government
ELR(N)	Eastern Link Road (North)
EZ	Enterprise Zone
FEMA	Functional Economic Market Area
HEDNA	Housing and Economic Development Needs Assessment
HELAA	Housing and Economic Land Availability Assessment
HGV	Heavy Goods Vehicle
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
HS2	High Speed Two
IDP	Infrastructure Delivery Plan
LCA	Landscape Character Assessment
LLA	Local Landscape Area
LPEG	Local Plans Expert Group
LVIA	Landscape and Visual Impact Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MK	Milton Keynes
MM	Main Modification
NHS	National Health Service
NIC	National Infrastructure Commission
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
OAN	Objectively Assessed Need
ONS	Office for National Statistics
ORS	Opinion Research Services. An independent social research practice
PPG	Planning Practice Guidance
Q	Question
RAF	Royal Air Force
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEALR	South East Aylesbury Link Road
SEGRO	Slough Estates Group. A property investment and development company
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SWOT	Strengths, Weaknesses, Opportunities, Threats
VALP	Vale of Aylesbury Local Plan 2013-2033
WebTAG	Web-based Transport Analysis Guidance

## Non-Technical Summary

This report concludes that the Vale of Aylesbury Local Plan [VALP] provides an appropriate basis for the planning of the former Aylesbury Vale District part of Buckinghamshire, provided that a number of main modifications [MMs] are made to it. Buckinghamshire Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed during the examination, whether in hearings or by an exchange of correspondence. Following the hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. Representations identified further issues of soundness in response to which further modifications were prepared and subjected to sustainability appraisal, habitats regulations assessment and public consultation. In some cases I have amended their detailed wording and/or added consequential modifications where necessary. I have recommended their inclusion in the Plan after considering the sustainability appraisal, habitats regulations assessment and all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Reducing uncertainty and the need for an early review;
- Policies and proposals to be stated in the plan rather than in SPD, IDP or other supporting documents;
- Reduced numbers of SPDs;
- Policy stated as policy rather than in supporting text;
- Clarification of role of Neighbourhood Plans;
- Amended Spatial Strategy and delivery policies and additional site allocation close to Milton Keynes (MK);
- Increased housing figures and revised delivery times;
- Revised policies on dwelling mix, on housing for older people and on accessible housing;
- Concise policy on agricultural workers dwellings;
- Refinements to town centre retail policy and sequential test;
- Refinements to tourist accommodation policy;
- Refinements to policy on provision for electric vehicles;
- Greater emphasis on heritage strategy;
- Rationalised policy on biodiversity and geodiversity;
- Enhanced policies on provision of green infrastructure and sports and recreation facilities;
- Clarification of transport proposals;
- Clarification of policy on water infrastructure provision; and
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

## Introduction

1. This report contains my assessment of the Vale of Aylesbury Local Plan 2013-2033 in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2012 (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The revised National Planning Policy Framework (NPPF) was published in July 2018 and further revised in February 2019 and July 2021. It includes a transitional arrangement in paragraph 214 which indicates that, for the purpose of examining this Plan, the policies in the 2012 NPPF will apply. Similarly, where the Planning Practice Guidance (PPG) has been updated to reflect the revised NPPF, the previous versions of the PPG apply for the purposes of this examination under the transitional arrangement. Therefore, unless stated otherwise, references in this report are to the 2012 NPPF and the versions of the PPG which were extant prior to the publication of the 2018 NPPF.
3. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Vale of Aylesbury Local Plan 2013-2033 (the VALP), submitted in February 2018, is the basis for my examination. It is the same document as was published for consultation in November 2017, accompanied by a Schedule of suggested minor changes, needed post publication (February 2018), which reflect the correction of errors and amendments to procedural text to reflect the progression of the plan's preparation.
4. The Plan was submitted for examination by Aylesbury Vale District Council (AVDC) in February 2018. On 1 April 2020, under the Buckinghamshire (Structural Changes) Order 2019, the Districts of Aylesbury Vale, Chiltern, South Bucks and Wycombe were abolished as local government areas and the district councils which related to those areas were wound up and dissolved. In their place a new non-metropolitan district, Buckinghamshire, was established as the sole principal authority for this new, non-metropolitan district. In short, since 1 April 2020, Aylesbury Vale District Council has ceased to exist and Buckinghamshire Council has taken its place.
5. Under the Local Government (Structural Changes) (Transitional Arrangements) (No.2) Regulations 2008, where functions are now to be exercised by the successor council, anything done by the predecessor council (AVDC) in the exercise of its functions shall have effect as if done by the successor council (Buckinghamshire Council). Therefore, the preparation of VALP, undertaken by AVDC prior to 1 April 2020 is to be treated as having been undertaken by Buckinghamshire Council.
6. Furthermore, the regulations make provision for a prepared but as yet unadopted local plan to be adopted, with or without modifications, by the successor authority (Buckinghamshire Council). In this report, unless stated otherwise, the phrase "the Council" means AVDC up until 1 April 2020 and

Buckinghamshire Council thereafter but, in any event, the actions of AVDC in relation to the Plan prior to 1 April 2020 are to be regarded as having been undertaken by Buckinghamshire Council.

## Main Modifications

7. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal and habitats regulations assessment of them. The MM schedule was subject to public consultation for six weeks (5 November 2019 to 17 December 2019). A number of representations were made which raised further issues of soundness, following which the Council prepared a schedule of further proposed modifications, also subject to sustainability appraisal and public consultation, extended to eight weeks over the Christmas period (15 December 2020 to 9 February 2021).
8. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any MMs necessary to rectify matters that make the Plan unsound and /or not legally compliant and thus incapable of being adopted. My report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2** etc, and are set out in full in the Appendix. For ease of identification, the numbering of the modifications approximates closely to the numbering used in the Council's published consultation documents but some have been merged, resulting in discontinuous numbering in places [MMs 15, 76, 78, 80, 119-147, 160-167, 172, 173, 182, 225-227, 229-231, 250-253, 258, 259, 263-267 are numbers not used]. Where the Council proposed a further modification which was not to a previously proposed modification, the numbering sequence is interrupted with lettered suffixes, A, B, C etc. In all cases, the text and paragraph numbers as proposed to be modified are those of the Plan submitted for examination in February 2018, not that of the Plan as Proposed to be Modified which was published by the Council in October 2019.
9. I have taken account of the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the detailed wording of the main modifications and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal/habitats regulations assessment that has been undertaken. Where necessary I have noted these amendments in the report.

## Policies Map

10. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the relevant changes are illustrated on a series of maps provided in section 13 of the submitted plan.
11. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, in this particular instance, the proposed changes are provided as a



series of plans and inset maps within the submitted Local Plan. As such, where changes are necessary for soundness, they are included in the schedule of main modifications appended to this report. Required adjustments are described in words in **MMs 284 to 303**. They were also shown on a series of maps which accompanied the main modification consultation exercises in November 2019 and November 2020.

12. Moreover, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies maps is not justified and changes to the submission policies maps are needed to ensure that the relevant policies are effective.
13. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in the Vale of Aylesbury Local Plan 2013-2033 and the further changes published alongside the MMs.

## Context of the Plan

14. The Vale of Aylesbury Local Plan (2013 – 2033) is proposed to replace the saved policies of the Aylesbury Vale District Local Plan 2004. The new plan will sit with The Buckinghamshire Minerals and Waste Local Plan 2016-2036 adopted on 25 July 2019 and a number of Neighbourhood Plans to constitute the full development plan for the part of Buckinghamshire Unitary Authority which was formerly the Aylesbury Vale District. The former District was large (900 sq km) and mainly rural in character but its area forms part of a swathe of local authorities in Oxfordshire, Buckinghamshire, Bedfordshire and Hertfordshire which are experiencing some of the fastest housing growth rates in the country.
15. Aylesbury is by far the largest town in the former District. It was, and is, the county town. Its population was over 40% of that of the whole district, more than five times that of Buckingham, the second largest settlement. Other main settlements are Winslow, Wendover and Haddenham. Aylesbury dominates the southern part of the former District. The fast-growing city of Milton Keynes borders and economically dominates the northern part of the former District. The substantial twin town settlement of Leighton Buzzard and Linslade, almost as large as Aylesbury itself, abuts the eastern edge of the former District.
16. The southern part of the district contains substantial tracts of high quality landscape, including part of the Chilterns Area of Outstanding Natural Beauty (AONB), and is also partly within the Metropolitan Green Belt around London. Districts to the south of Aylesbury Vale have significant environmental constraints due to the AONB and Green Belt designations, which can affect the scale and type of development they can accommodate.

## Public Sector Equality Duty

17. Throughout the examination, I have had due regard to the equality impacts of the Vale of Aylesbury Local Plan in accordance with the Public Sector Equality Duty, contained in Section 149 of the Equality Act 2010. This, amongst other

matters, sets out the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it.

18. There are specific policies (S6 and H6) concerning specialist accommodation for the elderly, gypsies and travellers and accessible environments that should directly benefit those with protected characteristics. In this way the disadvantages that they suffer would be minimised and their needs met in so far as they are different to those without a relevant protected characteristic. There is also no compelling evidence that the plan as a whole would bear disproportionately or negatively on them or others in this category.

## **Assessment of Duty to Co-operate**

19. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
20. The four former Buckinghamshire Districts (Aylesbury Vale, Chiltern, South Bucks and Wycombe), the County Council and the two Local Enterprise Partnerships (Buckinghamshire Thames Valley Local Enterprise Partnership and South East Midlands Local Enterprise Partnership) formed the Bucks Planning Group at an early stage of plan preparation. This supervised the joint commissioning of joint studies from 2014 onwards.
21. These defined the relevant Housing and Functional Economic Market Areas, Objectively Assessed Need for housing and economic development and the housing requirements for all four districts collectively and individually. They identified the need for VALP to take on board housing needs which could not be met elsewhere in Buckinghamshire. They also updated a previous study of Gypsy and Traveller and Travelling Showpeople Accommodation Needs and an assessment of the Green Belt. It is evident from the submitted plan itself, the representations submitted and the supporting documents, including the Duty to Cooperate Statement of Compliance, that these arrangements secured cooperation on strategic housing, economic, Gypsy and Traveller and Green Belt matters between the authorities involved.
22. Other authorities (Royal Borough of Windsor and Maidenhead, Slough Borough, South Oxfordshire, Cherwell, Dacorum) were engaged on these matters from time to time, with Memoranda of Understanding being signed at various times. In addition, a far wider range of authorities were consulted. The Council has participated in the Steering Groups of the Luton and Central Bedfordshire Strategic Housing Market Assessment and Housing Market Area Boundaries Study.
23. For Strategic Flood Risk Assessment and Water Cycle Studies a stakeholder Group of Buckinghamshire County Council, the Environment Agency and two Water Utility Companies were engaged with studies carried out in 2016 and 2017 in time to be taken into account in the Submission Draft plan published in November 2017. Regular quarterly meetings of the Buckinghamshire Flood Technical Management Group continue.
24. County-wide consideration of transport issues seems to have got off to a slower start, with phase 1 of the Countywide Local Plan modelling report being

published in July 2016, just before the consultation on Issues and Options for Aylesbury Vale in August and September 2016. The Aylesbury and Buckingham Transport Studies were published in January 2017 and Phases 2 and 3 of the Countywide Local Plan modelling report in March and August 2017, prior to the publication of the Proposed Submission version of the plan in November 2017. Countywide modelling continued to inform the preparation of the Modifications and Further Modifications with the publication of the Jacobs VALP Modelling – Countywide Local Plan Modelling Support, Phase 4 Report (May 2020).

25. Although many authorities outside Buckinghamshire are listed in the Council's Duty to Cooperate Statement of Compliance as Strategic Partners in this work, representations from Oxfordshire and Hertfordshire County Councils record disappointment that up to the end of January/beginning of February 2018 very little work on cross boundary transport impact had been undertaken. Oxfordshire asserted in its representation that it had not been involved in modelling and related transport discussions and was concerned that insufficient attention had been paid to its comment submitted on the Aylesbury and Buckingham Transport Studies.
26. But a Memorandum of Understanding between the Council, Wycombe and South Oxfordshire District Councils and Buckinghamshire and Oxfordshire County Councils postdates these representations. It is dated 26 February 2018, immediately prior to the submission of the plan on 28 February 2018. It records agreement to cooperate on matters concerning strategic transport networks, to consult on policies and proposals that affect the strategic network or which have cross boundary impacts and to work together on the identification and delivery of appropriate interventions. It specifically identified four issues for future work and so addresses the representations made earlier. It is therefore evidence that the five signatory authorities have engaged constructively on strategic cross-boundary matters as part of the duty to cooperate.
27. Notwithstanding the representation made by Hertfordshire County Council, a memorandum of Understanding with Dacorum Borough Council dated 23 February 2018 records the strategic modelling work being undertaken by both Hertfordshire and Buckinghamshire County Councils and records agreement that there are currently no duty to cooperate concerns on matters concerning strategic transport networks in their respective emerging Local plans.
28. The Council's Duty to Cooperate Statement of Compliance confirms that its work on Open Space, Sport and Recreation matters did not engage strategic partners. On wider strategic issues it claims active engagement with the Bucks and Milton Keynes Natural Environment Partnership and this can be seen in section 9 of the submitted plan. Representations from South Oxfordshire District Council and from Thame Town Council suggest that there is more to be done in relation to cross-border leisure and social infrastructure issues. Those representations confirm, in themselves, that cooperation has taken place, albeit that the outcome is a recognition of more work needed.
29. At a very late stage in the plan's preparation (February 2018), Memoranda of Understanding have been signed with Buckinghamshire County Council, Cherwell District Council, Chiltern District Council, South Bucks District

Council, Dacorum Borough Council, Milton Keynes Council, South Northamptonshire District Council, South Oxfordshire, Wycombe District Council. These record previous engagement and also provide agenda for future cooperation. Those with Cherwell and with South Northamptonshire record that there are no significant cross border planning issues which need to be addressed through the duty to cooperate. That with South Oxfordshire records agreement to take forward dialogue concerning playing pitch provision in South Oxfordshire in the context of growth being planned for in the next local plans for both districts and so addresses the representations noted earlier.

30. Representations to the Modifications from Milton Keynes Council demonstrate that the duty to cooperate is not the same as a duty to agree. Nevertheless, further modifications to the original modification have resulted from the interaction with Milton Keynes Council leading to the recommended modification [MM75]. This demonstrates that not only was the Duty to Cooperate discharged in the preparation of the plan but that dialogue has continued through the preparation of modifications and continues still, even though the formal Duty to Cooperate applied only to the preparation of the originally submitted plan.
31. Overall I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

## **Assessment of Soundness**

### **Main Issues**

32. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified nineteen main issues upon which the soundness of this plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan. Nevertheless, all representations and all the evidence before me have been taken into account in reaching my conclusions on the examination of the plan, even if not specifically mentioned in this report.

### **Issue 1 – Whether the Spatial Distribution Strategy is sound**

33. VALP's spatial distribution strategy is set out in policies S2 and S3 and associated Tables 1 and 2. The essence of its justification is set out in paragraph 3.14 of the plan and elaborated upon in paragraphs 3.19 and 3.20. It is proposed to focus the majority of growth in and around six strategic settlements, one of which (Milton Keynes) is outside but immediately adjacent to the District. These are said to be chosen to minimise the need to travel, optimising sustainable modes of travel, helping to deliver services and facilities needed and enabling an integrated and balanced approach to the provision of homes, jobs and leisure.
34. In principle, this is a strategy which focuses significant development in locations which are, or can be made, sustainable and is likely to result in the creation of an environment with accessible local services that reflect a community's needs and supports its health, social and cultural well-being. The

sustainability appraisal that has been carried out demonstrates this. I am therefore satisfied that the intent of the spatial distribution strategy accords with NPPF advice, in particular paragraphs 7, 17 (bullet 11) and 34. The Council accepted that its phrasing of policy S3, prescribing avoidance of new development in the countryside, was not intended to go beyond the advice of NPPF paragraph 17, bullet 5 and would be the subject of a Modification [MM14]. I agree that it is necessary for compliance with national policy.

35. As opposed to its principles, the sense of the application of the spatial strategy in practice can be seen by reference to the existing sizes of settlements, their new allocations for housing development and their expected development (including commitments) over the plan period<sup>1</sup>:

Settlement	Population	allocation	development
• Milton Keynes	229,941 (outside district)	14%	8%
• Aylesbury	58,740 <sup>2</sup> (41% of district)	60%	57%
• Buckingham	12,043 (7% of district)	7%	8%
• Wendover	7,399 (4% of district)	8% <sup>3</sup>	4% <sup>4</sup>
• Haddenham	4,502 (3% of district)	2%	4%
• Winslow	4,407 (3% of district)	5%	4%
• Larger villages	} 42%	{ 1%	7%
• Medium villages	} of	{ 2%	4%
• Smaller villages and other	} district	{ 0%	2%

36. Although Leighton Buzzard (population c37,000) immediately adjoins Aylesbury Vale on the east side of the district, the spatial strategy does not propose to take advantage of its facilities or connectivity by allocating sites for development there. Other things being equal, an allocation for development comparable to that of Buckingham might have been expected. Instead, the land in Aylesbury Vale which is contiguous to the built-up area of Leighton Buzzard is proposed as an extension to the Metropolitan Green Belt. As noted elsewhere, there is an apparent intention to limit the outward growth of Leighton-Linslade and there is no request from Central Bedfordshire Council

<sup>1</sup> Percentages are rounded so may not sum

<sup>2</sup> This figure represents the population of Aylesbury parish and so excludes contiguous built-up areas of Buckingham Park to the north-west, Fairford Leys to the west and built-up areas to the south of the town. An alternative figure, for an area which still excludes Buckingham Park but also includes the separated village of Bierton to the north-east of Aylesbury would be 71,977, 50% of the former district.

<sup>3</sup> At Halton, outside but near to Wendover.

<sup>4</sup> Ditto

for Aylesbury Vale to contribute to the growth of Leighton Buzzard so I have no reason to find this choice unsound; simply, worthy of remark. Following my examination of its housing requirements, the Council has considered the need to identify further development sites within Aylesbury Vale and has confirmed that it can meet its revised housing requirements without the need for development at Leighton-Linslade. Consequently I find that a strategy which omits any allocation of land at Leighton-Linslade is justified and sound.

37. Equally remarkable in this strategy are the disproportionate dominance of Aylesbury, the disproportionately small role of Milton Keynes and the disproportionately small role of villages.

#### *Villages*

38. The dominance of Aylesbury and the small role for villages is actually a moderation of policy compared with the previous local plan which concentrated 65% of allocations in and around Aylesbury. Nevertheless the strategy still represents a substantial proportionate shift of settlement away from rural locations towards urban centres.
39. The concern is that paucity of allocations and restrictive policies on growth in villages may be inconsistent with the strategic aim stated in paragraph 4.183 of the plan that communities continue to thrive and do not stagnate or go into decline. Part of policy D6 asserts that "local and village centres will be encouraged to grow and loss of essential facilities and businesses such as local shops, pubs and post offices will not be supported." Policy I3 also asserts that the Council will resist proposals for the change of use of community buildings (defined as including shops, post offices and public houses) and facilities for which there is a demonstrable need.
40. Although these policies are concordant with the NPPF, they face the tide of economic reality in rural areas, recognised in paragraph 2.8 of the Council's Settlement Hierarchy Assessment, September 2017 and so, need more than assertion if they are to be effective and deliverable. The Council's response to my Q1 indicates that their viability and deliverability in the context of paragraphs 4.122, 4.145 and 4.14 of the Plan, which seek to place restrictions on growth in rural villages, has not been tested.
41. Policy D3 of the Plan advises that new housing development at smaller villages will be supported where it contributes to the sustainability of that village, thus allowing for the possibility that additional population could provide additional demand to sustain ailing services or facilities. There is no equivalent provision in policy D2 applying to medium and larger villages. In the case of smaller villages, the limitation of each site to five dwellings or fewer (criterion (c) of the policy) would limit the benefit of any but cumulative effects. As noted elsewhere, this policy would preclude the application of policy H6 to secure the provision of affordable housing in small villages.
42. Evidence which the Council presented in response to my Q1 shows how the provision of net additional dwellings at larger and medium villages is set to rise significantly over the next five years or so. Commitments fall away after that period and only three of the twelve larger villages have any allocations thereafter listed in VALP table 2, though the Council's response to my Q1 asserts that nine of the twelve have either VALP or NP allocations.

43. I am not convinced that the large commitment to growth in Aston Clinton (32% of the growth in larger villages) is necessarily a sound reason to preclude further growth allocations in the longer term but it is at least an explanation. The Council also explained that it did not make allocations to villages where development was also happening elsewhere in the same parish (this applies to Stoke Mandeville as paragraph 4.142 of the plan explains).
44. Only six of the nineteen medium villages listed in VALP table 2 have allocations. One of those, taking 16% of the total development expected to take place in medium villages, is Maids Moreton. In many ways this village may be regarded as a part of Buckingham (local residents would disagree) with which the village is contiguous. This emphasises the minimal contribution to the development strategy which free-standing medium sized villages are expected to make. High percentages of commitments at Cheddington and at Stoke Hammond may offer an explanation for an absence of allocations in those particular cases. The omission of growth allocations in many of the other larger or medium villages does not even have that explanation.
45. Although policies D2 and D3 do not preclude growth in settlements on sites not allocated, supporting text in paragraphs 4.122, 4.145 and 4.154 appears to do so. Modifications are necessary to eliminate the inconsistencies, to allow continued growth even after the next five years or so and to comply with national policy set out in NPPF paragraph 54 [**MMs 79, 91 and 97**]. The Council also accepted that a modification to policy D2 to make it clear that it is in two parts is necessary for clarity (and hence, effectiveness). I agree with that and the need to redraft criterion (c) to remove internal inconsistency and to be consistent with the footnote of policy H2.
46. Although the HELAA process by which allocations were identified took account of the provision of facilities and services within each settlement, it did not take account of the potential for sites to contribute to the support or provision of such services or facilities. In similar fashion, the classification of villages into their position in the settlement hierarchy was based on a snapshot in time, recording facilities and services as they existed at a particular moment. It does not take into account the potential for settlements to acquire improved facilities or services as a result of development taking place or proposed to take place.
47. As a consequence there are many representations to the effect that the capacity of settlements has been underestimated or that the position of certain settlements within the hierarchy has been misplaced. For the most part, these contentions, insofar as they do not simply pursue the claims of "omission" sites, are marginal to the overall soundness of the spatial distribution strategy.<sup>5</sup> Nevertheless they do indicate that it has imperfections.

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<sup>5</sup> For example, in response to my Q45, the Council acknowledges an error in the assessment of Weston Turville but correcting the error does not alter the village's overall position in the settlement hierarchy.

48. I understand and concur with the Council's point that a development which could make much difference to the services and facilities a village has to offer might well have to be so large that it would overwhelm the capacity of the village to accommodate the development. I also concur with the point made in response to my Q86 that a dispersed settlement strategy in which all of the Council's housing needs would be met in a dispersed way would be inappropriate as it would require dispersed infrastructure provision and a dispersal of and an increase in travel movements to access essential services which would not be an effective or sustainable approach.
49. The Council's capacity-led approach to identifying allocations received widespread support. I agree that it has more justification than arbitrary allocations based on existing settlement size. Nevertheless, in my Interim Findings, I did consider that further work needed to be done at the margins of this approach to ensure that the vitality of rural communities could be maintained or enhanced in the way envisaged by NPPF paragraphs 54 and 55.
50. I suggested firstly, identifying those allocations which could positively support the sustainability credentials of a particular village either where the prospects of continued retention of its services or facilities are marginal or where the capacity of its existing services and facilities to support further development are marginal. My second suggestion was to take account of that potential in the classification of villages within the settlement hierarchy (in other words, to take account of a settlement's need for further development in order to support services and facilities).
51. The Council points out that its evidence on commitments in villages does not include allocations in emerging or made Neighbourhood Plans but those of made Neighbourhood Plans are included in table 1 of the plan on which my table above is based. The Council's proposed modification to policy D4 [MM107] is consistent with its approach and is necessary for clarity but does not specifically address an issue of substance. My analysis, discussed elsewhere, of the relationship between VALP and Neighbourhood Plans shows that, although the relationship is sound, VALP does not give much incentive for further Neighbourhood Plans to come forward. In my view, to give Neighbourhood Plans for villages the explicit task of identifying development opportunities which would sustain or improve their position in the development hierarchy would go some way towards alleviating the concerns I have about the role of villages in VALP's spatial distribution strategy.
52. In the event, Modifications to Table 2 and policy D2 proposed in November 2019 in response to other of my recommendations reflect the passage of time in which decisions made on planning applications increase the total development in large and medium villages by 16-17%. The further modifications which the Council put forward in November 2020 indicate a still greater effect of that phenomenon.
53. This outturn, reflected in the revised modifications to table 2 and policy D2 which I now endorse for other reasons explained below [MMs 10, 11, 12, 14 and 79] vindicates my acceptance of the Council's view that it would not need to pursue further allocations in villages in order to reach a more balanced Spatial Strategy. Although the Council reports that it is undertaking a review of development proposals on unallocated sites relating to villages, the level of



new housing required to meet the district's revised housing needs can be met by further allocations in close proximity to Milton Keynes. Consequently, no specific modification to the Spatial Development Strategy in respect of villages is necessary for the plan to be found sound.

#### *North and south*

54. An arbitrary line dividing the District into two areas more or less equal in geographic extent shows that the northern half of the district is expected to receive 24-28% of the housing development expected (commitments and allocations) during the plan period and the south 72-76%<sup>6</sup>. But the existing distribution of the population in the district is not evenly divided. The Milton Keynes Housing Market area<sup>7</sup> extends over about half of the north of the district and encompasses about 16% of the existing population. The other half of the north of the district (within the Oxford housing market area) is even less densely populated. It follows that the approximately 1:3 ratio in the distribution of future development reflects the existing population distribution and so is not necessarily unsound.
55. Moreover, just under 30% of the housing development envisaged in the plan period is intended to accommodate demand displaced from districts to the south of Aylesbury Vale so it may be expected that a higher proportion of development should be allocated as near as possible to the source of demand. Therefore I conclude that the 24-28% of development expected to occur in the northern half of the District is not disproportionately low or unsound, although it is fair to observe that analysis of the housing trajectory shows that delivery in the north of the district peaks in 2023/4, then tails off, with no allocations expected to deliver towards the end of the plan period<sup>8</sup>.

#### *Milton Keynes*

56. What is surprising is that within the northern half of the district the roles of Buckingham, Winslow and Milton Keynes are relatively equal in the anticipated distribution of development. Milton Keynes, the dominant settlement, is not expected to dominate the development strategy. This contrasts with the south of the district where the strategy concentrates most development around the dominant settlement, Aylesbury. Yet all three of the northern settlements lie within the Milton Keynes Travel to Work Area.
57. Whilst accepting that the Buckingham and Winslow Neighbourhood Plans seek to make those towns much more self-contained communities and recognising the point made in an earlier paragraph that all settlements must be allowed to grow to retain their vitality and viability, the contrast between the north of the

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<sup>6</sup> The range of figures represents the differences between evidence given in representations and the evidence given in hearing statements.

<sup>7</sup> As defined in 2015; subsequent redefinitions largely removed the Oxford HMA from covering any part of the Aylesbury Vale District

<sup>8</sup> See figure 4.1 of Technical Appendix 6 of representation 2016 by Savills on behalf of Crest Strategic Projects (respondent number 27869)

district where the dominant settlement is not allowed to dominate the development strategy and the south of the district where the dominant settlement is encouraged to dominate the development strategy is startling. It is hard to escape the conclusion expressed by several representations that the spatial strategy in the north of the district would lead to increased lengths of commuting flows to and from Milton Keynes.

58. This would be contrary to national policy expressed in paragraph 34 of the NPPF which advises that plans should ensure that developments which generate significant movement are located where the need to travel will be minimised. It is therefore unsound. For reasons which are stated elsewhere in this report, I reach the conclusion that insufficient land has been identified for housing and that additional allocations need to be made. This inevitably means revisiting the decision which led to the spatial development strategy known as option 3 in the Sustainability Appraisal being selected for VALP and so gives rise to an opportunity to redress the balance of the chosen spatial development strategy in the north of the district.
59. Modifications to the plan are required to redress the balance, by increasing allocations in close proximity to Milton Keynes [**MMs 7, 10, 11, 12, 70, 71, 75 and 77**]. The Council's response to this finding generated considerable controversy which led to me holding a further hearing session on the subject. I discuss this in another section of my report. These modifications have been adjusted following consultation on further modifications proposed by the Council so as to respond to representations made, taking on board all such of Milton Keynes Council's suggestions as can presently be justified with evidence.

#### *Aylesbury*

60. The part of the spatial distribution strategy which involves a concentration of large allocations around Aylesbury town received criticism on two counts; (a) that it is undeliverable because it would saturate the local market and; (b) that it contradicts the findings of an Inspector examining the (subsequently withdrawn) Core Strategy in 2010. I deal with the latter point first.

#### *2010 – a spatial odyssey*

61. That Inspector's preliminary findings<sup>9</sup> were that the growth arc to the east of Aylesbury then proposed did not represent the most appropriate strategy when compared with alternatives. In the currently submitted plan the Council appears to have taken this observation on board by omitting an allocation to the north-east of Aylesbury and adding southern and eastern allocations.
62. In detailed comments the Inspector in 2010 observed that the Aylesbury South East site (then referred to as site D) was the best performing element of all proposals and should be included in any strategy. This is understood to equate to allocation AGT4 in the submitted plan. The Inspector then described

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<sup>9</sup> There was no final report because the Core Strategy was withdrawn

it as a sustainable urban extension and noted that there would be limited landscape, heritage, biodiversity or flooding impacts. He went on to comment that similar comments apply to south and south-west sites (then referred to as sites E and F and apparently not included in the Aylesbury Growth Arc proposals of 2010). These are understood to correspond to sites AGT1 and AGT2 in the now submitted plan.

63. In later passages, the 2010 Inspector recorded that he considered the North East site (then referred to as C) to be the most sensitive, where the Aylesbury Growth Arc proposals would have the most harmful effect. This site is not included in the current plan's allocations. He commented that the East site (understood to be allocation AGT6 in the current plan) has some attractive elements but that the overall quality of the landscape is not significantly different from the SE, S and SW sites and does not preclude its development.
64. In a later passage, the Inspector in 2010 commented that the proposed Eastern Growth Arc would have a very serious impact on Bierton and Broughton Crossing, with a very real danger that the new development would swamp the existing settlements, despite any green buffers. Paragraphs 6.5.11 and 6.5.12 and the Technical Annex of the Sustainability Assessment Report describe the consideration which was given to these and other matters before selecting the option of including allocation AGT3 within the plan's spatial strategy in preference to the north-eastern major development area which is omitted from the currently submitted plan. The 2010 Inspector identified similar issues for the southern arc (now AGT1, 2 and 4) but observed that by their nature the larger settlements affected, e.g Stoke Mandeville and Weston Turville, would remain as significant entities and have greater critical mass to withstand overpowering encroachment.
65. The Inspector in 2010 requested the Council to investigate combining the SE site (AGT4) with a site at Fleet Marston and one unidentified other, though he did caution that he would need to see the outcome of that further work before reaching a firm conclusion about the most appropriate way to meet the requirement for substantial housing growth at Aylesbury. He acknowledged both advantages and disadvantages associated with the Fleet Marston option in terms of access and noted that it would be likely to be seen as an isolated new settlement in open countryside.
66. In the event two sites at Fleet Marston were considered in the HELAA (reference FLM001 and FLM002). One was assessed as unsuitable on grounds of landscape, heritage and transport. The other was assessed as unsuitable because of HS2 safeguarding, flood risk, landscape and biodiversity. VALP does not include these sites. Instead it includes allocation AGT3, comprised of a number of sites variously assessed in the HELAA as suitable, partially suitable or not suitable but where the elements of unsuitability (largely flood risk) are said to have been addressed.
67. The above narrative demonstrates that the strategy of the submitted VALP in terms of the distribution of allocations around Aylesbury is not inconsistent with the 2010 Core Strategy inspector's findings and so is not unsound on that ground. The various allocation proposals include measures to avoid coalescence with existing settlements and so are made consistent with the

anti-coalescence provisions of policy S3. In other sections I consider the soundness of individual allocations in detail.

#### *Market saturation*

68. Many representations express concern that the strategy of concentration of development in Aylesbury presents a high risk of market saturation, because it relied on 60% of the purchasers of new housing in the District to buy in Aylesbury itself. But none offered any advice on how to determine whether this would, in fact, be the case. Those who expressed the concern accepted that the evidence<sup>10</sup> showed no sense of finite market capacity in Aylesbury.
69. It was also suggested that the best guide is past performance. As the Council points out, past performance has begun to exceed expectations at the Berryfields and Kingsbrook developments in Aylesbury. I conclude that the fear of market saturation is not a reason to find VALP unsound.

#### *Conclusion on spatial strategy*

70. With the modifications recommended, the spatial distribution strategy would be justified and effective, and so, sound.

### **Issue 2 – Whether an addition to the Green Belt is justified to the west of Leighton-Linslade.**

71. Paragraphs 82 to 84 of the NPPF set out the national position on defining new boundaries. Relevant guidance therefore makes it clear that the Green Belt is a strategic planning tool designed primarily to prevent the spread of development and the coalescence of urban areas. To this end, land should be designated because of its position, rather than its landscape quality or recreational use.
72. The Framework requires, and Case law has consistently confirmed, that Green Belt alterations require 'exceptional circumstances' to be demonstrated by the local planning authority. For example the judgement in *Gallagher Homes Ltd v Solihull Borough Council* ([2014] EWHC 1283 (Admin), Hickinbottom J) cited the considerable amount of case law on the meaning 'exceptional circumstances' and concluded that "it is not arguable that the mere process of preparing a new Local Plan could itself be regarded as an exceptional circumstance justifying an alteration to a Green Belt boundary". Case law also confirms that decision-makers should take into account the consequences for sustainable development of any review of Green Belt boundaries, including patterns of development and implications for additional travel.
73. Although the mere process of preparing a new Local Plan is not, of itself, an exceptional circumstance which justifies an alteration to a Green Belt boundary, paragraph 83 of NPPF (2012) advises that at the time of preparation or review of the Local Plan, authorities should consider the Green

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<sup>10</sup> Wessex Economics Housing Delivery Study for Buckinghamshire, August 2017

Belt boundaries having regard to their intended permanence in the long term. The construction of the A4146 Leighton by-pass road is cited by the Council as the exceptional circumstance justifying the occasion of the review and alteration.

74. The Council's Green Belt Topic Paper offers three reasons for the proposal to designate additional Green Belt land at the twin towns of Leighton Buzzard and Linslade (Leighton-Linslade). One is to help balance the loss of Green Belt in other areas, including elsewhere around Leighton Buzzard. Another is to provide a more recognisable boundary than the present County and District boundary. A third is to complete Green Belt protection on all sides of Leighton-Linslade.
75. The first two of these reasons are not good or sound reasons for designation of a piece of Green Belt because there is no requirement for a fixed quantity of Green Belt land to be designated<sup>11</sup> and because the current administrative boundary, following a ridgeline, is already sufficiently recognisable. The third reason was explained more fully during a hearing session by the fact that different administrative authorities had different timescales for delineating the Metropolitan Green Belt.
76. The Central Bedfordshire and Luton Green Belt Study of November 2016 explains that the adoption of the Bedfordshire County Structure Plan in 1980 gave the Green Belt statutory force. Its purpose was to contain the outward growth of Luton, Dunstable and Houghton Regis; Leighton-Linslade; and Ampthill and Flitwick and prevent the coalescence of settlements within that area. These latter are all settlements to the east of Leighton-Linslade and so the risk of coalescence does not apply to its west side but the purpose of containing the outward growth of Leighton-Linslade remains on all sides.
77. The Central Bedfordshire and Luton Green Belt Study adopted an assessment framework based on the first four of the five bullet points of NPPF paragraph 80 and adopted all four in relation to Leighton-Linslade. It makes some recommendations for adjustments to remove Green Belt designation from small parts within Central Bedfordshire of the two cross-border parcels which are considered in the VALP Green Belt proposals but finds that for the most part they continue to make a strong contribution to the purposes of the Green Belt. These recommendations are taken forward in the submitted local plan for Central Bedfordshire.
78. Although recent planning history demonstrates that normal planning and development management policies are adequate to protect the landscape significance of the two land parcels in question, the evidence described in the two preceding paragraphs, prepared by each of the local authorities on either side of the administrative border, convinces me that there is a necessity for

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<sup>11</sup> NPPF (2012) is silent on the matter but paragraph 138 of NPPF (2019 version) advises that when land is released from the Green Belt, the impact is to be offset by compensatory improvements to the remaining Green Belt land. It does not suggest any need to designate an equivalent amount of new Green Belt land.

the Green Belt and that the proposal within VALP would be consistent with Local Plans for adjoining areas.

79. Paragraph 5.58 of the Report of Findings of Housing Market Areas and Functional Economic Market Areas in Buckinghamshire and the surrounding areas (March 2015) records that Leighton Buzzard's retail catchment extends into Aylesbury Vale. The town is recognised on VALP's District Key Diagram as a Neighbouring Settlement. It is therefore appropriate to consider what the consequences of the proposal to designate additional Green Belt would be for sustainable development as it would limit the outward growth of Leighton – Linslade into Aylesbury Vale.
80. In the past, the location west of Leighton-Linslade has been recognised in general terms as an appropriate location for growth.<sup>12</sup> But it has since been considered and rejected as a location for growth by Central Bedfordshire District Council preparing its Development Strategy in 2012 (subsequently withdrawn). There is no request from Central Bedfordshire for VALP to accommodate any of the housing or other growth requirements of Leighton-Linslade which are apparently proposed to be met within Central Bedfordshire itself, in part by the implementation of the Central Bedfordshire and Luton Green Belt Study already noted.
81. On the information currently before me there is no consideration which would lead me to conclude other than that the proposed extension of Green Belt into Aylesbury Vale is soundly based. As noted above, in accordance with government policy, the preparation of the Local Plan is when local authorities should consider their Green Belt boundaries. The termination of the Green Belt at the County boundary was a happenstance resulting from the different timescales of plan production in different administrative areas; the extent of designation in Aylesbury Vale represents unfinished business. That is the exceptional circumstance which justifies a review of the boundary.
82. Construction of the A4146 Leighton by-pass is a further circumstance justifying the occasion for review. Although, as explained earlier, the new boundary suggested by the road does not of itself justify the designation of additional green belt land, it provides a clearly defined, defensible boundary for the addition of land which is justified for other reasons. Following my examination of its housing requirements, the Council has considered the need to identify further development sites within Aylesbury Vale and has confirmed that it can meet its revised housing requirements without the need for development at Leighton-Linslade. Consequently, I find that the designation of additional Green Belt land to the west of Leighton-Linslade would have long-term permanency and so is justified and sound.

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<sup>12</sup> In proposed modifications to the South East Plan published for consultation in 2008, in the Aylesbury Vale Core Strategy submitted for examination in 2009 (and subsequently withdrawn)

### Issue 3 – Whether housing needs would be effectively met.

#### *Housing Market Area*

83. Paragraph 47 of the NPPF advises that local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. It does not advise that local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in its local authority area. Yet, apart from combining the Aylesbury Vale local authority area with those of Wycombe, Chiltern and South Buckinghamshire, that is what the evidence base for VALP effectively does by using local authority boundaries as a surrogate “best fit” Housing Market Area for the collection of data and for calculating Objectively Assessed Needs.
84. Housing Market Areas do not have finite boundaries; they are best conceived as zones of influence which both overlap and change over time and according to the geographic scale of market being considered so that, for example, it is sometimes possible to discern several local housing market areas within a larger regional housing market area.
85. National Planning Practice Guidance advises that need for housing refers to the scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period<sup>13</sup>. Needs are rarely constrained precisely by local authority administrative boundaries.<sup>14</sup> Needs should be assessed in relation to the relevant functional area, ie housing market area<sup>15</sup>. For housing, where there are issues of affordability or low demand, house price or rental level analyses will be particularly important in identifying the assessment area<sup>16</sup>. A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work<sup>17</sup>.
86. The inference is that different housing market areas have different characteristics. Guidance advises that the definition of housing market area boundaries enables the identification of areas which have clearly different price levels compared to surrounding areas<sup>18</sup>. In response to a question, the Council's consultant advised that the risk of wrongly defining the Housing Market Area affected the adjustments and uplifts included in the Objectively Assessed Need to reflect the alignment of jobs and workers and market signals.

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<sup>13</sup> Guidance paragraph 003 Reference ID: 2a-003-20140306

<sup>14</sup> Guidance paragraph 007 Reference ID: 2a-007-20150320

<sup>15</sup> Guidance paragraph 008 Reference ID: 2a-008-20140306

<sup>16</sup> Guidance paragraph 009 Reference ID: 2a-009-20140306

<sup>17</sup> Guidance paragraph 010 Reference ID: 2a-010-20140306

<sup>18</sup> Guidance paragraph 011 Reference ID: 2a-011-20140306

87. From the evidence available, it is clear that in recent times, Aylesbury Vale District has been pulled between three or four sub-regional housing market areas. A study in 2015, largely based on commuting flows and travel to work areas, confirmed a 2004 study that (in terms of geography, not population) the district was fairly evenly divided between HMAs based on Oxford, Milton Keynes and Central Buckinghamshire with a significant influence from a Luton centred HMA. A later study of June 2016, pulling more recently released fine-grain migration data from the 2011 census discounts the influence of Oxford and concludes that, in terms of population, about 80% of the Aylesbury Vale District fell within the Central Buckinghamshire Housing Market Area. Office of National Statistics studies on travel to work areas shows a parallel shift in the relative influence of Milton Keynes, Oxford and High Wycombe on Aylesbury.
88. Whilst I have no doubt that the identification of the Central Buckinghamshire HMA as the "best fit" for the collection and analysis of data is the most pragmatic administrative arrangement, it is necessary not to lose sight of three facts;
- Actual housing markets continue to function irrespective of whatever surrogate HMA is chosen for the basis of data collection and analysis.<sup>19</sup>
  - Approximately one-fifth (in terms of population) and about one-third (in terms of area) of Aylesbury Vale District falls outside the "best fit" HMA and so is likely to experience the market forces of a different HMA to that analysed in the evidence base.
  - The identification of self-contained travel to work areas using 2011 census data showed that the majority of Buckinghamshire (and Aylesbury Vale) outside the influence of Milton Keynes forms part of a London travel to work area and that the influence of London had to be excluded in order to define the local housing market areas outside its influence.<sup>20</sup> Nevertheless, in practice that influence will remain.
89. For these three reasons I would have expected specific checks and adjustments to be made to the calculations based on the "best fit" HMA analysis to reflect the influence of the London Housing Market area on the part of Aylesbury Vale so affected and also to reflect the different characteristics of the Milton Keynes HMA in the part of Aylesbury Vale which falls outside the Central Bucks (and London) Housing Market areas and within the Milton Keynes HMA. Other than a general exhortation of the need for Aylesbury Vale District Council to maintain dialogue with Milton Keynes, Oxford and areas to the north of London as well as the Mayor of London through the Greater London Authority, these checks and adjustments do not appear to have been made.

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<sup>19</sup> See paragraph 24 of the Executive Summary of the 2015 report *Housing Market Areas and Functional Economic Market Areas in Buckinghamshire and the surrounding areas* and paragraph 9 of the Council's Response to my initial questions on the HEDNA.

<sup>20</sup> Ibid, paragraphs 3.8 and 3.10 and figure 18



90. In response to my specific question during the hearing sessions, the Council's consultant, who is also the consultant to Milton Keynes Borough Council on similar matters, advised me that there may be a case to make different adjustments for different market areas, giving as an example the different uplift for market factors recommended between VALP and Wycombe Local Plan. He commented that there is alignment between MK and Aylesbury Vale in terms of labour force and affordability but accepted that the comparison had not been specifically tabulated within the evidence base. In his view the recognition of Milton Keynes as a separate Housing Market Area is a matter for the spatial distribution strategy rather than OAN adjustments.
91. In this report, I have accepted that advice and conclude that the identification of the Central Buckinghamshire HMA as the "best fit" for the collection and analysis of data provides a sound basis for the evidence to show that housing needs would be effectively met. I recommend modifications to the spatial distribution strategy so as to recognise the effects of Milton Keynes as a separate Housing Market Area.

*Demographic projections*

92. National Planning Practice Guidance recommends the use of a standard methodology to assess housing need.<sup>21</sup> It advises that household projections published by the Department for Communities and Local Government should provide the starting point estimate of overall housing need.<sup>22</sup> These suggest that household numbers across the defined Central Buckinghamshire Housing Market Area will increase by 42,772 from 2013 to 2033 (the plan period). These would place Aylesbury Vale within the top 10% of all local authorities in England in terms of population growth with a figure more than double the average. That does not necessarily make the projections incorrect but it has caused the Council to scrutinise them closely.
93. Guidance advises that the household-based estimates may need adjustment to reflect factors affecting local demography and household formation rates which are not captured in past trends.<sup>23</sup> Plan makers may consider sensitivity testing, specific to their local circumstances, based on alternative assumptions in relation to the underlying demographic projections and household formation rates.<sup>24</sup>
94. The Council argues that errors in the 2001 census have led to distortions in the components of change data used in the population projections which underlie the household projections. In contrast to the adjustments which the Council made to the household projections in its withdrawn Vale of Aylesbury Plan which attracted criticism from the examining Inspector at the time for attributing 100% of the unattributable component of change to migration with insufficient evidence, the evidence base now finds that approximately 3,400 of

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<sup>21</sup> Guidance paragraph 005 Reference ID: 2a-005-20140306

<sup>22</sup> Guidance paragraph 015 Reference ID: 2a-015-20140306

<sup>23</sup> Guidance paragraph 015 Reference ID: 2a-015-20140306

<sup>24</sup> Guidance paragraph 017 Reference ID: 2a-017-201403036

the 5,855 unattributable population change can be explained by errors in the census estimates.<sup>25</sup>

95. The overall effect of the adjustments made by the Council to the population projections is to smooth the annual rate of growth in contrast to official figures which show an accelerated rate of growth 1991-2001 followed by decelerated growth 2001-2011. This fluctuation was not paralleled by housing completions. The Council, advised by its consultants, found this implausible. I concur. A comparison of the rate of increase in population indicated by the Mid-Year Estimates from the Office of National Statistics with the increases in population indicated by changes in the NHS patient register, by changes in the school census and by changes in the recipients of the state pension suggests that errors in the calculation continue to lead to an exaggeration in the mid-year estimates and so the Council makes an adjustment to these as the basis of its projections.
96. Notwithstanding the advice contained in national Guidance that the official household projections are statistically robust and the concerns expressed by representations that the official statistics have a quality assurance which the Council's figures do not offer, I am satisfied that the reasons advanced by the Council for departing from them in arriving at the starting point for its projections are adequately explained and robustly defended against critical analysis. They fall within the circumstances described by Guidance in which adjustments can legitimately be made to household projection-based estimates of housing needs. Nevertheless, although I am convinced by the Council's explanations of its adjustments to the population estimates at the start of the projections I am not fully convinced by the Council's figures in every respect.
97. In contrast to official projections which are based on recent (five-year) migration trends, the Council's projections are a range based on two ten-year trends, one more robustly founded on census data 2001-2011, the other based on more recent data 2005-2015. The Council adopts the higher of the two as the basis of its housing need for the plan period.
98. The Council bases its calculations on a ten-year migration trend because that is considered to iron out short term fluctuations to produce projections which are more stable. That is sound practice, with which I do not quarrel. But, the particular ten-year period used, whether 2001-2011 or 2005-2015, includes the years following the financial crisis of 2008 which are commonly recognised to be, not a short-term fluctuation, but a major interruption to long-term trends which will have depressed the average migration rate for whatever period includes the fall-out of that event.<sup>26</sup> This is not a point taken into

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<sup>25</sup> Buckinghamshire housing and Economic Development Needs Assessment Update 2016, paragraph 3.34

<sup>26</sup> This is graphically demonstrated by the two graphs (Figures 1 and 2) in representation 1109 from Nexus Planning on behalf of respondent 32288 Inland Homes and Western Mead Farms.

account in the various appeal decisions and reports referred to during the examination and which accepted the Council's forecasts<sup>27</sup>.

99. I am therefore not convinced that sufficient migration has been accommodated within the Council's forecasts for the Central Buckinghamshire Housing Market Area.
100. To some extent, migration is a self-fulfilling prophecy, in that the supply of housing can induce migration<sup>28</sup> within a given travel to work area. Given the identified relationship between the Central Buckinghamshire Housing Market Area as defined, the wider London Housing Market Area with which it overlaps and the Milton Keynes Housing Market Area which prevails in the northern part of Aylesbury Vale district, this consideration is likely to be relevant to Aylesbury Vale.
101. Because there is little objective evidence submitted to the examination on which to base a precise alternative figure for migration, I have not required the Council to re-run its population and household projections for the whole of the Housing Market Area on different migration presumptions. Instead I prefer to treat such adjustments for additional migration as a "policy on" consideration and to "wrap up" the effects of this consideration when taking into account the effects of other uplifts in the calculation of housing requirements for Aylesbury Vale, so that, in effect, additional migration figures become more of an output from the process than an input to it.
102. The VALP evidence base separates out the institutional population in accordance with standard practice before applying a conventional factor to convert population to household rates and applying factors for concealed families and homeless households, second homes and vacant dwellings to arrive at a baseline housing need figure of 40,457 for the Central Buckinghamshire HMA based on demographic projections (17,719 for Aylesbury Vale alone). With the caveat expressed above, I accept the robustness of these adjustments.

#### *Uplifts*

103. To this baseline housing need figure is added an uplift to reflect the need for housing for the number of employees expected to arise from economic
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<sup>27</sup> Report APP/J0405/V/16/3151297 paragraphs 132-135, decision APP/J0405/W/16/3142524 paragraph 18, report APP/J0405/W/15/3137920 paragraph 13.25 and decision APP/J0405/W/17/3175193 paragraphs 22-27

<sup>28</sup> Comment made by Mr Lee in hearing session 15. It is noticeable that the surge in migration from Greater London to Aylesbury Vale following 2011, recorded in figure 3.2 of representation 1614 by respondent number 29523 Regeneris Consulting on behalf of Gladman Developments Ltd coincides with the recorded uplift in Aylesbury Vale's delivery of housing from 2011/12 onwards recorded in figure 3.6 of the same document. The parallel between increased population growth and increased housebuilding is also noted in paragraph 3.48 of the Buckinghamshire Housing and Economic Development Needs Assessment Update 2016. It is also noted in paragraph 2.1.21 of Examination document 134; Response to ED108.B by Pegasus Group on behalf of Cala Homes Ltd.

forecasts or from market signals for affordability, whichever is the higher. For Aylesbury Vale, the higher figure is the labour force uplift of 10% but for the rest of the housing market area and for the HMA overall it is the market signals for affordability. The full objectively assessed need for housing 2013-33 is then 46,042 for the Housing Market Area, 19,385 for Aylesbury Vale (rounded to 46,200 and 19,400).

104. There are three points to be made in relation to these uplifts. The first is that, as recognised in the evidence base, market forces in the commercial property market for Aylesbury Vale do not appear to be reflecting the economic forecasts and so the uplift to meet the needs of the labour force may be unreliable. However, the uplift which the evidence base calculates in relation to market signals is of a similar scale, so the plan would not be made unsound because of the labour force uncertainties.

105. The second point is that, at the time the evidence base was prepared there was no definitive guidance on what level of uplift for affordability is appropriate. Reference is made to professional judgments made by other examining Inspectors such as at Eastleigh and comparisons made between affordability in Eastleigh and affordability in the Central Buckinghamshire Housing Market Area to arrive at a recommendation for the Central Buckinghamshire HMA. Comparisons are also made within the Buckinghamshire HMA to arrive at different recommendations for Aylesbury Vale and for the rest of the HMA.

106. But it is clear that if these recommendations are tabulated, the 10% uplift recommended for VALP in comparison with Eastleigh is too low:

Location	Affordability ratio	National comparison	Uplift recommended
England	7x		
Eastleigh	8.6x	20% higher	10%
Aylesbury Vale	10.4x	50% higher	10%
Bucks HMA	12.1x	75% higher	15%
Rest of HMA	13.9x	100% higher	20%

The disconnect between the affordability ratio, the national comparison and the uplift recommended for Aylesbury Vale is obvious. An affordability ratio for Eastleigh 20% higher than the national average leads to a recommendation for a 10% uplift. An affordability ratio for Aylesbury Vale 30% higher still leads to no further recommended uplift yet an affordability ratio for the Buckinghamshire HMA only 25% higher leads to an uplift 5% higher as does the increase in the affordability ratio for the rest of the HMA excluding Aylesbury Vale. Even if the 20% uplift for the rest of the HMA is correct, the uplift for VALP should be 15% to be in proportion with that recommended for Eastleigh and that for the whole HMA should be about 17-18%.

107. Recent evidence shows the differences between Aylesbury Vale and the rest of the Housing Market Area decreasing which suggests that the uplift for VALP should more likely be 20% than 15%. This is a finding which differs from the conclusions reached in the various appeal decisions and reports which were submitted in evidence to the examination<sup>29</sup> but is based on more recent information. A check against ONS workplace-based affordability ratios for the lower quartile of house prices shows that over the last twenty years, Aylesbury Vale has sometimes been more affordable than Wycombe and sometimes the reverse. This confirms my view that, if using the "Eastleigh comparison", Aylesbury Vale should have an affordability uplift comparable to that of Wycombe.

108. Subsequent to the preparation of the HEDNA, a report from LPEG to the Communities Secretary and to the Minister of Housing and Planning March 2016 offers recommended systematic adjustments for market signals to replace the system of professional judgement used at Eastleigh and other local plan examinations thitherto. Application of this methodology would set a 25% uplift for market signals in Aylesbury Vale. I do not insist upon the application of this figure but take it as confirmation of my view that the "Eastleigh comparison" method produces an affordability uplift for Aylesbury Vale which is too low.

109. For all the above reasons I conclude that there needs to be a higher uplift to the baseline housing need so as to arrive at the full objectively assessed need for Aylesbury Vale. What that uplift should be is a matter of judgment. Taking account of my observations on migration rates, response to market signals and allowance for the early effects of the Cambridge – Milton Keynes – Oxford growth arc, my interim findings were that this should be at least 20% and probably 25%. It would have followed that the OAN for Aylesbury Vale (before considerations of unmet need from other local authorities is taken into account) would be (rounded) at least 21,100, probably 22,000.

110. Following my initial findings, the Council commissioned further work from its consultants ORS. That further work (Examination document ED180A) has convinced me that, as a matter of judgement, an OAN for Aylesbury Vale should be 20,600. The figure is reached by the following calculation;

Housing need based on household projections	17,584
Adjustment for suppressed households	135
Further adjustment of 17% in response to market signals	<u>2,854</u>
Subtotal (Needs of Aylesbury Vale District)	20,573

The total is rounded to reach a figure of 20,600.

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<sup>29</sup> APP/J0405/V/16/3151297 decision paragraph 24, APP/J0405/V/16/3151297 report paragraphs 140-143, APP/J0405/W/16/3142524 decision paragraph 20, APP/J0405/W/15/3137920 decision paragraph 23 and report paragraph 13.25 and APP/J0405/W/17/3175193 decision paragraph 26.

111. The Council's consultants point out that the rate of growth identified for Aylesbury based on the OAN of the submitted plan would be 1.25% pa, higher than many other plans in the wider south east and around 20% higher than the 1.05% needed nationally to deliver 250,000 dwellings each year. They suggest that higher growth rates would be unbelievable. But the growth rate proposed for Aylesbury includes a considerable amount of growth displaced from other authorities within the HMA; that for the HMA overall is below 1% and would be less than the 1.05% needed to meet the national growth target of 250,000. Evidence provided to the examination demonstrates that a growth rate of 1.8% pa in a neighbouring authority is not unreasonable.
112. There is nothing inherently implausible in VALP exhibiting growth rates amongst the nation's highest. To produce an average, some authorities must be above the average in compensation for those who will be below it. Even if the ONS figures were accepted without adjustment, the growth rate for the HMA would be the lowest of all counties around London.

*Unmet needs*

113. The full objectively assessed need is identified for each of the components of the Central Buckinghamshire Housing Market Area. But it is anticipated that three of the components; Wycombe, Chiltern and South Buckinghamshire will not be able to accommodate their full objectively assessed needs. The extent of unmet need has been identified through joint working in accordance with the duty to cooperate, described earlier. The extent of Wycombe's unmet need to be supplied within Aylesbury Vale has been found sound at examination<sup>30</sup>. The extent of the other areas' unmet needs has not been tested at local plan examinations<sup>31</sup>. In all cases, agreement has been reached on the levels of demand which are likely to be displaced towards Aylesbury Vale through Memoranda of Understanding.
114. The Inspector's report for the Luton Local Plan corrected the objectively assessed need for the wider Luton Housing Market Area from "best fit" administrative boundaries to the full Functional Housing Market Area so as to include the small areas which fell outside the "best fit" but within North Hertfordshire and Aylesbury Vale<sup>32</sup>. He identified that 400 of the objectively assessed need arising from this wider area originated within Aylesbury Vale. He also found that the objectively assessed need for Luton could not be met within its boundaries and that the direction of unmet need would be identified through a Joint Growth Options Study.
115. In fact, by calculating Aylesbury Vale's objectively assessed need on the basis of a "best fit" housing market area following administrative boundaries, the Central Buckinghamshire HEDNA has incorporated the demand arising from

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<sup>30</sup> Wycombe District Council Local Plan Inspector's report July 2019 paragraph 34.

<sup>31</sup> They will not now be tested because the Chiltern South Bucks Plan has been withdrawn. Nevertheless the identification of the need through joint working in accordance with the Duty to Cooperate remains.

<sup>32</sup> Luton Local Plan Inspector's report Main Modification MM09

that part of the Luton HMA located within Aylesbury Vale's boundaries so there is no need for VALP to make specific provision for Luton's unmet needs. Moreover the draft Memorandum of Understanding between Aylesbury Vale and Central Bedfordshire District Councils' records that the Joint Growth Options Study concluded that, with alterations to the Green Belt, sufficient capacity existed within Central Bedfordshire to accommodate unmet need arising from Luton. These alterations are proposed as part of the submitted Central Bedfordshire Local Plan. There is therefore currently no requirement for unmet housing need from Central Bedfordshire to be met within Aylesbury Vale. There is likewise no identified need for unmet needs of other housing market areas outside Central Buckinghamshire to be met within Aylesbury Vale.

116. I note the view of Slough BC that that authority's own unmet needs should be considered together with the unmet needs of that part of South Buckinghamshire which falls within the Slough and Reading Housing Market Area in the Joint Growth Study which has been commissioned. I concur with the view that to the extent that South Buckinghamshire falls outside the Central Buckinghamshire HMA, its unmet needs would in practice be unlikely to be displaced towards Aylesbury. To that extent, the inclusion of the whole of South Buckinghamshire within the Central Buckinghamshire Housing Market Area inflates the quantity of unmet need which VALP should be expected to accommodate. But the quantity of unmet need for which VALP makes provision includes a figure for Chiltern and South Bucks combined so it is not possible to separate out a figure for the part of South Bucks falling outside the Central Bucks HMA.
117. The examination of the Wycombe Local Plan has resulted in the identification of an increase in housing supply within that authority. Examinations of local plans for Chiltern and South Buckinghamshire will not now take place because the Chiltern South Bucks Plan has been withdrawn. The outcomes for those areas can only be speculative. If it subsequently turns out that these areas can supply additional housing land so that the likely displacement of demand towards Aylesbury Vale does not in fact occur to the extent allowed for, that would not render VALP unsound because it is government policy to boost significantly the supply of housing. The plan would only be unsound if insufficient allowance were made. In the light of the information before me, it appears that the figure of 8,000 representing demand for dwellings in Aylesbury Vale likely to be displaced from other parts of the Central Buckinghamshire HMA represents the most appropriate figure in the light of the information currently available. With this figure for unmet need, the identified housing need for Aylesbury Vale would rise to 28,600 (in rounded terms).
118. The feasibility of accommodating this displaced demand was challenged on several grounds. Although Aylesbury Vale forms a separate sub-market within the overall Central Buckinghamshire Housing Market Area, the work done on identifying the Housing Market Area convinces me that it is a plausible location to which housing demands would be redirected if people cannot find the accommodation they seek in Wycombe, Chiltern or South Buckinghamshire. A second ground of challenge was the deliverability of the allocations proposed within VALP. I now turn to this issue.

### *Deliverability*

119. As submitted, the plan implies a delivery rate of 1405 dwellings pa for the remainder of the plan period (after allowing for shortfalls in the first few years of the plan period). Representations expressed concern about the Council's ability to rise to the delivery rate implied, though, paradoxically, their suggested solution is to increase the number of allocations, and the implied delivery rate, still further.
120. Over the four years to April 2017, the Council delivered an annual average of 1231 new dwellings. In both 2014/15 and 2017/18 its submitted evidence base recorded that it exceeded the 1405 rate which would be required for the remainder of the plan period to meet the requirements of the submitted plan<sup>33</sup>. Its forward trajectory at the time of submitting the plan suggests that completions would continue to rise with an average of 1846 pa expected to be delivered for seven years 2019/20 – 2025/26<sup>34</sup>. This would still comfortably exceed the increased housing requirement implied in my recommended uplift to the OAN.
121. The trajectory, referred to in paragraph 3.78 of the plan was submitted as a separate, supporting document. But, as it was intended to use it, rather than an annual average delivery rate, as a reference for monitoring the plan, it is necessary that it be included within the plan itself. Modifications **MMs23** and **277** provide this and are necessary for effectiveness. In drafting its proposed modifications the Council originally went beyond what was necessary, including a projection of an identified and itemised five-year housing supply from a start date of 2018. This led to a number of representations questioning its reliability.
122. But, the Plan is being examined in relation to NPPF 2012. Unlike paragraphs 67 and 73 of the 2019 NPPF which require both a housing trajectory and an identified housing supply for the first five years of the plan period to be included as policies within the Plan, only the first bullet of paragraph 47 of NPPF2012, applicable to this examination, sets out a requirement for the Local Plan. It should meet the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period.
123. The subsequent bullets advising that a local planning authority should identify and update annually a five-year supply of specific deliverable sites and illustrate the rate of housing delivery through a housing trajectory are silent on whether these documents should be included within the plan itself. The

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<sup>33</sup> Its revised trajectory, submitted as part of modification MM23 corrects these figures, so they would in fact have fallen short by 50 and 10 respectively, within acceptable margins of error. The revised trajectory records a drop to 1371 for 2020/21 which includes the first year of the pandemic.

<sup>34</sup> The Council's revised trajectory, submitted as part of modification MM23 extends the delivery period so that an average of 1745 is predicted to be delivered for nine years from 2021/2 to 2029/30



Council has chosen to monitor the plan by reference to an expected housing trajectory but there is no requirement for it to identify a five-year supply within the local plan itself and so, I do not recommend inclusion of the Council's suggested modification itemising a five-year housing land supply since it would be valid only for a moment in time, not for the duration of the plan.

124. If VALP's housing requirement is translated into an annual target and then applied retrospectively to the five years since the plan's start date of 2013, then performance will be recorded as not meeting that target for the past five years. Some would interpret this as meaning that the Council would be classified as having a record of persistent under delivery against its target. In consequence, it is said that it should be classed as an authority which should bring forward an additional 20% buffer to its annual housing targets. In turn, this would mean that the allocations in the plan as submitted would not demonstrate a five-year housing land supply. But, as noted a few paragraphs earlier<sup>35</sup>, that under delivery has not persisted and so, only a 5% buffer would need to be included in its annual housing targets.
125. Moreover, I consider that retrospective application of targets in this way would be misdirected. The Council cannot seek to meet targets until they are set. They are not set until the conclusion of this examination and the adoption of the plan. At that time, the Council's annual average target will become the residual undelivered requirement for the plan period divided by the remaining years of the plan period. Before that time, its targets are calculated with reference to housing needs objectively assessed at the time in accordance with judgements of the courts. Thus correctly interpreted, the suggestion that the allocations in the submitted plan would not provide the basis for a 5-year housing land supply on adoption is unfounded.
126. Representations expressed concerns about the plan's reliance on large sites, citing 2016 research by Nathaniel Lichfield and Partners *Start to Finish* (which found that sites of 2000+ units only deliver 2.5 times as many dwellings per annum as a site of 500 dwellings), a *Report into the Delivery of Urban Extensions* by Hourigan Connolly dated February 2014, *Housing Delivery on Strategic Sites* by Colin Buchanan and Partners 2005 and a DCLG/University of Glasgow report of 2008 *Factors affecting Housing Build-out Rates*. It is generally reckoned that a site can deliver about 40-50 dwellings per annum per sales outlet<sup>36</sup>. But experience to date shows that sites in Aylesbury can exceed these delivery rates; Kingsbrook has two sales outlets but achieved an output of 219 completions in a year; Berryfields achieved 450 completions from four outlets. I can therefore be confident that the reliance on large sites does not make the plan unsound.
127. I recognise that a plan which depends for its delivery on a few large sites is susceptible to circumstances which may only affect an individual site. For that

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<sup>35</sup> In paragraph 120

<sup>36</sup> Housing Delivery Study for Buckinghamshire, paragraph 6.74 and Figure 31

reason, I am not convinced that the use of an annual average target for evaluating performance would be appropriate in the case of a plan which depends for its delivery on a few, large sites. Representations which argued that the number of homes proposed in VALP and its dependence on large sites made the plan undeliverable argued for the allocation of additional sites, implying an increased delivery rate. The paradox was explained by pointing out that smaller sites can be delivered to shorter timescales and so would make the plan more robust.

128. That may be so but would be an improvement to the plan, not a modification necessary to make it sound. If it were the plan's intention that its housing requirement be delivered on an annually equal basis by averaging out its plan period requirement and setting that as an annual target, then the more agile approach of a strategy dependent on the delivery of a large number of small sites might have been appropriate. But, that is not what the plan sets out to do. It sets out to achieve its housing delivery over the plan period as a whole. For that reason, annual monitoring by reference to an annually averaged target, applying backlogs by means of the Sedgefield approach, would be inappropriate in the case of this plan. The use of the Liverpool approach, which the Council intends, would be more appropriate to the strategy of the plan. Part of modification **[MM23]**, previously referred to, makes this clear. The most appropriate way of monitoring this plan would be by reference to its housing trajectory, which is what policy S9 (to become S8) proposes.
129. Representations also pointed to the burden of infrastructure which allocations around Aylesbury were expected to shoulder. This was specifically recognised in the Vale of Aylesbury Local Plan Viability Assessment carried out by the Dixon Searle Partnership for Aylesbury Vale District Council in August 2017.<sup>37</sup> Examination of the deliverability of individual sites does not lead to any conclusion that the infrastructure burden would impede their delivery. The Council is pursuing a programme of Site Delivery Statements agreed with identified developers for individual sites. Those submitted to the examination do not indicate that the infrastructure burden would impede their delivery. I conclude that VALP does not impose an excessive infrastructure burden.
130. At the time of VALP's submission there remained, in relation to a number of site allocations, issues with the Environment Agency and the water and sewerage undertakings concerning flood risk and infrastructure capacity, the latter partly related to recently introduced ways of requisitioning and funding increased capacity. These were resolved during the examination and result in a number of modifications which are necessary to justify the deliverability of the plan. **[MMs 41, 48, 55, 74, 82, 84, 101, 275, 276]**.
131. The deliverability of individual sites is considered in a separate section of this report. Examination of those issues does not lead me to conclude that the plan as a whole, or the housing numbers proposed within it, would be

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<sup>37</sup> VALP Viability Assessment Executive Summary paragraphs xiii and xiv and main report paragraphs 2.9.3 – 2.9.5 and section 2.10

undeliverable. I do recommend that the words “at least” be inserted in front of proposed housing quantities because the feasibility studies which provide evidence for the figures do not demonstrate that more cannot be achieved and it is government policy to boost development, particularly the supply of housing. Representations to this modification pointed out that it introduces an element of uncertainty, but none called for the figures to be used as a maximum. This element of modifications **MMs 10, 31, 35, 41, 48, 55, 61, 62, 63, 64, 65, 67, 68, 69, 70, 75, 81, 82, 84, 85, 88, 89, 94, 95, 98, 99, 100, 101, 103, 104 and 105** adds robustness to the expectation of delivery.

132. In consequence, there is no reason to conclude that the plan would be unsound because of an inability to deliver the increased quantity of housing proposed in the modifications. The plan as submitted includes a total supply buffer of 5.2% to allow for uncertainties. This seems a reasonable allowance to make. In fact, modifications will increase this buffer to 5.4%.

133. This buffer should not be confused with the 5% buffer which is included in a Council's annual calculation of its five-year land supply. That buffer is a figure brought forward from later in the plan period. It does not increase the required provision for the plan period as a whole. By contrast, the buffer of 5.2% which is included within VALP is a buffer for uncertainty over the whole plan period. It increases the overall land allocation needed to meet the housing requirement. My previous findings of 20,600 for demographic projections including uplifts and 8,000 for unmet needs from elsewhere in the HMA, would result in a housing requirement figure of 28,600 dwellings over the plan period. A buffer of 5.2% would result in a need to allocate sites sufficient to accommodate 30,100.

*Conclusions on housing needs*

134. I conclude that the plan should be modified to set a figure of 28,600 as the housing requirement excluding any buffer. This is the base housing requirement figure which should be used in any calculation of a five-year housing land supply. However, to ensure delivery of that requirement, the plan needs to allocate land which, including completions and commitments during the plan period, would be sufficient for 30,100 dwellings by including a 5.2% buffer. This is necessary to provide confidence that the objectively assessed needs of the area will be delivered. [**MMs 1, 2, 3, 9, 10, 11, 12, 23, 24, 25, 27, 81, 90, 92, 93, 96 and 277**]. The housing supply included in the plan after modification therefore comprises;

• OAN	20,600
• Unmet needs from elsewhere	8,000
• Buffer for uncertainty	<u>1,500</u>
• Total	30,100

135. Some of the housing supply will be delivered by commitments which have already been entered into during the early years of the plan period. Further modifications are necessary to reflect the passage of time and the need to update data [See the “completions and expected times of delivery” sections of

**MMs 35, 41, 48, 55, 57, 61, 62, 63, 64, 65, 67, 68, 69, 74, 82, 84, 85, 88, 89, 94, 95, 98, 99, 100, 101, 103, 104 and 105**, together with **MMs 25A, 25B, 30A, 38A, 55A, 55B, 55C, 89A, 95A**]. (In fact, the modifications proposed by the Council and which I recommend, result in a buffer of 5.4%, but the difference is not material).

136. As a transitional plan, VALP is not required to set out a five-year housing land supply position on adoption as a policy within the plan. The issue is whether it will ensure a supply of land capable of delivering five years' worth of housing against the LPA's housing requirement, with flexibility to respond to changing circumstances. My earlier analysis indicates that it would be inappropriate to apply a delivery test based on an annual housing requirement derived from an average of the housing requirement for the whole plan period because the plan's dependence on a few, large, sites means that its housing trajectory is heavily back-loaded. Consequently, the annual housing requirement varies over the period of the plan in accordance with its planned trajectory. Nevertheless, there is every expectation that it would be able to deliver its housing requirement for the plan period, during the plan period and provide a five year supply on adoption.

#### **Issue 4 – Whether specific site allocations are justified, effective and compliant with government policy.**

137. A number of the site allocations in VALP are uncontroversial but modifications are nevertheless necessary to reflect a change in circumstances since the plan was submitted (such as the development of a site or its withdrawal from availability). Paragraph 157 of the NPPF advises that Local Plans should be kept up to date and so, without the following modifications which bring specific allocations up to date the submitted plan would be contrary to national policy [**MMs 31, 49, 50, 51, 58, 62, 63, 64, 65, 66, 67, 68, 69, 90, 92, 93, 95, 96, 102, 103, 104, 286**].

138. As stated earlier, my report does not respond to every point or issue raised by representors. I report here only on those allocations where I am unconvinced by the Council's response to my initial questions or where a person making a representation exercised a right to be heard. Notwithstanding the limited number of allocations considered in this section, other allocations are the subject of modifications as a result of issues considered elsewhere in this report.

#### *Allocation AGT1 South Aylesbury*

139. Elsewhere in this report I remark on the extent to which VALP delegates policy requirements to SPDs and I recommend MMs to identify those elements which should properly be included in the plan itself. That recommendation applies with equal force to several of the site allocations which make reference to the need to produce an SPD or masterplan before delivery can commence. Allocation AGT1 is one such.

140. The allocation is in several separate ownerships. Coordination of access particularly for pedestrians and cyclists so as to ensure permeability across the allocation as a whole is necessary. So is identification of the location of facilities to be supported collectively by all the components of the allocation. But all those requirements need to be set out in the plan itself. The

implementation approach of this allocation should be modified accordingly. Modifications also need to pick up policy requirements stated in the supporting text rather than in the allocation policy itself and to reflect the fact that the capacity of the allocation, as with all housing allocations, may be greater than previously envisaged [**MMs 32, 33, 34 and 35**] are therefore needed for effectiveness.

141. Publication of these modifications has led to representations which have clarified the differences between the Council and the potential developers of this allocation. They include the application of green infrastructure policy and its definition, the need for community buildings, retail and gypsy and travellers' pitches and the capacity of the site. Whilst an SPD, whether prepared and imposed by the Council or prepared by developers and adopted by the Council, can elaborate on policy, only the examination of policies stated in a development plan can conclude that they are sound.
142. Whilst I have no reason to dispute the former County Council's assertion that full delivery of the whole allocation is dependent on the completion of the South East Aylesbury Link Road (SEALR) between Lower Road and Wendover Road, that should not prevent individual parcels of development proceeding to the extent that each can be supported by the actual road network available at the time. The intended alignment is known and should be shown on the policies map or within the allocation provisions so that individual developers can take account of it and other requirements of the plan in drawing up their schemes.
143. Having read the evidence and listened to the submissions at the April 2021 hearing session concerning this allocation, I am less convinced of the necessity of precluding any direct access to any part of the allocation from the SEALR. I agree with the Council's contentions that the SEALR is intended to provide a higher level of service than an all-purpose road with frontage access and that, in general, it makes sense to limit access points to fewer than two per kilometre. Nevertheless, the SEALR is just over a kilometre in length with roundabout junctions, rather than access points at either end and so care needs to be taken that, in applying the principle, which is generally sound, the result does not leave parcels of land inaccessible and incapable of development. That would be an unsound outcome. The dilemma is best resolved through the intended SPD or through the development management process and so I have adjusted **MM35** so that clause (d) of allocation D-AGT1 is less dogmatic.
144. One landowner has already indicated that provision can be made for a school and community centre within their scheme and there does not appear to be any dispute over the need for a school. The evidence base<sup>38</sup> identifies a need for a minimum of six additional community centres in the Aylesbury Strategic Settlement Area. It also shows<sup>39</sup> that the catchment for all centres covers the

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<sup>38</sup> The Assessment of Open space, sports and Recreation Needs for Aylesbury Vale final report March 2017, paragraph 4.30

<sup>39</sup> Ibid paragraph 4.25

entire sub market area so therefore accessibility relates to the strategic settlement area as a whole rather than individual community areas. On that basis it is right and sound that VALP allocates the provision of a community centre pro rata to the expected growth in each allocation. Allocation AGT1 is expected to deliver about one-eighth of all the housing allocations within Aylesbury, so it follows that it is not disproportionate for one of the six community centres required for Aylesbury as a whole to be located there.

145. On the other hand it was made clear during examination hearing sessions that the requirement (criterion q) for the provision of on-site health facilities (including temporary buildings if necessary) was not justified but that a contribution to an off-site health facility to be provided on allocation AGT3 to serve all three allocations AGT1, AGT2 and AGT3 is justified. A modification is necessary to give effect to this.

146. I am satisfied with the Council's explanation that areas which are known to flood within the allocation will be reserved for open space purposes and other uses compatible with their flood risk status. In response to concerns about the plan's compliance with national policies, the Council has reviewed the plan's requirements concerning open space and green infrastructure (discussed in another section of this report). There is no sound reason to except allocation AGT1 from these provisions so as to classify private gardens as falling within the ANGSt definitions adopted in policy I1.

147. In common with many allocations, modifications are necessary to clarify the new arrangements for funding water and sewerage infrastructure. I deal with the gypsy and traveller requirement elsewhere in my report but I reach a conclusion similar to that on community centres; namely that the allocation should make its proportionate contribution to the delivery of sites required.

148. I accept that although the allocation requires the retention of a buffer of open space to prevent coalescence with Stoke Mandeville the separation of that settlement from Aylesbury will be reduced. However, I share the view expressed by the Inspector who examined the Core Strategy in 2010 that by its nature Stoke Mandeville is a larger settlement which would remain as a significant entity with greater critical mass to withstand overpowering encroachment and so the reduced separation which would result from the retention of a buffer of open space would be a sound outcome.

149. In its note to me following the April 2021 hearing session relating to this allocation, the Council explains how it arrived at the capacity indication of 1,000 dwellings, making the point that the development on site should not be led by numbers but rather that the numbers should be an outcome of the policy criteria. Within that explanation, I note the potential for increasing capacity through the use of mixed development to provide a local centre. The Council does not point out, but I am aware, that it is common practice in parts of the country to provide school buildings as part of mixed use developments or that school playing fields can be managed so as to be shared with the public and so contribute to the provision of green infrastructure. I am therefore satisfied that there is considerable potential for increasing the number of dwellings to be provided beyond the 1,000 indicated by the Council's calculations and that the modification to include the words "at least" is needed to reflect government policy to boost the supply of housing. With the

necessary modifications indicated [**MMs 32, 33, 34 and 35**], I have no reason to find this allocation unsound overall.

*Allocation AGT2 south west Aylesbury*

150. Many of the issues relating to this allocation are similar to those concerning AGT1 and I will not repeat the arguments here. Similar modifications are required to move policy from supporting text into the allocation policy itself [**MMs 36, 37, 38, 39, 40 and 41**] so as to be effective. The issues that are unique to this allocation are the degree to which HS2 is likely to present a constraint to development and the degree to which heritage considerations should present a constraint to development.
151. At the southern end of this allocation and at its northern extremity, the route of HS2 would be in a cutting. This would limit noise spread. By contrast, it passes the central, and narrowest, part of the site on an embankment. It is certainly true that, as a result, a considerable extent of the allocation site would require sound insulation to be provided but that is not uncommon in other locations when housing is developed near to a main transport artery. Moreover, the garden city concept requires 50% of the site to be laid out as green infrastructure in any event so the actual additional limitation imposed by the proximity of HS2 would be minimal and not a reason to declare the allocation unsound.
152. At its northern end, allocation AGT2 abuts the A418 Oxford Road. On the opposite side of Oxford Road is parkland associated with Hartwell House, a Registered Historic Park and Garden and Conservation Area. Paragraph 129 of the NPPF advises that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal, including by development affecting the setting of a heritage asset and take this assessment into account when considering the impact of a proposal on a heritage asset.
153. Although the existence of Hartwell House historic park and garden is referenced in supporting paragraph 4.43, and is clearly shown in Figure A of the Technical Annex to the Sustainability Assessment Report, there is no indication in the HELAA for the relevant land parcel (STO016) that any heritage assessment was made in relation to allocation AGT2.
154. The significance of the heritage asset is that it represents an eighteenth century landscape park and pleasure grounds. It would originally have been set in an agricultural landscape and, as the listing entry records; it is still set within agricultural land to the west and south. Part of this comprises allocation AGT2. But much of that agricultural setting has already changed. A golf course covers parts of the two arms of the outer park and the pre-1945 agricultural setting to the east has been lost to development, a road replacing a brook as the eastern boundary of the parkland.
155. Although the agricultural land to the south is part of the setting of the heritage asset, the connection is tenuous because the south east boundary of the park is formed by a 2km long rustic stone wall of Portland limestone. Behind it is a tree belt which, as the listing entry relates, is important in screening the park during the approach from Aylesbury. Another narrow belt of trees flanks the south side of the road, creating an informal avenue. The setting of an asset is

not necessarily what can be seen when looking to or from the asset; it is more to do with how the asset is experienced. In my view, this avenue of trees is more important in the setting of the asset than the nature of the land which lies behind the avenue on its south side.

156. In any event, the construction of HS2 will radically alter this setting and the way one experiences the heritage asset because it would slice through the registered park just slightly to the east of the boundary between the inner and outer park. It would cross the Oxford Road on an embankment, necessitating the diversion of the road to the south, largely eliminating any connection between the remaining part of allocation AGT2 and the severed halves of the registered park. It is within this context that the effects of the proposal on the setting of the heritage asset need to be appraised.

157. The site is allocated not just for housing but also for strategic flood defence and surface water attenuation, amongst other things. The developer's current masterplan for the site indicates a wetland park area at the north end of the site, abutting Oxford Road and its realignment. As that is a low part of the site, I concur that that is a likely outcome in any approved layout of the site. The change from agricultural land to wetland parkland, severed from the heritage asset by the HS2 and the realigned Oxford Road would have such a marginal effect on the way the heritage asset is experienced that I consider it to be of no consequence and so conclude that this allocation is sound, even though it appears to have been put forward without a prior heritage assessment.

*Allocation AGT3 Aylesbury north of A41*

158. Many of the issues relating to this allocation are similar to those concerning AGT1 and I will not repeat the arguments here. Similar modifications are required [**MMs 42, 43, 44, 45, 46, 47 and 48**] both to bring the details of the allocation up to date and to transfer policy from supporting text into the policy of the allocation itself so as to be effective. The issues that are unique to this allocation are whether the allocation has been correctly assessed in relation to flood risk, whether the extent of "not built development" notation on the policies map is justified and whether the traffic impact concerns of a previous decision by the Secretary of State have been overcome.

159. Advice in the NPPF is that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk but, where development is necessary, making it safe without increasing flood risk elsewhere. Technical guidance on flood risk published alongside the NPPF sets out how this policy should be implemented.<sup>40</sup> It involves a Strategic Flood Risk Assessment, the application of the Sequential Test and, if necessary, the exception test. Local plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property by applying a sequential test and, if

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<sup>40</sup> <https://www.gov.uk/guidance/flood-risk-and-coastal-change#planning-and-flood-risk>



necessary, an exception test. Development should not be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. If that is not possible consistent with wider sustainability objectives, then an Exception Test can be applied. This has two parts, the first being that it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk.

160. A level 2 Strategic Flood Risk Assessment for Aylesbury Vale has been carried out. Four sites within that assessment fall within allocation AGT3; sites BIE022, WTV017 and 018 and AST037. The maps for these sites demonstrate that the area annotated on allocation AGT3 for "not built development" largely coincides with the areas of identified flood zones 2 and 3 on those assessments. Allocation criterion (k) requires flood zones 2, 3 and 3a (recognising climate change) to be preserved as green space with built development restricted to flood zone 1. It is thus apparent that allocation AGT3 complies to that extent with the injunction to direct development away from areas at highest risk.
161. But the allocation includes a number of elements. In addition to those which would clearly fall within the scope of the description of "built development" is the provision for a "distributor road connecting with the ELR(N) and the A41 Aston Clinton Road."
162. The alignment of this road is nowhere shown in the submitted plan. In another section of my report I consider whether it should be. But, in any event, it is clear that in order to connect the two specific points mentioned, it would have to pass through or across areas identified as flood zones 3a and 3b.
163. A road which is described as a Strategic Link Road would clearly fall within the description of "Essential Infrastructure" for the purposes of Table 2 of national Guidance relating to flood risk and coastal change. In accordance with that advice, it should only be included as a proposal in the plan if it passes the exception test. As noted above, this has two parts. The claimed sustainability benefit to the community for this project is stated in the sixth bullet of paragraph 4.65 of the plan; reduced congestion and improved quality of the town centre environment. Greater detail is given in Paragraphs 6.5.11 and 6.5.12 and the Technical Annex of the Sustainability Assessment Report describing the consideration which was given to the option of including allocation AGT3 within the plan's spatial strategy. It recognises that a new link road through the Woodlands (AGT3) site would be of particular strategic importance. I examine the justification for this proposal elsewhere in my report and conclude that it is sound.
164. The second part of the exception test is that the proposal will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall. National Guidance also advises that in flood zone 3a essential infrastructure should be designed and constructed to remain operational and safe in times of flood and that in flood zone 3b, essential infrastructure that has to be there and has passed the Exception Test should be designed and constructed to remain operational and safe for users in time of flood, result in no net loss of

floodplain storage, not impede water flows and not increase flood risk elsewhere. These requirements are met by criteria (h), (i) and (l) of the allocation.

165. I therefore conclude that the allocation has been correctly assessed in relation to flood risk. However, as noted earlier, the allocation does not include any specific alignment for the Strategic Link road proposed. NPPF paragraph 152 advises that significant impacts on any of the dimensions of sustainable development should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. NPPF paragraph 182 advises that to be justified a plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. I consider these matters further in relation to the road proposal element of allocation AGT3 in another section of this report.
166. As noted earlier, the area of land identified at risk of flooding through the Flood Risk Assessment does not precisely coincide with the area identified in the allocation as "not built development". One particularly noticeable discrepancy lies in the area to the north of Weston Mead Farm where an area, apparently not at risk of flooding has been designated as an area of "not built development".
167. Paragraph 1.23 of the plan explains that areas marked as "not built development" are so designated either because of the findings of the Flood Risk Assessment or because of the recommendations of the Strategic Landscape and Visual Impact Capacity Study. The former does not indicate that this piece of land should not be developed. The latter identifies that the entire site is developable other than a small strip along the Bear Brook.<sup>41</sup> The Council's response during the examination introduces a third consideration, namely the requirement for 50% of a site to be green infrastructure and the concept of the Aylesbury Linear Park shown diagrammatically in paragraph 4.21 of the plan but not included in the submission policies maps or insets. Although this additional consideration should apply equally to both halves of the Weston Mead Farm site, it appears that as part of a recent appeal submission a concept plan has been submitted by a developer indicating that, in order to comply with the requirement for 50% of a site to be green infrastructure, the northern part of the site would be so retained. This demonstrates that the Council's proposals are sound, albeit, not for the reason stated in paragraph 1.23 of the Plan. Nevertheless, modification **MM48** is adjusted so that criterion (s) would reflect the conversion potential of buildings already on that part of the site.
168. A previous appeal decision in relation to the development of the Hampden Fields (AGT4) site was dismissed over concerns relating to its effect on a junction known as the Walton Street gyratory. However, subsequent work has established that with that development in place an increased total flow through the gyratory junction can be accommodated with increased queuing

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<sup>41</sup> Commentary and map for land parcel WTV017

on certain arms compensated by reduced queuing on others and so an overall reduction in delays. This information does not lead me to a conclusion that this allocation (AGT3) would be unsound.

*Allocation NLV001 Salden Chase (South-West Milton Keynes)*

169. Modifications to this allocation [**MMs 72, 73 and 74**] to bring policy material within the allocation policy and so make it effective and to update the expected time of delivery result from issues nine and three discussed elsewhere in this report. The requirements of the allocation include primary and secondary schools, highway improvements and public transport provision, an employment area and a neighbourhood centre so I am persuaded that this would be a sustainable development. Concerns about the application of policy NE8 (the protection of best and most versatile agricultural land) to the site are best met through the development control process.

*Allocation WHA001 Shenley Park*

170. This allocation was put forward by the Council in its proposed modifications to the plan, published in November 2019. The Council was accused of not considering all reasonable alternatives in identifying increased allocations in close proximity to Milton Keynes. But, the phrase all reasonable alternatives does not equate to all conceivable alternatives. The modifications should form a seamless part of VALP; they do not form a separate plan prepared from scratch. The HELAA in the Council's original evidence base considered a very wide range of possible options. Consequently, I find it entirely reasonable that the Council should have revisited the site selection process in the HELAA in its original evidence base to identify previously short-listed options for re-appraisal. It is also reasonable that its choice should have been consistent with the overall spatial strategy of the plan, which is to rely on a few, large allocations which can, of themselves provide supporting infrastructure without the need to coordinate contributions from a larger number of smaller sites.

171. Representations also suggested that the chosen site might not be viable and that with the constraints placed upon it in the criteria attached to the allocation, might not have the capacity to deliver. Although the Council's viability study concludes with a deficit for the chosen allocation, the size of the deficit lies well within the margins of error of the appraisal method so does not demonstrate unviability. Subsequent movements in outturn values and costs would reverse the finding, according to the study's author.

172. Comments made during the hearing session by an officer of the Council to the effect that housing development would be restricted to the northern half of the allocation give credence to representations alleging that, if so restricted, the allocation would not have the capacity to deliver the housing and supporting facilities required. But the point was contradicted by other Council officers and I observe that the allocation as drafted in the Council's proposed modification, which I endorse, contains no such restriction.

173. It is fair to say that paragraph 5.1.25 of the BMD Landscape and Visual Capacity Comparison Assessment (Examination Document 210A) advises that "Development within the southern parcel would represent an unacceptable extension of development into the countryside and visible from the wider

landscape". The point is also made in paragraph 5.1.17 of the same report; "Any development within the southern parcel would be highly visible from [sic] the surrounding receptors", but that paragraph then goes on to recommend; "A further 20m buffer zone would be required to the mature woodland to the Site boundaries, this would protect these mature features and provide a green framework in which development could be located," so it is clear to me that the Council's Landscape Study has indicated a way in which development of the whole allocation could be made acceptable, which would remove any suspicion that the allocation could not deliver the quantity of development expected of it. Criteria (f) and (j) of the proposed allocation include requirements to enhance significant blocks of woodlands and hedgerows within or on the edge of the site and provide a long term defensible boundary to the western edge of Milton Keynes. These stipulations appear to be consistent with the recommendations of the Council's landscape assessment and so I conclude that the modification would not unduly restrain the capacity of the site chosen for the allocation.

174. Examination of the Council's appraisals (SA addendum, ecological, transport, flood risk, heritage, landscape, water cycle and viability appraisals and a HELAA update) of the three options for further allocations in close proximity to Milton Keynes shows that all three are suitable for allocation and that the criteria by which they were evaluated demonstrate a very marginal preference for the allocation chosen. The site chosen was strong by reference to ecology, flood risk, heritage, landscape and water cycle. It was weakest in relation to transport impacts and viability. But, the transport modelling for that site errs on the side of caution in only evaluating its impact on the rather coarse-grained network included in the county-wide model, whereas the mitigation measures set out in the allocation require connection to the Milton Keynes grid system, much of which is not included in the model. That connection would provide a much more finely-grained network which would better accommodate the traffic generated by the development than suggested by the modelling carried out, a consideration which would apply with less force, if at all, to the other sites in contention. Viability of this site has been discussed a few paragraphs previously in this report. Close examination of these two issues, transport and viability, suggests that this site's apparent weaknesses in those two considerations should not be determinative of its overall performance.

175. For all the above reasons, I am satisfied that the allocation choice made is sound.

*Allocation BUC043 Moreton Road, Buckingham*

176. This allocation is an example of a site proposed by the local plan within a neighbourhood plan area but not allocated by that neighbourhood plan. It has previously been the subject of a decision in July 2017 on a planning application called in by the Secretary of State in May 2016 for his own decision. That decision disagreed with the recommendations of an Inspector who held an Inquiry. Planning permission for development was refused.

177. Specifically, the Secretary of State disagreed with the advice that there was no conflict with policy HP1 of the made Buckingham Neighbourhood Plan which defines a settlement boundary for Buckingham which does not include the site. He attached very substantial negative weight to that conflict. He did not

disagree with any other of the Inspector's conclusions but, having regard to s38(6) of the Planning and Compulsory Purchase Act 2004 which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise, concluded that the proposal was not in accordance with the development plan overall and that there were no material considerations that indicated that the proposal should be determined otherwise than in accordance with the development plan.

178. Time moves on. The Buckinghamshire HEDNA, advising on the establishment of an Objectively Assessed Need and a Housing Requirement for Aylesbury Vale reported in December 2016 but, at the time of the Secretary of State's decision, VALP was at an early stage in the process and so was given very limited weight in the decision. Subsequent to the Secretary of State's decision, the HEDNA was updated and the Council has carried out a Sustainability Assessment of a number of spatial development options in which this site was a variable, not included in 5 out of the 9 options considered. The Council chose for submission an option which includes the site.
179. As noted elsewhere in the section of this report dealing with the spatial development strategy, Buckingham currently has about 7% of the district's population. The three sites in Buckingham allocated in VALP represent 7% of all the allocations in the plan but, taking account of existing commitments, including those in the made neighbourhood plan, 8% of the development expected to take place in the district. It appears to be no more than proportionate to Buckingham's position in the settlement hierarchy.
180. As noted elsewhere in this report, I have found the Council's spatial submission strategy broadly sound subject to reconsideration of the disposition of allocations in the north of the district. But I have also found that the Council's housing requirements have been underestimated and that additional allocations need to be identified so as to meet the Council's housing needs. I therefore conclude that the allocation of this site is necessary to meet housing requirements which were not identified at the time the Buckingham Neighbourhood Plan was made.
181. The ability of the market to absorb the quantity of development proposed in the three allocations in Buckingham is questioned in relation to all three allocations as it is in relation to the overall quantity of development proposed within Aylesbury Vale by VALP. I consider this issue in the part of my report dealing with housing numbers in general. There is no specific consideration in relation to the Buckingham sites which would lead me to a different conclusion in their cases.
182. The effects of the development on highways of this and other allocations in Buckingham have been assessed during the Inquiry into the called-in application and in the County's Local Plan Modelling and in the Buckingham Transport Strategy and found acceptable subject to a number of infrastructure upgrades. However, these are neither specified within the allocation provisions nor as discrete proposals in their own right. That is an unsound omission from the plan which needs to be corrected by clause (l) of modification **MM82**.

183. In response to representations made to this and other allocations in Buckingham, the Council has referred to the Infrastructure Delivery Plan. This is part of VALP's evidence base but is not part of VALP. That is an unsound omission from the plan which needs to be corrected by modification **MM210**. Insofar as developments are to be expected to deliver the Infrastructure prescribed, then modifications to VALP allocations are necessary to specify these requirements. They are listed in the Site Delivery Statement submitted during the examination.
184. In common with a number of allocations in the plan, all three allocations in Buckingham include references to the need to align development with investment by the utilities undertakings in water and sewerage provision. The preparation of the plan has coincided with a change in the way such upgrades are requisitioned and funded. Both Anglian and Thames Water companies have clarified the way the new system operates and have suggested modifications to a number of allocations in the plan to make it clear that the need to upgrade such provision does not make the allocations unsound and is not a precondition or requirement of planning permission requiring funding by the developer but that the programme of development should be aligned with the infrastructure investment which the utility companies are required to undertake to align their capacity to the development proposed in the plan. I agree that these modifications [**MMs 82, 84, 276**] are necessary to make the position clear and effective.
185. The point is made in relation to this allocation that, as Buckingham has evolved, the centre of gravity of convenience shopping and some services, such as health centre provision has moved to the south of the town. Nevertheless, town centre convenience stores remain and so the point does not demonstrate that the allocation would be unjustified.

*Allocation BUC046 Land off Osier Way, Buckingham*

186. The same considerations as to the relationship with a made neighbourhood plan apply to this site as to allocation BUC043 except that, in relation to this site, there has not been a recent Secretary of State decision refusing planning permission. So do the same points concerning market absorption, infrastructure requirements specified in the Buckingham Transport Strategy and the Infrastructure Delivery Plan and water and sewerage capacity enhancements.
187. Specific to this allocation is the concern that its development would restrict neighbouring employment growth but the Council points out that this is provided for by a nearby 10ha allocation for employment development in the made Buckingham Neighbourhood Plan.
188. The Council accepts that some detailed modifications to criteria (d) relating to highway access and the deletion of criterion (e) relating to ecological management are necessary to reflect the reality of the situation [**MM84**]. I concur.

*Allocation BUC051 West Buckingham*

189. The site is a reserve allocation in the made Buckingham Neighbourhood plan and so its potential access and impacts on landscape have been assessed and found acceptable. Otherwise, the same considerations apply to this site as to allocations BUC043 and BUC046 concerning market absorption, and infrastructure requirements specified in the Buckingham Transport Strategy and the Infrastructure Delivery Plan.
190. Particular issues concerning this allocation are that a site delivery statement affirms that multiple ownership of the site would not slow its delivery. The VALP evidence base has assessed the capacity of the site and confirms its consistency with the exclusion of development from flood zones 2 and 3.
191. It emerged during the examination that delivery of this site would be dependent on the construction of a Buckingham Western Relief Road, not included within the site particulars or shown independently within VALP. Further work by the Council affirms that the scale of development on this site would not be sufficient to finance the construction of the Western Relief Road.<sup>42</sup> This consideration, together with a reconsideration of the distribution of housing allocations within the north of the district, focusing more allocations in the vicinity of Milton Keynes, leads to a Modification deleting this proposed allocation from the plan [MM83] as undeliverable and therefore, unjustified.

*Allocation HAD007 – Haddenham, land north of Rosemary Lane*

192. The main issue with this allocation is whether it is sound in relation to its effects on a heritage asset; the Haddenham Conservation Area. Although the setting of a conservation area is not a statutory consideration, paragraph 129 of the NPPF establishes government policy that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal, including by development affecting the setting of a heritage asset, and take that assessment into account when considering the impact of a proposal on a heritage asset.
193. The eastern end of the south-eastern boundary of this allocation is contiguous with the northernmost boundary of the Haddenham Conservation Area and so will affect its setting. Consequently, its effect on the significance of the heritage asset should be assessed.
194. It is noticeable that, of the 24 sites associated with Haddenham assessed in the Housing and Economic Development Land Availability Assessment Report January 2017 (the HELAA), five specifically mention their effect on the Conservation Area. Three are found unsuitable for development. In the HELAA, despite this allocation's contiguity with the Conservation Area the relationship is not mentioned. It is not unique in this respect since the

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<sup>42</sup> Examination document ED257

HELAA's appraisals of other sites<sup>43</sup> having common boundaries with the Conservation area also do not mention the relationship. However, Heritage is a specific category analysed in the Sustainability Assessment Report which covers this site in detail and the Conservation Area is specifically mentioned in the text (section (g)) of the allocation in VALP itself, so it cannot be said that the relationship has gone unnoticed or unconsidered.

195. The question then becomes whether the relationship has been soundly considered. The characteristics and significance of the Conservation Area are fully analysed in the Council's Haddenham Conservation Area report. Its significance is as a polycentric agricultural village with a linear form in which the use of witchert (a form of rammed earth) as a construction material features strongly.
196. As the Conservation Area report notes, the use of witchert in the construction of boundary walls and buildings is arguably the most significant element in defining the character of the village but it also notes that a key characteristic of Haddenham is the series of enclosed spaces of irregular shape and varying size spread throughout the village. These latter are unaffected by the allocation. Indeed, its requirement for a landscape buffer to be required between the existing dwellings and the new development could lead to the creation of a further such enclosed space, consistent with the character of the Conservation Area, though lying outside it.
197. Two views of the long witchert wall at the rear of properties in Rosemary Lane are seen across the eastern part of the allocation site. Insofar as they allow a characteristic feature of the Conservation Area to be appreciated, they need to be taken into account in considering proposals for the site. Provision (f) of the allocation appears to do that by requiring a landscape buffer between the existing dwellings and the new development. It is represented on the submission policies inset map by the annotation of an area of not built development. The proviso and annotation could be improved by making specific reference to the views mentioned in the Conservation Area report but that would be a matter of improvement to the plan; it does not strike at the soundness of the allocation. In any event, the western two-thirds of the allocation is unaffected by this consideration.
198. The potential developer of the site suggests that the north-south extent of the site would make the achievement of an adequate landscape buffer to preserve the setting of the witchert wall difficult in addition to the pedestrian and cycle access to the station through the adjoining approved airfield and Dollicott developments as well as the delivery of 315 dwellings which the allocation also requires. I concur that the potential pedestrian and cycle linkages to the west are important to secure the sustainability credentials of this allocation because the limitations of the existing footpath access onto Rosemary Lane and the circuitous vehicular access specified via Churchway would otherwise encourage the use of means of transport less sustainable than walking or cycling. The

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<sup>43</sup> HAD002, HAD010, HAD015, HAD026



Council concurs with the view that the site could not deliver 315 dwellings and promotes a modification to reduce the figure to 273.

199. I also concur with the view expressed in the HELAA that the northern boundary of the site should not extend too far towards the ridgeline but there is clearly flexibility in its precise location, as evidenced by the fact that the boundary of the adjoining approved airfield development lies slightly further to the north. I also concur that it is important that the dwelling numbers envisaged in the plan's allocations are capable of delivery. But, essentially, these are all points that can be adjusted by minor modifications to the plan or through considerations of a planning application. They do not strike at soundness and so no modification to the plan is necessary other than to correct its site area, wrongly stated as 10 ha, its capacity and its phasing [MM85].

*Allocation HAL003 RAF Halton*

200. In an earlier version of VALP, it was proposed to delete this site from the Green Belt in which it lies. That is not now proposed because the Council accepts that there is no justification for it. For that reason, it is right that the allocation covers only the previously developed part of the RAF landholding and not the whole estate. However, there remain hints in VALP as submitted that a future review of the plan will revert to the suggestion of deleting land from the Green Belt. These hints are inappropriate and unjustified and so should be deleted from the plan [MMs 16 and 85A]. The allocation site remains within the Green Belt.

201. Critics of this allocation allege that it would be contrary to national Green Belt policy, set out in NPPF paragraphs 87 and 89. But NPPF paragraph 89 allows for the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building. It also allows for the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces. It also allows for the partial or complete redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. NPPF paragraph 90 allows for the re-use of buildings provided that the buildings are of permanent and substantial construction and provided the development preserves the openness of the Green Belt and does not conflict with the purposes of including land within the Green Belt. There is therefore considerable potential for the development, redevelopment and reuse of an existing developed site within the Green Belt consistent with government policy.

202. Much of the criticism of this allocation was directed at the Defence Infrastructure Organisation's document *Vision for Development at RAF Halton*, published in June 2018. But this is a document which neither forms part of nor is endorsed by VALP.

203. Paragraphs 4.134 and 4.135 of VALP correctly recognise the heritage assets, both designated and other, which characterise the site. The proposed closure of the RAF base, commencing in 2020 and due to be complete by 2022<sup>44</sup> clearly puts the future of these designated and non-designated heritage assets at risk. NPPF paragraph 126 advises that local planning authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic environment including heritage assets most at risk through neglect, decay or other threats. It is therefore fully justified for the plan to be positively prepared in setting out a strategy for the protection and re-use of these assets even though the outcome may not come fully on-stream until the later years of the plan period. However, as the Council freely accepts in its response to my Q21, that is not what allocation HAL003 does in its present form. A modification to add specific criterion (i) relating to the heritage assets should be included in the policy [**MM88**].
204. The closure of RAF Halton was announced in November 2016, so the Council had fifteen months before the submission of VALP in which to prepare its proposals for the allocation of the site. It is perhaps not surprising that its preparations have been somewhat rudimentary and include inconsistencies as they have been refined over time<sup>45</sup> but, for the reasons explained above, I consider it an indication that the plan has been positively prepared that the allocation should be made. It would have been unsound for the plan not to contain specific proposals for a heritage asset so clearly under threat.
205. The suggestion is made, justified by repeated references<sup>46</sup> in the Sustainability Appraisal (SA) of the Vale of Aylesbury Local Plan September 2017 by AECOM that the allocation in VALP of Halton Camp is an alternative to the allocation of a site at Shenley Park, just outside Milton Keynes. It is also implied in that criticism that, if the allocation of Halton Camp is shown to be unsound, then the alternative allocation at Shenley Park would automatically follow. But such is to misunderstand the purposes of the Sustainability Assessment; it is to inform the determination of a preferred strategy for VALP but it does not itself determine the preferred strategy. As the final sentence in Appendix III of the Sustainability Appraisal makes clear, the intention is for the Council and stakeholders to take its findings into account when considering how best to 'trade-off' between competing objectives and establish the 'most sustainable' option. The way in which the Council has made that "trade-off" is clearly stated in paragraph 8.2.2 of the Sustainability Appraisal. It does not depend on the score of any one site but on the characteristics of the options overall.

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<sup>44</sup> As at the time of submission of the Plan, now known to be 2025.

<sup>45</sup> For example, paragraph 2.20 of the Council's topic paper on Housing records an initial broad assessment establishing that there are 44 barrack blocks capable of conversion whereas the response to my Qs66 and 69 refers to 36. Representation 2038 from respondent 27869 Savills on behalf of Crest Strategic Projects reports errors in the Sustainability Appraisal relating to RAF Halton. Without endorsing those in this footnote, it is clear that the fact they can be claimed suggests that the Council's appraisal has been rushed.

<sup>46</sup> In Appendix III – reasonable spatial strategy alternatives, page 136 onwards

206. Moreover, it is clear, from the different impacts which each of the two sites would have on each of the twelve assessment criteria evaluated in Appendix III of the SA that they are only alternatives in terms of scale, they do not substitute for each other in almost every other respect, not least because of their differing timescales of delivery and different geographic locations at opposite ends of the district. The different options evaluated either include or exclude the two sites as may be. At least one option excludes both sites. As is made clear elsewhere in this report in discussion on the spatial strategy and on the housing requirement, I recommend that both sites be included in the plan.
207. The scoring system used in the SA is a matter of judgement. Although I might come to a different judgement in a particular instance, as do some of the representations made, it does not follow that the judgement made in the SA is thereby unsound; it is simply different. An SA informs but does not direct the content of a plan.
208. This allocation might have been scored more highly for sustainability because of its potential effects on Listed buildings, registered parks and gardens or scheduled monuments. The SA sees the proposal as a threat to the heritage assets. But the proposal also represents an opportunity for a heritage-led scheme to secure the retention and conservation of those assets which are otherwise likely to be at risk. But that potentially different perspective does not make the whole SA unsound, let alone the plan to which it relates. Rather, it reinforces the conclusion that allocation HAL003 is justified and therefore, sound.
209. An allocation adjacent to Aylesbury is proposed for development of up to 3,000 dwellings. It is of similar extent to the allocation proposed at Halton for 1,000 dwellings. Given the Green Belt and heritage constraints of RAF Halton and notwithstanding the rudimentary nature of the study of conversion and redevelopment potential that has been made, I consider that 1,000 homes within the plan period is a reasonably justified ball-park figure to apply to the site.
210. As a previously developed site, the allocation has a history of existing traffic generation and so appraisal has only to consider the changes which would be brought about by the redevelopment. There is no evidence to challenge the former County Council's reported assessment that the replacement of the existing camp operations by 1,000 houses did not raise any significant concerns which could not be met by local mitigation measures which are specified in the allocation criteria.
211. I note the observations made in representations about the nature of public transport and other sustainable transport modes to and from the site and that these are no more than adequate but I take the view that a scenario which does not involve the re-use and redevelopment of the site with a comparable quantity of development to that presently existing is not credible. That carries with it implications for the provision of transport facilities which appear to be adequately provided for in the criteria attached to the allocation in the plan.
212. The Council accepted at the April 2021 hearing session, and I agree, that the reference to green infrastructure in the allocation's site-specific requirements

should be more specific about the retention of the extremely good sports facilities currently provided onsite [**MM86**, justifying the insertion of criterion (j) in **MM88**].

213. RAF Halton is reported to be one of the largest single employment sites in Aylesbury Vale. The Council does not propose that the allocation require any replacement employment provision. My reporting of the proposed retention of an excess of employment land in Aylesbury Vale concludes that this is soundly justified by considerations of the growth expected from the CaMKOx growth arc. The effects of that growth arc are expected to be concentrated in the northern part of the district. As RAF Halton is located near the southernmost extremity of Aylesbury Vale District, that consideration would not justify a policy of retaining an even greater excess of employment land in that location. It has proximity to Wycombe district from which demand for employment land is expected to be displaced but, in comparison with other allocated sites nearby around Aylesbury, lacks even the quality of road access which they offer so the fact that the allocation does not propose the retention of employment land does not render the plan unsound.

*Allocation WIN001, Land to the east of Great Horwood Road, Winslow*

214. This allocation is an example of a site proposed within a neighbourhood plan area but not through a neighbourhood plan. Winslow was one of the first neighbourhood plans in the country to be made. Time has now moved on. As noted elsewhere in the section of this report dealing with the spatial development strategy, Winslow currently has about 3% of the district's population. This site represents 5% of all the allocations in the plan but, taking account of existing commitments, including those in the made neighbourhood plan, just 4% of the development expected to take place in the district. That may represent growth of 55% over the plan period but when district-wide growth is 40% and is concentrated in the six strategic settlements which include Winslow that does not make the allocation unsound.

215. Investment in the provision of a rail link to Winslow would progress in tandem with the development proposed. Improved pedestrian connections with the rest of the town form part of the proposal. Transport modelling shows no more than slight increases in travel times in the town as a result of the development proposed, not requiring mitigation.

216. The Infrastructure Delivery Plan notes that the population increase resulting from the development proposed at Winslow would not justify any additional sports hall or swimming pool provision. As noted elsewhere in this report, there is an inconsistency between the Infrastructure Delivery Plan and VALP in that the former asserts that any new development sites at Winslow will be expected to contribute to a new clinic at Norden House, whereas VALP allocation WIN001 does not. Like other inconsistencies between VALP and the Infrastructure Delivery Plan, the inconsistency requires correction. In preparing its modifications, the Council does not include any requirement for a contribution to a clinic at Norden House but instead reduces the expected delivery of the site from 585 homes to 315, thus reducing its potential to make a contribution so the correction needs to be made to the IDP.

217. Some detailed provisions of the allocation, such as the requirement that development be limited to the south of the watercourse, are unnecessary relics from a previous iteration of the plan as the site now does not extend beyond the watercourse. Other detailed provisions require minor adjustments and so are the subject of modifications in **MM89** but otherwise there is no compelling evidence before me which would convince me that, in general terms, this allocation is anything other than sound.

*Allocation STO008, Land south of Creslow Way, Stone*

218. This allocation is part of a larger piece of land which the HELAA assessed as capable of delivering 42 dwellings as it was "part suitable – the north-eastern part of the site (1.2ha) is suitable for development at a density of around 35dph as long as highways access is provided. A Transport Assessment will be required to demonstrate impact of development is acceptable. The southern half of the site is unsuitable for development as it has landscape and visual impact constraints. Need a tree survey as there are likely to be valuable trees that are worthy of Tree Preservation Orders." Yet the VALP allocation is for the 1.2ha recommended but limited to 10 dwellings.

219. Reference is made in the Council's response to my Q71 to the need for landscape mitigation and green infrastructure around the southern and western boundary and also to the need to reflect the adjacent settlement character and density which, on the northern boundary consists of large detached dwellings. True as that is, adjacent development to the east, with which the development would have a close relationship, consists of high density terraced houses. Whilst not endorsing the details of a masterplan prepared by the intending developer of the site, it does demonstrate that potential exists for the development of a considerably larger number of dwellings whilst providing public open space and retaining boundary vegetation around the larger site as recommended by the HELAA.

220. Amongst other matters, NPPF paragraph 58 advises that planning policies should aim to ensure that developments optimise the potential of the site to accommodate development. I am convinced that allocation STO008, as submitted, would not do this and so a modification [**MM94**] is necessary to increase the expected numbers of dwellings to be developed on the site and thus bring the plan into line with national policy.

*Allocation CDN001 Land north of Aylesbury Road and rear of Great Stone House, Cuddington*

221. The constraints associated with the location of this site within the Cuddington Conservation Area are noted within the HELAA. I am therefore satisfied that the significance of this heritage asset has been taken into account in preparing VALP and is reflected in the site criteria included in the allocation. Although not specified in the criteria attached to the allocation, I accept the Council's advice that safe access to the development can be achieved in the light of speeds prevailing on Aylesbury Road. I therefore have no reason to find the plan, or this allocation, unsound, although a modification is necessary to update the site's expected time of delivery and to make it clear, in line with government policy, that the expected number of dwellings is to be a minimum [**MM98**].

*Allocation CDN003 Dadbrook Farm, Cuddington*

222. To achieve access to this otherwise landlocked site would require the relocation of operational farm buildings. The landowner asserts that this would not be a worthwhile proposition if the development is limited to 15 dwellings as VALP proposes. Subsequent correspondence with the landowner contradicts this assertion and so I now have no reason to conclude that the site is undeliverable, although a modification is necessary to update the site's expected time of delivery and to make it clear, in line with government policy, that the expected number of dwellings is to be a minimum [MM99].

*Allocation ICK004 Land off Turnfields, Ickford*

223. Questions were raised about this allocation because previous iterations of the HELAA had found it unsuitable for development. It is said that considerations which led to findings of unsuitability for other promoted sites apply equally to this allocation but, as aerial photographs show, the boundaries of the site are well defined by hedgerows. Its outer boundaries continue the alignments of other developments which define the outer limit of the settlement. Its development would result in the completion of a compact village form surrounding the Ickford Recreation Ground. I therefore find its allocation sound, although a modification is necessary to update the site's expected time of delivery and to make it clear, in line with government policy, that the expected number of dwellings is to be a minimum (MM100).

*Allocation MM0006 Land east of Walnut Drive and west of Foscombe Road, Maids Moreton*

224. At one point during the examination of VALP, the former District Council proposed to delete this allocation in the light of advice received from the former Buckingham County Council concerning the feasibility of achieving access to the site. Following further advice from the County Council as highways authority the District Council reviewed that decision and withdrew the suggested modification to delete the proposal. It therefore remains for consideration and examination in the submitted plan.

225. This about-face took place at such short notice before the hearing session in July 2018 that many people who had made representations about the allocation did not receive notification in time to attend the hearing session. So that they were not disadvantaged, I held a further hearing session in April 2021 at which it was apparent that the allocation was mightily opposed. Sheer weight of opposition does not of itself necessarily mean that the allocation is unsound but it has identified a large number of issues which need to be examined.

226. Many of the considerations which apply to the three Buckingham allocations (BUC043, BUC046 and BUC051) apply to this allocation, except that it is outside the Buckingham Neighbourhood Plan area. These are the points concerning market absorption, infrastructure requirements to deal with traffic growth specified in the Buckingham Transport Strategy and the Infrastructure Delivery Plan and water and sewerage capacity enhancements. My

conclusions on those matters in relation to this site are the same and need not be repeated. See previous sections of this report headed *Allocation BUC043 Moreton Road, Buckingham, Allocation BUC046 Land off Osier Way, Buckingham and Allocation BUC051 West Buckingham*.

227. Considerations which are unique to this allocation are its size in relation to Maids Moreton, the extent of the settlement's supporting infrastructure and hence, its position in the settlement hierarchy and a disparity between the size of the allocation and with that described in policy S2(h) and what would be allowed for an unallocated site proposed in accordance with policy D2(1). The allocation had been identified as not suitable in the HELAA 2015 but found suitable in a later edition and had been identified as the least suitable site in the village in the 2017 Sustainability Appraisal, reflecting a lack of local employment (so leading to commuting but without adequate transport infrastructure), its status as a greenfield site (so leading to impacts on wildlife), as Best and Most Versatile agricultural land and an increase in flood risk. Representations alleged that there would also be an impact on heritage assets.
228. If analysed as a freestanding settlement, the facilities which Maids Moreton enjoys would barely qualify it as a medium village in the Plan's settlement hierarchy. In terms of dwellings the parish is just within the top quartile of settlements by size within the plan area. Before the Covid-19 pandemic there were a couple of bus services but collectively they fell short of an hourly frequency and it has effectively none now (but with the potential for one to be provided should development of this allocation proceed). It has a pub but no post office, pharmacy nor even a corner shop. It has a place of worship, a village hall and a well-equipped recreation ground but only an infants' school (shortly to be expanded into a primary school) and pre-school facility, little employment and no doctor's surgery.
229. But, it is not a free-standing settlement. Residents of Maids Moreton clearly see themselves as separate from Buckingham but, to an independent observer, the two settlements coalesce. Although Buckingham Rugby Union Football Club's grounds to the west and agricultural land to the east cause a break in the continuous line of development along the main A413 and the name of the road changes from Moreton Road (in Buckingham) to Duck Lake (in Moreton), there is a continuous line of development linking Moreton and Buckingham without a break along the alternative route of Church Street, Glebe Terrace and Avenue Road. To an outsider, coalescence between the two settlements has already occurred and, in practical terms of urban landscape, supporting infrastructure and of their capacity to support development, Maids Moreton and Buckingham can draw on each other's resources. Moreton hosts the Buckingham Rugby Union Football Club which offers a facility serving an area much wider than the village alone. Buckingham provides retail facilities, health facilities and secondary schools at a distance of about a mile and a half from Maids Moreton.
230. In that light, it is both sound and reasonable to evaluate allocation MMO006 as one of a series of potential allocations in and around Buckingham. Others (BUC043 – 130 dwellings, BUC046 - 420 dwellings and BUC051 – 300 dwellings) have been discussed earlier. As such, and notwithstanding the vacillating advice of the HELAA and Sustainability Appraisals the number of

homes proposed on this allocation does not seem disproportionate. Other settlements classified as medium villages but closely associated with a larger settlement face similar scales of development when completions and commitments are added together.

231. Like many greenfield sites, the allocation would extend built development further into the countryside but no further than has been committed at the adjoining site known as MMO005 (not an allocation within the Plan). Criterion (b) of the policy as submitted, together with the extent of land shown as "not built development" on the submission policies map inset for Buckingham and Maids Moreton would limit impact on the countryside and so, needs no modification to be found sound. Criterion (f) seeks a net biodiversity gain from the allocation. Whatever the merits or demerits of the biodiversity studies associated with the current planning application, which are not for me to consider, in my experience it is not difficult for a new development to be able to demonstrate a net biodiversity gain over the baseline of land in agricultural production and so that consideration does not present itself as a ground for finding the allocation unsound.
232. Much land around Buckingham is Best and Most Versatile agricultural land and so, if growth at Buckingham is to be accommodated at all it is inevitable that some loss would occur. I have no reason to question the Council's advice that alternatives offer no advantage in terms of using poorer quality land.
233. Any development of a greenfield site carries with it a risk of increased surface water flooding because of faster run-off from hard surfaces but the risk is usually dealt with during consideration of a planning application. The submitted Plan's policy for allocation MMO006 includes criterion (e) which would require the submission of a surface water drainage scheme.
234. The former District Council's Heritage adviser was consulted on the sites included in the HELAA January 2017, as paragraph 4.21 of that report attests. Sites were frequently classified as unsuitable on account of their impact on heritage assets, including sites MMO002, MMO007, MMO009 and MMO012 in Maids Moreton itself. I have no reason to doubt that an adequate heritage assessment of this site was made during the preparation of the plan.
235. Discussions on access have been resolved to the satisfaction of the highway authority. They were explored further during the April 2021 hearing session during which it became apparent that there were discontinuities between transport advice given during the preparation of the Plan and that given during the concurrent consideration of a planning application on the site. In coming to a view on the soundness or otherwise of the Plan, I cannot ignore the advice that has been given in relation to the planning application, although the latter is not for me to determine.
236. Following the July 2018 series of hearing sessions, I asked the Council to identify and make explicit within the plan proposals for transport infrastructure which were implicit within many of the Plan's housing proposals. The outcome for Aylesbury is discussed in another section of this report. In complying with my request, the Council commissioned further work into the impacts of development proposals on the Buckingham highway network.



237. It is clear from this further work that the Council faces very difficult decisions in guiding the future development of Buckingham. Both for its own future prosperity and as the second largest settlement within the plan area, the town needs to accommodate its proportionate share of Aylesbury Vale's growth. But that growth brings with it traffic growth over and above that which occurs anyway and so puts stress on the town's historic highway network.
238. Buckingham's transport system is constrained by a few junctions of limited capacity within the town's historic core. The highway modelling work which the Council has carried out shows that because of its location on the west side of town, traffic generated as a result of allocation BUC051 would unacceptably overload those junctions unless relief were to be provided by a new road which the development itself could not fund. As reported earlier, allocation BUC051 is deleted from the plan for that reason.
239. By contrast, allocations BUC043, BUC046 and MMO006 could each fund minor improvements to the junctions through contributions to the Buckingham transport Strategy already referred to and also would add load to those junctions to a lesser degree because the likely main objective destination is Milton Keynes to the east of Buckingham and alternative routes, avoiding the town centre, are available. Those alternative routes include the use of Mill Lane (also known as College Farm Road) through Maids Moreton. The outcome would not be congestion-free but congestion would be tolerable and so not amount to a residual cumulative impact that would be so severe as to prevent development, whilst at the same time accommodating proportionate housing growth around Buckingham.
240. I acknowledge that advice given in relation to the current planning application to develop the MMO006 allocation gives the impression that traffic calming measures will be imposed on Mill Lane (College Farm Road) and that these traffic calming measures would dissuade traffic from using the roads so treated. Be that as it may, I was given explicit assurance by the Council's representative at the hearing session that my understanding was correct that the traffic calming measures were intended to make sure that the roads concerned would accommodate the traffic generated from the MMO006 allocation in a safe way. Certain aspects of the measures envisaged would afford a clear increase in capacity at the junction of Mill Lane (College Farm Road) with the A422 Stratford Road but it was also made clear that such a capacity increase would only be implemented as a contingency if, contrary to the Council's expectations, an issue arose in practice.
241. The shifting sands of analysis and policy (identification as not suitable, then as suitable in successive drafts of the HELAA, categorisation as worst option for the village in the SA, inclusion in the submitted plan, then exclusion as a proposed modification, then re-inclusion, together with the discontinuities of transport advice) have clearly undermined local public confidence in the planning authority. Nevertheless, having examined the matter at considerable length and in considerable detail, I am convinced that, given the difficult decisions which the Council has had to face in determining Buckingham's future and taking all matters together in the round, this allocation is positively prepared and justified, although a modification is necessary [MM101] to make the allocation effective and consistent with government policy by reflecting the contribution which the allocation will need to make to the resolution of

Buckingham's highway deficiencies, updating the site's expected time of delivery and to make it clear, in line with government policy, that the expected number of dwellings should be viewed as a minimum.

*Allocation QUA014-016 Land adjacent to Station Road, Quainton*

242. Accommodation works for the HS2 railway line would render this allocation undeliverable in the form presently delineated on the submission policies inset map. The delineation of the proposal on the submission policies inset map is an interpretation of policy H1 contained in the made Quainton Neighbourhood Plan but not taking account of property boundaries or of HS2 commitments. A modification to the inset map is therefore necessary to redefine the boundaries of the proposal, taking account of the road realignment to accommodate the new railway line. A modification to the allocation policy is necessary to update the site's expected time of delivery and to make it clear, in line with government policy, that the expected number of dwellings is to be a minimum [MM105].

*Allocation EDL021 land off Slicketts Lane, Edlesborough*

243. The VALP policies map records this as a site allocated in a made Neighbourhood Plan. That is a matter of fact and therefore, for VALP to record the fact is sound. The soundness of the Neighbourhood Plan is not a matter for me to consider; Neighbourhood Plans are examined and made in accordance with a different set of criteria.

*Key employment sites*

244. In the light of representations made, I have also considered whether the inclusion of the Gatehouse and Rabans Lane industrial areas as Key Employment sites protected by policy E1 would conflict with paragraph 22 of the NPPF. This advises that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

245. The Council's response to my question 84 in respect of Gatehouse Industrial Estate refers to its Employment Land Review and its recommendations that, over time, there is potential for further rationalisation of employment uses at Gatehouse Industrial Estate to introduce a greater mix of uses. The Council also tells me that this has been addressed with retail and housing developments being permitted. This being so suggests that there is an inconsistency between, on the one hand, the Council's evidence base and its development management practice and, on the other hand the application of policy E1 to the Gatehouse Industrial Estate. In response, the Council proposes a Main Modification [MM285] to refine the boundary of the Gatehouse Industrial Estate shown on the policies map so as to reflect the further potential for rationalisation identified in its Employment Land Review. I agree that this modification is necessary for justification.

246. By contrast, the Employment Land Review Update identifies Rabans Lane as providing good quality industrial accommodation. It advises that policy could seek to retain the land for employment use. Its identification as a Key Employment Site is therefore justified by the supporting evidence

notwithstanding the Council's own proposal for 200 dwellings on allocation AYL115.

### **Issue 5 – Whether the need for housing for different groups in the community would be met effectively.**

247. NPPF paragraph 50 advises that local planning authorities should plan for a mix of housing based on the needs of different groups in the community. Examples include families with children, older people and people with disabilities. In this report, I consider specifically, housing types and sizes, housing for older people, accessible housing, housing for students, accommodation for gypsies and travellers, provision for self-build housing and provision for affordable housing.

248. Policy H6 seeks to follow the NPPF advice with four policy elements. The first is related to housing types and sizes, the second to a requirement for self-contained extra care dwellings as part of housing schemes of more than 100 dwellings in strategic settlements (Milton Keynes, Aylesbury, Buckingham, Winslow Wendover and Haddenham), the third to encourage extra care housing, specialist housing for older people and for supported housing generally within all residential schemes and the fourth to a requirement that all residential development should be accessible and adaptable (Category 2 in the terms of Building Regulations Approved Document M) and that a percentage should be Category 3.

#### *Housing types and sizes*

249. The element of policy H6 relating to housing types and sizes is uncontroversial. It does not differentiate between housing for sale and private rented sector housing but that is unremarkable as they are not distinguishable in planning terms. It does not specify a specific dwelling mix, which would be difficult to apply with precision to the range of site sizes likely to come forward during the plan period. Rather, it requires account to be taken of the Council's most up to date evidence. That can currently be found in the amended Figure 123 of the Council's HEDNA<sup>47</sup> and in paragraph 5.56 of the plan. It identifies eleven categories of housing type and size which illustrates the point that a requirement in terms of precise percentages of each type could not be applied to any site other than in multiples of 100 units and still result in whole numbers of dwellings in each category. For that reason, I consider that the Council's approach to dwelling mix set out in the first part of policy H6 is sound.

#### *Housing for older people*

250. The same cannot be said of the remaining parts of policy H6. VALP paragraphs 5.57 to 5.61 summarise the section of the HEDNA which analyses

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<sup>47</sup> Buckinghamshire HEDNA update 2016 Addendum September 2017

the housing needs of older people. It quotes from national Guidance identifying separate categories of sheltered, enhanced sheltered, extra care and registered care housing as well as residential institutions (Use Class C2). It also quotes the 2012 report *Housing Our Ageing Population* which differentiates between mainstream housing, specialised housing and Care Homes. By contrast, policy H6 itself does not seem to recognise that specialised housing and Care Homes cannot simply be "pepperpotted" as a percentage of general mainstream housing. They need to be provided collectively in institutional or quasi-institutional groupings with a substantial critical mass sufficient to pay for the support services which are provided.

251. The threshold case of a 100-dwelling development could not provide sufficient critical mass for institutional or quasi institutional housing to be provided as a percentage of general needs housing. Nor, if provided as a percentage of general needs housing would there be a sufficient number of developments of sufficient size to provide for the number of sheltered housing schemes likely to be needed. In some cases they will need specific allocations of land. Paragraph 5.59 of the plan notes the HEDNA's forecast of an increase in the institutional population of 1,160 people, suggesting a need for an additional 10-20 such institutions but VALP appears to provide for only two (as parts of allocations AGT3 and AGT4). Nor does it appear to include any allocations or policy provision for sheltered housing schemes or any of the other categories of non-mainstream housing for older people described in national Guidance. Consequently, it does not demonstrate that it provides for these housing needs of older people and so is unsound in that respect.

#### *Accessible housing*

252. In response to my Q22 the Council accepted that the final part of policy H6 required modification on the grounds that it is not possible to require a percentage of dwellings to conform to category 3 of Building Regulations approved document M whilst at the same time requiring 100% of dwellings to comply with category 2 of the same document. If it is the case that the categories are mutually inconsistent (ie that a category 3 dwelling cannot simultaneously be a category 2 dwelling) then clearly a modification is necessary. Moreover, national Guidance<sup>48</sup> advises that local plan policies for wheelchair accessible (Category 3) homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling, so it would be contrary to that Guidance to seek a proportion of category 3 dwellings in housing other than affordable housing to which the local authority has nomination rights.
253. It is fair to say that only a percentage of the population will need either a Category 2 or Category 3 dwelling and that requirements which apply to new build housing will do nothing to make existing housing suitable for people who have special needs. But new housing will only ever comprise a percentage of the total housing stock. To get to a position where the total housing stock

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<sup>48</sup> Paragraph 009 Reference ID: 56-009-20150327

offers an appropriate percentage of Category 2 or Category 3 housing requires a disproportionately high percentage of new housing to be so provided.

254. However, national Guidance<sup>49</sup> advises that the Building Regulations for Category 2 or 3 dwellings require step-free access which precludes their provision in multi-storey flatted development without lifts. Lifts are not required and may not be viable in low-rise flatted developments so national Guidance advises that in such cases, neither of the optional requirements in part M should be applied. Compliance with national policy is a soundness test and so a modification is required to exclude low rise flatted developments above the ground floor from the requirement for Category 2 housing.

255. In response to the preceding comments, the Council has comprehensively reviewed policy H6 and proposes modifications which are necessary to provide a policy which would be both effective and justified both for older persons housing and for accessible housing [**MMs 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 168, 169 and 170**].

#### *Student housing*

256. National Guidance advises that local planning authorities should plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings and whether or not it is on campus. The evidence base acknowledges that about 1.5% of the private rented sector are occupied by students. This element of student housing will be encompassed by generally applicable housing policies. No further specific provision for other kinds of student housing which are differentiated in planning terms is necessary because the only University (the Independent University of Buckingham) within the district provides accommodation for all its students.

#### *Gypsy and travellers' needs*

257. The definition of gypsies and travellers changed for planning purposes in the updated Planning Policy for Traveller Sites published in 2015. There remains uncertainty how the new definition should be applied. VALP applies a cautious approach to the large proportion of people whose status is unclear and makes provision which includes them. In the absence of certainty, I consider that such a cautious approach is sound. Any consequent overprovision could provide for those who may not be defined as gypsies but who choose to follow a gypsy way of life.

258. In response to my request for observations on certain matters relating to allocation D-AGT1, the Council reminded me that VALP makes allocations for 69 pitches to meet the first ten years of need (2016-2026). This includes all the site options identified in the Aylesbury Vale Gypsy, Traveller and Travelling Showpeople Site Assessment (2016). These 69 pitches specifically include an allocation of 5 pitches on AGT1. All the allocations listed have either been implemented or are vacant pitches available for occupation, apart from the

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<sup>49</sup> Paragraph 010 Reference ID: 56-010-20150327

allocations at AGT1 (5 pitches) and AGT2 (5 pitches). In addition to the allocations, permission has been granted for 1 pitch at Land Opposite Red Lion, Little Tingewick and six pitches at Oaksvview Park, Boarstall in addition to the allocation there. With the housing on the sites AGT1 and AGT2 projected to start delivering from 2024/25 onwards it is anticipated the 5 gypsy and traveller pitches on each of these sites could still be delivered within the 2016-2026 time period.

259. Representations argued for the omission of the requirements for pitches on allocations AGT1 and AGT2 but it is clear that without these pitches the need identified for the first ten years of the plan would not be met. Allocation AGT1 is expected to deliver about one-eighth of all the housing allocations within Aylesbury, so it follows that it is not disproportionate for one of the gypsy and traveller sites required for Aylesbury as a whole to be located there. Consequently, the provision for gypsy pitches within those allocations is necessary for the plan to be effective and compliant with government policy. I therefore do not recommend any modification for their deletion.

260. I therefore find that the specific requirements for gypsy and traveller sites which are made both within certain allocations for housing development and also free-standing, such as at Oaksvview Park, Boarstall (where I concur with the views expressed on the appropriateness of the site contained in a recent appeal decision (APP/J0405/W/18/3193773)) would be effective in meeting the needs of gypsies and travellers.

#### *Self-build housing*

261. Amongst other matters, NPPF paragraph 50 advises that local planning authorities should plan for a mix of housing based on the needs of different groups in the community such as people wishing to build their own homes. VALP proposes to meet this objective through policy H5 requiring developments of 100 or more dwellings to provide an unspecified percentage of serviced plots for sale to self/custom builders. The percentage is to be defined on a site-by-site basis dependent on evidence of demand and viability, notwithstanding the fact that the policy has been tested for viability in the Council's viability assessment and has been found to have a neutral effect.

262. The policy would apply to allocations AGT1, AGT2, AGT3, AGT4, AGT6, AYL063, AYL115, NLV001, BUC043, BUC046, BUC051, HAD007, HAL003, WIN001 and MMO006, all of which are for developments of 100 dwellings or more. One is a town centre site where conversion of an office block is expected to deliver the housing, so individual plots are unlikely to be feasible. Another, at RAF Halton is expected to involve conversion of existing heritage assets as a substantial component of delivery. The policy makes no exceptions for feasibility.

263. By definition, all the relevant allocations are large sites attached to the major settlements of Milton Keynes, Aylesbury, Buckingham, Haddenham, Wendover and Winslow. The policy would not offer opportunities in smaller settlements but this would not diminish its effectiveness because the locations where the policy would apply appear reasonably well correlated to the geographical location of the twenty or so groups or individuals registered on the National Custom and Self Build Association's self-build portal in July 2016. There are

reported to be 209 entries on the Council's Self Build and Custom Housing Register but it is not a published register and so geographical analysis is not possible. If each of the allocations falling within the terms of the policy were to provide for ten or so plots, then the registered demand would be satisfied.

264. Representations point to the difficulties of accommodating third parties on a developer's building site and suggest that sites should be exclusively and specifically allocated for self-build housing. There is reportedly a specific allocation of a site within the Buckingham Neighbourhood Plan for self-build housing. However, in support of the effectiveness of its policy the Council reports that intending developers of allocation AGT3 are committed to the provision of 165 plots out of a total of around 1660 expected from the allocation.
265. I note that the Council substitutes the word feasibility for the word viability as a non-material modification. I conclude that the evidence indicates that this policy is sound. The plan would therefore be effective in meeting the needs of custom and self-builders.

#### *Affordable housing*

266. National Guidance advises that the types of households to be considered in housing need include those in insecure tenure because their housing is too expensive compared to disposable income. By contrast, the evidence base which underpins VALP excludes from the definition of those needing affordable housing those households which are in the private rented sector but in receipt of housing benefit,<sup>50</sup> notwithstanding a recognition<sup>51</sup> that housing benefit data from the Department of Work and Pensions provides reliable, consistent and detailed information about the number of families that are unable to afford their housing costs. The Council's evidence base does this because it regards housing benefit as an income supplement which can be relied upon in the long term<sup>52</sup> to allow households to afford to house themselves without recourse to affordable housing. Although this does not strictly comply with guidance as a way of defining the need for affordable housing, it represents a pragmatic appraisal of what happens in reality and so I do not regard it as unsound.
267. There are some other anomalies in the way the evidence base calculates the affordable housing need in respect of how tenants of substandard and overcrowded housing are counted. However, such anomalies are small and do not affect the overall robustness of the calculations.
268. In any event, the potential for providing affordable housing is limited by viability concerns to not much more than the figure of 4,200 dwellings identified through the needs analysis. The latter identifies a need for 24.2% of

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<sup>50</sup> Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 paragraphs 4.104-107

<sup>51</sup> Ibid paragraph 4.39

<sup>52</sup> Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 Addendum September 2017 paragraph 3.9

all housing in both the South Buckinghamshire HMA and Aylesbury Vale District to be affordable<sup>53</sup>. The former estimates that suitable parameters for an affordable housing target proportion are 20-30% and that a 25% target is realistic.<sup>54</sup> There is no convincing evidence before me which demonstrates that this would be unsound. Other than the deletion of references to the concept of Starter Homes, which has not been taken forward [MM112], no other modification to the section of the plan relating to affordable housing is necessary than those [MMs 114, 115 and 116] made in support of other issues identified in this examination to make sure that policy is stated within policy H1 rather than in supporting text and to eliminate a provision apparently applying an unauthorised charge to an applicant.

269. Of course the VALP policy requirement would apply to all housing across the plan area, including that percentage which represents displaced demand from other local authority areas, some of which may have higher requirements for affordable housing. But, as the identified need for affordable housing in Aylesbury Vale is the same as the average across the whole Central Buckinghamshire Housing Market Area, that concern does not affect the soundness of the plan or alter the conclusion reached on this issue.

270. A related concern was that some of the affordable housing provided within Aylesbury Vale would have represented a percentage of demand (including affordable housing demand) displaced from other areas but would not have satisfied that demand unless it were accessible to those who needed it. This would have been a matter for housing eligibility rules rather than the soundness of the plan but, in any event is overtaken by events now that the five Buckinghamshire authorities have been combined into one.

271. A number of representations made the point that some made Neighbourhood Plans required higher percentages and that these were justified at the time of the making of the Neighbourhood Plans. As noted elsewhere in this report, VALP does not explicitly say that it supersedes any Neighbourhood Plan policy and so they exist side by side. VALP policy H1 requires a minimum of 25% affordable homes on site and so Neighbourhood plan policies which require more than that minimum are not inconsistent with it. The Council consulted on a Modification to make it clear that policy H1 was not intended to override previously made Neighbourhood Plans which required a higher percentage of affordable housing but, for the reason explained, this modification is unnecessary and so I do not insist upon its adoption.

272. In its response to my Q79, the Council agrees that the threshold which (in line with national policy) applies the policy to sites above a certain size will imply a limiting effect on the delivery of affordable housing in smaller villages. That is as a result of the limited allocations to villages and the restrictive policies D2 and D3 which apply to them, as noted in the section of this report dealing with the spatial distribution strategy. However, it is still possible to gain affordable

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<sup>53</sup> Ibid paragraph 4.98

<sup>54</sup> VALP viability assessment August 2017 paragraphs 3.2.11-12



housing through allocations made in a neighbourhood plan or as a rural exception in accordance with policy H2. I comment elsewhere on the need to clarify the role of future Neighbourhood Plans through the deletion of policy S8 and its replacement by new paragraph 3.75 [MM20] and the emphasis on the role of neighbourhood plans in identifying additional housing sites [MM106].

## **Issue 6 – The relationship with Neighbourhood Plans**

273. VALP has a relationship with an exceptionally large number of Neighbourhood Plans. Paragraph 3.69 of the plan records that at the time of its drafting there were 11 “made” Neighbourhood Plans and a further 21 Neighbourhood Plan areas approved<sup>55</sup>. Representations relating to these relationships show considerable concerns and confusion about how the relationship will work in practice where both a made Neighbourhood Plan and VALP once adopted have policies covering the same subject (e.g design standards, parking requirements, affordable housing, changes of use in employment areas or shopping parades etc).
274. Section 38(3) of the Planning and Compulsory Purchase Act 2004 defines the development plan. It includes both adopted development plan documents and made neighbourhood development plans equally. Paragraph 3.72 of VALP asserts that made Neighbourhood Plans will not replace the Local Plan but will sit alongside it, with their policies applying ahead of similar policies in the Local Plan. But that is only true of Neighbourhood Plans made after the adoption of VALP. For Neighbourhood Plans made before the adoption of VALP the reverse is true; VALP will not replace the Neighbourhood Plans but will sit alongside them, with its policies applying ahead of similar policies in the Neighbourhood Plan. For clarity and hence effectiveness and soundness a modification to paragraph 3.72 of VALP is necessary to make that clear [MM19].
275. Regulation 8(5) of the Town and Country Planning (Local Planning)(England) Regulations requires that where a local plan (e.g VALP) contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy. (There is no equivalent provision in the Neighbourhood Planning (General) Regulations 2012 for Neighbourhood Plans to include such a statement). Although paragraph 1.1 of VALP and its Glossary entry for Development Plan asserts that VALP will replace the previously adopted Aylesbury Vale District Local Plan 2004, VALP contains no statement that its policies would supersede any policy in a previously made Neighbourhood Plan.
276. The Council gave repeated assurances throughout the examination that VALP was not intended to override made Neighbourhood Plans and so the absence of any statement identifying superseded Neighbourhood Plan policies is consistent with that intent. Some policies in VALP make specific exceptions to

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<sup>55</sup> The Housing Delivery Study, paragraph 4.40 says 34 areas are in the programme.

their applicability in made Neighbourhood Plan areas in pursuit of this aim (e.g the first sentences of policy D2 and D3 and in policy D2(c)).

277. Since Neighbourhood Plans are meant to be in general conformity with the adopted local plan, conflicts of new Neighbourhood Plans with VALP once adopted ought not to arise. Unintended conflicts between previously made Neighbourhood Plans and VALP would be resolved through the operation of section 38(5) of the Planning and Compulsory Purchase Act 2004. If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan. As there is this statutory provision regulating the relationship between VALP and Neighbourhood Plans there is no necessity for any modification to make VALP sound except insofar as the previously mentioned modification to paragraph 3.72 is necessary for clarity and effectiveness.
278. It is easy to construct a conflict where none exists. For example, representations considered that VALP policy H1 which includes an affordable housing figure of 25% would be in conflict with Neighbourhood Plan policies requiring a higher percentage. But in fact VALP policy H1 requires "a minimum" of 25% affordable homes and so is not in conflict with Neighbourhood Plan policies which require a higher percentage.
279. If it had been the Council's intention that the more recent policies of VALP should not prevail where there is true conflict with previously made Neighbourhood Plans, then the Council would have needed to promote Modifications to policies such as H1, H6, E2, E6, T5, BE2, BE3, BE4 (and possibly others) to include words such as "Except where there is contrary policy provision in a previously made Neighbourhood Plan", so as to provide the clarity which is necessary for soundness. The council did consult on a modification to do so for affordable housing in policy H1 but, for the reasons explained in the previous paragraph, there is actually no conflict to resolve and so I do not recommend the adoption of this modification.
280. Insofar as I find VALP's policies soundly justified by the evidence, there is not the evidence before me to show that there is reason in any other case to require sound policies of the VALP to cede precedence to policies in earlier made Neighbourhood Plans which are not before me to test for soundness and which have been made in compliance with a different set of examination criteria. Accordingly, I do not require any such generally applicable modifications to be made. Other sections of my report consider individual policies on their own merits.
281. VALP sets targets for housing, retailing and employment land in policy S2, as well as making allocations in allocations policies and for housing in tables 1 and 2, for gypsies and travellers in policy S6 and tables 4 and 6, for employment in policy D5 and for retail in policy D6. Some see this approach as emasculating the role for future Neighbourhood Plans or reviews because there is no need to make further allocations in the plan period to meet the needs identified by VALP.

282. But that overlooks the specific role which VALP Table 2 expects Neighbourhood Plans to play in the planning of smaller villages and other settlements and which policy S8 expects Neighbourhood Plans to play in identifying sustainable development opportunities over and above those identified by VALP, an aim which is consistent with government policy to boost the supply of housing. Unfortunately, Policy S8 exceeds the remit of a Local Plan because it is not a policy related to the use of land with which neighbourhood plans must comply but seeks to set process requirements for Neighbourhood Plans which are set out in legislation elsewhere. Consequently, it must be deleted but Modification **MM20** provides substitute text to avoid any doubt about the plan's intentions towards Neighbourhood Plans. Modifications **MM106** and **MM107** make clear the Council's intended role for neighbourhood plans to identify housing sites in small settlements supplementary to those identified in VALP.

283. An approach which sets targets without making allocations delays the production of a complete and comprehensive development plan. There could be no guarantee that Neighbourhood Plans would ever come forward or succeed in making the allocations to meet the targets. By contrast VALP's approach brings certainty at an earlier date. There is nothing in this, or the other matters discussed in this section of my report which leads me to conclude other than that VALP's relationship with Neighbourhood Plans is sound.

#### **Issue 7 – Whether monitoring arrangements would be effective.**

284. NPPF paragraph 157 states the government's expectation that Local Plans should be drawn up over an appropriate time scale, preferably a 15-year time horizon. VALP's is nominally a twenty-year horizon 2013-2033.

285. But a number of paragraphs in the plan intimate that, in fact, it is not expected to be robust for anything like that period. An early review of the plan is first indicated in paragraph 1.62. Paragraph 3.77 asserts that on the basis of current available evidence, it is envisaged that the plan will need to be reviewed soon after adoption, citing the Oxford-Cambridge expressway and Heathrow expansion as well as more local factors. Paragraph 7.20 confirms that implications of the route of the Oxford to Cambridge expressway will be taken into account in an early review of the plan.

286. Be that as it may, to be sound a plan must be positively prepared. The submitted Plan's commitment to an early review, implicitly commencing on adoption, goes well beyond what might be thought to be a prudent flexibility to respond to national events outside the Council's control. It implies that the plan is unsound as submitted.

287. The government's response to the National Infrastructure Commission's report Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc (CaMKOx) was published on 29 October 2018. Its decision on the corridor for the Oxford to Cambridge Expressway was published on 12 September 2018. Development of the expressway concept was paused in March 2020 and cancelled in March 2021 but investment to deliver the next phase of East West Rail continues. Consequently, the government's position on the arc is now clearer than when the plan was submitted. Modifications to the plan proposed by the Council reflect these events and so are necessary for the plan

to be effective [**MMs 8, 208 and 210**]. Modifications proposed by the Council in response to other issues raised in my examination, such as the housing numbers and the imbalanced spatial strategy in the north of the plan area, increase the robustness of the plan in the context of the CaMKOx growth arc and reduce any pressing need for urgent review. Consequently, the references to the need for an early review are inappropriate and should be deleted [**MMs 4, 6, 8, 16, 21, 22, 26**].

288. Representations to these modifications seeking to reinstate a commitment to an early review are largely based on changes to plan making subsequently introduced but NPPF2019 has specific transitional arrangements for previously prepared plans to continue. The passage of time inevitably brings new considerations but regulation 10A of the Town and Country Planning (Local Planning)(England) Regulations 2012 sets a standard period for review. The representations do not adduce new emerging changes in circumstances not considered previously.
289. It is, nevertheless, good practice that a plan be regularly monitored and reviewed. National Guidance advises that local planning authorities must publish, at least annually, information that shows how the implementation of policies in the plan is progressing. Policy S9 states that this will be done and so complies to that extent with national policy. National Guidance also advises that the local planning authority should review the relevance of the Local Plan at regular intervals to assess whether some or all of it may need updating and that most Local Plans are likely to require updating in whole or in part at least every five years. Policy S9 states that this will be done and so complies to that extent with national policy.
290. There is not normally any redress if a local planning authority fails to review or update a plan when necessary but policy S9 sets out four circumstances in which proposals for alternative sustainable sites will be favourably considered in any event. It is necessary to make it clear that it is progress on housing supply in general, not just on allocations which may trigger this provision. Subject to an adjustment to achieve that clarity [**MM26**], suggested by the Council, which I endorse, I consider that this policy is soundly conceived and would be effective in ensuring that a plan rendered out of date by unexpected events would not be a bar to appropriate development taking place.

### **Issue 8 – Whether transport policies and proposals are justified.**

291. At first glance, VALP has just seven policies concerned with transport and no proposals. Two of these policies, T2 and T3, are safeguarding policies. One, T4, requires developments to mitigate their own transport effects. Two others, T5 and T7, set standards for parking and electric vehicle charging points. Elsewhere in my report I note that it is unsound for these to be delegated to SPD, as these policies do. One further policy protects footpath and cycle routes (with considerable overlap with policy C4).
292. But, on closer inspection, policies T1 and T6(a) require developments to implement the proposals in the Buckinghamshire Local Transport Plan 4, the Aylesbury Transport Strategy, the Buckingham Transport Strategy and any county-wide or local cycle strategy. Yet, none of these proposals are specified in the plan. Nor have they been subject to the public consultation procedures

specified for local plans. The Buckinghamshire Local Transport Plan 4 is not even part of the evidence base for VALP.

293. NPPF (2012) paragraph 7 is quite clear that it is the role of the planning system, amongst other things, to identify and coordinate development requirements, including the provision of infrastructure. National Guidance advises that the Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered.<sup>56</sup> It points out the need to identify the short, medium and long-term transport proposals across all modes as a key issue in developing the transport evidence base to support the local plan.<sup>57</sup>
294. It advises that the Local Plan should make clear, for at least the first 5 years, what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated rate and phasing of development. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.<sup>58</sup> VALP does not do this and so is unsound as submitted.
295. In a number of instances, individual allocations provide an insight into what is proposed in these various external transport plans and strategies. Allocations AGT1, AGT2, AGT3, AGT4, AGT6 all refer to the provision of various link roads around Aylesbury, NLV001 requires various highway improvements and reservations connected with Milton Keynes and during a hearing session it became apparent that BUC051 is dependent on a road proposal contained within the Buckingham Transport Strategy but nowhere mentioned in VALP. It is not clear whether there would be other proposals, included in the various transport strategies but not shown in VALP, to which developments would need to comply or implement in accordance with policies T1, T2 and T3.
296. In response to the comments in the preceding paragraph and at my request, the Council proposes modifications, which I recommend for adoption, to insert the key infrastructure requirements upon which the delivery of VALP depends and to delete the BUC051 proposal which would have been dependent on the construction of a Buckingham Western Relief Road which the scale of development would have been insufficient to fund. These modifications are necessary to the soundness of the plan [**MMs 83, 202, 203, 204, 205, 206, 207, 208, 209 and 210**] to show that it has been positively prepared.
297. National Guidance calls for the preparation of a transport assessment at a number of stages in the preparation of a local plan, the first being as part of the initial evidence base in terms of issues and opportunities.<sup>59</sup> This stage seems to have been omitted from the process of preparing VALP which seems

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<sup>56</sup> Paragraph: 002 Reference ID: 12-002-20140306

<sup>57</sup> Paragraph: 003 Reference ID: 54-003-20141010

<sup>58</sup> Paragraph: 018 Reference ID: 12-018-20140306

<sup>59</sup> Guidance Paragraph: 004 Reference ID: 54-004-20141010

to have started with the second stage described in national Guidance, namely as part of the options testing during which various iterations of Countywide Local Plan modelling were undertaken by Jacobs on behalf of Buckinghamshire County Council. The introduction to the first of these dated 6 July 2016 explains that Jacobs has been commissioned to assess the transport impact of the emerging local plan proposals. The model outputs show whether or not there has been betterment or detriment as a result of the tested scenarios in terms of highway congestion, travel times and demand flow.

298. The second modelling report (March 2017) examines the same three development scenarios (refined to reflect changes in the component development schemes through the passage of time) but with the addition of various transport mitigations. These transport mitigation projects derive from long shopping lists of projects sought by Buckinghamshire Districts and the County Council. The selection has been made with a view to mitigating the impacts identified by the 2016 report but it is not clear that the schemes were originally conceived with that purpose in mind. In consequence, the nature of the issues or problems which the transport schemes are seeking to address is hidden. Again, the model outputs show whether there has been betterment or detriment to the highway network in terms of congestion and travel time.
299. A third modelling report (August 2017) tested the chosen development scenario of the submitted plan against two mitigation packages. Amongst other differences, one (run2) included north-eastern, western and south-western link roads around Aylesbury, the other (run1) excluded them. Run 2 also included proposals from the Buckingham Transport Strategy, whereas run 1 excluded them. Again the model outputs show whether there has been betterment or detriment to the highway network in terms of congestion and travel time. Neither run1 nor run2 reflect precisely the transport proposals which are implicit within VALP as subsequently submitted but there is no reason why they should; they simply exist to inform the selection of proposals, not to prescribe them.
300. The models are criticised for not being WebTAG (Web-based Transport Analysis Guidance) compliant but national Guidance<sup>60</sup> advises that for most Local Plan assessments the full methodology recommended by WebTAG will not be appropriate. Although the model is not well calibrated<sup>61</sup>, I am satisfied that the approach chosen fulfils the requirements of Guidance by enabling a comparative analysis of the transport effects of the proposed allocations in the context of two alternative scenarios – “with development” and “without development”. Overall, it appraises a greater quantity of development than actually proposed in VALP, more akin to that which will result from my recommendations and so is a robust evaluation of the transport effects of the quantity of development proposed.

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<sup>60</sup> Guidance Paragraph: 010 Reference ID: 54-010-20141010

<sup>61</sup> Calibration is a documented comparison of the outputs of the model against a traceable reference of real-life outcomes.

301. In contrast to the Jacobs modelling, the Aylesbury Transport Strategy commissioned from AECOM and published in January 2017 asserts that it is intended to address current issues on the transport network. It does start with the transport assessment envisaged by National Guidance. It identifies six objectives, including improving transport connectivity and accessibility within Aylesbury Town and to other urban areas outside Aylesbury, improving air quality, journey time reliability and safety and making public transport more attractive. Its SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis identifies sixteen issues. The Strategy compiles a list of transport improvements to address these issues and applies the outputs of the Jacobs modelling, insofar as appropriate to the suggestions listed, before concluding that overall the result indicates how the proposed new link roads around Aylesbury can help to alleviate traffic on the existing inner roads, providing space for infrastructure to support alternative modes on those roads. The Buckingham Transport Strategy also commissioned from AECOM and published in January 2017 follows a similar pattern of review, analysis and plan.
302. VALP itself explains (in paragraph 1.17) that the main focus for road improvements will be in relation to Aylesbury, to improve the circulation of traffic around the town. The link roads can be recognised in pursuit of this objective. The paragraph also explains that there will also need to be a focus on improving north/south connectivity to enable the district to function better in relation to national highway networks and rail networks but there is no identifiable highway proposal in pursuit of this objective. Paragraph 7.2 of the plan explains that the creation of a new highway network will allow for more pedestrian and cycle friendly town centres in Buckingham and Aylesbury.
303. In response to my Q88 the Council provided a comprehensive list of all the highway link roads around Aylesbury, described their delivery mechanisms and confirmed that, in relation to Aylesbury, the reasons for the various highway road links were to deal with high volumes of through traffic in the town centre<sup>62</sup>, congestion along radial routes, high volumes of HGVs particularly affecting Air Quality Management Areas and to provide an opportunity for the reallocation of town centre space to pedestrians, cyclists and bus priorities. My conclusions are that, although the justification for the proposals has been arrived at somewhat late in the day, and perhaps through a process of post-rationalisation, nevertheless, the evidence shows that in general, although unlikely to solve all of Aylesbury's problems, the schemes are justified and so, sound.
304. I have noted above that none of the schemes are shown on the submission policies map and only some are referred to within the body of text referring to allocation sites, never as proposals in their own right and that this is unsound because it would conflict with both NPPF policy and national planning Guidance on the role and purpose of a Local Plan and therefore requires modification. In

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<sup>62</sup> Different figures about the percentage of through traffic are likely to be explained by different definitions of what constitutes "through"; the Council clearly limiting itself to traffic through the town centre (my emphasis) whereas others were implying traffic passing across Aylesbury from outside the urban area to outside the urban area.

some cases this in turn raises questions of sustainability appraisal and flood risk. An example is the case of the Eastern Link Road passing through allocation AGT3.

305. VALP shows no alignment for this link road; the requirement in the allocation is for a Strategic Link Road connecting with the ELR(N) and the A41 Aston Clinton Road. Yet, within the evidence base, several possible alignments of this road are shown. That on figure 2 of the Cumulative Growth Impact Final Report by AECOM (June 2017) shows a line swinging sharply to the east immediately south of crossing the Grand Union Canal, whereas that on figures 17, 22 and 24 of the same document shows a much more southerly alignment superimposed over a much more gently curved alignment which I believe represents the developer's proposal for the site and which appears to be reflected in the alignment shown on figure 21.
306. Figure 5-F of the Jacobs Countywide modelling of March 2017 seems to have adopted the developer's alignment as do figures 5-E and 5-F of the August local plan modelling report and the plan submitted in response to my Q88. By contrast, figures 6.3, 6.21 and 6.23 of the AECOM Aylesbury Transport Strategy of January 2017 matches the alignment shown in the majority of cases in their June 2017 Cumulative Growth report. But, on the other hand, figures 6.5, 6.7, 6.8, 6.9, 6.10, 6.11, 6.12 and 6.13 of their January report match the alignment shown on the Jacobs reports.
307. I take no view on whether VALP should show a diagrammatic or a precise alignment for this, or any other link road; planning is not precision engineering. But Section 19 of the Planning and Compulsory Purchase Act 2004 requires a local planning authority to carry out a sustainability appraisal of each of the proposals in a local plan during its preparation and s39 of the same act requires that the local planning authority must do so with the objective of contributing to the objective of sustainable development. NPPF paragraph 152 advises that significant impacts on any of the dimensions of sustainable development should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. NPPF paragraph 182 advises that to be justified a plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence. Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 including the selection and evaluation of reasonable alternatives but do not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the Local Plan.
308. Representations argued that one of the three alignments of the link road on allocation AGT3 was the most appropriate because it had least effect on the functional flood plain. It is not for me to carry out a Sustainability Appraisal in the first instance; that is for the Council. But I observe that the route favoured by that representation, whilst minimising the length of road passing through the flood plain would also have the consequential effect of reducing the extent of land not in the flood plain available for housing and so the choice of the most appropriate strategy is not necessarily straightforward.



309. The Council put forward modifications to the plan to show alignments for the various link roads around Aylesbury. It carried out a further Sustainability Appraisal consequent on the modifications to the plan which it has put forward. It advises that where specific alignments are shown for transport proposals, the proposed alignment and reasonable alternatives to it have been subject to sustainability appraisal, except where these are already approved as part of a planning permission. Such is the case for D-AGT6 Kingsbrook.
310. Following the publication of these modifications, which made clear in the plan for the first time the nature of its transport proposals, and in consideration of representations made, the Council proposed further modifications. These omitted two of the link roads around Aylesbury (the North East Link Road (NELR) and the Western Link Road (WLR)) [**MMs 210, 285 and 286**]. The omissions attracted further representations. I held a further hearing session to explore the representations made. This did not lead me to any general conclusion other than those already reported above.
311. I accept the omission of the two link roads on the grounds that they have no supporting development to support their funding and there is no business case to support their inclusion in the plan and so, they would be undeliverable. A further run of the county-wide transport model shows that their omission would not worsen current congestion levels and so, their inclusion in the plan is not necessary for it to be found sound. Their omission is justified but the inclusion of the other link roads remains justified.
312. Despite any theoretical shortcomings in the methods used to generate the transport proposals, they have been pragmatically tested by modelling which is adequate for the purpose of a local plan examination. The proposals are shown to result in a situation that would be better than one without the proposals and so, they would be justified and are therefore, sound.

### **Issue 9 – Whether the local plan would be effective in securing good design**

313. The government attaches great importance to the design of the built environment. It is a key aspect of sustainable development. It is not just about appearances, although visual appearance and the architecture of individual buildings are very important factors; it is about ensuring that developments function well, optimise the potential of a site to accommodate development and create safe and accessible environments.
314. VALP contains a plethora of policies which touch upon one or more aspects of design. As well as the obvious ones such as H6 (Housing mix), H7 (Dwelling sizes), T5 (Vehicle Parking), T7 (Electric Vehicle Infrastructure), BE2 (Design of new development), BE3 (protection of residents' amenity), BE4 (Density of new development), NE2 (Biodiversity and geodiversity), NE5 (Landscape character), NE6 (Pollution, air quality and contaminated land), NE9 (Trees, hedgerows and woodlands), C1 (Conversion of rural buildings), C3 (Renewable energy), I1 (Green infrastructure), I2 (Sports and recreation) and I4 (Flooding), each allocation policy includes a section headed "site criteria" which frequently specify design requirements, as does the overarching policy D1 for the delivery of Aylesbury Garden Town.

315. A common feature of many (not all) of these policies is that they are vague, unclear or rely excessively on supplementary planning documents (SPD) for their meaning or effect, in some cases requiring adherence to a supplementary planning document, many of which have yet to be prepared. National Guidance is clear that supplementary planning documents should build upon and provide more detailed advice or guidance on the policies in the plan but they should not themselves introduce new policy requirements which have not been the subject of examination. A Local Plan cannot require proposals to comply with a document which is not itself a Local Plan.
316. The test which I apply is one of effectiveness; if a policy is sufficient of itself to inform a developer or a local authority's development manager that a proposal ought or ought not to be given planning permission, then it is effective and has been soundly prepared. But if it is necessary, having read the policy, still to refer to another document, such as SPD, to reach that conclusion, then it follows that the policy is not effective and has not been soundly prepared. Too many of the design policies in VALP fall into this latter category.
317. I am relatively content with the level of specificity contained within policies H1 (Affordable Housing), NE2 (Biodiversity and geodiversity), NE5 (Landscape character), NE6 (Pollution, air quality and contaminated land), NE9 (Trees, hedgerows and woodlands), C1 (conversion of rural buildings), C3 (renewable energy) and I4 (flooding). However, in addition to the suggested changes to supplementary planning document references set out in Examination Document 129, policies D1 (Aylesbury Garden Town), H6 (Housing Mix), T5 (vehicle parking), T7 (Electric Vehicle Infrastructure), BE2 (Design of New Development), BE3 (protection of residents' amenity) BE4 (Density of new development), I1 (Green Infrastructure), I2 (sports and recreation) and many of the site allocation policies require Modifications [**MMs 5, 26A, 27A, 28, 31, 32, 33, 34, 35, 39, 41, 45, 46, 48, 52, 55, 57, 61, 65, 75, 88, 115, 152, 159, 170, 213, 214, 216, 217, 220, 221, 222, 223, 224, 246, 254, 255, 257, 260, 261, 262, 268, 270, 278, 279, 280 and 281**], which identify those elements of their related SPDs which set policy requirements or standards and which therefore need to be brought into the plan itself to make it effective. Supporting text also needs to be revised to match.
318. In consequence of these changes, a number of SPDs become unnecessary because their provisions (or proposed provisions) would now form part of the plan itself. It was reported during the examination Hearing sessions that 23 SPDs are referenced within VALP. This number would reduce to 8 as a consequence of the modifications. A modification to the list of intended SPDs is necessary to reflect this reduction in their numbers. [**MM281 and appendix E**].
319. One design policy (H7 Dwelling sizes), (which seeks to require new dwellings and extensions to dwellings to provide sufficient internal space for normal residential activities commensurate in size with the expected occupancy of the dwelling) has no justification, as the Council frankly acknowledges in its response to my Question 112. Moreover, it is contrary to government policy set out in a Written Ministerial Statement dated 25 March 2015 which advises that from the date the Deregulation Bill 2015 is given Royal Assent, local planning authorities should not set in their Local Plans or supplementary planning documents any additional local technical standards or requirements

relating to the internal layout of new dwellings. One of the tests of soundness of a Local Plan is consistency with national policy. Policy H7 should therefore be deleted from the plan through Main Modification **MM171**.

320. In similar vein, many responses to my Questions made reference to provisions within the Infrastructure Delivery Plan (IDP). This reveals that the latter makes many provisions relating to the functional requirements for development which VALP does not. Such inconsistency would render VALP ineffective if not corrected and so a number of modifications are necessary to do so. [MMs 18, 202, 203, 204, 205, 206, 208, 210 and 215].

321. In a number of cases, policy requirements are found not within the policies themselves but within supporting text. This would not be effective. A number of modifications are necessary to translate policy requirements from supporting text into policies themselves or to make the justification more explicit [MMs 17, 34, 35, 39, 40, 41, 46, 47, 48, 53, 54, 55, 56, 57, 59, 60, 61, 72, 73, 74, 87, 88, 108, 109, 113, 115, 117, 118, 148, 149, 177, 178, 179, 180, 181, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 200, 201, 207, 210, 211, 212, 214, 224, 228, 232, 237, 238, 239, 240, 241, 242, 243, 244, 245, 262, 269, 272, 273, 274 and 275].

#### **Issue 10 – Whether policies for the allocation and retention of employment land are justified by analysis of need**

322. Policy S2 (bullet 5) records provision for the identified needs of 27 hectares of employment land and additional provision of some employment land to contribute to the employment needs of the wider economic market area. This policy is effected through policy D5, the designation of three Enterprise Zones (Silverstone in the north of the district, Westcott to the west of the District and Arla/Woodlands to the east of Aylesbury itself) and through specific site allocations around Aylesbury town (AGT3, 4, 5 and 6) and south-west of Milton Keynes (NLV001). Policy D5 also supports economic development through the intensification or extension of existing premises, through farm diversification schemes, through the appropriate re-use or redevelopment of an existing building or in a rural location where that is essential for the type of business concerned.

323. Existing employment provision in twelve key employment sites (including the three Enterprise Zones but not including the employment sites which would result from the development allocations) is identified for protection through policy E1. The release of other employment sites for non-employment use<sup>63</sup> would normally be permitted by policy E2 where there had been suitable marketing for an employment re-use for two years without takers, where development would not prejudice the efficient and effective use of the

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<sup>63</sup> As published, the plan stated "for employment use" but a correction (PIC024) published as part of the submitted plan reversed the meaning of the policy. It is this corrected version which I have considered in the examination.

remainder of the employment area and where there is a substantial over-supply of suitable alternative employment sites in the local area.

324. The Council's evidence base (paragraph 83 of its Employment Topic Paper) frankly acknowledges that the allocations, supplemented by existing commitments in the form of outstanding planning permissions, would result in a supply of 100ha of employment land, well in excess of the 27ha recommended by its consultants in the Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 and its Addendum 2017.

325. It justifies this overprovision with seven arguments;

- There is under provision in other parts of the Functional Economic Market Area (FEMA)
- The supply within the FEMA would be brought into balance by the oversupply within Aylesbury Vale
- There is a need to provide mixed use development offering local employment
- The Enterprise Zone status of some overprovision
- The conflicting evidence of economic forecasts and market behaviour
- The potential effects of East-West Rail and the Oxford-Cambridge Expressway
- The need to improve the quality of premises

In the following paragraphs, I look at each in turn.

*Conflicting evidence*

326. Aylesbury Vale, by itself, is not a self-contained economic market area. The administrative area of Aylesbury Vale is divided between four Functional Economic Market Areas; Oxfordshire, Milton Keynes, Hertfordshire and Central Buckinghamshire. The most populous segment, forming about a third of the geographical area of the District, forms a relatively self-contained sub-FEMA within the Central Bucks FEMA. For the convenience of data assembly a surrogate "best fit" FEMA, based on the combined area of Aylesbury Vale, Wycombe, Chiltern and South Bucks District Council areas, is used in the evidence base but that should not blind us to the fact that, in practice, large areas of the north and west of Aylesbury Vale District would be subject to the economic realities of different FEMAs to that used for the purposes of the evidence base.

327. Even without that complication, the underlying evidence is confusing and contradictory. The various available economic forecasts project similar overall increases in the demand for employment land for Central Buckinghamshire FEMA as a whole, differing only in their predictions of its make-up between offices, industry and warehousing. On the other hand, trend based analysis (which would include the depressive effects of the most recent recession)

projects a reduced growth of offices, a greater decline of industry, a contrasting direction of travel (decline rather than growth) for the warehousing sector and so an overall decline in the demand for employment land.

328. Moreover, as the Council's HEDNA Addendum of September 2017 notes "it has become apparent that there is a mismatch between what the economic forecasts in the HEDNA are showing and what the market is prepared to deliver on the ground." Nevertheless, the population (and hence the labour supply needing the provision of jobs) continues to grow.

329. In the circumstances, it is hard not to agree with the cautionary advice of the Council's consultants; "Given the market uncertainties at present, and the historic picture in Buckinghamshire, perhaps a prudent approach would be to avoid allocating or releasing significant amounts of employment land." In effect, that is what the outcome would be of the relatively limited new allocations and the relatively guarded policy for the release of existing employment land. I therefore conclude that the amount of employment land allocated within the plan is justified in principle, notwithstanding the significant oversupply created by outstanding commitments.

330. With that conclusion in mind, the other reasons advanced for the provision or retention of an oversupply of employment land within Aylesbury Vale become less significant. Nevertheless, I have examined them.

#### *The FEMA*

331. One is the concept that oversupply in Aylesbury Vale will help to make up shortfalls arising elsewhere within the FEMA<sup>64</sup>. I asked for evidence of whether the shortage of available employment land and premises in the south of Buckinghamshire was long-standing because, if it had been and there was no evidence of take-up being displaced to Aylesbury Vale, that would tend to show that this reason being advanced in favour of the Council's policies was unsound. Evidence in the form of CoStar data over ten years was submitted by Turley on behalf of SEGRO plc, for which I am grateful.

332. For the first part of the period, this does not support the Council's argument. But from about 2014/15 onwards there is consistency in the data for all three components of the southern sub-FEMA. Their warehouse vacancy rates dropped to 4% or lower indicating a greater and more consistent shortage across the whole of the southern sub-FEMA. At the same time, that for Aylesbury Vale also dropped, to a little more than 6%. At the same time there have been parallel reductions in the warehousing availability rate in both Aylesbury (from a much higher level) and Wycombe. There has been an abrupt increase in asking prices in Wycombe from about 2015 onwards and a gentler increase in Aylesbury to about two-thirds of that sought in Wycombe. These are all indications that a consistent shortage of warehousing space

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<sup>64</sup> Justified in the final sentence of supporting paragraph 3.13 and in supporting paragraph 4.172 of the submitted plan as well as in the Council's Employment Topic Paper

across the southern sub-FEMA took strong effect from about that date simultaneously with a lesser reduction in availability in Aylesbury Vale.

333. I agree that the data available is not conclusive and may simply indicate a general sign of growing confidence in the market amongst warehouse related businesses but it is not inconsistent with the theory that shortages of employment land in Wycombe and other parts of the southern sub-FEMA will result in (perhaps sub-optimal) displacement of demand to Aylesbury Vale, thus helping to justify the continued provision and retention of an overprovision there.
334. Even if representations made to the submitted Wycombe Local Plan had succeeded in persuading the examiner of that plan to require the Council to identify more land for employment uses in that plan, that would not render unsound the policies in VALP because they do not depend on that justification alone but also on other reasons to which I now turn.

*The need for mixed use development*

335. The need for mixed use development to provide local employment responds to the ninth and eleventh bullet points of paragraph 17 of the NPPF<sup>65</sup>. This establishes that one of the government's core planning principles is to promote mixed use developments. Another is to manage patterns of growth actively to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. This last is elaborated in paragraphs 37 and 38 of the NPPF which advises that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
336. Consistency with government policy is one of the criteria by which a plan is found sound. Insofar as allocations such as AGT5 (Berryfields) require mixed use development in accord with this aspect of government policy, it cannot be found unsound even though it may contribute to an oversupply of employment land. These allocations are not designated as key employment sites within the plan and so the permissive policy E2 would apply to proposals for their release for non-employment uses, not the protective policy E1.

*Enterprise Zones*

337. The Council points out that some element of overprovision results from the designation of Enterprise Zones within the District. The Council itself does not point out but I observe that Silverstone Enterprise Zone (EZ) is located at the extreme northern tip of the district, well outside the Central Buckinghamshire FEMA and its Aylesbury town sub-FEMA. It is on the border between the Milton Keynes and Oxfordshire FEMAs. Likewise, Westcott EZ is well located for the Oxfordshire FEMA.

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<sup>65</sup> References to the NPPF in this report are to the March 2012 edition of the NPPF unless specifically stated otherwise

338. Although there has been no request under the Duty to Cooperate for VALP to make provision for employment land to serve those FEMAs and, for the purposes of statistical convenience they are included within the surrogate "best fit" Central Buckinghamshire FEMA, they would, in practice, benefit from the economic growth prospects of those two other FEMAs. They have, as noted above, different growth prospects than those of Central Buckinghamshire so I do not find unsound their inclusion within the list of key employment sites protected by policy E1 even though that would notionally contribute to any oversupply of accommodation within the Aylesbury Town sub-FEMA part of the "best fit" Central Buckinghamshire surrogate FEMA.

*CaMKOx*

339. Lastly, the Council prays in aid the potential effects of East-West Rail and the (now cancelled) Oxford-Cambridge Expressway. The National Infrastructure Commission's (NIC) report *Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc* is not included in VALP's evidence base but it is referenced in government policy both in the *Autumn Budget November 2017* and in a policy paper, *Helping the Cambridge-Milton Keynes-Oxford corridor reach its potential* also published in November 2017.

340. This last records that the government's vision for the corridor is to stimulate economic growth in the national interest. It notes estimates by the NIC that, with the right interventions, annual output of the corridor in 2050 could be approximately double the growth expected without intervention. Although 2050 is well beyond the end date of VALP the effects of the growth corridor can be expected to start to be experienced before then and so it is justified for VALP to take it into account.

*Conclusion*

341. I therefore conclude that, in general terms, the plan's policies for the allocation and retention of employment land are sound without modifications other than those to which the Council has committed in response to other of my questions.

### **Issue 11 – Whether policies towards retailing provision would be justified or effective**

342. The plan includes a target within policy D6 for the development of additional retail provision, justified by reference to the Aylesbury Vale retail study 2015 and the Aylesbury Town Centre Retail Capacity Update (December 2016), both summarised in a table in the text (paragraph 4.187). I concur with the Council's explanation for covering retail needs for 15 years rather than 20 because of the uncertainty of prediction in the later years of the plan. It is not a sufficient reason to find the plan unsound.

343. Certain allocations (eg D-AGT1, D-AGT2, D-AGT3, D-AGT4, D-AGT5, D-NLV001, D-HAL003) include retailing as part of a mixed use local centre. One town centre allocation requires 5,000 sq m comparison retail floorspace (D-AYL052). Another requires the retention of ground floor retail use (D-AYL063). Its submission policies inset maps also record commitments. None of these policy or allocation provisions is controversial, except for two relatively minor issues, concerned with the boundaries of Aylesbury Town

Centre and its Primary Shopping Area and with the criteria by which a sequential test would be required for proposals sited outside town centres.

*Whether the boundaries for Aylesbury Town Centre and its Primary Shopping Area are justified*

344. The third bullet point of NPPF paragraph 23 advises that in drawing up Local Plans, local planning authorities should define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres and set policies that make clear which uses will be permitted in such locations. Compared with the adopted Aylesbury Vale District Local Plan 2004, VALP proposes to define a much larger town centre for Aylesbury, a marginally adjusted Primary Shopping Area and no changes to the primary shopping frontage.
345. The town centre boundary in the adopted local plan aligned with the A41 and A418 roads which circumscribe the core of the town. The proposed new boundary includes areas lying outside that ring of roads to include the railway station, retail parks originally constructed as "edge of centre" developments, the town's Aqua Vale Swimming and Fitness Centre and Vale Park, the town's new Waterside Theatre and adjoining hotel, a campus of Buckingham College, recently constructed office buildings and high intensity residential developments.
346. The NPPF advises, in its Glossary, that the town centre is an area defined on the local authority's proposals map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. Town centre uses are described in the fifth bullet of NPPF paragraph 23 as including retail, leisure, commercial, office, tourism, cultural, community and residential development.
347. From this definition it can be seen that the uses encompassed within the newly defined town centre boundary are town centre uses. If not all adjacent to the primary shopping area, they are at least, with the exception of the Buckingham College campus, in close proximity to it. There is little immediately outside the new boundary which could be described as an obvious town centre use and so I conclude that the new town centre boundary is justified and therefore, sound. There is, however, no definition of a Defined Town Centre in the Plan's glossary and so a modification is necessary to provide one [MM283] for the sake of effectiveness.
348. Despite identifying on the Central Aylesbury Inset Map a site for a mixed use town centre development which policy D7 describes as based principally on retail uses with an element of residential and other town centre uses at an appropriate scale and location, only a part of it (coinciding with the primary shopping area definition of the 2004 plan) is defined as within the primary shopping area. Although primary and secondary shopping frontages within that development site obviously cannot be defined until a scheme is designed and built, it is inconsistent, and therefore unsound, for the plan to propose a development within the town centre principally for retail uses (quantified in policy D6) yet not adjust the primary shopping area boundary to encompass it. A modification is therefore required [MM286].



349. Between them, policies D6, D7 and D8 govern proposals for new retail development within Aylesbury Town Centre. Policy E6 governs new uses within primary and secondary frontages. There does not appear to be any specific policy governing new uses (implying loss of retail) outside the primary or secondary frontages yet within the primary shopping area other than (possibly) the second paragraph of policy D6. Although such a policy could only apply to a very limited number of premises (on the south-west side of Temple Street and the north-west side of Bourbon Street) this is a theoretical lacuna within the plan, and so I find that its absence should be rectified by Modification [MM188] so as to provide effectiveness against all possibilities.
350. The Council accepts that commitment site AYL058 is incorrectly shown on the Aylesbury Inset Map and proposes modification **MM286**. In response to Natural England comments it proposes modifications **MM110 and MM111** to policies D7 and D8 to secure compliance with paragraph 114 of the NPPF. These are necessary to comply with government policy. The Council has explained that the apparent discrepancies between statements concerning proposed upgrading of the existing bus station and its replacement in a transport hub relate to short term and long-term aspirations so there is no indication of unsoundness which requires a modification to the plan.

*Whether policy E5 (Development outside town centres) is justified or effective*

351. As submitted, the policy states that a sequential test will be applied to all main town centre uses. It then goes on to state a set of criteria applicable to retailing proposals alone. One of these (criterion b) duplicates the sequential test and so is unnecessary. Two others seek to introduce the types of goods sold as a criterion of acceptability whereas it is the scale of the proposal relative to the scale of the impacted town centre which ought to be the consideration. Two others set process requirements for the submission of applications rather than conditions which a completed development must meet. These include a threshold for impact assessment which is much lower than the default set in NPPF paragraph 26 and justified less by a consideration of the size of the town centres likely to be impacted and more by a consideration of the size of proposal frequently received in the District.
352. The Council has submitted two suggested modifications [**MMs 183 and 185**] to the plan to meet these criticisms. They would refine the sequential test and apply it only to defined town centres. The threshold for impact assessment would still be lower than the national default but is justified by up to date evidence and would be related to the scale of the impacted town centre. The types of goods sold would no longer figure as a criterion. These modifications are necessary to justify the policy and to make it effective.
353. The aim of this policy, to direct town centre uses to town centres, is reinforced by clause (c) of policy E1 but that lacks clarity. A modification [**MM176**] is necessary to make it clear that the policy to protect key employment sites from the incursion of town centre uses does not apply to those town centre uses in Use Classes E, B2 or B8 which properly belong in key employment sites and enterprise zones.

**Issue 12 – whether policies for the provision of open space are based on robust and up to date assessments**

354. In respect of a robust and up to date assessment of open space needs, reference is made in policy I1 which requires the provision of new green infrastructure by reference to the Council's assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale (2017). But a similar reference is lacking from policy I2 which requires sport and recreation provision in new development and from policy I3 which requires the provision of new community facilities. Modifications are therefore required.
355. The Council has responded with a comprehensive review of the open space provisions of chapter 11 of the Plan. Following representations about the definition of green infrastructure in the proposed modifications, the Council adjusted their wording. I agree that the modifications proposed, adjusted where appropriate in line with the Council's suggestions [MMs 29, 30, 246, 247, 248, 249, 254, 255, 256, 257, 260, 261, 262, 268, 269, 270, 271, 279, and 280] are necessary for soundness and so, recommend that they be included in the plan for adoption.

### **Issue 13 – Whether policy NE2 (Biodiversity and Geodiversity) is justified and effective**

356. VALP contains two policies concerned with the protection of fauna, flora, geological and physiographical features. One (NE1) is concerned only with protected sites. SSSIs and ancient woodlands are specifically mentioned in the policy itself but supporting text refers also to local geological sites of regional significance and local nature reserves. The other policy (NE2) is concerned with biodiversity and geodiversity in general but it contains specific sections applying only to internationally designated Special Areas of Conservation (not specifically referenced in policy NE1) and to SSSIs.
357. There is duplication and overlap which is unclear and therefore unlikely to be effective and so, not sound. The two policies and their supporting text should be merged into a single policy [MMs 224, 228 and 232], eliminating the distinction between greenfield and brownfield sites in criteria (a) and (i) of NE2 which, at the hearing sessions, the Council accepted was an unnecessary distinction and including the acceptance of mitigation within criterion (g) of NE2. These modifications have been refined in response to representations made. Supplementary modifications [MMs 235 and 236] to policies NE8 and NE9 to require agricultural land classification assessments and protection for Ancient Woodland are also necessary to make the Plan clear and effective.

### **Issue 14 – Whether the designations of Areas of Attractive Landscape and Local Landscape Areas are justified.**

358. Amongst other matters, NPPF paragraph 109 advises that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. NPPF paragraph 113 goes on to advise that local planning authorities should set criteria-based policies against which proposals for any development on or affecting landscape areas (amongst other concerns) will be judged. It advises that distinctions should be made between the hierarchy of international, national and locally designated sites so that protection is commensurate with their status.
359. VALP puts this advice into practice in relation to landscape by recognising at the highest level in the hierarchy the Chilterns AONB designated as a

nationally important landscape. This is given its own criteria-based policy (NE4).

360. Lower down the hierarchy are two local designations recognised by VALP. Of the two, Areas of Attractive Landscape (AALs) are said to have the greater significance in the hierarchy, Local Landscape Areas (LLAs) the lesser. Policy NE5 sets a criteria based policy applicable to both local designations and also to the remaining undesignated landscape of the District. It requires all development proposals to have regard to the Council's Landscape Character Assessment (LCA) of 2008 (amended 2015). The additional criteria applicable to the two local designations are that proposed development therein should have particular regard to their character defined in a more recent (2016) report. This seems no more than is commensurate with their locally designated status. Mitigation of harm would be sought in both designated and undesignated landscapes.

361. The two major criticisms of the justification of policy NE5 are that it is based on an evidence base now over ten years old, applying the methodology of its time, and that, in places, the landscape has changed, invalidating its findings. It is true that both national policy and landscape assessment methodology have changed over time but essentially, the evidence base recognises this. It is therefore, not invalid. NPPF advice emphasises criteria-based policies. Policy NE5 is such a policy, applying seven criteria with reference to the 2008 Landscape Character Assessment and to the 2016 report *Defining the Special Qualities of Local Landscape Designations in Aylesbury Vale District*.

362. Although the local landscape designations predate current national landscape policy and advice, that 2016 report has evaluated their designations with reference to current best practice, finds that although the evidence for why their boundaries were drawn as they are is no longer available, they nevertheless show continuity with the Landscape Character types and Landscape Character Areas defined in the 2008 study which shows a reasoned justification for their continuation. It finds that four areas are not justified by reference to current thinking and these are not included in the submitted VALP. It provides the additional work to identify key valued features and characteristics of each designated area which the 2015 advice felt was necessary to bring the 2008 study in line with current best practice.

363. I therefore conclude that the approach taken to landscape protection policy within VALP is sound in its general approach. It needs no modification other than those proposed by the Council to amend the supporting text and footnotes 7 and 9 to policy S3 [**MMs 13, 14, 233 and 234**]. These would;

- define the term coalescence more clearly
- add a sentence to policy NE4 so as to require a LVIA for development likely to impact the AONB
- amend policy NE5 to delete specific reference to the 2008 Landscape Character Assessment and
- amend its penultimate sentence to recognise that mitigation of effects should be taken into account

They are necessary to provide clarity and justification to the policy. A factual correction to paragraph 6.40 relating to agricultural buildings is also necessary to make the plan sound [MM199].

### **Issue 15 – Whether the approach to planning for heritage assets would be sound**

364. NPPF paragraph 126 advises that local planning authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. As submitted, VALP appears to contain only one policy (BE1) relating to heritage assets. It is generic, rather than specific to any heritage asset and it is reactive, rather than proactive.

365. These specific concerns are assuaged by modifications **MM218** and **MM219**, which are necessary to demonstrate compliance with government policy. The former modification makes it clear that paragraphs 8.1 to 8.39 of the plan represent the plan's response to the NPPF requirement that local plans should contain a positive strategy for the conservation and enjoyment of the historic environment. The latter makes the point that the positive application of the strategy to particular heritage assets is contained within the allocation policy relevant to the particular heritage asset in question. This can be seen within allocations D-CDN001 and D-AYL059 amongst others. **MM220** to policy BE1 itself is also necessary to bring the policy into line with the NPPF.

366. My comments on allocations D-AGT2, D-HAD007 and D-HAL003 (RAF Halton) are also germane to this issue. They demonstrate how the Council's evidence base has taken into account heritage matters in preparing the proposals for individual allocations.

### **Issue 16 - The passage of time**

367. This has been an examination extended over more than three years. During that time, events have occurred, including changes to legislation. Modifications to the Plan are needed as a result. Most of these have been previously referred to. The changes to the Use Classes Order require specific modifications [**MMs 174, 175, and 187A**].

## **Assessment of Other Aspects of Legal Compliance**

368. My examination of the legal compliance of the Plan is summarised below.

369. The Local Plan has been prepared in accordance with the Council's Local Development Scheme.

370. Consultation on the Local Plan and the MMs was carried out in compliance with the Council's Statement of Community Involvement.

371. Sustainability Appraisal has been carried out and is adequate. Appraised options at the plan submission stage did not include dispersed settlement

options, to the disappointment of some who made representations. They were excluded from further consideration at an earlier stage of Sustainability Appraisal. The explanation is given in paragraph 6.3.7 of the final (2017) Sustainability Appraisal and also in response to my Q86. The explanation is twofold. Firstly, it was not known whether dispersed options could deliver the housing requirement (the HELAA did not find enough suitable sites). Secondly, *a priori* considerations of sustainability such as dispersed infrastructure provision and consequential increased travel movements meant that dispersed settlement options were not reasonable options to examine in detail. I concur with this explanation.

372. A number of representations allege that individual sites have been incorrectly evaluated in the Sustainability Appraisal. The implication is that, if their scoring were different then a different selection of sites would be included in the chosen development strategy. The scoring system used in the SA is a matter of judgement. Although I might come to a different judgement in a particular instance, as do some of the representations made, it does not follow that the judgement made in the SA is thereby unsound; it is simply different. I have not identified any circumstance in which I could clearly say that an unsound judgement has been made in the process which was clearly trying to constrain an excessive number of suitable sites to the housing numbers identified through the HEDNA.
373. Moreover, the representations misunderstand the purposes of the Sustainability Assessment; as noted earlier, in the discussion on allocation HAL003 RAF Halton, it is to inform the determination of a preferred strategy for VALP but it does not itself determine the preferred strategy. As the final sentence in Appendix III of the Sustainability Assessment makes clear, the intention is for the Council and stakeholders to take its findings into account when considering how best to 'trade-off' between competing objectives and establish the 'most sustainable' option. The way in which the Council has made that "trade-off" is clearly stated in paragraph 8.2.2 of the Sustainability Assessment. It does not depend on the score of any one site but on the characteristics of the options overall. A different ranking of the options in respect of any given criterion would not necessarily lead to a different choice being made. Paragraph 8.2.3 of the SA correctly points out that the chosen option also reflects the findings from other evidence documents; it does not just reflect the SA itself or feedback from public consultation.
374. Nevertheless, it should be clear from the sections of this report which deal with the spatial development strategy and the housing land allocations that an adjustment to the choice of spatial strategy needs to be made in order to identify additional allocations for housing development. A further option has needed to be considered. That further choice has been informed by an updated Sustainability Assessment which has also considered all the proposed modifications to the Plan, albeit scoping out some at an early stage of the Assessment.
375. The Habitats Regulations Appraisal Report (April 2017) is based on a main report evaluating an earlier version of the plan, supplemented by an Assessment report dated August 2017 which evaluates three main policy changes to conclude that the original Appraisal continues to hold true for the submission plan. However, paragraph 5.21 of the original Appraisal report

identifies two site allocations which may have significant effects on the Chiltern Beechwoods SAC through disturbance caused by increased public access to the Ashridge Estate.

376. Paragraphs 5.22 and 5.23 of the Appraisal Report conclude that the plan contains sufficient mitigation to avoid likely significant effect on the Chiltern Beechwoods SAC because policies NE1, NE2 and I1 "specifically outlines the amount of and distance to sufficient green space and thus has the potential to offset recreational impacts". That conclusion is reiterated in paragraph 6.2 of the original Appraisal report. However, policy I1 in the submitted plan drops the prescription for the provision of natural green spaces which was in the earlier version of the plan. I am therefore unable to confirm that the plan as submitted would avoid significant effect on the Chiltern Beechwoods SAC and consequently, the plan as submitted must be found unsound in that respect. Modifications **MM260** and **MM279** are therefore necessary to reinstate requirements for the provision of accessible green space to mitigate likely significant effects on the Chiltern Beechwoods SAC.
377. Moreover, the recent judgement in the Court of Justice of the European Union (People over Wind, Peter Sweetman v Coillte Teoranta)(Case C-323/17) which is subsequent to the submission of the plan means that Appropriate Assessment cannot be avoided by the inclusion of mitigation measures within a project. Accordingly the Council commissioned a revised HRA Screening Assessment and an Appropriate Assessment, during the examination of the plan.
378. The consequent Habitats Regulations Appraisal Report prepared by LUC in June 2019 shows that whilst most likely significant effects on nearby SACs can be screened out, an AA is necessary in respect of the likely effects of recreational pressure and air pollution on parts of the Chiltern Beechwoods SAC. The report carries out those full assessments which show that in fact, no significant effect through air pollution would result but that the plan may have some negative effects through recreational impact which require mitigation but that this mitigation will have been secured through the plan as proposed to be modified.
379. As originally submitted, the local plan omitted to deal adequately with some strategic priorities such as the need to plan for the housing needs of some specialist groups but this omission has been remedied by modifications such as **MMs 153, 154, 155, 156, 157, 158, 159, 168, 169 and 170**. Consequently, I am satisfied that the Local Plan as proposed to be modified, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the local planning authority's area.
380. The Local Plan, taken as a whole, includes policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change. Examples include policies T7 (electric vehicle infrastructure (as proposed to be modified by modification **MM217**)) C3 (renewable energy (as modified by modification **MM243**) and I4 (flooding (as proposed to be modified by modification **MM275**)) designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.

381. In a few instances the Local Plan as submitted contains provisions for charging developers for carrying out work involved in the consideration of planning applications. These are ultra-vires and so cannot be justified. I recommend their deletion [MMs 18, 114, 115, 116].

382. As originally submitted, the Local Plan omitted to comply with Regulation 8 (4) & (5) of the 2012 Regulations (as amended) which require that the policies in a local plan must be consistent with the development plan - unless the plan being examined contains a policy that is intended to supersede another policy in the adopted development plan and the plan states that fact and identifies the superseded policy. Modification (MM 282) introducing Appendix F remedies that deficiency by including a Schedule of policies to be superseded. The Local Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations (as amended).

## Overall Conclusion and Recommendation

383. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

384. The Council has requested that I recommend MMs to make the Plan sound and legally compliant and capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix the Vale of Aylesbury Local Plan 2013-2033 satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

*P. W. Clark*

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

## Appendix – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	14, 33, 34,	1.8, 3.13, S2	<i>Replace all references to <del>19,400</del> Aylesbury vale OAN figure with <u>20,600</u></i>
MM2	57, 58	3.79, table 7, 3.80	<i>Replace all references to <del>1,370</del> annual requirement figure with <u>1,430</u></i>
MM3	14, 33, 34, 36	1.12, 3.13. 3.17, S2, Table 1 (footnote 5)	<i>Replace all references to <del>27,400</del> total requirement figure with <u>28,600</u></i>
MM4	14	1.13	<i>Delete seventh sentence; <del>This is to be considered as part of an early review.</del></i>
MM5	17	1.23	<i>Amend final sentence; <del>The Masterplan</del> <u>Individual SPDs</u> may set out further areas of open space and the <del>Council</del> <u>council</u> may require additional green infrastructure or open space areas in considering the impacts of planning applications.</i>
MM6	21	1.62	<i>Delete final sentence; <del>This may include an early review of the Plan.</del></i>
MM7	27	2.6 objective 4	<i>Amend final sentence; The remainder of housing will then be located in the next most sustainable locations, the other strategic settlements, which are Buckingham, Haddenham, Winslow and Wendover, <u>the north east of Aylesbury Vale adjacent to Milton Keynes,</u> together with an appropriate level of development at the most sustainable settlements in the rural areas.</i>
MM8	33	3.15	<i>Amend final sentence; <del>However, we fully anticipate the need to carry out an early review of VALP</del> <u>This will be reconsidered in any future Local Plan update</u> to take into account newly emerging issues such as the Government's changed methodology on calculating housing need, as well as the impacts of major strategic schemes such as the Oxford to Cambridge <u>Expressway growth arc</u>, the London Plan and the expansion of Heathrow, <del>and we expect a new settlement to form part of that Local Plan review.</del></i>
MM9	33	3.17	<i>Amend first sentence; In total, the development allocated in this plan, alongside</i>



Ref	Page	Policy/ Paragraph	Main Modification
			existing commitments and completions totals <del>28,830</del> <u>30,134</u> , which represents a <del>5.2</del> <u>5.4%</u> buffer on top of the requirement to meet the district's own objectively assessed need and the unmet need from the other authorities ( <del>27,400</del> <u>28,600</u> ).
MM10	34	S2	<p><i>(a) Amend bullet points;</i></p> <ul style="list-style-type: none"> <li>• A total of <u>at least</u> <del>27,400</del> <u>28,600</u> new homes in accordance with the spatial distribution set out below and in Table 1. <del>This is made up of:</del></li> <li>• <del>19,400 homes to meet the needs of Aylesbury Vale District</del></li> <li>• <del>2,250 homes to meet the needs of Wycombe District</del></li> <li>• <del>5,750 homes to meet the needs of Chiltern/South Bucks Districts</del></li> <li>• Provision for the identified need of <u>at least</u> 27 hectares of employment land and additional provision of some employment land to contribute to the employment needs of the wider economic market area.</li> <li>• Retail convenience floor space of <u>at least</u> 7,337 sqm<sup>1</sup> and comparison floor space of <u>at least</u> 29,289 sqm<sup>2</sup></li> <li>• Associated infrastructure to support the above</li> </ul> <p><i>And amend second sentence of second paragraph;</i></p> <p>The strategy also allocates growth at <del>a</del> <u>two</u> sites adjacent to Milton Keynes which reflects its status as a strategic settlement immediately adjacent to Aylesbury Vale <del>District</del></p> <p><i>and (c) amend clauses (a) to (j);</i></p> <p>a. Aylesbury Garden Town (comprising Aylesbury town and adjacent parts of surrounding parishes), will grow by <del>16,398</del> <u>16,207</u> new homes. It will be planned and developed drawing on Garden City principles which are set out in the Aylesbury Garden Town section, with high quality place-making and urban design principles at the core. This development will seek to support the revitalisation of the town centre. New housing will be delivered through existing commitments, including Berryfields and Kingsbrook, and complemented by other sustainable extensions and smaller scale development within the existing urban area. New homes to support economic growth will be accommodated through the effective use of previously developed land or sustainable greenfield urban fringe sites. These sites will provide or support delivery of identified strategic infrastructure requirements, and sustainable transport enhancements and make connections to strategic green infrastructure and the Vale's enterprise zones.</p> <p>b. Buckingham will accommodate growth of <del>2,359</del> <u>2,177</u> new homes. This, growth will enhance the town centre and its function as a market town, and will support sustainable</p>

<sup>1</sup> Made up of 6,980 sqm at Aylesbury town centre, 29 sqm at Wendover and 328 sqm at Winslow

<sup>2</sup> District-wide provision

Ref	Page	Policy/ Paragraph	Main Modification
			<p>economic growth in the north of <del>the district</del> <u>Aylesbury Vale</u>.</p> <p>c. Haddenham will accommodate growth of <del>4,054</del> <u>1,082</u> new homes. This will be supported by infrastructure and recognise the important role of Haddenham and Thame railway station.</p> <p>d. Winslow will accommodate growth of <del>4,166</del> <u>870</u> new homes, linked with the development of East-West Rail and the new railway station in Winslow</p> <p>e. Wendover will accommodate around <del>4,128</del> <u>1,142</u> new homes with 1,000 new homes at Halton Camp which is now confirmed to be closing <u>fully</u> in 202<u>25</u> recognising the sustainability of Wendover and the railway station. No further growth is allocated at Wendover reflecting the environmental constraints of the surrounding AONB and Green Belt land.</p> <p>f. Land <del>within</del> <u>in the north east of</u> Aylesbury Vale adjacent to Milton Keynes will make provision for <del>2,212</del> <u>3,356</u> homes on a number of sites.</p> <p>g. At larger villages, listed in <u>Table 2 Policy S3</u>, housing growth of <del>4,963</del> <u>2,408</u> will be at a scale in keeping with the local character This will help meet identified needs for investment in housing and improve the range and type of employment opportunities across <del>the district</del> <u>Aylesbury Vale</u>.</p> <p>h. At medium villages, listed in <u>Table 2 Policy S3</u>, there will be housing growth of <del>4,095</del> <u>1,423</u> at a scale in keeping with the local character and setting. This growth will be encouraged to help meet local housing and employment needs and to support the provision of services to the wider area.</p> <p>i. At smaller villages, listed in <u>Table 2 Policy S3</u>, there will be more limited housing growth coming forward through either 'windfall' applications or neighbourhood plan allocations rather than allocations in this Plan.</p> <p>j. Elsewhere in rural areas, housing development will be strictly limited. This is likely to be incremental infill development and should be principally in line with Policy D4 and other relevant policies in the Plan.</p>
MM11	36	Table 1	<i>Delete table 1 and substitute replacement table 1 appended at end of these modifications</i>
MM12	38	Table 2	<i>Delete table 2 and substitute replacement table 2 appended at end of these modifications</i>
MM13	42	3.22	<p><i>Amend;</i></p> <p><u>Part of the character of Aylesbury Vale is the distribution of settlements with individual identities. Settlement identity therefore needs to be protected to retain this important element in the area's character.</u> The Council will <u>therefore</u> seek to <del>preserve</del> <u>prevent</u> the character and identities of neighbouring settlements or communities <u>being degraded by development that would negatively affect their individual identities.</u> To further protect the area's character the <del>Council</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>council</u> will also resist development that would compromise the open character of the countryside between settlements, especially where the gaps between them are already small.
MM14	42	S3	<p><i>Amend;</i></p> <p>The scale and distribution of development should accord with the settlement hierarchy set out in Table 2, <del>and</del> the site allocation policies that arise from it <u>and the requirements of Policy S1</u>. Other than for specific proposals <u>which accord with policies in the plan to support thriving rural communities</u> and <del>and</del> the <u>development of allocations</u> in the Plan, new development in the countryside should be avoided, especially where it would:</p> <ol style="list-style-type: none"> <li>a) compromise the character of the countryside between settlements, and</li> <li>b) result in a negative impact on the identities of neighbouring settlements or communities leading to their coalescence<sup>3</sup>.</li> </ol> <p>In considering applications for building in the countryside the <del>Council</del> <u>council</u> will have regard to maintaining the individual identity of villages and avoiding extensions to built-up areas that might lead to <u>further</u> coalescence between settlements.</p>
MM15 Not used			
MM16	44	3.32	<p><i>Delete final two sentences;</i></p> <p><del>Whilst the arguments for releasing the RAF Halton site still remain, because of the change in circumstances and the future work to be done around how the site is developed after its closure, it is considered premature to define the boundary of the site to be released from the Green Belt. This boundary will be defined in a future Local Plan review</del></p>
MM17	46	3.41	<i>Delete paragraph</i>
MM18	48	S5	<p><i>Amend;</i></p> <p>All new development must provide appropriate on- and off-site infrastructure (in accordance with the Infrastructure Delivery Plan) in order to:</p> <ol style="list-style-type: none"> <li>a) avoid placing additional burden on the existing community</li> <li>b) avoid or mitigate adverse social, economic and environmental impacts and</li> <li>c) make good the loss or damage of social, economic and environmental assets.</li> </ol> <p>In planning for new development, appropriate regard will be given to existing deficiencies in services and infrastructure provision. Development proposals must demonstrate that these have been taken into account when determining the</p>

<sup>3</sup> Coalescence is the merging or perceived merging or coming together of separate settlements to form a single entity

Ref	Page	Policy/ Paragraph	Main Modification
			<p>infrastructure requirements for the new development. <u>Development proposals must secure sufficient bin storage.</u></p> <p>The provision of infrastructure should be linked directly to the phasing of development to ensure that infrastructure is provided in a timely and comprehensive manner to support new development.</p> <p>Where an applicant advises that a proposal is unviable in light of the infrastructure requirement(s), open book calculations <u>verified by an independent consultant approved by the council</u> will need to be provided by the applicant <del>and then verified by an independent consultant verified by the Council at the expense of the applicant</del> and be submitted to the Council for its consideration.</p> <p><del>A Community Infrastructure Levy or Local Infrastructure Tariff for Aylesbury Vale will be developed to secure funding for infrastructure. A supplementary planning document will be produced regarding the delivery and use of Section 106 planning obligation agreements.</del></p>
MM19	55	3.72	<p><i>Add;</i></p> <p><u>Importantly section 38(5) of the Planning and Compulsory Purchase Act 2004 requires that any conflict between policies in different plans must be resolved in favour of the policy in the last plan to become part of the development plan. Where there is conflict between the policies in this plan, whether strategic or otherwise, and the policies in made neighbourhood plans, that conflict will be resolved in favour of VALP unless VALP specifically provides otherwise. Note that policies in this plan which require "a minimum" (e.g of affordable housing) are not in conflict with neighbourhood plan policies requiring more than that minimum.</u></p>
MM20	55	S8	<p><i>Delete policy S8 and substitute new paragraph 3.75;</i></p> <p><u>To support neighbourhood plans and clarify their relationship with the Local Plan the local planning authority will expect the following principles to be applied in the development of neighbourhood plans. Neighbourhood plans should:</u></p> <p><u>a. show how they are contributing towards the strategic policies of the Local Plan and be in general conformity with its strategic approach</u></p> <p><u>b. clearly set out how they will promote sustainable development at the same level or above that which would be delivered through the Local Plan, and have regard to information on local need for new homes, jobs and facilities, for their plan area</u></p> <p><u>c. Identify development opportunities in accordance with table 2 and, if desired, policy H2 of this plan</u></p>
MM21	57	3.76	<p><i>Amend;</i></p> <p>As required by the duty to co-operate, due consideration will be given <del>(including through a review of the Plan where appropriate)</del> to the housing needs of other local planning authorities in circumstances when it has been clearly</p>

Ref	Page	Policy/ Paragraph	Main Modification
			established through the Local Plan process that those needs must be met through provision in Aylesbury Vale.
MM22	57	3.77	<p><i>Amend first sentence;</i>  <del>On the basis of current available evidence,</del> It is envisaged that the Plan will need to be <u>updated at some point in the future reviewed soon after adoption.</u></p> <p><i>Amend second sentence;</i> Regional, national and international connectivity schemes such as the <del>Oxford-Cambridge Expressway</del> <u>East West Rail</u> and Heathrow expansion will potentially have a significant impact on the district in the future, and therefore will inevitably influence future planning.</p>
MM23	57	3.78	<p><i>Amend;</i></p> <p><u>The National Planning Policy Framework requires authorities to demonstrate each year that they have a five year supply of 'deliverable' sites with an additional buffer (moved forward from later in the plan period). A housing trajectory accompanying the Plan, Appendix A, shows how sites, made up from all sources of new housing in the district – sites with unimplemented planning permissions, sites that have been approved subject to a s106 agreement, made neighbourhood plan allocations, sites notified to come forward under permitted development rights and allocations in the plan, are envisaged to deliver housing, including extra care units, over the Plan period. This is based on discussions with developers, infrastructure providers and looking at previous delivery rates as well as other relevant factors. This illustrates that in accordance with the spatial strategy, much of the growth in Aylesbury Vale is through large strategic sites which have longer lead-in times and so do not deliver early in the plan period. It shows that the Council will deliver the overall housing requirement and could also maintain a five-year housing land supply of deliverable housing sites, spreading the undersupply of early years across the rest of the whole plan period (using the "Liverpool Method"). It will be kept up to date and monitored to ensure that the projected housing delivery is achieved. The trajectory sets out when delivery can reasonably be expected but does not prevent earlier or accelerated delivery.</u></p>
MM24	57	3.79 and table 7	<p><i>Amend paragraph 3.79;</i></p> <p>Annualising the overall housing requirement results in a yearly need to build <del>1,370</del> <u>1,430</u> homes. However there have already been <del>four</del> <u>seven</u> years of the Plan period with <u>the majority of</u> another one likely to have passed before the Plan is adopted. The delivery of housing in these years up until 2018, whilst significantly higher than <del>delivery rates previously rates,</del> <u>has</u> cumulatively <del>fallen</del> <u>fell</u> short of <del>this target</del> <u>the annual need</u>. However, the two most recent years of housing delivery greatly exceeded the requirement and <u>the overall shortfall has decreased:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>Amend table 7 annual requirement;</i>  <del>1370</del> <u>1430</u>  <i>Amend table 7 second row, 2014/5 column;</i>  <del>1,419</del> <u>1,355</u>  <i>Amend table 7 second row, 2016/7 column;</i>  <del>1,323</del> <u>1,309</u>  <i>Amend table 7 second row, 2017/8 column;</i>  <del>1,289 (projected)</del> <u>1,395</u>  <i>Amend table 7, third row;</i>  <del>-380, -440, -331, -515, -510, -754,</del>  <del>-557, -875, -638, -910</del>  <i>Add 2018/9 column to table 7;</i>  <u>1,430, 1,758, -582</u>  <i>Add 2018/9 column to table 7;</i>  <u>1,430, 1715, -297</u></p>
MM25	58	3.80	<i>Amend first sentence to substitute <u>1430</u> for <del>1370</del>.</i>
MM25A	59	Table 8	<i>Delete table 8 and substitute amended table 8 (appended at end of these modifications)</i>
MM25B	59	3.84	<p><i>Amend;</i>  <del>2007</del> <u>2010</u>, <del>2017</del> <u>2020</u>, <del>74</del> <u>76</u>, <del>are,</del> <del>962,</del> <u>760</u>, <del>13</del> <u>10</u>, <del>2020</del>  <u>2023</u></p>
MM26	59	S9	<p><i>Amend clause (a);</i>  Site allocations, <u>committed sites</u>, and <u>windfall sites</u> are not coming forward at the rate anticipated in the housing trajectory, leading to development not being delivered at the rate expected in the Plan  <i>And amend final sentence;</i>  Irrespective of the above criteria, the Plan will <del>be reviewed</del> <u>have undergone a review</u> within five years <u>of the adoption of this plan</u>.</p>
MM26A	61	4.4	<p><i>Amend;</i>  Alongside the policy within VALP a series of accompanying planning documents (SPDs) are being developed to support delivery of the Garden Town. These SPDs <del>will focus on</del> <u>include</u>:</p> <ul style="list-style-type: none"> <li><u>An AGT Framework and Infrastructure SPD will provide further guidance on the coordination of growth across AGT and linkages and improvements to the existing built environment and in particular the town centre. It will include an action plan and a strategic infrastructure delivery of the Garden Town—this schedule which will set out all the key strategic physical, green and social infrastructure required to deliver a the Garden Town setting out how it is funded, when it will be delivered and how</u></li> <li><u>The Aylesbury Vale Design SPD will include strategic</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>Garden Town design guidance for the Garden Town – this will further define the character of the Garden Town and provide design guidance for key components such as transport and movement routes, parks and green space and built development, and focus on delivery and implementation of this</del></p> <ul style="list-style-type: none"> <li><del>A site-specific Masterplan SPDs, as required, for the garden communities to set out a clear and detailed framework for place-making and delivery of each site for D-AGT1 to ensure comprehensive development is delivered in accordance with the site requirements and Garden Town principles.</del></li> </ul>
MM27	62	4.7	<p><i>Amend;</i></p> <p>Taking forward past completions since 2013 (<del>2,864</del> <u>5,604</u> dwellings) and projected supply from existing allocated sites and other deliverable sites (<del>5,727</del> <u>7,321</u> dwellings), this leaves <del>7,810</del> <u>3,282</u> dwellings to be allocated at Aylesbury in the VALP.</p>
MM27A	62	4.8	<p><i>Insert before final sentence;</i></p> <p><u>Guidance on how to achieve successful garden communities will be set out in the Aylesbury Vale Design SPD.</u></p>
MM28	65	4.18	<p><i>Amend penultimate sentence;</i></p> <p><del>Policies D2 and S4 support</del> <u>Policy S5 supports the VALP's infrastructure delivery, alongside the AGT Framework and Infrastructure SPD.</u></p>
MM29	66	4.21	<p><i>Amend;</i></p> <p>The green infrastructure <del>proposal</del> map for this, shown below, sets out the <del>proposal</del> area and some detail about the project. More information can be found in the green infrastructure proposals schedule in the delivery plan. Policy I1 supports the delivery of <u>multi-functional</u> green infrastructure. <u>In 2016 the Buckinghamshire and Milton Keynes Natural Environment Partnership, which includes AVDC and BCC, produced a 'Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes' setting out a number of principles to support the delivery of high quality green infrastructure. The document serves as a supplementary update to the 2009 GI Strategy and should be implemented as part of policy I1.</u></p>
MM30	66	4.21 map title	<p><i>Amend;</i></p> <p>Aylesbury Linear Park Green Infrastructure <del>Proposals</del> Map</p>
MM30A	67	4.24	<p><i>Amend;</i></p> <p><del>16,398</del> <u>16,207</u></p>
MM31	69	D1	<p><i>Amend second paragraph;</i></p> <p>Aylesbury will deliver <u>at least 16,586</u> <u>16,207</u> new homes. Taking account of commitments and completions, <del>7,810</del> <u>3,282</u> homes are allocated at Aylesbury in the Plan. The Policies Map allocates the following major sites for</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>development:</p> <p><i>In third paragraph, delete:</i></p> <p><del>Oaklands Hostel Aylesbury (D-AYL077)</del></p> <p><i>Amend fifth paragraph:</i></p> <p><u>To comply with policy T1 Delivering The Sustainable Transport Vision, all development in Aylesbury Garden Town should make a significant contribution to meeting the Aylesbury Transport Strategy.</u></p> <p><i>Amend seventh paragraph clauses (a), (b), (d), (e), (f), (g), (h) and (j):</i></p> <p>a. To create distinctive, <u>inclusive</u>, sustainable, high quality, successful new communities <u>which support and enhance existing communities within the town and neighbouring villages</u>, with the highest quality, planning, design and management of the built and public realm. This will ensure that new garden communities and development within the Garden Town is distinctive, <u>enhancing creates a local identity, enhances</u> local assets and <u>establishing establishes</u> environments that promote health, happiness and well-being. <u>The Aylesbury Garden Town design principles and detailed design guidance will be set out within the overarching Aylesbury Garden Town Vale Design Guidance SPD and individual site-specific supplementary planning documents (SPDs).</u></p> <p>b. Ensuring the right infrastructure is provided at the right time, ahead of or in tandem with the development that it supports, to address the impacts of new garden communities and to meet the needs of residents <u>and the town's changing demographics</u> (in accordance with Policy S5 and the <u>Infrastructure Delivery Plan</u>). The <u>Aylesbury Garden Town Strategic Framework and Infrastructure Delivery SPD</u> will set out in detail when infrastructure is required and how it will be delivered and funded</p> <p>d. Development will be delivered to provide a truly balanced, <u>and inclusive and accessible</u> community <u>and that meets</u> the needs of local people, including the mix of dwellings sizes, tenures and types including provision for custom and self build and for an ageing population (in line with policies H5 , <del>H6</del> and <del>H7</del> <u>H6a, b and c</u>); the Garden Town will also deliver housing for those most in need through delivery of a minimum of 25% affordable housing (in line with policy H1)</p> <p>e. Providing and promoting opportunities for <u>local</u> employment for new and existing residents, both within and alongside new garden communities, to support and enhance the overall economic viability of Aylesbury Garden Town (in line with policies E1, E2, E3, <del>and</del> E4 <u>and E5</u>)</p> <p>f. Promote and encourage sustainable travel choices through <u>the requirement of travel integrated, forward looking and accessible transport options which support economic prosperity and wellbeing for residents. Travel plans will be required</u> to increase walking, cycling and the promotion of</p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>public transport routes connecting new garden communities to the town and beyond. New development should be planned around a user hierarchy that places pedestrians and cyclists at the top. Consideration should also be given to delivering electric vehicle infrastructure in new development and disability discrimination requirements. Policies T1, T2, T3, T4, T5, T6, T7 and T8 should be taken into account</p> <p>g. New garden communities should be designed to be easily accessible and <u>maximize opportunities to integrate with existing communities to create healthy, sociable, vibrant and walkable neighbourhoods with equality of access for all to a range of community service and facilities including health/wellbeing, education, retail, culture, community meeting spaces, multifunctional open space, sports and leisure facilities and well connected to public transport.</u> Policies I2 and I3 should be taken into account. <u>Site-specific The Aylesbury Garden Town Framework and Infrastructure supplementary planning documents (SPDs) will be developed as required to set out clear and detailed requirements advice for place-making</u></p> <p>h. Creation of distinctive environments which seek to achieve a minimum of 50% land within the proposed garden communities as local and strategic <u>multi-functional green infrastructure which should be designed as multifunctional, accessible, and maximise benefits such as for wildlife, recreation and water management. This will include land required to mitigate the ecological and flood risk impacts of development. As part of the masterplan for allocated sites, areas of Best and Most Versatile Agricultural Land will be preferred to be used for green infrastructure.</u> Management regimes should be developed in tandem with the detailed development of GI for each of the garden communities. Policies I1, I2, I3, <u>I4, I5, I6, NE1, NE2, NE3, and NE4 and NE5</u> should be taken into account. A Site-specific <u>SPDs Masterplan SPD will be developed as required for AGT1 Aylesbury South in order to set out clear and detailed requirements advice for place-making</u></p> <p>j. <u>To preserve or enhance heritage assets including through mitigation as required. New garden communities should be designed to be resilient places that allow for changing demographics, future growth and the impacts of climate change by anticipating opportunities for technological change including renewable energy measures and 5G.</u></p>
MM32	72	4.33	<p><i>Amend;</i></p> <p>Given the large number of smaller <u>parcels sites</u> that make up this allocation, an overall <u>AGT1 Masterplan SPD</u> will be essential to ensure a co-ordinated and comprehensive approach to development, and to guide phasing of the site. <u>This must include a coordinated approach to vehicular access which will be achieved from the B4443 Lower Road and A413 Wendover Road.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM33	72	4.35	<p><i>Amend;</i></p> <p><del>Parts of the overall site have individual planning applications which are at varying stages. The current planning status of the site is as follows:</del></p> <ul style="list-style-type: none"> <li><del>• The western parcel of SMD004 has an as-yet undetermined application detailed permission for 125 dwellings and is under construction (18/00913/ADP 16/04608/AOP). SMD018 has outline planning permission for 117 dwellings.</del></li> <li><del>• There is an as yet undetermined application for 750 dwellings which covers the remainder of SMD004 as well as SMD006 (19/01628/AOP).</del></li> </ul> <p><u>39 of the 125 permitted dwellings have now been completed and the remaining 86 are expected to be delivered by 2022. The remainder of the "South Aylesbury" site is to come forward between 2024 and 2033, as it is dependent on the delivery of infrastructure related to the development of HS2. The AGT1 Masterplan SPD will provide further guidance and information on expected time of delivery.</u></p>
MM34	72	4.37	<p><i>Amend first sentence;</i></p> <p><del>A Master Plan</del> <u>The AGT1 Masterplan SPD for the site will establish elaborate on policy D-AGT1 by advising on the site layout and disposition of land uses.</u></p> <p><i>Delete the remainder of the paragraph</i></p>
MM35	74	D-AGT1	<p><i>Add new row below size (hectares);</i></p> <p><b><u>Completions and expected time of delivery</u></b></p> <p><u>39 homes delivered up to 2020, 161 homes to be delivered 2020-2025 and 800 homes to be delivered 2025-2033</u></p> <p><i>In allocated for row, delete fourth bullet point.</i></p> <p><i>Amend site-specific requirements a, c, d, g, h, i, m, o, p, and q (re-referenced as r) re-reference r as t and add new requirements q, s and u;</i></p> <p>a. Provision of land for <del>around</del> <u>at least</u> 1,000 dwellings at a density that takes account of the adjacent settlement character and identity, <u>integrates new development with the existing built area of Aylesbury and responds positively to the best characteristics of the surrounding area</u></p> <p>c. <del>Provision</del> <u>Safeguarding the land required for the delivery of a dual carriageway distributor road (the SEALR) between B4443 Lower Road and A413 Wendover Road to cross the railway line with sufficient land for associated works including but not limited to earthworks, drainage and structures.</u></p> <p>d. Provision of new access points into the sites <u>development parcels from the B4443 (Lower Road) and A413 (Wendover Road). Access from the South East Aylesbury Link Road (SEALR) will not be supported unless it can be demonstrated that this would leave parcels of land inaccessible and</u></p>

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			<p><u>incapable of development.</u></p> <p>g. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets <u>and green corridors linking development with the wider countryside and surrounding communities</u></p> <p>h. Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside <u>as part of a high quality built and semi-natural environment</u></p> <p>i. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB <u>and the field pattern and landscape features on the site</u></p> <p>m. The development should be designed using a sequential approach. Flood Zones 2 and 3, and 3a plus climate change (subject to a detailed flood risk assessment) should be preserved as green space <u>as shown in the policies map as the area of 'not built development', with built Built development should be restricted to Flood Zone 1</u></p> <p>o. Provision of a buffer between the new development and Stoke Mandeville <u>to maintain the setting and individual identity of the existing settlement of Stoke Mandeville</u></p> <p>p. Provision of land, buildings and car parking for a combined primary school, including playing field provision, <u>and a contribution to secondary school provision</u></p> <p>q. Provision of land, buildings and car parking for a new local centre, including <del>community hall</del> <u>retail</u></p> <p>r. Provision of <u>financial contributions towards off-site on-site health facilities and community buildings (including temporary buildings if necessary)</u></p> <p>s. <u>Provision of community buildings, including temporary buildings if necessary</u></p> <p><u>u. Retention of the Grade II listed Magpie Cottage within an appropriate setting</u></p> <p><i>Amend Implementation approach;</i> Development of the South Aylesbury Strategic Site Allocation will come forward towards the latter end of the Plan period, and only once a <u>AGT1</u> Masterplan SPD for the allocation has been prepared and adopted by the Council. Proposals for development within the South Aylesbury Strategic Site Allocation will be expected to demonstrate how they positively contribute to the achievement of the SPD and the Aylesbury Garden Town Principles as set out in Policies <u>D1 and D2</u>. Any development on this site should be in accordance with the overarching policies and principles for the development of Aylesbury Garden Town</p>
MM36	76	4.40	<p><i>Amend;</i></p> <p>The allocation comprises the following sites:</p> <ul style="list-style-type: none"> <li>• Land between Oxford Road, Standalls Farm and Aylesbury</li> </ul>

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			(STO016 and SMD009) – <del>up to 1,382</del> <u>1,400</u> dwellings ( <u>1,300 up to 2033 and then 100 after the plan period</u> ) <ul style="list-style-type: none"> <li>• Land at Lower Road Aylesbury (SMD012) – already committed <del>permitted</del> for 190 dwellings</li> <li>• <del>Land between Marsh Lane, Princes Risborough Railway Line and Aylesbury – up to 168 dwellings.</del></li> </ul>
MM37	76	4.42	<i>Amend first sentence;</i> The majority of the allocation is planned to come forward <del>later in the Plan period between 2024 and 2033 and the delivery will be affected by the site's especially due to the relationship to and dependence on the delivery of HS2.</del>
MM38	76	4.43	<i>Add full stop at end of first sentence. Correct reference to A4Q10 in sixth sentence. Delete seventh sentence.</i>
MM38A	76	4.45	<i>Amend;</i> At the site known as Lower Road (SMD012), <del>all 190</del> <u>129</u> dwellings have now been completed and the remaining <u>61</u> dwellings <del>will be</del> <u>are expected to be delivered in years one to five of the Plan period by 2022.</u> The remainder of the 'South west Aylesbury' site <del>will commence delivery within the end of the first ten years of the Plan, with the majority delivered in 10-15 years</del> <u>is projected to deliver between 2024 and 2033.</u>
MM39	77	4.47	<i>Delete paragraph</i>
MM40	77	4.48 and 4.49	<i>Delete paragraphs</i>
MM41	78	D-AGT2	<i>Add new row below size (hectares);</i> <b><u>Completions and expected time of delivery</u></b> <u>129 homes built up to 2020, 121 homes to be delivered 2020-2025 and 1,240 homes to be delivered 2025-2033</u> <i>Amend last line of Size row;</i> <del>11.6ha</del> <u>9.36ha</u> <i>Amend first bullet of Allocated for row;</i> <del>Around</del> <u>At least 1,550</u> <u>1,490</u> dwellings up to 2033 <i>Amend first line of site specific requirements and clause a, re-reference clauses b, c, d, h, i, k, m, n, o and s, as c, d, e, i, j, l, n, o, p and u, insert new requirements b and t and amend clauses e, f, g, j, l, p, q and r as clauses f, g, h, k, m, q, r, s, and v;</i> Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town <del>and the Masterplan SPD to be prepared for the site</del> a. <u>Create a new garden community providing Provision for land for around at least 1,550</u> <u>1,490</u> dwellings at a density that takes account of the adjacent settlement character and identity. <u>The development should be integrated with the</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>existing built area of Aylesbury and respond positively to the best characteristics of the surrounding area to deliver a high quality built and seminatural environment</u></p> <p>b. <u>The scheme will also enable the delivery of the South West Link Road, relieving traffic pressures in the town centre and enabling easier vehicular movement around Aylesbury</u></p> <p>e. Provision of land, building and car parking for one primary school with a pre-school, funding to support for a children's centre, <del>upper</del> <u>secondary</u> school provision, <del>grammar school provision</del>, and expansion of existing special schools</p> <p>g. <u>Proposals must retain and enhance existing habitats where practicable, including the creation of linkages, including green corridors, with surrounding wildlife assets and surrounding communities. The site will have access to a range of open spaces, including the new linear park alongside HS2, and have been carefully designed to respect the identity and character of the existing urban area</u></p> <p>h. <u>The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB respond positively to the best characteristics of the surrounding area and reflecting the field pattern and mature landscape features on the site</u></p> <p>k. <u>The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be preserved as green space as shown in the policies map as the area of 'not built development'. <del>with built</del> <u>Built development should be restricted to Flood Zone 1</u></u></p> <p>m. <u>Flood alleviation through measures identified in the SFRA Level 2 for investigation, including through flood alleviation systems benefitting the wider community and provision of sustainable drainage systems (SUDS), will be required to reduce pressure on the existing drainage network. The site will also provide flood alleviation to Stoke Brook through diversion of the brook and appropriate complementary measures, such as attenuation lakes.</u></p> <p>q. <u>New major transport infrastructure such as <del>Stoke Mandeville A4010 realignment</del>, <u>the A413-A418 Link Road and HS2</u> should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood</u></p> <p>r. <u><del>Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside,</del> <u>Integration of new development with existing built up area of Aylesbury and existing countryside through internal and external walking and cycling links and through 50% AnGST compliant GI and deliver open spaces that respect the character and identity of the existing urban area</u></u></p> <p>s. <u>Provision of <del>on-site</del> <u>financial contributions towards off-site health facilities and community buildings (including</u></u></p>

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			<p><del>temporary community buildings if necessary)</del></p> <p>t. <u>Provision of community buildings, including temporary buildings if necessary</u></p> <p>v. <u>Retention of a suitable setting for Grade II listed Hall End farm house and Stoke Cottage</u></p> <p><i>Amend implementation approach;</i></p> <p>Development of the South west Aylesbury Strategic Site Allocation will come forward towards the latter end of the Plan period, and only once a Masterplan <del>and Delivery SPD</del> for the allocation has been prepared <del>and adopted by the Council.</del></p>
MM42	80	4.51	<p><i>Amend;</i></p> <p>The allocation comprises the following sites:</p> <ul style="list-style-type: none"> <li>• <del>Woodlands</del>, <u>College Road North (WTV018)</u> – <del>allocated for</del> <u>has a resolution to grant permission subject to a Section 106 agreement for 1,100 dwellings (990 allocated up to 2033 and 110 expected to deliver after the plan period)</u> and 102,800 sqm of employment land alongside infrastructure. This site will form a key development area of employment and custom build housing to support the growth of the Garden Town</li> <li>• Manor Farm<del>;</del>, <u>Broughton (BIE022)</u> – allocated for 350 dwellings</li> <li>• Westonmead Farm<del>;</del>, <u>A41 London Road (WTV017)</u> – allocated for <del>60-157</del> dwellings</li> <li>• College Farm<del>;</del> <u>(AST037)</u>– allocated for 250 dwellings</li> </ul>
MM43	81	4.59	<p><i>Amend;</i></p> <p><u>The current planning status of the site is as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>The area of the site known as Woodlands (WTV018) has a current planning application, 16/01040/AOP, which has a resolution to grant permission subject to a Section 106 agreement as yet undetermined.</u> It proposes up to 102,800 sqm of employment land, a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage, and up to 1,100 dwellings (including custom and self build units), and a 60-bed care home/extra care facility.</li> <li>• <u>Westonmead Farm (WTV017) has an as yet undetermined application in for 157 dwellings (17/04819/AOP).</u></li> </ul>
MM44	81	4.60	<p><i>Amend;</i></p> <p>Development of <u>the first 990 homes of Woodlands this site will commence within the first five years of the Plan period, is projected to deliver between 2024 and 2033, with the final 100 delivering by 2034.</u> <del>and The 157 homes at Westonmead Farm are expected to be delivered between 2023 and 2026 and then will complete by the end of the Plan period the remainder of the “Aylesbury north of A41” site is expected between 2026 and 2033.</del></p>

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MM45	81	4.61	Delete paragraph
MM46	81	4.63	Delete paragraph
MM47	82	4.65	Delete paragraph
MM48	83	D-AGT3	<p>Add new row below size (hectares);</p> <p><b><u>Completions and expected time of delivery</u></b></p> <p><u>150 homes to be delivered 2020-2025 and 1,597 homes to be delivered 2025-2033</u></p> <p><i>Amend first bullet of Allocated for row;</i></p> <p>Around 102,800 sqm of employment land (<del>B1</del> <u>appropriate class E</u> (25,600sqm), B2 (44,400 sqm) and B8 (32,800 sqm))</p> <p><i>Amend second bullet of Allocated for row;</i></p> <p><del>Around 1,660</del> <u>At least 1,747 dwellings up to 2033</u> (including custom and self build units)</p> <p><i>Amend fourth bullet of Allocated for row;</i></p> <p>Mixed use local centre of around 4,000 sqm (Use classes <del>A1, A2, A5 and D1</del> <u>appropriate E, F.1, F.2 &amp; Sui Generis</u>)</p> <p><i>Amend eleventh bullet of Allocated for row;</i></p> <p>Around 2ha for a two-form entry primary school (<del>D1</del> <u>E.1</u>)</p> <p><i>Amend first sentence of Site-specific requirements and clauses a, b, f, g, h, k, o, r, t, insert new clauses m, v, x and y and re-reference subsequent clauses, delete clause q;</i></p> <p>Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town and the Masterplan SPD <del>to be prepared for the site.</del></p> <p>a. Provision for land for <del>around</del> <u>at least 1,660 1,747</u> dwellings (up to 2033) at a density that takes account of the adjacent settlement character and identity. The development <u>and the resulting new urban edge</u> should be integrated with the existing <del>built</del> <u>built</u> area of Aylesbury, and maintain the settings and individual identity of Aston Clinton, Broughton and the existing urban edge <u>as well as responding positively to the best characteristics of the surrounding area including the Aylesbury Arm of the Grand Union Canal</u></p> <p>b. Provision of a distributor road between the ELR (N) and the A41 Aston Clinton Road and any related highway improvements <u>to be delivered within five years of the development commencing.</u></p> <p>c. Provision of land, building and car parking for one primary school with a pre-school, funding to support a children's centre, <u>upper secondary</u> school provision, <del>grammar school provision,</del> and expansion of existing special schools</p> <p>f: The development should be designed using a landscaped approach including consideration of the long distance views of the AONB <u>and respond positively to the best</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>characteristics of the surrounding area</u></p> <p>g. Provision for <u>cycleways, footpaths and public transport connections</u> into the town and to surrounding areas. Active travel links to be established to Broughton Lane, the Garden <u>Town</u> Community and the Aylesbury Arm of the Grand Union Canal</p> <p>h. <del>Town-wide</del> <u>Flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) will be required to reduce pressure on the existing drainage network</u></p> <p>k. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) <u>shown as areas of not built development on the policies map should be preserved as green space laid out for uses compatible with these Flood Zones</u> with built development restricted to Flood Zone 1</p> <p>m. <u>Land at Manor Farm (BIE022) shall not be developed until the Eastern Link Road (South) through the adjacent site WTV018 (Woodlands) has been delivered and opened to traffic. A planning application on site BIE022 must demonstrate that Flood Risk Exception Test Part 2 (See VALP Flood Risk Sequential Test 2017) has been met by a developer. The Exception Test Part 2 will be supported by a site specific Flood Risk Assessment (FRA) to support a planning application and shall demonstrate that access and egress from and to the development, via the ELR and on-site access routes, will be safe and operational in times of flooding. The main vehicular access to the site shall be from the ELR (S) and not from Broughton Lane. The FRA must meet all the recommendations for the site in the Aylesbury Vale SFRA Level 2 (2017) and VALP Policy I4.</u></p> <p>p. <del>Provision and management of 50% of green infrastructure to link to other new development areas and the wider countryside.</del> <u>Integration of new development with existing built up area of Aylesbury and existing countryside through internal and external walking and cycling links and through 50% AnGST compliant GI .The site will also deliver a 16ha sports village and pitches</u></p> <p>s. <del>Landscape buffers to existing development on the northern part of the site At Westonmead Farm to integrate into open space proposals included with the Woodlands development proposals, development is to be kept to the southern section of the area. The northern section of the area identified as 'not built development' is to be retained for green infrastructure (criteria p above) the Aylesbury Linear Park. There are some existing agricultural buildings to the north of the watercourse, their conversion to a suitable use that is compatible with their rural nature and Green Infrastructure context would be considered acceptable.</del></p> <p>v. <u>Provision of community buildings, including temporary buildings if necessary</u></p>



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			<p><u>x. Any proposal will need to ensure a condition is applied requiring the submission of a detailed Design Code (covering built form, highways and, landscaping) ahead of any Reserved Matters applications.</u></p> <p><u>y. This site allocation contains 5 grade 2 listed canal structures along the Grand Union Canal to the north of the site. Along with the consideration of these structures, the setting of the list Listed Buildings adjacent to Woodlands located at Threshers Bern, Turners Meadow at Aston Clinton and Burnham's Field at Weston Turville will also need to be considered in relation to any proposals.</u></p> <p><i>Amend Implementation approach row;</i></p> <p>Development of the Aylesbury north of the A41 strategic site allocation will come forward towards the latter end of the Plan period, in accordance with the Masterplan <del>and Delivery SPD</del> for the allocation <del>that has been prepared and adopted by the Council.</del></p> <p>Proposals for development within this strategic site allocation will be expected to demonstrate how they positively contribute to the achievement of <del>the SPD and</del> the Aylesbury Garden Town Principles as set out in Policy D1.</p> <p><i>Insert concept plan for Woodlands</i></p>
MM49	86	4.67	<p><i>Amend;</i></p> <p>The allocation comprises the following sites:</p> <ul style="list-style-type: none"> <li>• <del>the first is the major development area known as Hampden Fields which allocates 3,000 homes and 46,800 sqm of employment. This site will form a vital urban extension to Aylesbury, integral to the town's Garden Town status</del></li> <li>• <del>the second site known as 'Land adjacent to Aston Clinton Holiday Inn' will deliver 60 homes</del></li> <li>• <del>the third known as 'Land at New Road Weston Turville' will deliver a further 51 homes.</del></li> <li>• <u>Land at Hampden Fields (WTV022) – has a resolution to grant permission subject to a section 106 agreement for 3,000 dwellings (2,555 allocated up to 2033 and 445 expected to deliver after the plan period) and 46,800 sqm of employment. This site will form a vital urban extension to Aylesbury, integral to the town's Garden Town status</u></li> <li>• <u>Land adjacent to Aston Clinton Holiday Inn' (WTV019) – allocated for 108 dwellings</u></li> <li>• <u>Land at New Road, Weston Turville (WTV021) – allocated for 51 dwellings</u></li> <li>• <u>Land east of New Road, Weston Turville (WTV020) – already permitted for 64 dwellings</u></li> <li>• <u>Land bounded By New Road And Aston Clinton Road (WTV025) – already permitted for 135 dwellings</u></li> </ul>
MM50	86	4.73	<p><i>Delete paragraph and substitute;</i></p> <p><u>The current planning status of the site is as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>Land at Hampden Fields has a resolution to grant</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>permission subject to a Section 106 agreement reference (16/00424/AOP)</u></p> <ul style="list-style-type: none"> <li>• <u>Land adjacent to Aston Clinton Holiday Inn (WTV019) , has an as yet undetermined application for 108 dwellings (16/03388/AOP)</u></li> <li>• <u>Land east of New Road, Weston Turville (WTV020) has detailed permission and is under construction (17/00533/ADP)</u></li> <li>• <u>Land Bounded By New Road And Aston Clinton Road (WTV025) has detailed permission and is under construction (16/01254/ADP)</u></li> </ul>
MM51	86	4.74	<p><i>Delete paragraph and substitute;</i></p> <p><u>Land Bounded By New Road And Aston Clinton Road and Land east of New Road were both completed at the end of 2019. Land at Hampden Fields is projected to come forward between 2023 and 2033 and the remainder of the "Aylesbury south of A41" site is expected to deliver between 2022 and 2027.</u></p>
MM52	87	4.75	<p><i>Amend;</i></p> <p>Careful consideration needs to be given to phasing and co-ordination of the delivery of the whole site <del>through the Masterplan and Delivery SPD.</del></p>
MM53	87	4.77	<i>Delete paragraph</i>
MM54	87	4.79	<i>Delete paragraph</i>
MM55	88	D-AGT4	<p><i>Add new row below size (hectares);</i></p> <p><b><u>Completions and expected time of delivery</u></b></p> <p><u>199 homes built up to 2020, 338 homes to be delivered 2020-2025 and 2,376 homes to be delivered 2025-2033</u></p> <p><i>Amend first bullet of Allocated for (key development and land use requirements) row;</i></p> <p><del>Around 3,111</del> <u>At least 2,913 dwellings</u></p> <p><i>Amend Site-specific requirements first sentence and clauses a, c, e, f, m, p, re-reference q as r and insert new clauses q and s;</i></p> <p>Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town <del>and the Masterplan SPD to be prepared for the site.</del></p> <p>a. Provision of <del>land for around</del> <u>at least 3,111 2,913</u> dwellings at a density that takes account of the adjacent settlement character and identity. The development should be integrated with the existing build area of Aylesbury, and maintain the settings, <del>and</del> individual identity <u>and character</u> of Stoke Mandeville and Weston Turvill</p> <p>b. Provision of land, building and car parking for two primary schools each with a pre-school, a children's centre on one of</p>

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			<p>the primary school sites and funding to support <del>upper</del> <u>secondary</u> school provision, <del>grammar school provision</del>, and expansion of existing special schools</p> <p>c. Existing vegetation <u>and landscape features</u> should be retained where practicable, including <u>field patterns</u>, existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities <u>utilising green corridors</u></p> <p>e. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB <u>and respond positively to the best characteristics of the surrounding area</u></p> <p>f. Provision for <u>cycleways, footpaths and public transport connections</u> into the town and to surrounding areas</p> <p>m. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment), <u>as shown on the policies map as "areas of not built development"</u>, should be preserved as green space with built development restricted to Flood Zone 1</p> <p>n. New major transport infrastructure such as <del>Eastern</del> <u>the Southern</u> Link Road should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood</p> <p>p. Provision of <u>an on-site health facilities and community buildings (including temporary buildings if necessary). Where it is justified provision for expansion or an alternative larger site may need to be identified and secured for a multipurpose health facility to accommodate further growth and service demand to increase capacity.</u></p> <p>q. <u>Provision of community buildings, including temporary community buildings if necessary</u></p> <p>s. <u>Provision of employment land which is attractive to occupiers who seek an accessible, high quality location.</u></p> <p><i>Insert concept plan for Hampden Fields</i></p>
MM55A	90	4.81	<p><i>Amend:</i></p> <p>The Berryfields Major Development Area (MDA) is situated to the north-west of Aylesbury. The development includes <del>3,254</del> <u>3,372</u> new dwellings, employment, a district centre, schools, transport infrastructure and open space and community facilities. The site is situated off the A41 to the north-west of Aylesbury <u>and includes the following permissions:</u></p> <ul style="list-style-type: none"> <li>• <u>'Berryfields MDA' (03/02386/AOP) - permitted for</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>3,000 dwellings and under construction</u></p> <ul style="list-style-type: none"> <li>• <u>'Berryfield House' (07/03447/AOP) - permitted for 235 dwellings and was completed in 2016</u></li> <li>• <u>'Berryfields MDA' (17/02999/APP) - permitted for 112 dwellings and is under construction</u></li> <li>• <u>'Berryfield Cottage' (10/01848/APP) - permitted for 19 dwellings and under construction</u></li> <li>• <u>'Berryfields MDA' (17/03863/APP) - permitted for 13 dwellings. Seven of these fall under the original permission for 3,000 dwellings.</u></li> </ul>
MM55B	90	4.83	<p><i>Amend;</i></p> <p>Over <del>half</del> <u>85%</u> of the housing on the site has been completed and reserved matters have been granted for the remainder of the housing at Berryfields. <del>There are approximately 1,180 dwellings still to come forward. While some</del> <u>Some</u> of the other planned requirements, including education, community and transport, are in place <del>there has been limited and progress is underway on providing to provide</del> the local centre and employment areas.</p>
MM55C	90	4.85	<p><i>Amend first sentence;</i></p> <p><del>2,335</del> <u>2,885</u> dwellings and the western link road have already been developed, with <del>919</del> <u>487</u> dwellings still to be built.</p> <p><i>Add new final sentence;</i></p> <p><u>The site is projected to be completed by 2025.</u></p>
MM56	90	4.87	<i>Delete paragraph</i>
MM57	92	D-AGT5	<p><i>Add new row below size (hectares);</i></p> <p><b><u>Completions and expected time of delivery</u></b></p> <p><u>2,885 homes built up to 2020, 487 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</u></p> <p><i>Amend Site-specific requirements, first sentence and clauses a and c and add clause f;</i></p> <p>Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan, including the principles of development for Aylesbury Garden Town <del>and the Masterplan SPD to be prepared for the site.</del></p> <p>a. employment allocation of 9ha split on two sites with a range of employment uses and space for start-up units in high quality buildings. The proposed development will add variety to the portfolio of employment in Aylesbury <u>and retain existing provision</u></p> <p>c. the district centre is located at the intersection of the principal road, pedestrian and cycle networks, and consideration should be given to design to ensure public transport and sustainable travel choices are maximised <u>whilst recognising proximity to the new railway station</u></p> <p>f. <u>achieve a form of development comprising distinctive</u></p>

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			<p><u>linked / coalesced 'urban villages' with a diversity of layout and design which reflects the range of 'local distinctiveness'.</u></p> <p><i>Amend Implementation Approach;</i></p> <p>Design proposals for both the employment allocation and district centre should be in line with the Berryfields MDA Development Brief (2004) and design codes and the Aylesbury Garden Town development principles within policy D1 and <u>the subsequent supporting Aylesbury Garden Town Framework and Infrastructure Supplementary Planning Documents (SPDs).</u></p>
MM58	93	4.91	<p><i>Amend;</i></p> <p>The housing development is based on the principle of creating three villages within the overall framework of the site. Reserved matters have been approved for <del>two of the three villages, Oakfield Village and Orchard Green,</del> <u>comprising 1,353 2,074 dwellings</u> of which some <del>300</del> <u>696</u> are complete <del>or</del> <u>with more</u> under construction. Key elements of transport infrastructure including the Eastern Link Road and Stocklake Link are also well under way. <u>The status of the three villages is as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>Oakfield (village 2) – detailed permission for 492 dwellings (14/03486/ADP) and is now complete</u></li> <li>• <u>Canal Quarter (village 3) for 1,097 dwellings</u> <ul style="list-style-type: none"> <li>○ <u>Phase 1 for 228 dwellings (18/01153/ADP) is now complete</u></li> <li>○ <u>Phase 2a for 383 dwellings (19/01732/ADP) is under construction</u></li> <li>○ <u>Phase 2b for 110 dwellings and the neighbourhood centre (19/02983/ADP) has detailed permission</u></li> <li>○ <u>Phase 3 for 212 homes (20/00740/ADP) has an as yet undetermined detailed application</u></li> <li>○ <u>Phase 4 for 164 dwellings and the employment area (19/04426/ADP has an as yet undetermined detailed application</u></li> </ul> </li> <li>• <u>Orchard Green (village 4) – detailed permission for 861 dwellings (15/01767/ADP) and under construction</u></li> </ul> <p><u>The site is expected to be completed by 2031.</u></p>
MM59	94	4.99	<i>Delete paragraph</i>
MM60	94	4.101	<i>Delete paragraph</i>
MM61	96	D-AGT6	<p><i>Add new row below size (hectares);</i></p> <p><b><u>Completions and expected time of delivery</u></b></p> <p><u>696 homes built up to 2020, 950 homes to be delivered 2020-2025 and 804 homes to be delivered 2025-2033</u></p> <p><i>Amend site specific requirements first sentence and clauses a, e, h and l and add clause k;</i></p> <p>Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan, including</p>

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			<p>the principles of development for Aylesbury Garden Town and the Masterplan SPD to be prepared for the site.</p> <p>a. Provision for land for <del>around</del> <u>at least</u> 2,450 dwellings at a density that takes account of the adjacent settlement character and identity</p> <p>e. The development should be designed using a landscaped approach including consideration of the long-distance views of the AONB <u>as well as of potential landscape visual impact from the AONB</u></p> <p>h. Provision and management of 50% green infrastructure to link to other new development areas and the wider countryside. <u>This should incorporate: recreation and sports facilities, public open space, play areas, allotments and orchards, sustainable drainage, nature reserves and ecological enhancement areas, education/interpretation facilities and attractive pedestrian and cycle routes to the town centre</u></p> <p>i. Provision of on-site health facilities and community buildings <del>(including temporary buildings if necessary)</del></p> <p>k. <u>A traffic calming scheme to the village of Berton</u></p> <p><i>Amend second paragraph of Implementation Approach;</i></p> <p>A concept masterplan/<del>SPD</del> for the third village should be prepared and adopted to inform the submission of a design code and reserve matters for that village. Design should take account of the over-arching Garden Town principles (policy D1) and details within the <u>Aylesbury Garden Town Framework and Infrastructure Garden Town Design SPD</u> to ensure comprehensive development. The SPD should demonstrate how the village links to and contributes to the delivery of Aylesbury Garden Town as a whole.</p> <p><i>Include most up to date detail plans for Kingsbrook attached at end of these modifications</i></p>
MM62	98	D-AYL032	<p><i>Amend allocated for;</i></p> <p><del>70</del> <u>54</u></p> <p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>Delivery within 1-15 years of VALP adoption</del> <u>No homes to be delivered 2020-2025 and 54 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will make provision for <del>approximately 70 flats at</del> <u>least 54 dwellings</u> based on Sunley House and although much of the site could be developed though permitted development rights and/or prior approval the densities should take account of the adjacent settlement character. The site should make provisions for a comprehensive scheme including those elements of the site that are currently being marketed. Sunley House is currently occupied by the Job Centre + on the ground floor and office</p>

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			accommodation above. This office building could be converted into residential under prior approval/change of use and could yield approximately <del>40</del> <u>38</u> flats. <del>Ashton</del> <u>Ardenham Court</u> could also be converted into residential under Prior Approval/Change of Use and could yield approximately 16 flats
MM63	100	D-AYL073	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <del>Delivery within 1-5 years of VALP adoption</del> <u>No homes to be delivered 2020-2025 and 18 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will make provision for <del>around</del> <u>at least</u> 18 dwellings at a density that takes account of the adjacent settlement character</p>
MM64	101	D-AYL052	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <del>Delivery within 6-15 years of VALP adoption</del> <u>No homes to be delivered 2020-2025 and 23 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will make provision for <del>around</del> <u>at least</u> 23 dwellings at a density that takes account of the adjacent settlement character</p>
MM65	103	D-AYL059	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <del>Delivery within 6-15 years of VALP adoption. The site has multiple occupants.</del> <u>No homes to be delivered 2020-2025 and 14 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clauses a and e;</i></p> <p>a. The site will make provision for <del>around</del> <u>at least</u> 14 dwellings notwithstanding any permitted development rights, at a density that takes account of the adjacent settlement character including the listed buildings nearby including Royal Buckinghamshire Hospital and Ardenham House. The western section of the site is the only part suitable for redevelopment. Fairfax House is not being allocated for housing as it is currently well occupied, housing the Vale of Aylesbury Housing Trust (VAHT). This is a prominent entrance to the town and any proposal should be designed to accord with the <del>design</del> <u>Aylesbury Vale Design</u> SPD and express an exemplary design</p> <p>e. The existing trees and hedgerows <del>{and/or anything else}</del> should be retained</p>

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MM66	105	D-AYL077	<i>Delete this site allocation policy</i>
MM67	106	D-AYL063	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <u>Delivery within 1-5 years of VALP adoption 112 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will comply with a development brief that will steer proposals to make provision for <del>around</del> <u>at least</u> 112 dwellings at a density that takes account of the adjacent settlement character. The site should also retain its retail (<del>A1E/F.2</del>) provision on the ground floor</p>
MM68	107	D-AYL068	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <u>Delivery within 6-15 years of VALP adoption No homes to be delivered 2020-2025 and 39 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will make provision for <u>at least</u> 39 dwellings at a density that takes account of the adjacent settlement character. Part of the site should be retained for hospital services</p>
MM69	108	D-AYL115	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b>  <u>Delivery within 6-15 years of VALP adoption 65 homes to be delivered 2020-2025 and 135 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clause a;</i></p> <p>a. The site will make provision for <del>around</del> <u>at least</u> 200 dwellings at a density that takes account of the adjacent residential character north of the railway line</p>
MM70	109	Preceding 4.110	<p><i>Insert new heading and new paragraph;</i></p> <p><b><u>Delivering site allocations in the rest of the district</u></b>  <u>In order to fulfil the level of growth for Aylesbury Vale set out in policy S2 Spatial Strategy for Growth, sites have also been allocated at other settlements in the district as well as at Aylesbury Garden Town. Allocating sites in the Local Plan allows growth to be located in the most suitable sites in the most sustainable locations by taking into account, through further assessment beyond the HELAA, factors such as landscape, flooding, settlement form and site availability.</u></p> <p><i>Move former paragraph 4.123 to follow new paragraph, add new title;</i></p>



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			<p><b><u>Delivering the allocated sites – at strategic settlements and North East Aylesbury Vale</u></b>  <i>and amend third sentence;</i></p> <p>As set out in <del>Policies S2 and S3</del> <u>tables 1 and 2</u>, the strategic settlements (excluding Aylesbury) <u>and North East Aylesbury Vale</u> will provide a total of <del>5,730</del> <u>8,627</u> new homes between 2013 and 2033. Those sites that already have planning permission (as at <del>2016/17</del> <u>2019/20</u>) and homes already built in the period 2013-<del>2017</del> <u>2020</u> are included in the total to be provided.</p> <p><i>Insert new paragraph to follow former paragraph 4.123;</i></p> <p><u>Aylesbury Vale will deliver a total of 30,134 new homes across the Plan period. Taking account of commitments, completions and allocations in Aylesbury Garden Town already listed in policy D1, and a windfall allowance, 13,927 homes will be delivered across the rest of the district.</u></p> <p><i>Move former paragraphs 4.124 and 4.125 to follow new paragraph and amend third sentence of former paragraph 4.124 and first sentence of paragraph 4.125;</i></p> <p>This Plan allocates <del>the reserve sites at Buckingham and Haddenham, and</del> just one site beyond the neighbourhood plans' expectations/allocations, at Haddenham and Winslow, specifically north of Rosemary Lane at Haddenham (<u>at least 315</u> <del>273</del> <u>273</u> homes) and east of the B4033 at Winslow (<del>585</del> <u>at least 315</u>), and allocates two further sites at Buckingham, reflecting it being the second most sustainable settlement in the district, specifically Moreton Road at Buckingham (130 homes) and land off Osier Way, south of A421 and east of Gawcott Road (420 homes).</p> <p>In terms of Wendover, approximately 1,000 homes will come forward during the Plan period at RAF Halton Camp after <del>its closure in 2022</del> <u>it is fully closed in 2025</u></p> <p><i>Insert new paragraph to follow former paragraph 4.125;</i></p> <p><u>The Local Plan also allocates sites for growth within Aylesbury Vale at the edge of Milton Keynes namely North East Aylesbury Vale and this area forms its own category in the settlement hierarchy. The same appraisal process detailed above has been followed to select these sites and consideration has also been given to Milton Keynes' capacity to accommodate further growth.</u></p> <p><i>Insert new policy D2 (and renumber existing policy D2 as D3) to follow new paragraph and precede existing paragraph 4.110;</i></p> <p><b><u>D2 Delivering site allocations in the rest of the district</u></b></p> <p><u>The rest of the district outside of Aylesbury Garden Town plays an important role in delivering the required growth in the Vale. The site allocations identified in this policy should</u></p>

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			<p><u>be developed in accordance with polices S1, S2, S3 and S5.</u></p> <p><u>The rest of the district outside of the Garden Town, including the windfall allowance will deliver 13,927 new homes. The Policies Map allocates the following major sites in the strategic settlements and in North East Aylesbury Vale for development:</u></p> <ul style="list-style-type: none"> <li><u>• D-NLV001 Salden Chase, Newton Longville</u></li> <li><u>• D-WHA001 Shenley Park, Whaddon</u></li> <li><u>• D-BUC043 Land west of AVDLP allocation BU1 Moreton Road, Buckingham</u></li> <li><u>• D-BUC046 Land off Osier Way (south of A421 and east of Gawcott Road), Buckingham</u></li> <li><u>• D-HAD007 Land north of Rosemary Lane, Haddenham</u></li> <li><u>• D-HAL003 RAF Halton</u></li> <li><u>• D-WIN001 Land to east of B4033, Great Horwood Road, Winslow</u></li> </ul> <p><u>The following sites are also allocated in large and medium villages:</u></p> <ul style="list-style-type: none"> <li><u>• D-STO008 Land south of Creslow Way, Stone</u></li> <li><u>• D-WHI009 Holt's Field, Whitchurch</u></li> <li><u>• D-CDN001 Land North of Aylesbury Road and rear of Great Stone House, Cuddington</u></li> <li><u>• D-CDN003 Dadbrook Farm, Cuddington</u></li> <li><u>• D-ICK004 Land off Turnfields, Ickford</u></li> <li><u>• D-MMO006 Land east of Walnut Drive and west of Foscode Road, Maids Moreton</u></li> <li><u>• D-NLV005 Land south of Whaddon Road and west of Lower Rd, Newton Longville</u></li> <li><u>• D-QUA001 Land south west of 62 Station Road, Quainton</u></li> <li><u>• D-QUA0014-016 Land adjacent to Station Road, Quainton</u></li> </ul> <p><u>The design and delivery of development at allocations in the rest of the district should adhere to the site specific allocation policies and other policies in the Plan.</u></p> <p><i>Amend heading preceding paragraph 4.110;</i></p> <p><b><u>Salden Chase North East Aylesbury Vale</u></b></p>
MM71	109	4.112	<p><i>Amend;</i></p> <p><del>As a result of further assessment and taking</del> <u>Taking</u> account of the overall housing requirement for Aylesbury Vale, <del>Salden Chase and Shenley Park</del> <u>has have</u> been identified as the most appropriate strategic allocations <u>to come forward at this stage.</u></p>

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MM72	109	4.118	<i>Delete paragraph</i>
MM73	110	4.119	<i>Delete paragraph</i>
MM74	110	D-NLV001	<p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>100</del> 300 homes to be delivered <del>2017-2022</del> <u>2020-2025</u> and <del>1,755</del> <u>1,555</u> homes to be delivered from <del>2023</del> <u>2025-2033</u></p> <p><i>In allocated for box, amend Internal Road layout paragraph to add new first sentence;</i></p> <p><u>The objective is to ensure that high quality walking, cycling and public transport links to and from Newton Longville, Bletchley and the city of Milton Keynes are an integral part of the development.</u></p> <p><i>In allocated for box, add additional bullet point to public rights of way;</i></p> <p><u>o Provision should be made for adequate green links to Tattenhoe Park</u></p> <p><i>Amend site-specific requirements;</i></p> <p>Conserving and enhancing the natural environment. In terms of the impact on the landscape, site proposal should use land efficiently and create a well-defined boundary <u>as the western edge of Milton Keynes between the settlement and the countryside, ensuring that Newton Longville, Whaddon, Mursley and Far Bletchley remain separately identifiable.</u></p> <p><i>Amend Landscape;</i></p> <p>Site proposals will be required to respect and complement the physical characteristics of the site and its surroundings, <u>including the implementation of a defensible boundary along the western edge of Milton Keynes. Proposals will be required to identify the building tradition of the locality, and the scale and context of the setting, the natural qualities and features of the area, and the effect of the development on important public views and skylines including the protection of Newton Longville and Whaddon villages.</u></p> <p><i>Amend Noise contamination;</i></p> <p>An Environmental Management plan will be required via a condition and with detailed consideration of the layout at reserved matters stage <u>to take account of the delivery of EWR, safeguarding against noise.</u> A condition can be attached in case any contamination is found.</p> <p><i>Amend Place-making Framework;</i></p> <p>The site will comprise: residential development; employment area; neighbourhood centre; land for a three form entry primary school with early years provision and four form entry secondary school; green infrastructure and associated drainage; <del>and</del> <u>highway and transport infrastructure.</u> <del>and the</del> The proposed distribution of uses across the site are set in the parameters plan.</p>

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			<p><i>Amend community facilities and Green Infrastructure;</i></p> <p>The site will need to make provision for a comprehensive network of multifunctional open spaces and green corridors <u>including a linear park to the south of the site</u> with both formal and areas of informal public open space. This will include 53.67ha of green open space and 1.18ha of allotment land, nine locally equipped areas of play (LEAPs) and also two neighbourhood equipped areas of play, which each include a multi-use games area. In addition to the provision of LEAPs and NEAPs on site, youth shelter, a multi-use games area (MUGA), sports hall, changing pavilion, skateboard park, sports pitches, cricket wicket, tennis courts and a community centre will be required through a S106 Agreement. <u>The existing woodland priority habitat in the north of the site should be retained.</u> Multi functional Green Infrastructure will be required to control surface water flows and flooding. <u>Impact on the Howe Wood SSSI must be kept to a minimum and green links to Tattenhoe Park must be provided.</u></p> <p><i>Insert additional clause;</i></p> <p><b><u>Flood Mitigation</u></b></p> <p><u>Provision of a sustainable and strategic flood mitigation and urban drainage scheme linked to multi-functional Green Infrastructure must be provided.</u></p> <p><i>Amend final sentence of Implementation Approach;</i></p> <p>The details of the cycle and pedestrian infrastructure within the site <u>and linking to Newton Longville, Bletchley and Central Milton Keynes</u> will need to form and be considered as part of any future reserved matters application.</p> <p><i>Insert concept plan for D-NLV001</i></p>
MM75	114	Following D-NLV001	<p><i>Insert new heading, four new paragraphs and new site policy;</i></p> <p><b><u>Shenley Park</u></b></p> <p><u>The site covers an area of around 99 ha and is in predominantly agricultural use with 4.119 areas of woodland plantations. Surrounding land uses are similarly predominantly agricultural although the eastern boundary is defined by the Milton Keynes Boundary Walk, the existing residential development and land currently being developed as part of Milton Keynes.</u></p> <p><u>Other than the 11KV overhead powerlines crossing the site there are no other utilities 4.120 present that would significantly constrain the proposed development and sufficient new utility infrastructure can be provided.</u></p> <p><u>There is one footpath running across the southern part of the site. Long distance 4.121 bridleways run along the northern and eastern boundaries.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The topography of the southern half of the site rises from the A421 to the Shenley Road. 4.122 The remainder of the site from Shenley Road is relatively flat to the northern boundary.</p> <p><b><u>D-WHA001 Shenley Park</u></b></p> <p><b><u>Site reference</u></b> WHA001</p> <p><b><u>Size (hectares)</u></b> About 99ha</p> <p><b><u>Allocated for (key developments and land use requirements)</u></b> To create an exemplar development, of regional significance, which will be a great place to live, work and grow. Built to a high sustainable design and construction standards, the development will provide a balanced mix of facilities to ensure that it meets the needs and aspirations of new and existing residents, at least 1,150 homes, 110 bed care home/extra care facility, new primary school, subject to need a site for new secondary school, multi-functional green infrastructure (in compliance with Policies I1 and I2 and associated Appendices), mixed use local centre, exemplary Sustainable Drainage Systems, new Link Road between A421 Buckingham Road and H6 and or H7 Childs Way/Chaffron Way, public transport and cycling and walking links.</p> <p><b><u>Source</u></b> HELAA</p> <p><b><u>Current neighbourhood plan status</u></b> N/A</p> <p><b><u>Expected time of delivery</u></b> 50 homes to be delivered 2020-2025 and 1,100 homes to be delivered 2025-2033</p> <p><b><u>Site-specific Requirements</u></b> Development proposals must be accompanied by the information required in the Council's Local Validation List and comply with all other relevant policies in the Plan. To ensure a comprehensive development of the site an SPD is to be prepared for the site and in addition, proposals should comply with all of the following criteria:</p> <p>a. The site will make provision for at least 1,150 dwellings at a density that respects the adjacent settlement character and identity. To ensure that strong place shaping, community safety and sustainability principles are embedded throughout, creating a socially diverse place with a mix of dwelling types and tenure mix including a minimum of 25% affordable housing 'pepper-potted' throughout the site.</p> <p>b. Provision of 110 bed care home/extra care facility</p> <p>c. Provision of land, buildings and car parking for a 2FE primary school (capacity 420) with 52 place nursery.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Infrastructure will need to be provided and phased alongside development, the details of which will be agreed through developer contribution agreements.</u></p> <p><u>d. Subject to detailed discussions and agreement with the Education Authority, a financial contribution towards existing secondary schools will be required or provision of a site for a new secondary school if the need for an on site facility is proven; and a financial contribution to special needs education</u></p> <p><u>e. Provision of land, buildings and car parking for new local centre including community hall and a contribution towards or delivery of a healthcare facility either by way of site provision or direct funding (including temporary buildings if necessary). To create a sustainable community providing a mix of uses to ensure that housing development is accompanied by infrastructure services and facilities</u></p> <p><u>f. The site will be designed using a landscape-led and green infrastructure approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) that integrates the site into the landscape and the existing network of green infrastructure within Milton Keynes and Buckinghamshire. It will provide a long term defensible boundary to the western edge of Milton Keynes. This recognises that, whilst being located totally within Aylesbury Vale, the development will use some facilities in Milton Keynes, given its proximity. Milton Keynes also provides an access point into the site</u></p> <p><u>g. Conserve the setting of Whaddon village and Conservation Area by creating a substantial, well designed and managed countryside buffer (not formal open space) and enhanced Briary Plantation woodland belt between the development and the village of Whaddon</u></p> <p><u>h. Create high quality walking and cycling links to and from Whaddon, Bletchley and Milton Keynes as an integral part of the development and shall include an extension of Tattenhoe Valley Park into the site</u></p> <p><u>i. An ecological management plan shall be submitted to and approved in writing by the Council covering tree planting, hedge planting, pond creation and ongoing management of the site</u></p> <p><u>j. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Specific attention should be made to enhancing Briary Plantation, Bottlehouse Plantation and other significant blocks of woodlands/hedgerows within or on the edge of the site</u></p> <p><u>k. Hard and soft landscaping scheme will be required to be submitted for approval</u></p> <p><u>l. Archaeological assessment and evaluation shall be required to be submitted to the Council. Development must minimise impacts on the Statutory Ancient Monument of Site of Snelshall Monastery on the northern boundary of the site</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>m. The scheme layout shall have regard to the findings of an archaeological investigation and preserves in situ any remains of more than local importance</u></p> <p><u>n. The development must provide a satisfactory vehicular access from the A421 Buckingham Road</u></p> <p><u>o. More detailed traffic modelling will be required to inform on the extent and design of off site highway works to determine whether the section of A421 between the Bottledump roundabout and the site access roundabout needs to be dualled. The scope and design of any detailed traffic modelling must be agreed by Buckinghamshire Council as the highway authority in consultation with the Milton Keynes highway authority.</u></p> <p><u>p. Provide for a Link Road connection through the site to Grid Road H6 Childs Way and/or H7 Chaffron Way which shall include</u></p> <ul style="list-style-type: none"> <li><u>• A Redway providing direct connection through the site to the existing Redway Network</u></li> <li><u>• A public transport route to incorporate Mass Rapid Transit through the site to Grid Road H6 Childs Way and/or H7 Chaffron Way</u></li> </ul> <p><u>q. Existing public rights of way need to be retained, enhanced and integrated into the development with safe and secure environments as part of a wider network of sustainable routes (utilising amongst others the Redway and Sustrans network), to directly and appropriately link the site with surrounding communities and facilities including the extension of bridleways into the site (Bridleway WHA12/2 and Shenley Brook End Bridleway 006) to Redway standard</u></p> <p><u>r. Provision of public transport service improvements and associated new facilities into Milton Keynes, including new or improved links to Bletchley railway station, and to surrounding areas</u></p> <p><u>s. An air quality and noise assessment shall be submitted to and approved in writing by the Council prior to development commencing</u></p> <p><u>t. A surface water drainage strategy will be required for the site, based on sustainable drainage principles and an assessment submitted to the Council for approval and should ensure that development does not increase flood risk elsewhere. The strategy will create new green infrastructure corridors along major surface flowpaths. Development on this site, which would drain into the management area for the Loughton Brook, will seek to reduce flood risk downstream on the Loughton Brook</u></p> <p><u>u. Detailed modelling will be required to confirm 1 in 20, 100 and 1,000 year extents and 1 in a 100 year plus climate change extents on the ordinary watercourse. Climate change modelling should be undertaken using the up-to-date Environment Agency guidance for the type of development and level of risk and should consider surface water risk. The impact of culvert blockage should be considered for the</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>modelled watercourse. The impacts of climate change must be taken into account in designing the site's SuDs and in any other flood mitigation measures proposed</u></p> <p><u>v. A foul water strategy is required to be submitted to and approved in writing by the Council following consultation with the water and sewerage undertaker.</u></p> <p><u>w. An updated assessment of sewerage capacity and water supply network shall be carried out, working with Anglian Water, to identify the need for infrastructure upgrades and how and when these will be carried out to inform site delivery.</u></p> <p><u>x. The road access to the A421 will be designed to avoid areas of flood zone 3a with climate change and remain operational and safe for users in times of flood.</u></p>
MM76 not used			
MM77	115	4.120 and 4.121	<p><i>Move paragraphs 4.120 and 4.121 and accompanying titles to the start of strategic delivery chapter 4 (page 61) to become paragraphs 4.1 and 4.2. Modify title and amend paragraph 4.121:</i></p> <p><b><u>Delivering growth at strategic settlements, larger and medium villages</u></b></p> <p><del>4.121</del> <u>4.2</u> As set out in the spatial strategy (S2), sites are allocated based on the capacity of a settlement to accommodate development, taking into account factors such as landscape, flooding and settlement form as well as site availability. Site-specific allocations for strategic settlements <del>(other than Aylesbury)</del>, <u>the north east of Aylesbury Vale</u>, larger and medium villages are set out in the following sections. <u>The sites at these allocations are sufficient to meet the development needs for the area.</u></p>
MM78 not used			
MM79	115	4.122 and D2	<p><i>Move paragraph 4.122 and policy D2 (renumbered D3) to follow allocation D-QUA014-016, insert new heading and amend;</i></p> <p><b><u>Proposals for non-allocated sites at strategic settlements, larger villages and medium villages</u></b></p> <p><del>Sites not allocated in this Plan, or in a made Neighbourhood Plan or committed by planning permission will not normally be permitted, as deliver the district's required level of growth is to be met in full by these allocations.</del> <u>Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood plans. The only exceptions to this are where the Council's monitoring of delivery across the district shows that the allocated sites are not being delivered at the expected rate, or where the proposals are for small-scale</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>areas of land in accordance with Policy D2. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner and meet all of the criteria in the Policy below.</p> <p><b>D23 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages</b></p> <p><i>Prior to the first line of the policy add the title</i></p> <p><u>1. Small scale development and infilling</u></p> <p>Development proposals in strategic settlements, larger and medium villages that are not allocated in this plan or in a made neighbourhood plan will be restricted to small scale areas of land within the built-up areas of settlements. Subject to other policies in the Plan, permission will be granted for development comprising:</p> <p>a. infilling of small gaps in developed frontages in keeping with the scale and spacing of nearby dwellings and the character of the surroundings, or</p> <p>b. development that consolidates existing settlement patterns without harming important settlement characteristics, and does not comprise partial development of a larger site</p> <p><i>Following criterion b. and ahead of the next paragraph add the title</i></p> <p><u>2. Larger scale development</u></p> <p><u>Exceptionally further</u> <del>Further</del> development beyond allocated sites and small-scale development as set out in criteria a) or b) above will only be permitted where the Council's monitoring of housing delivery across the district shows that the allocated sites are not being delivered at the anticipated rate. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner. The proposal must contribute to the sustainability of that settlement, be in accordance with all applicable policies in the Plan, and fulfil all of the following criteria:</p> <p><i>Revise criterion c. as follows</i></p> <p>c. be located within or adjacent to the existing developed footprint of the settlement * <del>or</del>, <u>except</u> where there is a made neighbourhood plan which <del>includes</del> <u>defines</u> a settlement <u>or</u> <u>development</u> boundary, <u>where</u> the site <del>is</del> <u>should be</u> located entirely within that settlement boundary</p> <p>d. not lead to coalescence with any neighbouring settlement</p> <p>e. be of a scale and in a location that is in keeping with the existing form of the settlement, and not adversely affect its character and appearance</p> <p>f. respect and retain natural boundaries and features such as trees, hedgerows, embankments and drainage ditches</p> <p>g. not have any adverse impact on environmental assets such as landscape, historic environment, biodiversity,</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>waterways, open space and green infrastructure, and</p> <p>h. provide appropriate infrastructure provision such as waste water drainage and highways.</p> <p><i>Revise footnote as follows</i> *the existing developed footprint is defined as the continuous built form of the <del>village settlement</del>, and <u>generally</u> excludes <u>remote</u> individual buildings and groups of dispersed buildings. <del>This includes</del> <u>The exclusion covers</u> former agricultural barns that have been converted, agricultural buildings <u>(but does not preclude permitted development for converting agricultural buildings to residential – Town and Country Planning (General Permitted Development)(England) Order2015 as amended – Class Q)</u> and associated land on the edge of the <del>village settlement</del> and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the <del>village settlement</del>.</p>
MM80 not used			
MM81	117	4.124	<p><i>Amend third sentence;</i></p> <p>This Plan allocates <del>the reserve sites at Buckingham and Haddenham, and</del> just one site beyond the neighbourhood <del>plans' plans'</del> expectations/allocations, at Haddenham and Winslow, specifically north of Rosemary Lane at Haddenham (<del>315</del> <u>at least 269</u> homes) and east of the B4033 at Winslow (<del>585</del> <u>at least 315</u> homes), and allocates two further sites at Buckingham, reflecting it being the second most sustainable settlement in the district, specifically Moreton Road at Buckingham ( at least 130 homes) and land off Osier Way, south of A421 and east of Gawcott Road (at least 420 homes).</p>
MM82	119	D-BUC043	<p><i>Amend phasing row;</i></p> <p><b><u>Phasing Expected time of delivery</u></b></p> <p><del>The site is expected to be delivered between 2018 and 2023</del> <u>110 homes to be delivered 2020-2025 and 20 homes to be delivered 2025-2033</u></p> <p><i>Amend; <b><u>Site criteria specific requirements</u></b></i></p> <p><i>Amend clauses a, j and k and add l and m;</i></p> <p>a. Provision <del>of around</del> <u>at least</u> 130 dwellings at a density that takes account of the adjacent settlement character and identity</p> <p>j. A foul water strategy is required to be submitted to and approved in writing by the council <u>following consultation with the water and sewerage undertaker.</u></p> <p>k. An assessment of sewerage capacity <del>and verified resources</del> and water supply network will be required in</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>consultation with Anglian Water. The water supply <u>network</u> is likely to require an <del>infrastructure</del> upgrade by Anglian Water to serve the level of growth on the site. The Buckingham Wastewater Treatment Works needs upgrading and the delivery of the site will need to <u>be aligned work</u> with <del>investment in</del> Anglian Water's <del>a</del>Asset <del>m</del>Management <del>p</del>Plan for <del>delivering the needed upgrade</del>. The surface water network capacity for the sewerage system also needs upgrading.</p> <p><u>l. A financial contribution will be needed towards funding appropriate elements of the Buckingham Transport Strategy</u></p> <p><u>m. Amenity land which is to be provided with a NEAP and LEAP with sports pitches. The amenity land, subject to agreement, would be transferred to the Town Council following a maintenance period and a commuted sum paid to the Town Council for the upkeep of that land.</u></p>
MM83	120	D-BUC051	<i>Delete allocation policy</i>
MM84	121	D-BUC046	<p><i>Amend size (hectares);</i> 25.8 <u>22.7</u>ha</p> <p><i>Amend current neighbourhood plan status;</i> Neighbourhood plan, made in October 2015. The land has no notation but is outside the settlement boundary. <u>The neighbourhood plan is in early stages of review.</u></p> <p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b> <del>400</del> <u>130</u> homes to be delivered 2020-2025 and <del>320</del> <u>290</u> homes <del>from to be delivered 2024</del><u>2025-2033</u></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clauses a, d, e, and h and add i;</i></p> <p>a. Provision of <del>around</del> <u>at least</u> 420 dwellings at a density that takes account of the adjacent settlement character and identity</p> <p>d. The development must provide a satisfactory vehicular access to be agreed with Buckinghamshire County Council. The <del>primary vehicular</del> access should be off Gawcott Road and Osier Way. A transport assessment will be required to demonstrate access and impact are acceptable and achievable by all modes of transport</p> <p>e. <del>An ecological management plan (EMP) shall be submitted to the Council for approval. Wooded areas on the site have a high ecology impact and these would need to be retained along with the provision of 20m buffer either side of the stream and pond</del></p> <p>h. An assessment of sewerage capacity and water resources and water supply <u>network</u> will be required in consultation with Anglian Water. The water supply <u>network</u> is likely to require an <del>infrastructure</del> upgrade by Anglian Water to serve the level of growth on the site. The Buckingham Wastewater</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Treatment Works needs upgrading and the delivery of the site will need to <u>be aligned work with investment in</u> Anglian Water's <u>a</u>Asset <u>m</u>Management <u>p</u>lan <u>for delivering the</u> needed upgrade. The surface water network capacity for the sewerage system also needs upgrading.</p> <p><u>i. A financial contribution will be required towards funding appropriate elements of the Buckingham Transport Strategy.</u></p>
MM85	123	D-HAD007	<p><i>Amend size (hectares) row; <del>40 ha</del> <u>13.5 ha</u></i>  <i>Amend allocated for row; <del>345</del> <u>273</u> homes</i>  <i>Amend phasing row;</i>  <b>Phasing Expected time of delivery</b>  <del>50</del> <u>128</u> homes to be delivered <del>2017-22</del> <u>2020-2025</u> and <del>265</del> <u>145</u> homes <del>from to be delivered</del> <u>2025-2033</u></p> <p><i>Amend; <b>Site criteria specific requirements</b></i>  <i>Amend clauses a and h;</i></p> <p>a. Provision of <del>around</del> <u>at least</u> <del>345</del> <u>273</u> dwellings</p> <p>h. The site should be accessed via Churchway with the retention of the existing footpaths and further provision of pedestrian and cycle linkages through the site and into the village including along Churchway, to the train station and with connections with the adjoining approved Haddenham Airfield development if <del>appropriate and possible</del> (<u>site HAD005 on the VALP Policies Map</u>)</p>
MM85A	125	4.135	<p><i>Amend penultimate sentence;</i></p> <p>Therefore it is considered that redevelopment and/or refurbishment of existing buildings in the first phase of development would be appropriate <del>and not require that the site be removed from the Green Belt at this stage.</del></p>
MM86	125	4.136	<p><i>Add;</i></p> <p><u>The amount and quality of existing sports provision within the allocation and elsewhere around the camp is a valuable asset which is why policy D-HAL003 requires its retention wherever possible in any proposed redevelopment.</u></p>
MM87	125	4.137	<p><i>Amend;</i></p> <p><del>The development of this site will adhere to the following place-shaping principles:</del></p> <ul style="list-style-type: none"> <li>• In the first phases, development will be concentrated on those areas that are already built-up, through the redevelopment or remodelling of existing buildings.</li> <li>• <del>Provision of 50% green infrastructure, to reflect the high level of open space already present on the site including green corridors linking development with the surrounding countryside</del></li> <li>• <del>Provision of links to and from Aylesbury Town and to the wider area including for walking and cycling</del></li> <li>• <del>Respond positively to the best characteristics of the surrounding area.</del></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
MM88	126	D-HAL003	<p><i>Amend allocated for row;</i></p> <p><del>Around</del> <u>At least</u> 1,000 homes during the Plan period and associated infrastructure, services and facilities including a primary school, new local centre, new access routes if needed and new green infrastructure</p> <p><i>Add new row below Allocated for row;</i></p> <p><b><u>Expected time of delivery</u></b></p> <p><u>25 homes to be delivered 2020-2025 and 975 homes to be delivered 2025-2033</u></p> <p><i>Amend site specific requirements clauses a, b, e and f and add clauses l and j;</i></p> <p>a. Provision of land for <u>at least</u> 1,000 dwellings during this plan period at a density that takes account of the existing curtilage, <u>the scale and massing</u> of the buildings on the site, and that of the adjacent settlement character and identity if appropriate, <u>as well as retaining the openness of the green belt</u></p> <p>b. Be planned <u>in a manner that responds positively to the best characteristics of the surrounding area</u> using a landscape-led approach, taking account of the character and setting of the Chilterns AONB</p> <p>e. Establishment of and safeguarding for a network of cycling and walking links <u>to and from Aylesbury Town and to the wider area</u></p> <p>f. Provision of <u>50% green infrastructure, to reflect the high level of open space already present on the site including green corridors,</u> to link to other new development areas and the wider countryside</p> <p>i. <u>The conservation and enhancement of heritage assets and their settings whilst ensuring viable uses consistent with their conservation</u></p> <p>j. <u>The retention of existing sports facilities as part of a long term strategy for sport and recreation to serve new residents and the existing community</u></p> <p><i>Amend phasing and delivery programme row;</i></p> <p>Development of this site will come forward towards the latter part of the plan period as the site will not be <u>fully</u> released until <del>2022</del> <u>2025</u>.</p> <p><u>Further detail about phasing and implementation will be set out in the masterplan SPD for the site</u></p> <p><i>Amend implementation approach row;</i></p> <p>Development at RAF Halton will come forward towards the latter end of the Plan period, and only once a masterplan SPD for the allocation has been prepared and adopted by the Council. Proposals for development within the RAF Halton Strategic Site Allocation will be expected to demonstrate how they <u>deliver a comprehensive redevelopment of this site and positively contribute to the achievement of the SPD and the Aylesbury Garden Town principles as set out in Policy D1.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM89	127	D-WIN001	<p><i>Amend allocated for row;</i></p> <p><u>At least 585 315</u> homes and green infrastructure</p> <p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>50 140</del> homes to be delivered <del>2017-22</del> <u>2020-2025</u> and <del>535</del> <u>175</u> homes <del>from to be delivered</del> 2025-2033</p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clauses a, d and e;</i></p> <p>a. Provision of <del>around</del> <u>at least 585 315</u> dwellings</p> <p>d. <u>The built form of the development will be limited to areas outside of those shown on the VALP Policies Map as 'Not built development'.</u> <del>The development will limit built form beyond the watercourse, development will only be to the south of this nearest to the existing built-up area and the proposed railway station</del></p> <p>e. The existing trees, hedgerows and ponds should be retained <u>or if necessary replanted</u> and where possible integrated into the green infrastructure provision. There should be an ecological buffer provided along the watercourse to the north of the site</p>
MM89A	129	4.141	<p><i>Amend;</i></p> <p>Larger villages are the largest, most sustainable villages that have reasonable access to services and facilities. As set out in Policies S2 and S3, larger villages will provide a total of <del>2,274</del> <u>2,408</u> new homes between 2013 and 2033. Those sites that already have planning permission (as at <del>2017/18</del> <u>2019/20</u>) and homes already built in the period 2013-<del>2018</del> 2020 are included in the total to be provided.</p>
MM90	129	4.143	<p><i>Delete;</i></p> <ul style="list-style-type: none"> <li>• <del>Steeple Claydon (118)</del></li> </ul> <p><i>Amend;</i></p> <ul style="list-style-type: none"> <li>• Stone (<del>10</del> <u>26</u>)</li> </ul>
MM91	129	4.145	<p><i>Amend;</i></p> <p><u>Sites allocated in this Plan or in a made Neighbourhood Plan or committed by planning permission will normally deliver Aylesbury Vale's required level of growth in full. Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood plans. Exceptionally additional larger scale</u> <del>d</del> <u>Development proposed</u> in the larger villages <u>on land</u> that is not allocated in the Local Plan or a neighbourhood plan <u>will</u> only be permitted <del>in exceptional circumstances</del> where it can be demonstrated <u>through the council's monitoring of housing delivery</u> that sites allocated are not <u>being delivered coming forward</u> at the rate anticipated. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner, along with satisfying each of the criteria set out in policy <del>D2</del> <u>D3</u> above.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM92	130	4.146, 4.147D- SCD003	Delete allocation policy and supporting paragraphs
MM93	131	D-SCD008	Delete allocation policy
MM94	132	D-STO008	Amend allocated for row; <del>10</del> <u>26</u> homes, green infrastructure Amend phasing row; <b>Phasing Expected time of delivery</b> <del>The site is expected be delivered between 2017 and 2022</del> <u>26</u> <u>homes to be delivered 2020-2025 and no homes to be</u> <u>delivered 2025-2033</u> Amend; <b>Site criteria specific requirements</b> Amend clause a; a. Provision of <del>around</del> <u>at least</u> <del>10</del> <u>26</u> dwellings
MM95	133	D-WHI009	Amend phasing row; <b>Phasing Expected time of delivery</b> <del>The site should be delivered during 2018-2023</del> <u>22 homes to</u> <u>be delivered 2020-2025 and no homes to be delivered 2025-</u> <u>2033</u> Amend; <b>Site criteria specific requirements</b> Amend clause a; Provision of <del>around</del> <u>at least</u> 22 dwellings at a density that takes account of the adjacent settlement character and identity
MM95A	134	4.151	Amend; Medium villages are moderately well served with services and facilities and can therefore be considered to be reasonably sustainable villages. As set out in Policies S2 and S3, medium villages will provide a total of <del>1,282</del> <u>1,423</u> new homes between 2013 and 2033. Those sites that already have planning permission (as at <del>2017/18</del> <u>2019/20</u> ) and homes already built in the period 2013- <del>2018</del> <u>2020</u> are included in the total to be provided.
MM96	134	4.153	Amend; Allocations are therefore made at the following medium villages: <ul style="list-style-type: none"> <li>• Cuddington (<del>24</del> <u>23</u>)</li> <li>• Ickford (<del>20</del> <u>30</u>)</li> <li>• Maids Moreton (170)</li> <li>• <del>Marsh Gibbon (9)</del></li> <li>• Newton Longville (17)</li> <li>• Quainton (37)</li> </ul>
MM97	134	4.154	Amend; <u>Sites allocated in this Plan or in a made Neighbourhood Plan</u> <u>or committed by planning permission will normally deliver</u>

Ref	Page	Policy/ Paragraph	Main Modification
			Aylesbury Vale's required level of growth in full. Proposals for development in other locations will be determined on the basis of the policies within this Plan and made Neighbourhood plans. Exceptionally a <del>Additional</del> larger scale development proposed in the medium villages on sites that are not allocated either in the Local Plan or neighbourhood plan will only be permitted in exceptional circumstances where it can be demonstrated through the council's monitoring of housing delivery that sites allocated are not <del>being delivered coming forward</del> at the rate anticipated. Proposals will need to be accompanied by evidence demonstrating how the site can be delivered in a timely manner, along with satisfying the each of the criteria set out in Policy <del>D3</del> <del>D4</del> above.
MM98	135	D-CDN001	<p>Amend size (hectares) row; <del>0.27ha</del> <u>0.6ha</u></p> <p>Amend allocated for row;</p> <p><del>6</del> <u>8</u> dwellings</p> <p>Amend phasing row;</p> <p><b>Phasing Expected time of delivery</b></p> <p><del>1—5 years</del> <u>Eight homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</u></p> <p>Amend; <b>Site criteria specific requirements</b></p> <p>Amend clause a;</p> <p>a. Provision of around at least <del>six</del> <u>eight</u> dwellings at a density that takes account of the adjacent settlement character and identity</p>
MM99	135	D-CDN003	<p>Amend phasing row;</p> <p><b>Phasing Expected time of delivery</b></p> <p><del>1—5 years</del> <u>No homes to be delivered 2020-2025 and 15 homes to be delivered 2025-2033</u></p> <p>Amend; <b>Site criteria specific requirements</b></p> <p>Amend clause a;</p> <p>a. Provision of <u>at least</u> 15 dwellings at a density that takes account of the adjacent settlement criteria and identity</p>
MM100	137	D-ICK004	<p>Amend size (hectares) row; <del>1.4ha</del> <u>1.6ha</u></p> <p>Amend allocated for row; <del>20</del> <u>30</u> dwellings</p> <p>Amend source row;</p> <p>HELAA and planning application 17/02516/AOP</p> <p>Amend current neighbourhood plan status row;</p> <p><del>No neighbourhood plan</del> <u>Between Pre Submission and Submission stage</u></p> <p>Amend phasing row;</p> <p><b>Phasing Expected time of delivery</b></p> <p><del>This site is expected to be delivered between 2018-2023.</del> <u>30 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clause a;</i></p> <p>a. Provision of <del>around</del> <u>at least 20 30</u> dwellings</p>
MM101	138	D-MMO006	<p><i>Amend size (hectares) row; <del>7.7ha</del> <u>8.8ha</u></i></p> <p><i>Amend source row;</i></p> <p>HELAA and planning application 16/00151/AOP (<del>pending resolution to grant planning permission subject to Section 106 agreement</del>)</p> <p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>The site is expected to be delivered between 2017 and 2022. 65 homes to be delivered 2020-2025 and 105 homes to be delivered 2025-2033</del></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clauses a, c and e and add n;</i></p> <p>a. Provision of <u>at least</u> 170 dwellings at a density that takes account of the adjacent settlement character and identity and the edge of countryside location</p> <p>c. A <u>satisfactory new vehicular means of access to Foscote Road and Walnut Drive, including satisfactory visibility splays to Foscote Road, a scheme for parking, garaging, manoeuvring and a cyclingle and walking movement strategy needs to be proposed in a transport assessment and transport statement must be</u> agreed by the Council setting out necessary highways improvements <u>including triggers associated with the progress of the development as required</u></p> <p>e. An updated assessment of wastewater treatment works capacity <del>and surface water network capacity</del> needs to be carried out, working with Anglian Water, to identify the need for infrastructure upgrades and how and when these will be carried out to inform site delivery. Furthermore, development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the Local Planning authority</p> <p><u>n. A financial contribution will be required towards funding appropriate elements of the Buckingham Transport Strategy</u></p>
MM102	140	4.159, 4.160 and D-MGB003	<i>Delete allocation policy and supporting paragraphs</i>
MM103	141	D-NLV005	<p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>Delivery within 1-5 years of VALP adoption 17 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</del></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clause a;</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			a. The site will make provision for <del>at least around</del> 17 dwellings at a density that takes account of the adjacent settlement character
MM104	142	D-QUA001	<p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>The site is anticipated to be delivered between 2018 and 2023. 13 homes to be delivered 2020-2025 and no homes to be delivered 2025-2033</del></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clause a;</i></p> <p>a. Provision for <del>at least around</del> 13 dwellings at a density that takes account of the adjacent settlement character and identity</p>
MM105	143	D-QUA014-016	<p><i>Amend phasing row;</i></p> <p><b>Phasing Expected time of delivery</b></p> <p><del>The site is anticipated to be delivered between 2018 and 2023. No homes to be delivered 2020-2025 and 24 homes to be delivered 2025-2033</del></p> <p><i>Amend; <b>Site criteria specific requirements</b></i></p> <p><i>Amend clause a;</i></p> <p>a. Provision for <del>at least around</del> 24 dwellings at a density that takes account of the adjacent settlement character and identity</p>
MM106	145	4.167	<p><i>Amend;</i></p> <p><del>The overall spatial strategy set out in policy S2 is to direct new development to the larger settlements, with moderate amounts of development in villages and very restricted development in the other settlements that are not defined as villages in the settlement hierarchy. This is because the 'other' settlements in the settlement hierarchy have very limited facilities and are therefore not regarded as sustainable locations for strategic growth. Importantly the communities in those 'other' settlements can still however seek to allocate land for development in neighbourhood plans. New housing development at other settlements will be very strictly controlled to ensure that new development is directed to the most sustainable locations in the district. The replacement of existing homes and the infilling of one or two homes in an otherwise built-up frontage is not regarded as strategic growth and will also generally be acceptable, provided that the proposal is in accordance with all other relevant policies in the development plan Local Plan.</del></p>
MM107	145	D4	<p><i>Amend;</i></p> <p><del>In other settlements, where there is no made neighbourhood plan in place, permission for the construction of new homes will only be granted-</del></p> <p><del>a. in the exceptional circumstances of providing affordable housing to meet local housing needs established through a</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>housing need survey, or housing necessary for the purposes of essential rural needs, or</del></p> <p><del>b. for infilling of small gaps in developed frontages with one or two homes in keeping with the scale and spacing of nearby homes and for the replacement of existing homes in their original curtilage, where there would be no adverse effect on the character of the countryside or other planning interests, subject to other policies in the Local Plan.</del></p>
MM108	146	4.174	<p><i>Amend;</i></p> <p>Continuing provision of land and premises suitable for employment uses is needed, of a type and scale appropriate to the characteristics of the local area. This should provide sufficient opportunities for employment needs to be met locally, reduce the need to travel to work, and promote economic growth and social inclusion. This will be achieved by the protection of suitable existing employment sites, (including enterprise zones), from other forms of development, existing commitments and allocations, <u>as set out in policies E1 and E2</u>. A flexible approach is required to allow employment development to come forward on other suitable sites where a specific requirement needs to be met. Re-use or replacement of an existing building in an urban or rural area will be supported provided <u>it is appropriate as per the conditions of policy D5 this is well designed, appropriate to its context having regard to the scale of the proposal, location and impact on the surrounding area.</u></p>
MM109	147	D5	<p><i>Amend criterion d and entry for Woodlands, College Road;</i></p> <p>d. through the appropriate re-use or replacement of an existing building <u>provided this is well designed, appropriate to its context having regard to the scale of the proposal, location and impact on the surrounding area.</u> Or,</p> <p>Woodlands, College Road (part of <del>Arla</del>/Woodlands/<del>Arla</del> Enterprise Zone): 25,600 sqm B1b, 44,400 sqm B2 and 32,800 sqm B8 (total 102,800 b use) (see Policy D-AGT3)</p>
MM110	159	D7	<p><i>Amend third paragraph;</i></p> <p>The policies map also identifies an area for the Aylesbury transport hub. This area is allocated for comprehensive mixed use redevelopment including co-locating the bus and railway stations to create a new public transport interchange, provision of new residential units, public realm improvements, connectivity improvements to the rest of the town, new open space, <u>new green infrastructure (in line with policy NE1 and I1)</u> and other main town centre uses including a new hotel and the relocation of the superstore.</p>
MM111	159	D8	<p><i>Amend;</i></p> <p>Elsewhere in the town centre, proposals for retail and other main town centre uses will be supported to reflect Aylesbury's status as Garden Town and the opportunities this will bring. Proposals should contribute positively to improving the quality of the town centre and delivering the</p>

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			vision and strategic aims for the town centre set out above and in accordance with the latest published town centre plan. Proposals should have particular regard to enhancements to the built environment, improvements for pedestrian access and environmental enhancements ( <u>in line with policy NE1 and I1</u> ) to the public realm.
MM112	164	5.2	<i>Delete paragraph</i>
MM113	165	5.6	<i>Delete final sentence</i>
MM114	165	5.7	<i>Amend;</i> Applicants seeking a lower percentage of affordable housing than sought by the policy must demonstrate why it is not economically viable to provide the required level. Open book calculations <u>verified by an independent consultant chosen by the Council</u> will need to be provided by the applicant <u>to demonstrate why the required level of affordable housing cannot be provided and then verified at their expense by an independent consultant chosen by the Council who will then give it their consideration.</u> Applicants will need to demonstrate that the viability assessment in place to support the Local Plan does not address the factors that they consider make the proposed development of the site unviable. Where development is demonstrated to be unviable, further negotiations will take place including consideration of the mix and type of social housing proposed, to test whether there is a better and more viable arrangement.
MM115	166	H1	<i>Amend clause b and closing sentence and add clause f;</i> b. Where an applicant advises that a proposal is unviable in the light of the above policy requirement, other policy requirements, specific site characteristics and other financial factors, an <u>independently assessed*</u> open book financial appraisal of the development should be provided by the applicant <del>which will then be independently assessed at the expense of the applicant*</del> <u>f. Where the affordable housing policy would result in a requirement that more than half of an affordable home should be provided, the calculation will be rounded upwards and where it would be less than 0.5 a financial contribution of equivalent value may be sought.</u> Further details regarding the implementation of this policy will be provided in the Affordable Housing <del>Supplementary Planning Document SPD</del>
MM116	167	5.18	<i>Amend;</i> It is expected that rural exception sites will generally deliver 100% affordable housing. In some cases however, as recognised in paragraph 54 of the NPPF, some 'market housing' may be appropriate on sites where it can be demonstrated that the market housing is necessary to cross-subsidise the delivery of significant additional affordable

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			<p>housing within the scheme. On the basis of the NPPF text it is considered that 'some' cannot mean more than 50% of the houses within an exception site being market housing. In order for the Council to establish if market housing is required, and if so the quantity, the applicant will be expected to provide an <u>independently assessed</u> open book financial appraisal of the development. <del>This will then be independently assessed at the expense of the developer to demonstrate the viability of the revised scheme.</del></p>
MM117	169	5.19	<p><i>Add;</i></p> <p><u>Policy H3 applies this national policy. The definition of a rural worker is not limited to someone employed in agriculture or forestry. It can include, for example, those employed in equestrian or other rural-based enterprises, water-based businesses, etc. The policy makes this explicit. The definition does not apply to someone whose business or occupation is carried out in a wide locality in the rural area, for example a tradesperson who does not require fixed premises.</u></p>
MM118	169	5.20-5.49	<p><i>Delete and substitute;</i></p> <p><b><u>The need for a full-time worker</u></b></p> <p><u>The provision of a dwelling for occupational purposes in the countryside is an exception to normal planning policy. Consequently, the policy requires evidence clearly demonstrating that the scale and nature of an existing or intended enterprise is sufficient to require one or more full-time workers to live at or near to the place of work. The particular assessments applied can be different depending on whether the application is for a dwelling for an agricultural, forestry or other essential rural worker and whether the application is for temporary or permanent accommodation.</u></p> <p><b><u>Functional need for a temporary dwelling</u></b></p> <p><u>The policy allows for temporary dwellings because a new farming, forestry or rural-based enterprise (whether on a newly created agricultural unit or an established one) may not be able to demonstrate the need for a permanent dwelling. By definition, these take the form of a caravan or structure which can easily be dismantled as any temporary permission will be granted for a specified period. This period will usually be for no longer than three years, with conditions requiring removal at the end of the period.</u></p> <p><b><u>Functional need for a permanent dwelling</u></b></p> <p><u>The assessment of 'functional need' establishes whether the proposed dwelling is essential to enable one or more workers to be readily available at most times to ensure the proper functioning of the existing enterprise, provided that such a requirement cannot be reasonably dealt with by any other means. For agricultural workers such a requirement might</u></p>

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			<p><u>arise, for example, if workers are needed to be on hand day and night, such as in case animals or agricultural processes require essential care at short notice.</u></p> <p><b><u>Financial test for rural workers' dwellings</u></b>  <u>Occupational accommodation cannot be justified on agricultural, forestry or business grounds unless the business enterprise is economically viable. A financial test is necessary to establish whether this is the case for both temporary and permanent dwellings. New temporary dwellings will only be justified if the new enterprise is realistically expected to be profitable within a determined period. To justify a new permanent dwelling as sustainable development, the rural business enterprise must be well established. Applying the financial test can also help to establish the size and design of the dwelling which the farming, forestry or rural business unit can sustain</u></p> <p><b><u>Occupancy and other conditions</u></b>  <u>Where a dwelling for a farm, forestry or essential rural worker has been permitted, the council wishes to ensure that the dwelling is kept available for meeting this need for as long as it exists. Permitted development rights allow certain developments, such as extensions, within the curtilage of a dwelling house. These could result in an occupational dwelling increasing to a size either not justified by the identified functional requirement of the unit or becoming too expensive for any future potential occupier to buy or rent. The policy therefore makes provision for conditions and legal agreements to preserve the attributes of an occupational dwelling.</u></p> <p><b><u>Information and appraisals</u></b>  <u>Applicants must provide sufficient information to enable the council to determine any application for an occupational dwelling or the removal of an occupancy condition. The council may also seek the advice of agricultural or other consultants to give a technical appraisal of the case being put forward.</u></p>
MM119 to MM147 not used			
MM148	173	H3	<p><i>Delete and substitute;</i></p> <p><b><u>Requirements for all rural workers' dwellings</u></b>  <u>All new dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following criteria are met:</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>a. <u>The need relates to a full-time worker (someone employed to work solely or mainly in the relevant occupation) and does not relate to a part-time requirement</u></p> <p>b. <u>There is a functional need for a worker to live at, or in the immediate vicinity of, their place of work (considering the requirements of the activities, operations and security of the enterprise and not personal preferences or circumstances). For a temporary dwelling, the need is essential to support a new rural business activity and for a permanent dwelling, there is an essential existing functional need. By itself, the protection of livestock from theft or injury by intruders does not establish need, nor do requirements arising from food processing or agricultural contracting, and nor does a retirement home for a former farmer. Conventional methods of forestry management are unlikely to give rise to an essential functional need.</u></p> <p>c. <u>The functional need could not be fulfilled by any other means. For example, applicants will need to demonstrate why agricultural, forestry or other essential rural workers could not live in nearby towns or villages, or make use of accommodation already existing on the farm, area of forestry or business unit. Where applicable, the council will take into account the Town and Country Planning (General Permitted Development)(England) Order 2015 Schedule 2 Part 3 Class Q for changes of use from agricultural buildings to dwellings.</u></p> <p>d. <u>It is sited so as to meet the identified functional need and is related to existing farm, forestry or rural business buildings, or other dwellings where these exist on or adjacent to the unit for which the functional need has been established.</u></p> <p>e. <u>Suitable accommodation has not been sold separately from the land within the last five years, including that which might have been converted.</u></p> <p><b><u>Temporary rural workers' dwellings</u></b></p> <p><u>The council will not normally give temporary permission in a location where a permanent dwelling would not be permitted. New temporary dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following additional criteria are also met:</u></p> <p>f. <u>The future economic viability of the enterprise to which the proposed dwelling relates can be demonstrated by a sound business plan. This should demonstrate that the proposed enterprise has been planned on a sound financial basis with a reasonable prospect of delivering a sustainable profit before or by the expiry of the temporary period that the proposal seeks to secure.</u></p> <p>g. <u>it takes the form of a caravan, a wooden structure, or other temporary accommodation of the minimum size required to support the proposed new rural business activity.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The council will not normally grant extensions to a temporary permission over a period of more than three years. If permission for a permanent building is subsequently sought, the merits of the proposal will be assessed against the criteria in this policy relating to permanent occupational dwellings in the countryside.</p> <p><b><u>Permanent rural workers' dwellings</u></b></p> <p>New permanent dwellings for an agricultural, forestry or rural worker will only be permitted if all of the following additional criteria are also met:</p> <p>h. The economic viability of the enterprise to which the proposed dwelling relates can be demonstrated by satisfying the 'financial test' applied by the council. This should demonstrate that the enterprise to which the application relates:</p> <p>    i) has been established for a continuous period of at least the previous three years and in the case of an enterprise consisting of more than one activity, those three years shall apply to the latest activity relating to the application</p> <p>    ii). has been profitable (in a realistic sense, taking account of the nature of the enterprise) for at least one of those three years and</p> <p>    iii). is financially sound on that date and has a clear prospect of remaining so</p> <p>i. Agricultural, forestry or other occupational dwellings should be commensurate in size to the established functional requirement. In determining the appropriate size of a dwelling, the council will consider the requirements of the enterprise rather than those of the owner or occupier. New dwellings must be of the minimum size and an appropriate design commensurate with the established functional requirement and reflective of the enterprise's financial projections unless robustly justified. The council will not permit dwellings that are:</p> <p>    i). unusually large in relation to the agricultural, forestry or rural business needs of the unit, with net useable floor space not normally larger than 180 sqm for the initial dwelling and 120 sqm for each dwelling thereafter. This threshold excludes garaging but including associated offices such as a farm office. Or</p> <p>    ii). unusually expensive to construct in relation to the income the unit can sustain in the long term.</p> <p>Permitted Development Rights may be removed in order to ensure that a dwelling is not subsequently extended to a size which exceeds its functional requirement.</p> <p><b><u>Occupancy conditions and removal of conditions</u></b></p> <p>Planning permission will be granted subject to a planning condition or S106 protecting its continued use by agricultural, forestry and other rural workers. An agricultural, forestry or rural worker occupancy condition will</p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>only be lifted if it can be demonstrated that both of the following criteria are met:</p> <p><u>j. A suitable sustained attempt has been made to advertise and market the dwelling for sale or rent without any unreasonable restriction and with amenity land proportionate to its size and at a price that reflects the occupancy restriction for a continuous period of at least 12 months or an appropriate period as agreed with the Local Planning Authority. This should be evidenced through relevant documents such as marketing and valuation reports, which have been independently assessed* before submission to the council</u></p> <p><u>k. The rural worker dwelling no longer serves a need in connection with the holding to which it relates and there is no agricultural, forestry or rural worker occupational need elsewhere that it could reasonably service, nor is it likely that any such needs will arise in the foreseeable future.</u></p> <p><u>The council would not expect an occupational dwelling for an essential rural worker to be severed from the business unit to which it is tied, unless the business fails. In particular, the council would be unlikely to support any subsequent application to remove an occupational condition on such a severed dwelling or any future application for a new dwelling relating to the business. Even if the business to which the dwelling relates fails, the council would expect every reasonable effort to be made to retain the occupational dwelling. The council would apply the same principles as it would to a proposal to remove an agricultural or forestry condition.</u></p> <p><u>Proposals for the removal of an agricultural or forestry condition will be considered on the basis of an up-to-date assessment of the demand for farm or forestry dwellings in the locality and not just on the particular farm or forestry holding. When considering proposals to remove the occupancy condition for an essential rural worker, the council will need to be convinced that the dwelling is no longer needed for the continuing rural enterprise. Alternatively, in the event that the enterprise fails, it will need to be demonstrated that the dwelling is not needed for any proposed new use with planning permission or to meet a wider need in the locality for an occupational dwelling for an agricultural, forestry or essential rural worker.</u></p> <p><u>*the independent assessment should be by an assessor approved by the council.</u></p>
MM149	175	5.50	<p><i>Amend;</i></p> <p><u>In the countryside existing dwellings already form a part of the landscape and associations with other buildings and with infrastructure are already established. Therefore, outside the Green Belt, the replacement of existing dwellings with a similar dwelling will generally be acceptable. Whilst</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>accepting the principle of the erection of replacement dwellings, it is important to take into account the overall effect of the proposed replacement <u>on its surroundings</u>. To <u>avoid harmful impacts</u> <del>T</del>the effects of the proposed replacement should be compared with the impact of the existing dwelling. If the dwelling <u>being</u> allowed exceeds the original size, the Council may impose a condition withdrawing future permitted development rights <u>to prevent further expansion harming the surrounding area</u>. For the purpose of the comparison the term 'dwelling' will not include any detached garaging or domestic outbuildings.</p>
MM150	177	Preceding 5.54	<p><i>Insert new heading before existing heading Housing Mix;</i>  <b><u>Meeting Accommodation Needs</u></b>  <i>And insert new paragraph;</i>  <u>Developers are expected to provide housing solutions that contribute to meeting the housing needs of the housing market area, as identified in the latest Housing and Employment Development Needs Assessment (HEDNA) and in any other appropriate local evidence. This means new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.</u></p>
MM151	177	5.54	<p><i>Add;</i>  <u>The housing mix will be agreed taking into account the council's most up-to-date evidence on housing need and any evidence available regarding local market conditions. It is imperative to recognise that an appropriate housing mix will vary between urban and rural locations for example, large scale flatted development are not generally provided on small sites in villages.</u></p>
MM152	177	Following 5.56	<p><i>Move first paragraph of policy H6 and amend to become policy H6a;</i>  H6a Housing Mix  New residential development <del>should</del> <u>will be expected to provide a mix of <del>housing types and sizes</del> homes to meet current and <del>expected future housing needs</del> requirements in the interests of meeting housing need and creating socially mixed and inclusive communities.</u> The mix of housing will be <del>agreed negotiated having regard to taking into account</del> the Council's most up to date evidence on housing need, <u>available and any evidence from developers on available regarding local market conditions and shall be in general conformity with the council's latest evidence* and Neighbourhood Development Plan evidence where applicable for the relevant area.</u>  <i>Asterixed footnote to read; At the time of adoption the latest evidence is in the Buckinghamshire HEDNA update Dec 2016 but this will be subject to monitoring and review. This will be updated periodically.</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM153	177	5.57	<p><i>Amend;</i></p> <p>As set out in <del>at paragraph 50 of the NPPF (2012), plans</del> <u>local planning authorities should plan</u> <del>aim</del> for a mix of housing to meet the needs of different groups in the community - including the <del>elderly (paragraph 50)</del> <u>older people</u>. The Demographic projections in the HEDNA's housing needs assessment show that the population of Buckinghamshire is likely to increase by between 64,700 and 73,700 people over the 20-year period 2013 -2033. The number of people aged 75 or over is projected to increase by around <del>35,000</del> <u>32,100</u>, <del>approximately around half of the total projected growth. It follows that there is likely to be a significant need for housing which will be able to meet the needs of older people. Those that do move home are therefore likely to need accessible housing that can meet the needs of older people. Specialist provision for older people is split into the following categories:-</del></p> <ul style="list-style-type: none"> <li>• <del>mainstream (including adapted and wheelchair homes)</del></li> <li>• <del>specialised housing (including extra care and sheltered housing)</del></li> <li>• <del>care homes (including both registered nursing and registered care homes)</del></li> </ul>
MM154	178	5.58	<p><i>Amend;</i></p> <p>The <u>Buckinghamshire HEDNA Update 2016</u> identifies the following demand for housing for older people in <u>Aylesbury Vale</u>:</p> <p><i>Amend first line, second column of table;</i></p> <p><del>+13,978</del> <u>+12,727</u></p> <p><i>Amend third column of table;</i></p> <p><del>420</del> <u>380</u></p> <p><del>210</del> <u>190</u></p> <p><del>140</del> <u>130</u></p> <p><del>140</del> <u>130</u></p> <p>80</p> <p><del>1,680</del> <u>1,530</u></p> <p><del>2,670</del> <u>2,440</u></p> <p><del>12.5%</del> <u>12.6%</u></p>
MM155	178	5.59	<p><i>Amend;</i></p> <p><del>It is important to note that</del> The objectively assessed housing need (OAN) for the district's <u>older people set out in the table above</u> does not include the projected increase of the <u>75+</u> institutional population in <u>Aylesbury Vale (which includes</u> <del>ing</del> <u>older people in residential care homes and nursing homes (Use Class C2)). For the district, it is projected in the HEDNA that the institutional Class C2 population aged 75+ will increase by</u> <del>1,160</del> <u>1,020 people over the plan period.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>Housing need for older people will therefore need to be met through a mixture of normal housing (Use Class C3) and institutional provision (Use Class C3).</u>
MM156	178	5.60	<p><i>Amend;</i></p> <p><u>Buckinghamshire County Council (BCC) has prepared a several documents: 'Housing for Older Citizens in Buckinghamshire'; 'Market Position Statement for Specialised Housing' Update and Recommendations report – December 2016 Housing; and the Learning Improvement Network (LIN) 'Older and Vulnerable Adults Housing' report. These indicate a significant need for accommodation for older people on the basis of population forecasts. This sets out how housing for older people should be delivered, but will need to be interpreted to ensure that its provisions meet the content of the HEDNA. We will continue working with BCC as this document and their strategy evolve, to ensure that the Plan reflects their expectations and objectives.</u></p>
MM157	178	5.61	<p><i>Delete and substitute;</i></p> <p><u>In order to properly assess the need for residential care for older people it is important to differentiate between C2 (residential institutions) and C3 (residential dwelling house) provision for older people. Table 14 provides an analysis of the generic types of residential care and services offered, and the typical use class each type falls under. The types of accommodation identified in Table 14 are mostly provided through the private sector. However, services may be commissioned through Buckinghamshire County Council Health and Adult Social Care Services to provide an element of C2 care. AVDC will secure allocations for residential care to meet the forecast C2 demand.</u></p>
MM158	178	To follow 5.61	<p><i>Insert;</i></p> <p><u>Recent appeal decisions, both locally and nationally, have found that some of the categories defined as C3 housing in the HEDNA should instead be identified as C2 institutional uses, based on an analysis of the care available/provided and levels of self-containment. On that basis, AVDC considers that some of the Use Class C3 or normal housing provision for the older people identified in the HEDNA should instead be included within the requirement for Use Class C2 or institutional accommodation for older people. These fall under the Extra Care (570), Sheltered 'plus'/enhanced sheltered (260) and Dementia (80) categories listed in the HEDNA table included above, and totals 910 units. This figure must be added to the overall projected aged 75+ institutional population increase demand for older people accommodation of 1,020 units. The resultant overall requirement for C2 older people provision therefore equates to 1,930 units need over the plan period (2013-2033).</u></p> <p><u>The remaining category in the HEDNA table is Leasehold Schemes for the Elderly (LSE), which totals 1,530 units. LSE</u></p>

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			<p><u>units are still regarded as Use Class C3 housing given their lack of obligatory care packages or communal facilities. Such housing is normally provided by Registered Providers (RPs) and is another category of intermediate affordable housing beyond that addressed by policy H1. The LSE classification is now referred to as Older Persons Shared Ownership (OPSO) housing.</u></p> <p><u>In order to satisfy the HEDNA requirement for OPSO/LSE housing, RPs will be able to apply for funding to deliver these schemes through the Homes England Shared Ownership and Affordable Housing Programme 2016-2021. Individuals are also able to directly access OPSO housing through the Help to Buy initiative. The Help to Buy initiative sets out the eligibility criteria for applying for an OPSO scheme. The eligibility criteria will apply to occupants/owners of OPSO housing and provides, amongst other criteria that applicants must have a maximum annual household income threshold of £80,000 and be aged over 55. Under the OPSO scheme, the maximum equity share which can be owned is 75% of the value of the home. Once this percentage has been reached, the remaining 25% of the equity share remains with the equity loan holders.</u></p> <p><u>In order to identify the remaining need for C2 provision, an assessment of previous C2 commitments and completions was undertaken from the start of the plan period in 2013 up to the housing supply base-date in VALP of 31 March 2020. This figure currently stands at 718 units completed or committed since 2013. The remaining need of 1,212 units constitutes the local plan requirement of 1,212 units of C2 accommodation for older people which needs to be identified for the rest of the plan period (2020-2033).</u></p> <p><u>Although paragraph 47 of the NPPF 2012 applies to housing growth, AVDC considers it best practise that C2 provision for older people should be made for a supply of specific, developable sites or broad locations for growth for years 1-5 of the remaining plan period (2020-2025). Dividing the overall remaining local plan C2 older person's requirement of 1,212 units by the remaining plan period of 13 years gives a per annum figure of 93 units. This equates to 465 units over years 1-5 needing to be allocated on specific developable sites. For the remaining 8 years of the plan period, years 6-13, AVDC considers it prudent to identify specific, developable sites where it is possible so that the remaining C2 requirement of 747 houses can be delivered. If this is not possible, it is considered acceptable to identify broad locations where portions of the remaining 747 units of C2 older person's provision can be accommodated. Some of the C2 requirement may be met by mixed C2 and C3 schemes.</u></p>

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			<p><u>To aid in the categorisation of planning applications for older person's accommodation the following table provides an illustration of the types of accommodation for older people and the services they provide. The definitions in Table 14 have been accepted at previous examinations in public and recognised as industry standard definitions within the Housing Learning and Improvement Network (LIN).</u></p> <p><i>Insert new table 14 here (appended at end of list of modifications)</i></p> <p><u>To allocate the 465 units needed to meet the C2 older persons' units requirement for 2020 – 2025, an assessment of suitable housing and employment HELAA sites was undertaken. A conservative estimation of developable area, density and site capacity was applied based on previous commitments and completions for C2 developments. Allowances were made for amenity space as well as other non-residential land use. To determine the broad capacity for each site, the assessment utilised two density categories – urban and less urban. 70 uph (units per hectare) was identified as an appropriate density for sites that have a less urban and more suburban or edge of settlement characteristic, and 100 uph was identified as appropriate for sites that are in an urban setting, where a higher density would be more suitable. Sites subsequently allocated for C2 use following this assessment process are listed in part a. of policy H6b. Currently, allocations fall short of the target by 51 units but it is expected that planning permissions will quickly resolve this shortfall.</u></p> <p><u>In order to show how the remaining 747 C2 older persons' units requirement for 2025 - 2033 will be delivered, broad locations for growth have been identified in policy H6 b. Areas identified have been assessed as having the basic capacity to support C2 development for older persons. However, there is currently insufficient technical evidence and/or supporting infrastructure to make specific allocations. In addition, the provisions made in E1 Protection of key employment sites give sufficient flexibility for uses other than B1, B2 or E – including C2. Policy E2 Other employment sites also contains sufficient flexibility in its provisions for the redevelopment/reuse of sites outside key employment areas.</u></p> <p><u>The allocation for the development of Winslow Centre (WIN026) is an expansion of a scheme allocated in the Winslow Neighbourhood Plan that proposed to deliver 30 C2 units for older people which will now deliver 83 units of C2 accommodation for older people. The expanded scheme intrudes into an allocated area of Local Green Space which protects recreation facilities, however, those facilities are to be replaced by a new sports hub near to Winslow station.</u></p>

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			<p><u>The review of the Local Green Space allocation and the allocation of the sports hub will be addressed by the proposed review of the Winslow Neighbourhood Plan.</u></p> <p><u>The allocation at Fremantle Court is adjacent to an existing facility to the south of Stoke Mandeville. Its development will create a very large facility which is larger than normally considered to be suitable and it is some distance away from the village. However, there were no other more suitable sites proposed to the council and a number of mitigation measures will be put in place. They include, sustainable transport measures, such as a car club and an electric minibus, Passivhaus design standards and a 6.9 ha nature reserve.</u></p>
MM159	179	H6	<p><i>Delete second and third paragraphs of policy H6 and substitute new policy H6b to follow new text following paragraph 5.61;</i></p> <p><u>H6b Housing for older people</u></p> <p><i>Insert new policy H6b here (appended at end of list of modifications)</i></p>
MM160 to MM167 not used			
MM168	178	5.63	<p><i>Add;</i></p> <p><u>It recommends that all dwellings should be built to at least category 2 standards and that 10% of general housing and 15% of affordable housing should be built to category 3 standards. The reasons for this are set out below. However it is currently Government guidance that wheelchair accessible (category 3) homes should only be applied to dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling so local plan policies should not require market housing to be wheelchair accessible. Moreover Government guidance advises that category 2 and 3 dwellings (which require step free access) should not apply to developments (in particular low-rise flatted developments) if it is not viable to do so.</u></p>
MM169	179	5.64 and 5.65	<p><i>Transpose paragraphs 5.64 and 5.65 and add new paragraph;</i></p> <p><u>Evidence for the proportion of wheelchair-using households compared with the overall household population is not available below the national level as the information is not collected in the Census however, AVDC Housing are bringing forward properties where they have been adapted to meet the needs for the mobility impaired including wheelchair users when there is knowledge of local need .AVDC Housing also facilitate a high number of retrospective adaptations using Disabled Facilities Grant monies, part of which is</u></p>

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			<u>advance funded in a lump sum using Vale of Aylesbury Housing Trust as the largest provider. The number of claimants where someone within the household (claimant, partner, dependant, non-dependant, boarder/sub-tenant) is in receipt of DLA or PIP stands at 1,168 and this demand continues.</u>
MM170	179	H6	<p><i>Delete fourth paragraph of policy H6 and substitute;</i></p> <p><b>H6c Accessibility</b></p> <p><u>All development will be required to meet and maintain high standards of accessibility so all users can use them safely and easily. Development will need to meet at least category 2 accessible and adaptable dwellings standards unless it is unviable to do so which will need to be demonstrated by the applicant and independently assessed. A minimum of 15% of affordable Housing provided on housing sites will be required to be nominated by the LPA for M4(3) wheelchair accessible housing (dependant on the suitability of the site to accommodate wheelchair users and its proximity to services and facilities and public transport) unless it is unviable to do so which will need to be demonstrated by the applicant and independently assessed.</u></p> <p><u>In such cases wheelchair accessible housing means a dwelling which meets the requirements contained in Part M4(3)(1)(a) and (b) and Part M4(3)(2)(b) for wheelchair accessible dwellings as contained in Category 3 – wheelchair user dwellings of Schedule 1 of the Building Regulations 2010 as amended.</u></p> <p><u>This policy will continue to apply to the nearest equivalent standards in any future modification to the above Building Regulations Approved Documents.</u></p>
MM171	180	5.66 to 5.69 and H7	<i>Delete policy and supporting paragraphs</i>
MM172 and MM173 not used			
MM174	182	6.1	<p><i>Amend fourth sentence;</i></p> <p><u>For the avoidance of doubt, this section relates to land uses that fall within the B and E classes of the Use Classes Order: <del>B1a/b</del> appropriate uses within class E (offices), <del>B1c/B2</del> (general industrial) and B8 (storage/distribution). Appropriate uses within class E do not include main town centre uses.</u></p>
MM175	182	6.6	<p><i>Amend second sentence;</i> This included both B1 (<u>now superseded by class E</u>)/B2/B8 sites and other employment sites.</p> <p><i>Amend third sentences to substitute <u>appropriate class E for</u></i></p>



Ref	Page	Policy/ Paragraph	Main Modification
			B4
MM176	183	E1	<p><i>Amend title and first sentences of clauses a, b and c;</i></p> <p><b>E1 Protection of key employment sites <u>and enterprise zones</u></b></p> <ol style="list-style-type: none"> <li>a. Within key employment sites (listed above and identified on the Policies Map) applications for <del>B4</del> <u>appropriate class E</u> (<del>light industrial</del>), B2 (general industrial, B8 (storage and distribution will be permitted.</li> <li>b. The use of key employment sites for employment purposes other than <u>appropriate class E</u> <del>B4</del>, B2 and B8 may be appropriate, if it can be proven that the use provides on-site support facilities, or demonstrates similar economic enhancement to <u>appropriate class E</u> <del>B4/B2/B8</del> uses.</li> <li>c. Main town centre uses <u>that do not fall within appropriate parts of use class E, or other uses that do not fall within use classes B2 or B8</u> will not be supported, except as <del>an</del> ancillary facilities to service a key employment site.</li> </ol>
MM177	184	6.8	<p><i>Amend;</i></p> <p>Where there is no reasonable prospect of an employment site being used for employment purposes, alternative uses may be considered. Where an application is made for an alternative use other than employment, <del>the following</del> information will be sought <u>to determine whether there are any reasons why the site is unsuitable for an employment use, if there are any other suitable sites in the vicinity and whether the site has been suitably marketed:-</u></p> <ul style="list-style-type: none"> <li>• <del>a description of any problems caused by the employment use, together with any evidence, the measures considered to try and mitigate these issues, and an explanation of why these problems could not be overcome</del></li> <li>• <del>any other reasons why the site is thought unsuitable for employment uses</del></li> </ul> <p><del>details of how the property has been marketed, including for sale or rent, over what period and for what price (and how the asking price was calculated), what use(s) it was marketed for, where it was advertised, and whether there have been any offers received, and</del></p> <ul style="list-style-type: none"> <li>• <del>what other suitable, viable, alternative sites are available locally for employment uses, (this should include an assessment of existing sites and premises, in addition to land allocated by the Local Plan and where appropriate neighbourhood plans).</del></li> </ul>
MM178	185	E2	<p><i>Amend;</i></p> <p>Outside key employment sites, the redevelopment and/or reuse of employment sites to an alternative <u>non-employment</u> use will normally be permitted provided all of the following</p>

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			<p>criteria apply:</p> <p>a. <del>Where it</del> <u>The development</u> will not prejudice the efficient and effective use of the remainder of the employment area</p> <p>b. <u>Any existing appropriate class E, B2 and B8 businesses affected by the loss of employment land will be relocated to alternative premises so viable businesses are not affected</u></p> <p>c. The site has been marketed as an employment site for an employment use suitable to the site and location at a suitable price, by appropriate means for at least two years with no viable interest, <del>and</del></p> <p>d. There is a substantial over-supply of suitable alternative employment sites in the local area, <del>and</del></p> <p>e. <u>There are specific issues with the continued use of the site for employment which cannot be mitigated sufficiently.</u></p>
MM179	186	6.12	<p><i>Amend first sentence;</i></p> <p>In existing employment areas, change of use of existing premises <del>will be considered for</del> <u>to</u> complementary facilities <del>provided these are</del> <u>need to be</u> suitably located and <del>would</del> not compromise surrounding employment uses.</p>
MM180	186	6.13	<p><i>Amend first sentence;</i></p> <p>In all cases, <del>the only</del> <u>the only</u> facilities <u>need to be</u> of an appropriate nature and scale to meet the needs of employees <del>will be permitted.</del></p>
MM181	188	6.15, 6.16 and 6.17	<p><i>Delete paragraphs</i></p>
MM182 not used			
MM183	188	6.19	<p><i>Amend;</i></p> <p><del>Aylesbury Vale Retail Impact Thresholds report recommends that the Plan sets a local floor space threshold of 400 sqm (gross) above which an impact assessment will be required to accompany retail proposals outside town centres. The 2017 Aylesbury Vale Retail Impact Thresholds report recommends that a 400sqm district-wide floorspace threshold should be set, above which an impact assessment will be required to accompany retail proposals outside town centres. However in August 2018, GL Hearn produced a supplement to the 2017 Aylesbury Vale Retail Impact Thresholds report, which recommended retaining the 400 sqm local floorspace threshold for the district, but with the addition of a separate local floorspace threshold of 1,500sqm for Aylesbury. For other main town centre uses the national threshold</del> <u>threshold</u> will apply. The impact assessment should comply with NPPF(2012) requirements in paragraph 26 by considering the impact of proposals on existing and planned investment in a town centre and the impact on town centre vitality and viability. The Council will expect any impact assessment to be proportionate to the scale and</p>

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			nature of the proposal and expected impact and will work proactively with applicants when scoping and agreeing the level of supporting retail information required.
MM184	188	6.20	<i>Delete paragraph</i>
MM185	189	E5	<p><i>Amend;</i></p> <p><del>A sequential test will be applied to planning applications Proposals for main town centre uses that do not comprise small scale rural development and are not in an existing centre. within defined town centres<sup>4</sup> will undergo the following sequential test: Main Town centre uses should primarily be located within defined town centres. If no suitable sites are available within defined town centres, main town centre uses should be located in town centres, then edge of defined town centre locations. Only when no suitable sites are not available in edge of defined town centre locations will out of town centre sites be considered. In terms of When considering edge of centre and out of town centre proposals, preference will should be given to accessible sites that are well connected to the town centre. Proposals outside defined In assessing suitability, factors such as viability, town centre vitality and availability should be considered.</del></p> <p><u>In addition to the above sequential test, proposals for non-food retail and food retailing leisure, including extensions, on sites not allocated in plans and located outside defined town centres will be granted if the proposal would not have a significant adverse impact on the vitality and viability of the defined town centres, either as an individual development or cumulatively with similar existing or proposed developments. An impact assessment submitted with the application if the proposal is likely only to affect the Aylesbury town centre and if the proposal is 1,500 square metres or more, or, if the proposal is likely to affect any other defined town centre, and the proposal is 400 square metres or more will assist the council in making this assessment.</u></p> <p><del>a. The proposal does not have a significant adverse impact on the vitality and viability of the defined town centres, either as an individual development or cumulatively with similar existing or proposed developments;</del></p> <p><del>b. The proposed retail development on out-of-centre sites will need to demonstrate that no suitable site can be found, firstly within the existing town or local centre or, secondly, on the edge of the centre. Any assessment of suitability should consider factors such as viability and availability</del></p> <p><del>c. Proposals over the floor space threshold of 400 sqm are accompanied by a full assessment of the potential impact on town centres and nearby centres</del></p> <p><del>d. Proposals less than the above floor space threshold are</del></p>

<sup>4</sup> As defined in the Glossary

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			<p>accompanied by a retail assessment report if appropriate</p> <p><del>e. The type of goods sold and the form of shopping unit proposed could not be conveniently accommodated within the existing shopping centre, or where suitable sites and premises are not available, within the centre or edge-of-centre sites</del></p> <p><del>f. The type of goods sold and the facilities provided complement those provided in the existing retail centre</del></p> <p><del>g. Servicing and customer traffic can be safely and conveniently accommodated by the surrounding road network and does not add to traffic generation in the town centre</del></p> <p><del>h. The proposal is easily accessible by the highway network and public transport and includes provision for access by cycle and on foot, and</del></p> <p><del>i. The design of the buildings will not detract from the character or appearance of the site and/or surrounding area.</del></p>
MM186	190	6.22	<i>Delete final sentence.</i>
MM187	190	6.23	<i>Delete final sentence.</i>
MM187A	190	To follow 6.24	<p><i>Insert new heading and following three paragraphs;</i></p> <p><b><u>Use class E and main town centre uses</u></b></p> <p><u>The NPPF (2012) sets out that town centres are areas that are predominantly occupied by main town centre uses. Main town centre uses are defined to include the following: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</u></p> <p><u>Amendments to the Town and Country Planning (Use Classes) Order 1987 (as amended) (“the Use Classes Order”) were made on 1 September 2020. These amendments revoked the previously existing Use Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafés), B1 (business), D1 (non-residential institutions) and D2 (assembly and leisure), and replaced them (either partially or wholly) with a new Class E (commercial, business and service).</u></p> <p><u>There is overlap between uses in Class E and main town centre uses. The following uses within Class E are considered to constitute main town centre uses: E(a), E(b), E(e) and</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>E(g)(i). The following uses within Class E may be considered main town centre uses depending on the specifics of the use: E(c)(iii) and E(d). Uses that fall within E(c)(i), E(c)(ii), E(f), E(g)(ii) and E(g)(iii) are not considered main town centre uses.</u></p>
MM188	190	E6	<p><i>Amend first section;</i></p> <p><b><u>Development Within primary shopping frontages</u></b></p> <p>Within the primary shopping frontages in the town centres (as shown on the Policies Map)<sup>[11]</sup> at ground floor level, only <del>A1, A2 and A3 uses will be permitted. A2 and A3 uses will be permitted where they adjoin an A1 use,</del> <u>E(a), E(b), E(c) uses will be permitted</u> subject to achieving a good mix of retail uses overall, provided the proposal:</p> <p>a. Either cumulatively or individually is considered to contribute positively to the vitality and viability of the area <del>±.</del> <u>This should take account of the mix of uses in the primary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area, and</u></p> <p>b. would not result in the loss of an <del>A1</del> <u>E(a)</u> use on a visually prominent site.</p> <p>Consideration will be given to the size of the shop unit, the width of the shop frontage and surrounding uses. <u>A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting. Regard should be given to the Aylesbury Vale Shop Front Design Guide SPD in the design of business and shop frontages.</u></p> <p>Residential development will be encouraged within the primary shopping frontage above ground floor level.</p> <p><del>*This should take account of the mix of uses in the primary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area.</del></p> <p><i>Amend section headed Secondary shopping frontages;</i></p> <p><b><u>Development Within secondary shopping frontages</u></b></p> <p><del>Within defined secondary shopping frontages, (as shown on the Policies Map), the development, improvement or expansion of retail and appropriate non-retail uses and/or change of use of retail premises to appropriate non-retail uses</del> <u>Proposals for E(a), E(b), E(c), or any main town centre uses within defined secondary shopping frontages (as shown</u></p>

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			<p>on the Policies Map<sup>[2]</sup> will be permitted provided the proposal: c. Either cumulatively or individually, is considered to contribute positively to the vitality and viability of the area <del>*</del>. <u>This should take account of the mix of uses in the secondary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area</u></p> <p>d. would not result in more than three non-A1E(a) uses in a row, <u>and</u></p> <p>e. would not result in the loss of an A1 E(a) use on a visually prominent site.</p> <p>A window and entrance should be provided or retained which relates well to the design of the building and to the street scene and its setting. Regard should be given to <u>the Aylesbury Vale Design SPD Aylesbury Vale Shop Front Design Guide</u> in the design of business and shop frontages.</p> <p>Residential development will be encouraged within the secondary shopping frontage above ground floor level.</p> <p><del>*This should take account of the mix of uses in the secondary frontage, what is there currently and what development is committed, location, prominence and length of frontage of the premises, nature of the use proposed, including the level of pedestrian activity associated with it, and the number of ground floor vacancies in the area.</del></p> <p><i>Add new section;</i></p> <p><b><u>Development within Primary Shopping Area outside Primary and Secondary frontages</u></b></p> <p><u>Proposals for E(a) uses which are outside the defined Primary and Secondary Shopping Frontages but within the Primary Shopping Area will be supported.</u></p> <p><u>Proposals for non-E(a) main town centre uses outside the defined Primary and Secondary Shopping Frontages but within the Primary Shopping Area will be supported if:</u></p> <p><u>f. The proposal would complement the existing uses within the Primary Shopping Area, and</u></p> <p><u>g. The proposal would contribute positively to the vitality and viability of the Primary Shopping Area, and</u></p> <p><u>h. The proposal would maintain the attractiveness and interest of the street scene.</u></p> <p><u>Proposals for non-main town centre uses which are outside the defined primary and secondary shopping frontages within the Primary Shopping Area will be supported if the above listed criteria are fulfilled and the proposal would not cause undue concentration of non-main town centre uses within the Primary Shopping Area, or would be located above ground floor level.</u></p>

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			<p><i>Insert footnotes;</i></p> <p><u>[1] Buckingham Neighbourhood Development Plan (2015) defines these for Buckingham</u></p> <p><u>[2] Buckingham Neighbourhood Development Plan defines these for Buckingham</u></p>
MM189	192	6.27	<p><i>Add to first sentence;</i></p> <p>Applications for tourism and leisure development in the countryside will need to be justified by the applicant <u>to show that it meets demand.</u></p> <p><i>Delete second sentence</i></p>
MM190	192	E7	<p><i>Amend;</i></p> <p>The Council will promote a growing, sustainable tourism sector, and <u>will support proposals.</u> <del>Proposals</del> for new or expanded tourism, visitor or leisure facilities <u>other than accommodation will be supported</u> within or adjacent to settlements.</p> <p><del>Elsewhere, the nature of the proposed development must justify a countryside location and minimise environmental impacts, and avoid unacceptable traffic impact on the local road network. Development proposals will be supported where they meet all the following criteria: proposed development must:</del></p> <p><i>Delete criteria a-e and substitute</i></p> <p><u>a. involve the conversion or replacement of buildings which form part of an existing tourist facility or well-designed new building(s) which promotes diversification of agricultural and other land-based rural businesses.</u></p> <p><u>b. justify a countryside location and minimise environmental impacts, and</u></p> <p><u>c. demonstrate that the need is not met by existing provision within nearby settlements.</u></p> <p><u>In all cases such development must:</u></p> <p><u>d. respect the character and appearance of the location, and</u></p> <p><u>e. avoid unacceptable traffic impact on the local road network.</u></p> <p><u>f. In the case of seasonal structures these must be temporary in nature and not have an adverse impact on the landscape.</u></p> <p><u>g. Demonstrate that their benefits outweigh the harm.</u></p> <p><u>The Council will require a marketing strategy and business plan to be submitted to explain how the development will achieve a high-quality tourism product that meets demand.</u></p>
MM191	193	6.31	<i>Delete second bullet point</i>
MM192	193	6.34	<p><i>Amend;</i></p> <p>It would also be unduly restrictive to limit the development</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>of existing accommodation in the countryside. In order to support existing businesses <u>therefore</u>, the expansion of built tourist accommodation and sites <del>will be allowed where this in a way that will</del> improves the quality of the accommodation on offer and the appearance of the site, <del>provided that as long as</del> there is no significant harm and <del>development would be consistent with the other policies of this Plan to the surrounding area,</del> may be allowed subject to the details of a proposal.</p>
MM193	193	6.35	<p><i>Amend;</i></p> <p>The information required in support of applications is likely to vary greatly depending on the nature of the proposal, its scale and location. Proposals for accommodation in less accessible locations should normally include <u>more</u> information on <u>things like</u> the long-term viability of the enterprise, <del>a clear justification of why such a less accessible</del> location is needed, and <u>what</u> the benefits to the local <u>area might be</u> economy. <del>As a town centre use, hotels should also comply with Policy E2. Where the impact of a new out-of-centre hotel would undermine the viability and contribution of more central hotels, or prejudice the potential to secure further hotel development on a more central site, development should be refused.</del></p>
MM194	193	6.36	<p><i>Amend;</i></p> <p>Tourist accommodation <u>like hotels and guest houses</u> provides <u>a</u> critical support to tourist attractions and facilities and contributes to the economy through its support of retail, food and drink and travel services. It is therefore important to ensure that the loss of <u>accommodation</u> stock is carefully considered, particularly with regard to the hotels and larger guesthouses in the area <u>due to the potential impact of a loss</u>. <del>As a guide this means those that have at least six guest bedrooms.</del> However it is also important to recognise that changes in the market will mean that some types of built tourist accommodation may become less attractive to visitors. If the offer cannot be improved, <u>then</u> falling profits would <u>probably</u> result in poorly maintained and ultimately failing accommodation, neither of which is a desirable outcome. <del>A</del> <u>Therefore the council will take a flexible approach</u> <del>will be needed</del> in assessing to what extent the loss of such facilities should be resisted. Applicants will be required to demonstrate that real effort has been made to retain the tourist accommodation <u>in accord with the requirements of the policy</u>. <del>Evidence submitted should typically include</del></p> <ul style="list-style-type: none"> <li><del>• reasons why there is no longer a market for the premises in its tourist function</del></li> <li><del>• details of how the property has been marketed, the length of time that the marketing was active and any changes during this period, the sale asking price, the level of interest</del></li> </ul>



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			<p>generated and any offers received</p> <p><del>• in the case of a reduction in size, the economic impact on the ongoing viability of the business.</del></p>
MM195	194	6.37	<p><i>Amend;</i></p> <p><u>The council is also concerned that viability of existing provision could be detrimentally affected by the provision of more accommodation than an area needs. As a result if <del>Should</del> the district <del>should ever</del> reach the situation where there is no need for further tourist accommodation, either overall or in a more specific location, an application for new or expanded tourist accommodation will require a the submission of viability study evidence.</u></p>
MM196	194	6.38	<p><i>Amend;</i></p> <p><u>Proposals As there are similar factors to take into account as for permanent tourist accommodation it will be important for both static and touring caravan sites as well as those for chalets and camping <del>will to</del> be judged against the criterion specified in Policy E8. In certain circumstances <del>restrictions will be applied through the imposition of planning conditions,</del> to avoid the continual residential use of a site <u>and the potential negative impacts that would have, restrictions will be applied through the imposition of planning conditions.</u></u></p> <p>This reflects the need to preserve the supply of visitor accommodation in order to respond to demand, and equally that such sites may not be in a location considered sustainable for occupation as primary residences. Similarly, conditions may also be imposed to restrict seasonal occupancy of sites where considered necessary to safeguard landscape character through, for example, the winter months.</p>
MM197	194	6.39	<p><i>Amend;</i></p> <p><u>In addition to the need to obtain planning permission <del>it should be noted that,</del> caravan, camping and chalet operators must obtain a site licence. The site licence, issued by Environmental Health, covers such matters as the number and standard of spacing of the caravans, and hygiene.</u></p>
MM198	194	E8	<p><i>Amend third paragraph;</i></p> <p><u>Proposals that would result in the permanent loss or reduction in size of tourist accommodation <del>with at least 6 bedrooms</del> will be resisted unless it can be demonstrated that their tourist function is no longer viable and the site has been marketed for a minimum period of 12 months at a price commensurate with its use <u>with details of levels of interest and offers received, that there is no longer a market for the premises in its tourist function and, in the case of a reduction in size, that the ongoing business will remain viable.</u></u></p> <p><i>After fourth paragraph, add;</i></p> <p><u>Proposals for hotels will be subject to the following considerations:</u></p>

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			<p>m. <u>As a town centre use, hotels should also comply with Policy E5</u></p> <p>n. <u>In a situation where the impact of a new out-of-centre hotel would undermine the viability and contribution of more central hotels, or prejudice the potential to secure further hotel development on a more central site, it may be appropriate to refuse the application to protect the role of the town centre in accord with Government policy.</u></p> <p><i>Amend final paragraph;</i></p> <p>In granting permission, the <del>Council</del> <u>council</u> will impose conditions to control the use and occupation of <del>holiday tourist</del> <u>tourist</u> accommodation. <u>This includes situations where built tourist accommodation is permitted in a location where open market housing would normally be refused, therefore the council will restrict its occupation to ensure it remains in use as tourist accommodation.</u></p>
MM199	196	6.40	<p><i>Amend third sentence;</i></p> <p>New agricultural buildings (up to <del>465</del> <u>1,000</u> sqm) can be allowed under the provisions of the Town and Country Planning (General Permitted development) Order 1995 (as amended).</p>
MM200	196	6.41	<p><i>Amend;</i></p> <p>In cases where the Council considers the building too large in relation to the holding, <del>the Council may require</del> evidence to support the need for the building <del>could include, such as</del> stocking rates and storage requirements.</p>
MM201	196	E9	<p><i>Amend clause f;</i></p> <p>f. Sited close to existing buildings and designed in order to minimise adverse impact on the <u>openness of the countryside, landscape character, residential amenity and reflect the operational requirements of the holding. Where the Council considers the building too large in relation to the holding, the Council may require evidence to support the need for the building.</u></p>
MM202	201	7.5	<p><i>Amend;</i></p> <p>In early 2016 Buckinghamshire County Council (BCC) commissioned AECOM to develop a transport strategy for Aylesbury in order to support and accommodate future planned growth and the upcoming release of the Plan. This is known as the Aylesbury Transport Strategy (ATS), which <del>will be a plan for transport in Aylesbury, setting,</del> <u>sets</u> out the improvements needed to support the planned growth of the town between 2016 - 2033. The VALP identifies Aylesbury as playing a substantial and critical role in delivering growth for the district and the rest of Buckinghamshire. The town has been awarded Government backing as a Garden Town and will be a focus for developing the ATS and prioritising investment in multi-modal transport infrastructure. The strategy <del>is also intended to address</del> <u>addresses</u> current issues on the transport network and therefore represents the</p>

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			opportunity for a single coordinated approach to planning improvements and upgrades to the transport network and will form a key transport policy document for both BCC and AVDC. The focus of the strategy is Aylesbury town centre and its immediate urban area, however the growth and travel patterns were considered in a much wider context, including most of the Aylesbury Vale area. <del>A list of mitigation schemes can be found in the Aylesbury Transport Strategy which is on the Council's website.</del>
MM203	202	7.6	<i>Amend;</i> <del>The ATS will be used to justify the Transport measures and</del> interventions contained in the ATS are required to facilitate growth in the Aylesbury Garden Town. The <u>key measures and interventions are set out in Policy [T3] below and supported by the Infrastructure Delivery Plan.</u> The proposed growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport. Traffic growth will be managed to control congestion and provide opportunities to significantly maximise infrastructure improvements including: <ul style="list-style-type: none"> <li>• increased public transport, building on the success of the Aylesbury Rainbow bus routes</li> <li>• increased walking and cycling facilities, building on the success of the Aylesbury Gemstone cycleways</li> <li>• improving road infrastructure linking new developments to the town, which will create a series of link roads around the town</li> <li>• enhancements to the regional rail infrastructure linking us to neighbouring growth areas</li> </ul>
MM204	202	7.8	<i>Amend;</i> The growth aspirations in the <del>Plan</del> VALP are likely to have an impact on transport requirements in Buckingham; <del>any</del> <u>and</u> may therefore necessitate a number of improvements in/around the town. The aim of the Buckingham Transport Strategy (BTS) is to consider these growth aspirations holistically and propose measures that address their impacts as a whole, rather than the impact of each individual development <u>and support schemes contained in VALP.</u>
MM205	202	7.10	<i>Delete and substitute;</i> <u>The BTS has been used as one of a series of evidence documents to support the infrastructure identified in VALP under Policy T3.</u>
MM206	203	T1	<i>Amend;</i> <del>Development proposals should be consistent with and contribute to the implementation of the transport policies and objectives set out in the Buckinghamshire Local Transport Plan 4 (LTP). The Council, Buckinghamshire County Council and, where appropriate, Highways England, will work together to achieve the objectives and implement</del>

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			<p><del>the proposals in the LTP, with particular emphasis</del> <u>The strategy to deliver sustainable transport in Aylesbury Vale is based on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users.</u></p> <p><del>The Council, and, where appropriate, Highways England, will aim work together to achieve this strategy and those improvements required to deliver it. The Council will seek to ensure that development proposals will deliver the improvements identified in the highway and transport studies that underpin the Local Transport Plan</del> <u>improvements to ensure new housing and employment development identified in the Local Plan period does not create a significant negative severe impact on the highway and public transportation network and encourages modal shift with greater use of more sustainable forms of transport.</u></p> <p><del>The Council will assist in delivering the pedestrian, cycle, public transportation and public realm improvements identified in Aylesbury town centre through to deliver the Aylesbury Garden Town initiative and Aylesbury Transport Strategy as well as the proposed any required improvements to the transportation network in Buckingham through and other areas of the Buckingham Transport Strategy Aylesbury Vale as required to help create</del> <u>deliver</u> sustainable, healthy and thriving communities.</p>
MM207	203	7.12	<i>Delete paragraph</i>
MM208	205	7.20	<p><i>Delete paragraph 7.20 and insert;</i></p> <p><b><u>Local Schemes</u></b></p> <p><u>Local transport schemes identified below and in Policy T3 are defined as critical for the reason that they are essential to enable or unlock strategic housing and employment floor space essential to deliver the scale of growth identified in the Plan.</u></p>
MM209	205	T2	<p><i>Amend title and second paragraph;</i></p> <p><b><u>T2 Protected Supporting and protecting Transport Schemes</u></b></p> <p>The Council will continue to work with High Speed 2 Ltd with the aim of influencing the design and construction of the route through Aylesbury Vale to minimise adverse impacts and maximise any benefits that arise from the proposal <u>including support of the Stoke Mandeville A4010 realignment</u>. Subject to being within the provisions of the Act, the implementation of HS2 will also be expected to:</p>
MM210	205	T3	<p><i>Amend;</i></p> <p><b><u>T3 Supporting local transport schemes</u></b></p> <p>The <del>Council</del> <u>council</u> will actively support key transport proposals including those identified in both the Aylesbury</p>

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			<p>Transport Strategy and Buckingham Transport Strategy.</p> <p><del>The route for the Oxford to Cambridge Expressway has yet to be agreed. The scheme is supported by the Council and once the agreed route is confirmed and further information is made available the scheme route will be protected in any review to the VALP.</del></p> <p><u>The council will support local transport schemes that provide benefits to the district in terms of reducing road congestion, providing mode choice and deliver the council's sustainable spatial strategy.</u></p> <p><u>Planning permission will not be granted for development that would prejudice or diminish the integrity of the implementation of existing or protected and supported required transport schemes identified in the list below. These required transport schemes are also shown on the Policies Map.</u></p> <p><i>Insert Table 17 attached at end of this appendix</i></p>
MM211	205	7.21	<i>Delete paragraph</i>
MM212	206	Following 7.24	<p><i>Insert;</i></p> <p><b><u>T4 Capacity of the transport network to deliver development</u></b></p> <p><u>New development will be permitted where there is evidence that there is sufficient capacity in the transport network to accommodate the increase in travel demand as a result of the development. The guidelines set out below which are taken from the Buckinghamshire Council's guidelines for Transport Assessment thresholds for development should be used in considering whether a transport impact assessment and travel plan will be required to assess the transport impacts of a development.</u></p> <p><u>Table 18</u></p> <p><i>Insert table 18 attached at end of this appendix</i></p> <p><u>Add new footnote – Where applications are made for 'open' class E uses the lowest threshold for uses in that class will be utilised.</u></p> <p><u>Renumber existing policy T4 as T5 and successive policies accordingly.</u></p>
MM213	207	7.29	<p><i>Amend;</i></p> <p><del>Vehicle parking standards including eyele cycles and motorcycle parking, based on Trip Rate Information Computer System data (TRICS), together with standards for non residential uses proposed within the district motorcycles, are included within set out in Appendix B of the design SPD-VALP.</del></p>
MM214	207	T5 (becomes T6)	<p><i>Amend;</i></p> <p><del>Development</del> <u>All development must provide an appropriate level of car parking, taking in accordance with the standards set out in Appendix B. If a particular type of development is</u></p>

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			<p><u>not covered by the standards set out in Appendix B then the following criteria will be taken into account in determining the appropriate level of parking:</u></p> <ul style="list-style-type: none"> <li>a. The accessibility of the site, including the availability of public transport, and</li> <li>b. The type, mix and use of development</li> <li><u>c. Local car ownership levels</u></li> <li><u>d. Security and public realm</u></li> <li><u>e. Provision for both on street and off street parking where appropriate</u></li> </ul> <p><del>Garages/integral garages/car ports will not be included within the allocation of parking spaces unless they meet a minimum internal size as set out in the design SPD.</del></p> <p><del>Design must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and low emission vehicles. Within Aylesbury, Buckingham, Haddenham, Wendover, and Winslow infrastructure for electric vehicles should be built into new major development schemes where local centres are proposed.</del></p> <p><del>Vehicle parking standards will be set out in the design SPD.</del></p> <p><u>Rear parking courts will only be provided in exceptional circumstances where no alternative parking can be provided and where the rear parking court is well located in terms of the development it serves, is overlooked, enclosed and secure. The provision of garages and/or car ports will not be counted as a parking space for a development unless they are of at least the size set out in Appendix B.</u></p>
MM215	208	T6 (becomes T7)	<p><i>Amend clauses a, b and c;</i></p> <ul style="list-style-type: none"> <li>a. The delivery of a strategic cycle network and improvements to the footpaths will be supported in accordance with <del>any county-wide or local cycle strategies schemes identified in Policy T3 Supporting Local Transport Schemes and in the IDP Appendix</del></li> <li>b. <del>The Council will protect existing cycle routes from adverse effects of new development.</del> In dealing with planning applications the Council will seek new or improved cycle access and facilities <u>where necessary</u>, including cycle storage, and will use planning conditions or legal agreements to secure such arrangement.</li> <li>c. <del>The Council will safeguard existing pedestrian routes from adverse effects of new development.</del> Development proposals must provide for direct, convenient and safe pedestrian movement and routes, connected where appropriate to the existing pedestrian network and alongside strategic routes. In deciding planning applications the Council will use planning conditions or legal agreements to secure the provision of new footpaths and the improvement of existing routes.</li> </ul>

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MM216	209	Following 7.35	<p><i>Insert two new paragraphs:</i></p> <p><u>An electric vehicle charging scheme submitted in support of a planning application will also need to include information that identifies how the charging equipment will be managed, e.g. who can use the charging points, payment arrangements, who will maintain the equipment.</u></p> <p><u>The standards used in this policy have been derived by reflecting the uptake in electric vehicles both nationally and locally and in line with other local authorities with a similar level of growth in the demand for electric vehicle and who have adopted standards to reflect this. (Lancaster City Council Provision of Electric Vehicle Charging Points for New Development Guidance for Developers September 2017).</u></p>
MM217	209	T7 (becomes T8)	<p><i>Delete and substitute;</i></p> <p><b><u>Electric Vehicle Parking</u></b></p> <p><u>Electric vehicle charging points will provided as set out below:</u></p> <p><u>a. Provision of parking bays and charging points for electric vehicles in new developments (including conversions)</u></p> <p><i>Insert table attached at end of this appendix</i></p> <p><u>* In private dwellings including flatted development the minimum of a 7.4 KW 32A or higher Type 2 electric vehicle dedicated charger will be installed. A charging rate of between 3.7kW 16A to 7.4kW 32A is needed to charge pure electric vehicles. For houses a switch inside the property will be provided for external sockets so that the power to the socket can be switched off (as technology changes the installation should reflect the most up to date guidance). Charging on this type of 'slow' charger usually takes 4-8 hours.</u></p> <p><u>**Dedicated freestanding weatherproof chargers</u></p> <p><u>*** Electric vehicle parking bay size of 3mx 6m set on the basis that cars are charged from the front or back and others are charged at the side, and this would allow for cable and connector around these vehicles and allow sufficient room to avoid cables and their inherent trip hazards and the like.</u></p> <p><u>b. Fast charge electric vehicle charging points (at least 7.4 kW 32A with a normal charge time of between 2-4 hrs) must be provided at long stay locations such as employment sites and railway station/long stay car parks.</u></p> <p><u>c. For high turnover parking, such as at a supermarket, leisure facility or hospital, 'rapid' electrical vehicle charging points will be installed (at least 43kW / 63A with a normal charge time of 30-60 minutes for an 80% charge) This is due to short time spent at such locations. In addition, fast charge electric vehicle charging points (at least 7.4kW 32A) should be provided at these locations.</u></p> <p><u>d. Charging points shall be provided at a minimum rate of one charging point for every 25 public parking spaces.</u></p>

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			<p><u>except at petrol stations where one space should be provided at each petrol station.</u></p> <p><u>e. Where development generates the need for a Transport Assessment to be undertaken, provisions should also be made for alternative fuel vehicle types including electric vehicles.</u></p>
MM218	211	8.1	<p><i>Add;</i></p> <p><u>Government planning policy sets out that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. The following paragraphs supporting policy BE1 'Heritage assets' are the response to that requirement.</u></p>
MM219	211	8.4	<p><i>Add;</i></p> <p><u>Where a designated heritage asset is affected by development proposed in this plan the appropriate policy makes specific reference to the heritage asset so that it can be taken into account in assessing relevant planning applications.</u></p>
MM220	216	BE1	<p><i>Amend second paragraph;</i></p> <p>Proposals for development shall contribute to heritage values and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset and/or its setting <u>negatively</u>, the significance of the heritage asset <del>and the impact of the proposal</del> must be fully assessed and supported in the submission of an application. <u>The impact of the proposal must be assessed in proportion to the significance of the heritage asset and supported in the submission of an application.</u> Heritage statements and/or archaeological evaluations will be required for any proposals related to or impacting on a heritage asset and/or <del>known</del> possible archaeological site.</p> <p><i>Add to third paragraph;</i></p> <p><u>Heritage statements and/or archaeological evaluations may be required to assess the significance of any heritage assets and the impact on these by the development proposal.</u></p> <p><i>Amend clause b of fourth paragraph;</i></p> <p>b. Require development proposals that <u>would</u> cause substantial harm to, or loss of a designated heritage asset and its significance, including its setting, to provide a thorough heritage assessment setting out a clear and convincing justification as to why that harm is considered acceptable <u>on the basis of public benefits that outweigh that harm or the four circumstances in paragraph 133 of the NPPF all apply.</u> Where that <del>ease</del> <u>justification</u> cannot be demonstrated proposals will not be supported <del>unless the harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss and accord with the requirements of national guidance,</del> and</p> <p><i>Amend final paragraph;</i></p> <p>Developments affecting a heritage asset should achieve a</p>



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			high quality design in accordance with <del>adopted</del> <u>the Aylesbury Vale Design SPD</u> and the Council will encourage modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use.
MM221	218	BE2	<p><i>Amend;</i></p> <p>All new development proposals shall <del>follow the guidance set out within the Council's design SPD and shall</del> respect and complement the <u>following criteria</u>:</p> <p>The physical characteristics of the site and its surroundings including the scale and context of the site and its setting a.</p> <p>b. The local distinctiveness and vernacular character of the locality, in terms of ordering, form, proportions, architectural detailing and materials</p> <p>c. The natural qualities and features of the area, and</p> <p>d. The effect on important public views and skylines.</p> <p><u>More guidance on the detail for the application and implementation of this policy will be provided in the Aylesbury Vale Design SPD.</u></p>
MM222	219	BE3	<p><i>Amend first sentence;</i></p> <p>Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of existing residents and <u>would not</u> achieve a satisfactory level of amenity for future residents.</p>
MM223	220	BE4	<p><i>Amend;</i></p> <p>Proposed densities of developments should <del>reflect those generally constitute effective use of the land and reflect the densities</del> of their surroundings, and will be <del>determined</del> <u>appraised</u> on a site-by-site basis <u>to ensure satisfactory residential amenity</u>. Where large scale developments are proposed, particularly towards the edge of settlements, higher density areas should be located towards the centre of the sites whilst the rural edge should be a lower density. <u>The Aylesbury Vale Design SPD will provide further guidance to assist applicants on this matter.</u></p>
MM224	222	9.1 to 9.17	<p><i>Delete heading Protected sites and substitute;</i></p> <p><b><u>Biodiversity and geodiversity</u></b></p> <p><i>Merge and reorder policies and supporting text.</i></p> <p><i>Paragraph 9.6 to become 9.1</i></p> <p><i>Paragraph 9.7 to become 9.2</i></p> <p><i>Paragraph 9.8 to become 9.3</i></p> <p><i>Paragraph 9.9 to become 9.4</i></p> <p><i>Paragraph 9.10 to become 9.5</i></p> <p><i>Paragraph 9.11 to become 9.6</i></p> <p><i>Duplicated paragraphs 9.3 and 9.12 to become 9.7, deleting final sentence</i></p> <p><i>Paragraph 9.13 to become 9.8 amended;</i></p>

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			<p>The Council will approach through Policy NE1 is to consider planning applications for development affecting any of these sites against criteria weighted according to their ecological status and protection within <u>the hierarchy of sites, which assesses a particular site's local, national and international status (the hierarchy of sites)</u>. A site's <del>local context</del> <u>Their local context</u> is particularly important. <del>Therefore a</del> <u>A</u> particular habitat or species may be nationally frequent but extremely rare locally, or nationally scarce and locally frequent. Examples of this include native black poplar, water vole, otter or Bechsteins bat, <u>which are locally frequent but nationally rare</u>. <del>Development affecting any of these sites or species is expected to result in appropriate mitigation and where possible a net gain to their area or populations.</del></p> <p><i>Add new paragraph 9.9;</i></p> <p><u>Priority habitats are those habitats that were identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). Priority habitats and priority species are not always fully protected under UK wildlife laws. However, they can be sensitive to development and both national and local priority species and habitats are capable of being a material consideration when determining planning applications. Priority Habitats in Aylesbury Vale include the following: Lowland Calcareous Grassland, Lowland Meadow, Lowland Beech and Yew Woodland, Lowland Mixed Deciduous, Wet Woodland Wood Pasture and Parkland, Flood Plain Grazing Marsh, Eutrophic Standing Water, Lowland Fens, Ponds, Reedbeds, Rivers, Arable Field Margins, Hedgerows, Lowland Heathland, Open Mosaic Habitats on Previously Developed Land, Traditional Orchard. Although not always protected under UK wildlife laws, these sites may have been designated as nationally important such as a SSSI, Ancient Woodland or locally important, such as a Local Wildlife Site.</u></p> <p><i>Paragraph 9.14 to become 9.10 amended;</i></p> <p>Many species <u>have historically been</u> entirely dependent on human habitation for their reproductive success. <u>However,</u> <del>m</del>Modern housing standards significantly reduce opportunities for these species. Consequently, where appropriate, features for biodiversity within development will be expected. Simple, inexpensive measures can result in significant gains and these are listed in Appendix 2 of the Buckinghamshire and Milton Keynes Natural Environment report 'Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes' (September 2016). <del>These measures, if required, are</del> <u>Such measures will be</u> expected to be permanent in order to deliver meaningful ecological gain and protection. <u>The location of any features for biodiversity provided in a development is very important.</u> <del>Therefore these</del> <u>Biodiversity features will be expected to be</u> <del>built</del> <u>integrated</u> into suitable structures rather than provided as vulnerable, isolated and temporary boxes <u>in order to help ensure the success of such</u></p>

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			<p>features.</p> <p><i>Paragraph 9.15 to become 9.11</i></p> <p><i>Paragraph 9.16 to become 9.12</i></p> <p><i>Paragraph 9.17 to become 9.13 amended;</i></p> <p>In order to <u>implement</u> <del>achieve</del> criterion (a) of the policy below, a <u>Buckinghamshire Biodiversity Accounting sSupplementary pPlanning eDocument (SPD)</u> will be prepared, <u>working in conjunction</u> with the <del>other</del> <u>Buckinghamshire councils and Milton Keynes Natural Environment Partnership on a mechanism</u>, to <u>explain how the policy objective of achieve no net loss and 'net gain' can be achieved</u>. 'Net gain' means <u>protecting existing habitats and ensuring lost or degraded environmental features are compensated for by restoring or creating environmental features that are of greater value to wildlife and people</u>. The SPD will <del>consider the possibilities of adopting a biometrics</del> <u>set out the expectations to use a recognised Biodiversity Impact Assessment calculator to quantify gains and losses and consider the threshold of development this should apply to, and how the requirement for net gain system will be managed and monitored</u>.</p> <p><i>Add new paragraph 9.14;</i></p> <p><u>A biometric calculator applies a statistical analysis to biological data and measures the habitat gains or losses of a development and then quantifies how many "biodiversity units" would be lost or gained. Any development would need to generate a net gain so the unit figure would need to be positive. A negative unit loss would need to be offset. The biodiversity unit value can be equated to monetary value, and the relevant details will be considered in the SPD. In this way, a calculator quantifies how many biodiversity units would need to be paid for by a development in order to offset any biodiversity loss. Offset providers are able to offer for sale conservation projects that deliver biodiversity units, and these may be bought by a developer. Developer contributions will need to seek to show a net gain on the biometric calculator. A best practice methodology should be used to determine the quantitative ecological impact of any development – for example the most recent Warwickshire County Council's biodiversity impact assessment calculator – until a formally agreed local approach is set out tin the SPD, agreed by Buckinghamshire Council in conjunction with the Buckinghamshire and Milton Keynes Natural Environment Partnership. These assessments must be undertaken in accordance with nationally accepted standards and guidance including the DEFRA metric, BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain good practice principles for development.</u></p> <p><i>Paragraph 9.1 to become 9.15, deleting last sentence and substituting;</i></p> <p><u>The 28 SSSIs in the district are:</u></p>

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			<ul style="list-style-type: none"> <li>• <u>Ashridge Commons &amp; Woods</u></li> <li>• <u>Aston Clinton Ragpits</u></li> <li>• <u>Bacombe and Coombe Hills</u></li> <li>• <u>Bierton Clay Pit</u></li> <li>• <u>Bugle Quarry</u></li> <li>• <u>Dancer's End</u></li> <li>• <u>Dancer's End Waterworks</u></li> <li>• <u>Finmere Wood</u></li> <li>• <u>Foxcote Reservoir and Wood</u></li> <li>• <u>Grendon and Doddershall Woods</u></li> <li>• <u>Ham Home-cum-Hamgreen Woods</u></li> <li>• <u>Ivinghoe Hills</u></li> <li>• <u>Kings &amp; Bakers Woods and Heaths</u></li> <li>• <u>Long Herdon Meadow</u></li> <li>• <u>Muswell Hill</u></li> <li>• <u>Pilch Fields</u></li> <li>• <u>Pitstone Hill</u></li> <li>• <u>Pitstone Quarry</u></li> <li>• <u>Poker's Pond Meadow</u></li> <li>• <u>Rushbeds Wood</u></li> <li>• <u>Shabbington Woods Complex</u></li> <li>• <u>Sheephouse Woods Complex</u></li> <li>• <u>Stone</u></li> <li>• <u>Tingewick Meadows</u></li> <li>• <u>Tring Reservoirs</u></li> <li>• <u>Warren's Farm (Stewkley)</u></li> <li>• <u>Weston Turville reservoir</u></li> <li>• <u>Whitecross Green and Oriel Woods</u></li> </ul> <p><i>Paragraph 9.4 to become 9.16 deleting final two sentences</i>  <i>Paragraph 9.2 to become paragraph 9.60</i>  <i>Delete paragraph 9.5</i></p>
MM225, MM226 and MM227 not used			
M228	222	NE1	<p><i>Amend;</i>  <b><u>NE1 Protected Sites Biodiversity and Geodiversity Protected Sites</u></b>  <u>Internationally or nationally important Protected Sites (SACs and SSSIs) and species will be protected. Avoidance of likely significant adverse effects should be the first option. Development likely to affect the Chiltern Beechwoods SAC will be subject to assessment under the Habitat Regulations and will not be permitted unless any significant adverse</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>effects can be fully mitigated.</u></p> <p><del>Development proposals that would lead to an individual or cumulative significant adverse impact on an internationally or nationally important Protected Site or species such as SSSIs, or irreplaceable habitats such as ancient woodland or ancient trees—the Council will be refused unless exceptional circumstances can be demonstrated and that the impacts to the site are clearly out weighed by the benefits of development as follows:</del></p> <p><del>Sufficient information must be provided for the Council to assess the significance of the impact against the importance of the protected site and the species which depend upon it. This will include the area around the protected site. Planning permission will be granted only where:</del></p> <p><del>a. the benefits of the development affecting the site significantly and demonstrably clearly outweigh both the any adverse impacts on the protected site and the ecosystem it provides that it is likely to have on the features of the site that make it internationally or nationally important and any broader impacts on the national network – for example - of Sites of Special Scientific Interest, and</del></p> <p><del>b. the loss can be mitigated and compensation can be provided to achieve a net gain in biodiversity/geodiversity. development has followed a mitigation hierarchy of avoid, then mitigate if avoidance cannot be achieved — then compensate/offset if mitigation cannot be achieved. Avoidance will require the applicant the applicant to demonstrate that the development could not be located in an alternative, less harmful location.</del></p> <p><u>Sufficient information must be provided for the Council to assess the significance of the impact against the importance of the Protected Site and its component habitats and the species which depend upon it. This will include the area around the Protected Site and the ecosystem services it provides and evidence that the development has followed the mitigation hierarchy set out in (d) below.</u></p> <p><b><u>Protection and enhancement of Biodiversity and Geodiversity</u></b></p> <p><u>Protection and enhancement of biodiversity and geodiversity will be achieved by the following:</u></p> <p><u>c. A net gain in biodiversity on minor and major developments will be sought by protecting, managing, enhancing and extending existing biodiversity resources, and by creating new biodiversity resources. These gains must be measurable using best practice in biodiversity and green infrastructure accounting and in accordance with any methodology (including a Biodiversity Impact Assessment) to be set out in the Biodiversity and Geodiversity Supplementary Planning Document.</u></p> <p><u>d. If significant harm to biodiversity resulting from a</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted. If a net loss in biodiversity is calculated, using a suitable Biodiversity Impact Assessment (see c) then avoidance, mitigation and compensation, on site first, then offsite must be sought so the development results in a net gain (percentage of net gain to meet any nationally-set minimum standard and or as detailed in an SPD) in order for development to be permitted. Mitigation, compensation and enhancement measures must be secured and should be maintained in perpetuity. These assessments must be undertaken in accordance with nationally-accepted standards and guidance (BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain Good practice principles for development).</u></p> <p><u>e. Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance (such as Local Wildlife Sites or Local Geological Sites) including habitats of principal importance (known as Priority Habitats) or species of principal importance (Priority species or their habitats will not be permitted except in exceptional circumstances where the need for, and benefits of the development significantly and demonstrably outweigh the harm it would cause to the site, and the loss can be mitigated and compensation provided to achieve a net gain.</u></p> <p><u>f. The Council will, where appropriate, expect ecological surveys for planning applications. These must be undertaken by a suitably qualified person and consistent with nationally accepted standards and guidance (BS 42020: Biodiversity – Code of Practice for planning and development) as replaced.</u></p> <p><u>g. Where development proposals affect a Priority Habitat (As defined in the Buckinghamshire and Milton Keynes Biodiversity Action Plan or UK Biodiversity Action Plan and as listed in accordance with s41 of the NERC Act 2006) then mitigation should not be off-site. Where no Priority Habitat is involved then mitigation is expected to follow the mitigation hierarchy, where options for avoidance, mitigation and compensation on- site, and then offsite compensation, should be followed in that order as outlined in d. When there is a reasonable likelihood of the presence of protected or priority species or their habitats, development will not be permitted until it has been demonstrated that the proposed development will not result in adverse impacts on these species or their habitats. The only exception will be where the advantages of development to the protected site and the local community clearly outweigh the adverse impacts. In such a case, the Council will consider the wider implications of any adverse impact to a protected site, such as its role in providing a vital wildlife corridor, mitigating flood risk or ensuring good water quality in a catchment.</u></p> <p><u>h. Development proposals will be expected to promote site</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>permeability for wildlife and avoid the fragmentation of wildlife corridors, incorporating features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value on site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors including water courses should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity</u></p> <p><u>i. Planning conditions/obligations will be used to ensure net gains in biodiversity by helping to deliver the Buckinghamshire and Milton Keynes Biodiversity Action Plan targets in the biodiversity opportunity areas and other areas of local biodiversity priority. Where development is proposed within, or adjacent to, a biodiversity opportunity area, biodiversity surveys and a report will be required to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Biodiversity Opportunity Area from being achieved will not be permitted. Where there is potential for development, the design and layout of the development should secure biodiversity enhancement and the Council will use planning conditions and obligations as needed to help achieve the aims of the biodiversity opportunity area. A monitoring and management plan will be required for biodiversity features on site to ensure their long-term suitable management (secured through planning condition or Section 106 agreement).</u></p> <p><u>j. Development proposals adversely affecting a Local Nature Reserve will be considered on a case-by-case basis, according to the amount of information available about the site and its significance, relative to the type, scale and benefits of the development being proposed and any mitigation. Any mitigation strategy will need to include co-operation with the nature reserve managers.</u></p>
MM229, MM230 and MM231 not used			
MM232	225	NE2	<i>Delete policy</i>
MM233	228	NE4	<p><i>Add to final sentence;</i></p> <p><u>Any development likely to impact on the AONB should provide a Landscape and Visual Impact Assessment (LVIA) in line with the Guidelines for Landscape and Visual Impact Assessment - version 3 or as amended.</u></p>
MM234	231	NE5	<p><i>Amend;</i></p> <p><del>To ensure that the district's landscape character is maintained, development must have regard to the 2008 LCA</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>(as amended 2015 and any future review)</del>. Development must recognise the individual character and distinctiveness of particular landscape character areas set out in the <u>Landscape Character Assessment (LCA)</u> their sensitivity to change and contribution to a sense of place. Development should consider the <del>role</del> <u>characteristics</u> of the landscape character area <del>by and</del> <u>meeting</u> all of the following criteria:</p> <ul style="list-style-type: none"> <li>a. <del>be grouped where possible with existing buildings to</del> minimise impact on visual amenity</li> <li>b. be located to avoid the loss of important on-site views and off-site views towards important landscape features</li> <li>c. <del>reflect</del> <u>respect</u> local character and distinctiveness in terms of settlement form and field pattern, topography and ecological value</li> <li>d. Carefully consider spacing, height, scale, plot shape and size, elevations, roofline and pitch, overall colour palette, texture and boundary treatment (walls, hedges, fences and gates)</li> <li>e. minimise the impact of lighting to avoid blurring the distinction between urban and rural areas, and in areas which are intrinsically dark and to avoid light pollution to the night sky</li> <li>f. ensure that the <u>development is</u> <del>buildings and any outdoor storage and parking areas are</del> not visually prominent in the landscape, <u>and</u></li> <li>g. not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value</li> </ul> <p>The first stage in mitigating impact is to avoid <u>any</u> <del>the</del> identified <u>significant adverse</u> <del>harmful</del> impact. Where it is accepted there will be harm to the landscape character, specific on-site mitigation will be required <u>to minimise that harm</u> and, as a last resort, compensation <u>may</u> <del>will</del> be required appropriate as part of a planning application. <u>This reflects the mitigation hierarchy set out in paragraph 152 of the NPPF (2012)</u>. Applicants must consider the enhancement opportunities identified in the LCA and how they apply to a specific site.</p> <p>The Policies Map defines areas of attractive landscape (AALs) and local landscape areas (LLAs) which have particular landscape features and qualities considered appropriate for particular conservation and enhancement opportunities. Of the two categories, the AALs <del>areas of attractive landscape</del> have the greater significance. Development in AALs and LLAs should have particular regard to the character identified in the report 'Defining the special qualities of local landscape designations in Aylesbury Vale District' (Final Report, 2016) and the LCA (2008).</p> <p><u>Development will be supported where appropriate mitigation</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>to overcome any adverse impact to the character of the receiving landscape has been agreed.</u></p> <p><del>Development that adversely affects this character will not be permitted unless appropriate mitigation can be secured.</del> Where permission is granted, the Council will require conditions to best ensure the mitigation of any harm caused to the landscape.</p>
MM235	237	NE8	<p><i>Amend;</i></p> <p>Subject to the development allocations set out in the VALP, the Council will seek to protect the best and most versatile farmland for the longer term. <u>Proposals involving development of agricultural land shall be accompanied by an assessment identifying the Grades (1 to 5) Agricultural Land Classification.</u> Where development involving best and more versatile agricultural land (<u>Grades 1,2 and 3a</u>) is proposed, those areas on site should be preferentially used as green open space and built structures avoided. Where <u>significant</u> development would result in the loss of best and more versatile agricultural land, planning consent will not be granted unless:</p> <ol style="list-style-type: none"> <li>a. There are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and</li> <li>b. The benefits of the proposed development outweighs the harm resulting from the significant loss of agricultural land.</li> </ol>
MM236	239	NE9	<p><i>Insert after second paragraph;</i></p> <p><u>Development that would lead to an individual or cumulative significant adverse impact on ancient woodland or ancient trees will be refused unless exceptional circumstances can be demonstrated that the impacts to the site are clearly outweighed by the benefits of the development.</u></p> <p><i>Amend fourth, fifth and sixth paragraphs;</i></p> <p>Where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable the developer <del>needs to</del> <u>must</u> compensate for this loss by planting native species-rich hedgerow, which. This should result in a net gain of native hedgerow on the development site.</p> <p>Developers should aspire to retaining a 10m (with a minimum of 5m) natural buffer around retained and planted native hedgerows (100m with a minimum 25m natural buffer around woodlands) for the benefit of wildlife, incorporating a dark corridor with no lighting.</p> <p><u>Development must provide buffers to Ancient Woodland and should provide additional planting to join up fragmented areas of woodland as part of the development's GI. Buffers should allow the maximum space proportionate to the development, and would generally be expected to be a minimum of 50m between the ancient woodland and any built development or grey infrastructure.</u> Within the buffer, native trees may be planted along with other ecology</p>

Ref	Page	Policy/ Paragraph	Main Modification
			features to secure net gains in biodiversity and/or landscape mitigation unless the achievement of this would be contrary to <u>with</u> other policies in the plan.
MM237	241	10.8	<i>Amend;</i> The Council only permits the re-use of existing permanent buildings under this policy. This ensures that it is not used to establish a permanent use on a site where only a temporary consent exists or where a permanent use has lapsed as a result of dereliction. <u>The Council does not wish to penalise those who have recently lost convertible buildings due to accidental damage such as a fire.</u> Therefore <del>However,</del> exceptionally, the Council may permit the re-use of <del>a derelict</del> <u>such a</u> building if the applicant can demonstrate that dereliction was the result of severe accidental damage or <del>accidental destruction, for example by fire,</del> in the past two years.
MM238	242	10.11	<i>Amend;</i> The Council supports the re-use of buildings in the countryside, particularly those close to towns and villages, as a means of supporting sustainable growth. <u>However it is not considered that t</u> <del>The re-use of buildings in the countryside well away from settlements, such as those that are located well away from the public highway</del> in locations not served by utilities <u>would be sustainable due to traffic impacts, distance to facilities and the expense of providing utilities like</u> <del>such as</del> sewerage, water and electricity, <u>so re-use of such buildings</u> will generally not be allowed.
MM239	242	10.15	<i>Amend;</i> For existing agricultural buildings over 500sqm, the Council may not permit its retention and re-use if it considers that the <u>characteristics of the</u> existing building <del>hasve</del> a harmful impact on its <u>immediate</u> surrounding or the wider landscape. Often, the removal of disused agricultural buildings <u>which are damaging to rural character</u> is preferable to retention as it can bring about an environmental improvement. This is most likely to be the case with a modern building, whose retention and re-use is unlikely to be acceptable if it is large in scale, clad with unattractive materials such as profiled steel or asbestos sheeting, or has a very utilitarian appearance.
MM240	243	10.24	<i>Amend;</i> Within settlements <u>it will be particularly important to ensure that any extension does not harm the essential character of its surroundings so,</u> an extension may be acceptable if it is designed with sensitivity for the host building and does not conflict with any other planning requirements. <u>In all locations</u> <del>a</del> <u>An extension should enhance the character and appearance of its immediate surroundings, and where possible, make a positive contribution in the wider area, so as to preserve an area's essential rural character.</u>

Ref	Page	Policy/ Paragraph	Main Modification
MM241	243	C1	<p><i>Amend clauses a, h and l and insert two new clauses between clauses e and f;</i></p> <p>a. Conversion works should not involve major reconstruction or significant extensions and should respect the character of the building and its setting, <u>except in exceptional circumstances where it can be demonstrated that dereliction was the result of severe accidental damage or accidental destruction in the past two years</u></p> <p><i>(new clause) f. The existing building is not located well away from existing settlements and is not located where utilities are not available</i></p> <p><i>(new clause) g. The existing building is not damaging to the surrounding character by virtue of a utilitarian appearance or cladding in unattractive materials</i></p> <p>h. Any extension to the existing barn conversion is modest in scale, ancillary in nature, subordinate to the main building, <del>and</del> in keeping with the rural character, <u>designed with sensitivity to the host building and will enhance the character and appearance of its immediate surroundings.</u></p> <p>l. Conversion works should not adversely impact upon wildlife using the structure. If impacts to nesting sites are unavoidable mitigation will be required (see Policy NE2 1).</p>
MM242	248	C2	<p><i>Amend clause g, insert new clause to follow clause n, amend clause o and insert new clause to follow clause o;</i></p> <p>g. The scale, construction and appearance of the proposed development including the entrance and boundary treatment should be designed to minimise adverse impact on the <u>immediate locality</u>, landscape character and residential amenity.</p> <p>n. any new buildings and ancillary facilities would be erected to integrate with the existing building (or group of buildings), <u>and</u></p> <p><u>o. be supported by a business plan that shows the proposed enterprise has a sound financial basis</u></p> <p><i>o (to become p). it can be justified in that location and is of a size and scale appropriate to the existing commercial enterprise, or the number of privately kept horses that will use the facility,</i></p> <p><u>q. any floodlighting is reasonably necessary and at an appropriate level for the use, and</u></p> <p><i>(p becomes r)</i></p>
MM243	252	C3	<p><i>Insert at start;</i></p> <p><u>All development schemes should look to achieve greater efficiency in the use of natural resources.</u></p> <p><i>Insert after first paragraph;</i></p> <p><u>The Council will seek to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures minimise energy use, improve water efficiency and promote waste minimisation and</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>recycling. Developments should also minimise, reuse and recycle construction waste wherever possible.</u></p> <p><i>Amend first sentence and clause 1 of second paragraph;</i></p> <p>In seeking to achieve carbon emissions reductions, the Council will <del>promote</del> <u>assess developments using an 'energy hierarchy'.</u></p> <p>1. an energy statement will be <del>encouraged</del> <u>required</u> for proposals for major residential developments (over 10 dwellings), and all non-residential development, to demonstrate how the energy hierarchy has been applied.</p> <p><i>Amend second sentence of third paragraph;</i></p> <p>A feasibility assessment for district heating (DH) and cooling utilising technologies such as combined heat and power (CHP), including biomass CHP or other low carbon technology, will be <del>encouraged</del> <u>required</u> for:</p> <p><i>Amend fourth paragraph;</i></p> <p>Where feasibility assessments demonstrate that decentralised energy systems are deliverable and viable and can secure <u>at least</u> 10% of their energy from decentralised and renewable or low carbon sources, such systems will be <del>required</del> <u>encouraged</u> as part of the development.</p> <p><i>Add final paragraph;</i></p> <p><u>Applications for the adaption of older buildings should include improved energy and water efficiency and retrofitted renewable energy systems where possible.</u></p>
MM244	254	10.63	<i>Delete final sentence</i>
MM245	254	C4	<p><i>Amend;</i></p> <p>The Council will enhance and protect public rights of way to ensure the integrity and connectivity of this resource is maintained.</p> <p>The protection and conservation of public rights of way needs to be reconciled with the benefits of new development, to maximise the opportunity to form links from the development to the wider public rights of way network, public transport, recreational facilities and green infrastructure. <u>Development proposals will be required to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces.</u> Planning permission will not normally be granted where the proposed development would cause unacceptable harm to the safe and efficient operation of public rights of way.</p>
MM246	256	11.1	<p><i>Precede existing text with;</i></p> <p><u>Open space includes green infrastructure and also civic space including market squares and other hard surfaced community areas used for community activities. However, hard surfaced or civic spaces do not count as providing green infrastructure to meet Policy I1.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>Add at end of existing text;</i></p> <p><u>(water related green infrastructure is also known as ‘Blue Infrastructure’). Where the VALP site allocations require (or development coming forward on any other site that would be required to meet the standards in Policy I1) the provision of ‘green infrastructure’, private green spaces such as residential gardens do not count towards meeting this requirement as they are not publicly accessible natural green space and so do not meet Natural England’s definition of ANGSt in para 11.8</u></p>
MM247	256	11.2	<p><i>Amend;</i></p> <p>Well-planned multi-functional green infrastructure is an important component of achieving sustainable communities. Green infrastructure helps to deliver conservation and enhancement of biodiversity, create a sense of place and appreciation of valuable landscapes and cultural heritage, increase recreational opportunities and support healthy living, improve water resources and flood management as part of environmentally sustainable design. It <u>can</u> also positively contributes <u>towards</u> combating climate change through adaptation and mitigation of impacts and production of food, natural fibre and fuel. It helps deliver NHS initiatives around improving people’s health and tackling obesity. The district’s high quality green infrastructure is a vital asset and an important element in ensuring that the district is somewhere people choose to live and locate their businesses. Policy I1 below will be used to ensure a green infrastructure network is provided <del>across</del> <u>throughout</u> the district with enhancements <del>helping to replace</del> <u>remedy</u> existing green infrastructure deficiencies.</p>
MM248	256	11.4	<p><i>Delete and substitute;</i></p> <p><u>The following Green Infrastructure Strategies cover Aylesbury Vale at varying hierarchal levels:</u></p> <ul style="list-style-type: none"> <li>• <u><b>Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire &amp; Milton Keynes (2016)</b></u>. County-wide. Produced by the Buckinghamshire and Milton Keynes Natural Environment Partnership (“NEP”), the Vision and Principles set out 9 Principles which should be followed to achieve the NEP vision by 2030.</li> <li>• <u><b>Buckinghamshire Green IDP (2013)</b></u> County-wide. The Delivery Plan includes specific project areas in the district, particularly Whaddon Chase, west of Milton Keynes and Aylesbury Linear Park. Part of Aylesbury Linear Park is being delivered through Berryfields and Kingsbrook (Aylesbury East) Major Development Areas (MDA’s). Kingsbrook will provide approximately 100ha of wetlands park. Further development sites around Aylesbury should deliver green infrastructure in-line with the Delivery Plan.</li> <li>• <u><b>Aylesbury Vale Green Infrastructure Strategy (2011)</b></u> District-wide detail. The Green Infrastructure</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>Strategy follows on from the 2009 Buckinghamshire Green Infrastructure Strategy. These strategies identified green infrastructure deficiencies within the district – for example, 69% of dwellings do not meet any of Natural England’s Accessible Natural Green space standards (ANGSt). Priority areas identified include North Aylesbury Vale and Aylesbury Environs.</p> <ul style="list-style-type: none"> <li>• <b>Aylesbury Garden Town</b> will have an accompanying Masterplan which will set out how Green Infrastructure will be integrated into new and existing Garden Town developments.</li> </ul> <p><i>Insert footnote links to the documents referred to in bold</i></p>
MM249	256	11.5	<p><i>Delete and substitute five new paragraphs;</i></p> <p><u>The ‘Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report’ (2017) identifies typologies of green infrastructure, current provision of green infrastructure, provision standards and future need based on applying those standards. The 2017 Final Report makes clear that green infrastructure is able to cover any number of the typologies identified. It also identifies specific green infrastructure features which can enhance the sport and recreational value of green space while not duplicating other provision in an area. Therefore, the approach in the VALP Policy 11 is for Green Infrastructure to perform a range of functions where possible in order to enhance the sport and recreation value of green space.</u></p> <p><u>The 2017 final Report also identifies accessibility/quantitative and qualitative standards to be applied to new development. These standards have been incorporated into the VALP to be applied for larger new housing developments or mixed use proposals including an element of housing. Quantitative standards are the size of green space provision. Accessibility standards represent a zone of influence of a provision and the distance that people are prepared to travel. The standards to be used are the ANGSt, developed nationally in the 1990s and reviewed by Natural England in 2008. These standards were also recommended in the Aylesbury Vale Green Infrastructure Strategy 2011.</u></p> <p><u>The ANGSt are a response to Natural England’s belief that everyone should have access to good quality natural greenspace near to where they live. The three underlying principles of ANGSt are: Improving access to greenspaces; Improving naturalness of greenspaces; and Improving connectivity with greenspaces. The distances in the ANGSt are based on research into the minimum distances people would travel to experience the natural environment.</u></p> <p><u>In terms of meeting the ANGSt, to be ‘Accessible’ a place must be “available for the general public to use free of</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle)”. The places must be available to all, which means that every reasonable effort must be made to comply with the requirements under the Equality Act (2010). For a space to be ‘Natural’ it must be a “place where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate”</u></p> <p><u>The 2017 Final Report refers to the Buckinghamshire Green Infrastructure Strategy (2009) that identifies deficiencies across the district against the ANGSt standards for access to natural greenspace. Only three settlements in Aylesbury Vale – Aston Clinton, Buckingham and Wendover – meet the minimum ANGSt requirements for the provision of larger accessible green space. Many parts of Aylesbury Vale do not meet the standard of providing at least one 20ha site within 2km or one 500ha site within 10km of people’s homes. There is also a deficiency of accessible green infrastructure over 100ha in Aylesbury Vale.</u></p>
MM250, MM251, MM252 and MM253 not used			
MM254	257	11.6	<p><i>Amend;</i></p> <p>Development proposals, particularly on larger sites, <u>provide an can offer the opportunity to improve the green infrastructure network (as demonstrated through the Berryfields and Aylesbury East MDAs), Policy I1 seeks looks to achieve this. Green infrastructure will be delivered through development proposals and will be obligated either on site or off site obligations will be imposed through the CIL regime, S106 contributions or conditions to the planning permission as appropriate. HS2 mitigation works will also deliver some green infrastructure. All green infrastructure proposals should include details of management and maintenance to ensure these areas are permanently protected.</u></p>
MM255	257	11.7	<p><i>Amend;</i></p> <p><u>Although Policy I1 is the primary policy for green infrastructure, several VALP policies will also secure elements of green infrastructure. Policy T6 ensures development connects to existing pedestrian and cycle networks and provides new facilities; Policy NE12 secures biodiversity enhancements; and Policy I2 sets out what is required in terms of sport and recreation provision. Development proposals will be expected to identify, retain and enhance existing green infrastructure assets, including</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>corridors and <u>to</u> ensure new links are provided between existing green spaces. Local green space designations, which are <del>a fairly new concept</del> <u>now commonplace in neighbourhood plans</u>, will <del>mean</del> <u>provide</u> protection for those areas, as outlined in Policy NE6. Green infrastructure should ensure permeability for wildlife through development and provide sufficient beneficial habitat to support target species, independent of its connective function. The incorporation of sustainable drainage systems can contribute to green infrastructure provision as well as <del>helping to</del> <u>alleviate</u> flooding and <del>bringing</del> <u>providing other</u> biodiversity benefits. New landscaping areas are important and will be required in larger development schemes to assimilate development into the landscape and assist in the transition between the urban and rural boundary. The size and location of green infrastructure is expected to be suitable for the function it is intended to fulfil.</p>
MM256	257	11.9	<p><i>Delete and substitute;</i>  <u>The accessibility/quantitative and qualitative standards will apply to development proposals of 10 homes or more and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area). These thresholds are a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications. It is also considered a threshold whereby at 10 or more homes the development is more likely to itself create a deficiency. Where the standards are applicable, development proposals will need to demonstrate to the Council that a development itself, with committed developments, would not create a deficiency.</u></p>
MM257	258	11.10	<p><i>Delete and substitute two new paragraphs;</i>  <u>Long term stewardship of the public realm is important to ensure that open space provided from development is maintained to high standards. The Open Space, Sports, Leisure and Public Realm SPD will set out detailed guidance for the maintenance and adoption of open space, and will set out how maintenance is to be provided by a developer; at what time period land ownership should be transferred to the Council or other body; and how payments may be required towards future maintenance after the land transfer – including arrangements for Performance Bonds. In the case of open space not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to the use of such contributions.</u></p> <p><u>The SPD will set out the details as to how the policy and standards in Appendix C are to be implemented and guidance for where they will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy I2) and public realm. The SPD will also set out any possible exceptions to on or off site provision. Finally, the</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<u>SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.</u>
MM258 and MM259 not used			
MM260	258	11	<p><i>Delete and substitute;</i></p> <p><u>Green infrastructure should provide a range of functions and provide multiple benefits for wildlife, improving quality of life and water quality and flood risk, health and wellbeing, recreation, access to nature and adaptation to climate change. The Council will support proposals for green infrastructure where there is no significant adverse impact on:</u></p> <ul style="list-style-type: none"> <li><u>a. Wider green infrastructure networks including public rights of way and green infrastructure opportunity zones identified by the Buckinghamshire and Milton Keynes Natural Environment Partnership</u></li> <li><u>b. Potential to contribute to biodiversity net gains</u></li> <li><u>c. Management of flood risk and provision of sustainable drainage systems</u></li> <li><u>d. Provision of a range of types of green infrastructure</u></li> <li><u>e. Provision of sports, recreation facilities or public realm improvements</u></li> <li><u>f. Potential for local food cultivation by communities</u></li> <li><u>g. Achieving a satisfactory landscaping scheme including the transition between the development and adjacent open land</u></li> </ul> <p><u>New housing developments of more than 10 homes or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the ANGSt (accessible natural green space standards) in Appendix C to meet the additional demand arising from new residential development. Amenity green space will need to be provided on site. Sports and recreation facilities can be provided as required (Policy I2) on the same site where these are compatible with publicly accessible green infrastructure.</u></p> <p><u>The Accessibility Standards in Appendix C will need to be met by providing accessible natural green space on or off site for developments of more than 10 homes and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area) unless it has been demonstrated in an assessment for a planning application that accessible natural green space provision has already been met, when including the increased population of the new development and any other committed development.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Conditions will be imposed on permissions or planning obligations sought in order to secure green infrastructure reasonably related to the scale and kind of housing proposed. The benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.</u></p> <p><u>To count towards any ANGSt quantitative/accessibility requirements, such green space must meet the definitions of 'accessible' and 'natural' in paragraph 11.8.</u></p> <p><u>The Council will only accept the loss of ANGSt including the incorporation of such areas into private garden land if:</u></p> <p><u>h. The ANGSt has been subject to an assessment which shows it to be surplus to requirements</u></p> <p><u>i. The land does not fulfil a useful purpose in terms of its appearance, landscaping, recreational use or wildlife value</u></p> <p><u>j. The land does not host an element of semi-natural habitat or any other feature of value to wildlife to a greater extent than would be the case if it were planted as a garden</u></p> <p><u>k. The loss of publicly accessible green infrastructure would not set a precedent for other similar proposals which could cumulatively have an adverse effect on the locality or the environment</u></p> <p><u>l. The continued maintenance of the land for publicly accessible green infrastructure would be impractical or unduly onerous</u></p> <p><u>m. Publicly accessible green infrastructure lost will need to be replaced by equivalent or better following an assessment justifying this need based on applying the standards in Appendix C</u></p> <p><u>Formal outdoor sports areas, play areas, and allotments all serve a specific purpose and may be located within or outside ANGSt. Either way such facilities should be located on land that is additional to the ANGSt provided by a developer and be complimentary to it.</u></p> <p><u>Green infrastructure being provided must have a long term management and maintenance strategy to be agreed by the Council with assets managed for at least 30 years after completion and during this time secure a mechanism to manage sites into perpetuity. The management and maintenance strategy shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.</u></p>
MM261	260	11.12	<p><i>Delete and substitute;</i></p> <p><u>Accessible natural green space required through Policy I1 does not need to be planned separately and can co-exist within a properly masterplanned approach for open space on a development site. However, sports and leisure facilities provided to meet Policy I2 must be treated separately to accessible natural green space so these areas can function to</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>ensure financial sustainability. Sports facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is usually limited and sports facilities may be co-located or shared with a school, college, community hall or sports club.</u></p>
MM262	260	11.15	<p><i>Delete and substitute six new paragraphs;</i></p> <p><u>The 2019 Playing Pitch and Built Facilities Strategies look closely at the users of facilities in the district and the existing facilities and sets out whether the existing facilities are adequate or not, need replacing, or can be expanded. The 2019 Playing Pitch Strategy (PPS) will ensure a strategic approach to playing pitch provision. The PPS will act as a tool for AVDC and partner organisations to guide resource allocation and to set priorities for pitch sports in the future. The PPS will provide robust evidence for capital funding. As well as proving the need for developer contributions towards pitches and facilities, the PPS provides evidence of need for a range of capital grants. Current funding examples include the Sport England Funding Programmes, Heritage Lottery Fund (for park improvements), the Football Foundation and the Big Lottery.</u></p> <p><u>The PPS is a complete update and replacement of the 2010 Playing Pitch Strategy and will utilise elements of the 2017 Assessment of Open Space, Sport and Recreation Needs for Aylesbury Vale. The PPS will be produced in consultation with Sport England, National Governing Bodies of Sport, Neighbouring Local Authorities, Leisure Operators and Developers, Outdoor Sports Leagues, Major Sports Clubs, LEAP and Parish and Town Councils and will follow Sport England's Playing Pitch Strategy Guidance.</u></p> <p><u>A Built Facilities Strategy 2019 (BFS) is a strategic assessment that will provide an up to data analysis of the supply and demand of built sports facilities across Aylesbury Vale. In conjunction with the PPS, the BFS will provide a holistic analysis of sports facilities across the study area, leading to a comprehensive set of recommendations for the future development of facilities, in line with the demands and needs of local residents. The BFS will help ensure the priority provision, adoption and maintenance of sport and leisure facilities in the Vale. The facilities covered in the BFS will be swimming pools, sports halls, community halls, health and fitness/gyms, athletics, gymnastics, indoor tennis, indoor bowls, squash courts, multi sport leisure complex/sports villages and gymnastic centres. The Strategy will be produced in partners including Sport England, Leap, Bucks NHS CCG, Parish and Town Councils, site operators and Wheelpower.</u></p> <p><u>Long term stewardship of sports and recreation facilities is</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>important to ensure facilities provided from development are maintained to high standards. The Open Space, Sports, Leisure and Public Realm SPD will set out detailed guidance for the maintenance and adoption of facilities. The SPD will cover how maintenance is to be provided by a developer; at what time period land ownership should be transferred to the Council or another body; and how payments may be required towards future maintenance after the land transfer. In the case of facilities not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to what such contributions will be used for.</u></p> <p><u>The SPD will set out guidance for where it will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy 12) and public realm. The SPD will also set out any possible exceptions to on or off site provision. The SPD will set out arrangements in general terms for Performance Bonds which will cover the expenses associated with the provision, maintenance and administration of open space, sports and leisure facilities and public realm. Finally, the SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.</u></p> <p><u>A new Sports and Leisure Facilities SPD and new Ready Reckoner are in preparation to be completed in early 2019 once the VALP has been adopted. These documents will further detail how Policy 12 is to be implemented on individual planning applications, provide advice on onsite and off-site provision and explain when financial contributions would be sought. These documents will replace the 2004 Sports and Leisure Facilities SPG and 2005 Ready Reckoner, providing details on what developments should provide. The documents will be developed utilising the standards in Chapter 6 of the 2017 Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale (CD/SLB/001). In addition, an Aylesbury Vale Built Facilities Strategy and Aylesbury Vale Playing Pitch Strategy are being prepared for completion in early 2019.</u></p>
MM263, MM264, MM265, MM266 and MM267 not used			
MM268	260	12	<p><i>Delete and substitute;</i></p> <p><u>The council will support development proposals involving the provision of new sport and recreation facilities that are accessible by pedestrians and cyclists and public transport</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>where available and have no unacceptable impact upon the following:</u></p> <ul style="list-style-type: none"> <li><u>a. visual, noise or other impact on public amenity including safety</u></li> <li><u>b. the highway network,</u></li> <li><u>c. on wildlife and habitats</u></li> <li><u>d. the historic environment,</u></li> <li><u>e. flooding or drainage</u></li> </ul> <p><u>New housing development of more than 10 homes or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the Council's adopted standards in Appendix D to secure adequate provision of sports and recreation facilities increased capacity to meet the additional demand for sports and recreation facilities arising from new residential development. Facilities are required to be provided on-site except where off-site provision is acceptable according to the circumstances in Appendix D.</u></p> <p><u>Accessible natural green space required through Policy H7 will be treated separately to formal outdoor sports areas, equipped play facilities and allotment provision, which may be located within or outside such accessible natural green space, on land that is in addition to the accessible natural green space required under Policy I1.</u></p> <p><u>Conditions will be imposed on permissions or planning obligations sought in order to secure appropriate sport and recreation facilities reasonably related to the scale and kind of housing proposed. The recreational benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.</u></p> <p><u>Any proposals involving the loss of existing sports and recreation facilities will only be accepted where any of the following criteria are met:</u></p> <ul style="list-style-type: none"> <li><u>f. An assessment has been undertaken which has clearly shown the sports and recreation facilities are surplus to requirements and their loss is not detrimental to the delivery of the Playing Pitch Strategy or Built Facilities Strategy; or</u></li> <li><u>g. The development will significantly enhance the Open Space network as a whole and help achieve the Council's most recently adopted Green Infrastructure Strategy. In some cases, enhancements could be provided at nearby locations off site; or</u></li> <li><u>h. The loss of sports and recreation facilities would be replaced by equivalent or better provision in terms of quality and quantity in a suitable location; or</u></li> <li><u>i. The developments is for other types of sports or recreational provision or ancillary development associated with the Open Space and the needs for which clearly</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>outweigh the loss</u></p> <p><u>Sports and recreation facilities being provided must have a long term management and maintenance strategy agreed by the Council and shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.</u></p> <p><u>The policy applies to all types of sports and associated built facilities required for their operation or facilities of a more community nature where sports can take place within. This includes sports halls, swimming pools, community centres and village halls, artificial grass pitches (such as for football), grass playing pitches (such as for cricket), climbing walls, stadia and facilities for outdoor and indoor tennis, outdoor and indoor bowls, athletics, golf, health and fitness, squash and climbing walls.</u></p> <p><u>Formal outdoor sports areas providing facilities for football, netball, cricket, hockey, rugby and other sports should be treated separate to ANGSt so these areas can function to ensure financial sustainability. Facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is controlled and to maximise day time use the facility should ideally be colocated/shared with a school, college, community hall, sports club or other facility.</u></p>
MM269	262	11.17	<p><i>Amend;</i></p> <p><u>The Council will <del>refuse</del> therefore generally aim to resist proposals that would result in the erosion of the valuable community facilities and services in the Vale, unless it can be clearly demonstrated that there is no long-term requirement for their retention. In the case of a proposal affecting a commercial venture which operates as a community facility, <del>the applicant will need to satisfy the Council</del> it is important to establish that the existing use is no longer commercially viable and; <u>to prove that a genuine attempt has been made to market the enterprise as a going concern.</u></u></p>
MM270	262	To follow 11.19	<p><i>Add new paragraph;</i></p> <p><u>The Open Space, Sports, Recreation and Public Realm SPD will set out guidance for on or off site provision for open space, sports and leisure facilities (see Policy 12), public realm and also community facilities and community infrastructure required under Policy 13. The SPD will also set out any possible exceptions to on or off site provision.</u></p>
MM271	262	13	<p><i>Amend title, second paragraph and add third paragraph;</i></p> <p><b>13 Community facilities, <u>infrastructure</u> and assets of community value</b></p> <p><u>In considering applications for residential development, the Council will consider the need for new community facilities and community infrastructure arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought in order to secure appropriate community</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>facilities, or financial contributions towards community facilities, reasonably related to the scale and kind of development proposed.</p> <p><u>A financial contribution will be required subject to compliance with the CIL Regulations to provide or enhance community facilities or community infrastructure on developments of more than 10 homes or which have a combined gross floorspace of more than 1,000 square metres (gross internal area).</u></p>
MM272	264	11.29	<p><i>Add to first sentence;</i> <i>(See Policy NE3)</i> <i>Delete remainder of paragraph</i></p>
MM273	265	11.30	<p><i>Delete paragraph and move footnote 50 to attach to policy 14(a)</i></p>
MM274	265	11.31	<p><i>Delete first two sentences and add;</i> <u>Planning</u></p>
MM275	265	14	<p><i>Add to clause a;</i> <u>and for development sites located within 9m of any water courses (8m in the Environment Agency's Anglian Region)</u> <i>Amend clause b;</i> b. <del>Other than sites allocated in the VALP, a</del>All development proposals must clearly demonstrate that the flood risk sequential test <del>and sequential approach</del>, as set out in the latest version of the SFRA, has been passed and <u>be designed using a sequential approach, and</u> <i>amend preamble to Flood Risk Assessments;</i> <u>All development proposals requiring a Flood Risk Assessment in (a) above will assess all sources and forms of flooding, must adhere to the advice in the latest version of the SFRA and will:</u> <i>Amend clause d:</i> <u>provide level-for-level floodplain compensation and volume-for-volume compensation, up to the 1% annual probability (1 in 100) flood extent with an appropriate allowance for climate change, unless a justified reason has been submitted and agreed which may justify other forms of compensation</u> <i>Amend clause e;</i> e. <del>ensure no increase in flood risk on site or harm to third parties elsewhere, such as downstream or upstream receptors, existing development and/or adjacent land and ensure there will be no increase in fluvial and surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event, with an allowance for climate change (the design storm event</del> <i>Insert new clause to follow clause e;</i> <u>not flood from surface water up to and including the design storm event, or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>event will be safely contained on site</p> <p><i>Amend clauses g and h;</i></p> <p>g. ensure development is safe from flooding for its lifetime <u>(and remain operational where necessary)</u> including an assessment of climate change impacts</p> <p>h. ensure development is appropriately flood resistant, resilient and safe <u>and does not damage flood defences but does allow for the maintenance and management of flood defences</u></p> <p><i>Delete clause i</i></p> <p><i>Add new clause after clause j;</i></p> <p><u>include detailed modelling of any ordinary watercourses within or adjacent to the site, where appropriate, to define in detail the area at risk of flooding and model the effect of climate change</u></p> <p><i>Add text following sub heading Sustainable Drainage Systems (SUDS);</i></p> <p><u>All development proposals must adhere to the advice in the latest version of the SFRA and will:</u></p> <p><i>Add to clause m (to become n):</i></p> <p><u>and complete site specific ground investigations to gain a more local understanding of groundwater flood risk and inform the design of sustainable drainage components</u></p> <p><i>Amend clause n (to become o);</i></p> <p>n. All development will be required to design and use sustainable drainage systems (SuDS) for the <u>effective management of surface water run-off on site, as part of the submitted planning application and not increase flood risk elsewhere, including sewer flooding.</u> All development should adopt exemplar source control SuDS techniques to reduce the risk of flooding due to postdevelopment runoff. SuDS design should follow current best practice (CIRIA Manual 2015 or as replaced) and Buckinghamshire County Council guidance on runoff rates and volumes to deliver wider environmental benefits. <u>Where the final discharge point is the public sewerage network the runoff rate should be agreed with the sewerage undertaker.</u></p> <p><i>Amend clause v (to become w);</i></p> <p>Compensation flood storage would need to be provided for <u>the built footprint as well as any land-raising within the 1 in 100 plus appropriate climate change flood event. This compensation would need to be demonstrated within a Flood Risk Assessment (FRA).</u></p>
MM276	268	15	<p><i>Amend title, second paragraph and clauses c and d;</i></p> <p><b><u>15 Water resources and Wastewater Infrastructure</u></b></p> <p>The baseline position on water resources, quality and supply infrastructure, wastewater collection and treatment work capacity is set out in the Aylesbury Vale Water Cycle Study 2017. <u>On major developments where development could</u></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>have an impact on water resources and wastewater infrastructure capacity, early consultation is advised. <del>Consultation will be required</del> with either Anglian or Thames Water (whichever is appropriate) at the time a planning application is submitted (and evidence of this must be provided) to understand if the baseline position on water resources and wastewater has changed. Development proposals must meet all the following criteria:</p> <p>c. Planning applications must <u>demonstrate that adequate capacity is take into account the capacity available or can be provided within the foul sewerage network and at wastewater treatment works in time to serve the development.</u> <del>At the Aylesbury, Buckingham, Great Horwood, Ivinghoe and Whaddon Wastewater Treatment Works, any application for an increased flow permit should be accompanied by a flood risk assessment to quantify whether the additional flow poses an increase in flood risk.</del></p> <p><b>Planning obligations Phasing</b></p> <p>d. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place <u>in time to serve development. Conditions may be used to secure this phasing.</u> <del>and planning obligations will be used to secure contributions to capacity improvements required as a result of development.</del></p>
MM277	272	Preceding Glossary	<i>Add new Appendix A; Housing Trajectory (Appended at end of these Modifications)</i>
MM278	272	Preceding Glossary	<i>Add new Appendix B; Parking standards (Appended at end of these Modifications)</i>
MM279	272	Preceding Glossary	<i>Add new Appendix C; Standards for Accessible Natural Green Space</i>
MM280	272	Preceding Glossary	<i>Add new Appendix D; Standards for Sport and Recreation</i>
MM281	272	Preceding Glossary	<i>Add new Appendix E; Summary list of Supplementary Planning Documents</i>
MM282	272	Preceding Glossary	<i>Add new Appendix F; Schedule of Saved Policies replaced by VALP and insert cross reference in paragraph 1.1</i>
MM283	274	Glossary	<p><i>Add;</i></p> <p><b><u>Defined Town Centres</u></b> – A locally designated area which defines the extent of a town centre. The defined town centres of Aylesbury Vale are located in Aylesbury, Buckingham, Winslow and Wendover respectively. The extent of the defined town centres are specified on the policies maps. The Buckingham town centre extent is based on the town centre boundary in the made Buckingham Neighbourhood Development Plan. The Winslow town centre extent is based on the Central Shopping Area extent in the Winslow Neighbourhood Plan. The Wendover town centre extent is based on the defined Central Shopping Area in the Aylesbury Vale District Local Plan (2004).</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM284	284	Submission Policies map	<i>Add strategic infrastructure (HS2, East-west rail, Aylesbury link roads). Shift order of layers and darken the colour of the 'commitments' layer</i>
MM285	286	Aylesbury Inset Map	<i>Add strategic infrastructure (HS2, East-west rail). Add Halton Brook Business Park as key employment area Extend Arla key employment site extent to cover the adjoining commitments and part of EZ. Re-adjust northern boundary of AGT1. Added Enterprise Zones as separate map layer. Added extents for Westcott Venture Park EZ, Arla/Woodlands EZ and Silverstone Park EZ. Amended depiction of Aylesbury Transport Hub on policies maps. Extent of AGT2 altered. Amendment to Gatehouse Industrial Estate key employment site to exclude planning references 18/02217/COUOR and 16/03499/COUOR. Align area of 'not built development' within AGT3 to match area of Flood Zone 2,3a and 3b Add C2 use allocation. Add AONB Indicative road links added</i>
MM286	287	Central Aylesbury Inset map	<i>Extent of D7 to be amended. Delete site AYL077 as a housing allocation. Add Stocklake Link Urban section</i>
MM286A	288	Biddlesden	<i>Add; HS2 route</i>
MM287	290	Buckingham and Maids Moreton Inset Map	<i>Delete site BUC051 as a housing allocation. Add new commitment for 12 homes at Scotts Farm, Towcester Road (planning reference 16/02669/AOP) to west of site MMO006. Changed BUC039 from 'committed site' to 'neighbourhood plan allocation'. Move extent of Network 421 to west of Radclive Road. Extent of allocation MMO006 amended to match extent of outline planning application with reference 16/00151/AOP, which has a resolution to grant permission subject to Section 106 Agreement. Extent of 'Not built development' on allocation MMO006 amended to match the Illustrative Landscape Masterplan as submitted by applicants for outline planning application with reference 16/00151/AOP.</i>
MM288	291	Cuddington Inset Map	<i>Extent of allocation CDN001 amended to match extent of outline planning application with reference 18/00137/APP, which now has permission granted.</i>
MM289	293	Haddenham	<i>Amend site HAD005 to reflect 16/04575/ADP planning</i>

<b>Ref</b>	<b>Page</b>	<b>Policy/ Paragraph</b>	<b>Main Modification</b>
		Inset Map	<i>permission. Update commitments</i>
MM290	294	Halton Inset Map	<i>Omit Halton Brook Business park</i>
MM291	295	Ickford Inset Map	<i>Extent of allocation ICK004 amended to match extent of outline planning application with reference 17/02516/AOP, which now has permission granted. Add commitment 17/03322/AOP.</i>
MM292	297	Marsh Gibbon Inset Map	<i>Delete inset map</i>
MM293	298	Milton Keynes, Bletchley & Newton Longville inset map	<i>Retitle; Northeast Aylesbury Vale. Add East West Rail route. Add WHA001 allocation and potential A421 dualling</i>
MM293A	300	Pitstone inset map	<i>Identify neighbourhood plan allocations</i>
MM293B	301	Quainton inset map	<i>Add further commitments. Add HS2 route, East-West Rail route and road realignments</i>
MM294	302	Silverstone inset map	<i>Remove Key Employment Site extent outside of the Silverstone Park EZ extent</i>
MM294A	304	Soulbury inset map	<i>Add commitments</i>
MM295	305	Steeple Claydon Inset Map	<i>Amend SCD008 from allocated site to neighbourhood plan allocation. Add commitments</i>
MM296	306	Stoke Hammond inset map	<i>Add commitments</i>
MM297	307	Stone inset map	<i>Add commitments</i>
MM298	308	Waddesdon inset map	<i>Add commitments, HS2 route and amend boundary of neighbourhood plan allocation</i>
MM299	After 308	Wendover inset map	<i>Add inset plan of town centre boundary</i>
MM300	309	Wendover Road inset map	<i>Add HS2 route and commitments</i>
MM301	310	Westcott inset map	<i>Distinguish Enterprise Zone from employment site</i>
MM302	311	Whitchurch inset map	<i>Add commitments</i>
MM303	312	Winslow	<i>Add East West Rail route, town centre boundary, C2 use</i>

Ref	Page	Policy/ Paragraph	Main Modification
		inset map	<i>allocation and distinguish neighbourhood plan allocations from commitments</i>

**Table 1 to be inserted in MM 11**

**Table 1 Spatial strategy for growth in Aylesbury Vale**

Category	Settlement	Completions 2013 - 2020	Commitments as at March 2020	Completions and Commitments 2013-2020	Allocations in this plan	Total development
Strategic settlements	Aylesbury	5,604	7,321	12,925	3,282	16,207
Strategic settlements	Buckingham	1,005	622	1,627	550	2,177
Strategic settlements	Haddenham	408	674	1,082	0	1,082
Strategic settlements	Wendover / Halton Camp	135	7	142	1,000	1,142
Strategic settlements	Winslow	277	278	555	315	870
North east Aylesbury Vale	North east Aylesbury Vale	275	1,931	2,206	1,150	3,356
Larger villages	-	1,108	1,274	2,382	26	2,408
Medium villages	-	478	906	1,384	39	1,423
Smaller villages and other settlements	-	423	286	709	No allocations made at these locations	709
Windfall	-					760
Total	-	9,713	13,299	23,012	6,362	30,134 <sup>5</sup>

<sup>5</sup> This represents a 5.4% buffer on top of the total housing requirement made up of Aylesbury Vale's objectively assessed need and the unmet need from other authorities (28,600).

## Table 2 to be inserted in MM12

### Table 2 Proposed settlement hierarchy and housing development

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
Strategic settlements	The most sustainable towns and villages in Aylesbury Vale and the focus for the majority of development. These settlements act as service centres for other villages around them. The plan will allocate sites at strategic settlements	Aylesbury	16,207 <sup>6</sup>	12,925	3,282
		Buckingham	2,177	1,627	550
		Haddenham	1,082	1,082	0
		Wendover/Halton	1,142	142	1,000
		Camp	870	555	315
		Winslow	(TOTAL 21,478)		
North east Aylesbury Vale	Allocation of land adjoining Milton Keynes that falls within Aylesbury Vale district	Sites within the parishes of Newton Longville , Stoke Hammond and Whaddon.	3,356	2,206	1,150
Larger villages	Larger, more sustainable villages that have at least reasonable access to facilities and services and public transport, making them sustainable locations for development. The plan allocates sites at some of the larger villages	Aston Clinton	624	624	0
		Edlesborough	179	179	0
		Ivinghoe	25	25	0
		Long Crendon	109	109	0
		Pitstone	194	194	0
		Steeple Claydon	301	301	0
		Stoke Mandeville	375	375	0
		Stone (including Hartwell)	68	42	26
			196	196	0
		Waddesdon	92	92	0
		(including Fleet	130	130	0
		Marston)	115	115	0
		Whitchurch	(TOTAL 2,408)		
Wing					
Wingrave					
Medium villages	Medium villages have some provision key services and facilities, making them moderately sustainable locations for development. The plan allocates some sites at medium villages	Bierton (including Broughton)	27	27	0
		Brill	11	11	0
		Cheddington	115	115	0
			28	13	15
		Cuddington	15	15	0
		Gawcott	81	81	0
		Great Horwood	59	59	0
		Grendon Underwood	100	100	0
		Ickford	188	188	0
		Maids Moreton	62	62	0
		Marsh Gibbon	36	36	0
		Marsworth	52	52	0
		Newton Longville	9	9	0
North Marston	52	52	0		

<sup>6</sup> This includes some figures for Stoke Mandeville, Bierton and Weston Turville parishes.

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
		Padbury	108	84	24
		Quainton	98	98	0
		Stewkley	194	194	0
		Stoke Hammond	110	110	0
		Tingewick	78	78	0
		Weston Turville	(TOTAL 1,423)		
Smaller villages	Smaller, less sustainable villages which have relatively poor access to services and facilities. It is expected that some small scale development could be accommodated at smaller villages without causing unreasonable harm. This level of development is also likely to help maintain existing communities. Sites at smaller villages will come forward either through neighbourhood plans or by individual 'windfall' planning applications, no site allocations are made at smaller villages	Total (smaller villages and other settlements)	709	709	0
Smaller villages	List of smaller villages where housing is expected to come forward through neighbourhood plans or through the development management process considered against relevant policies in the Plan.	Adstock Akeley Ashendon Aston Abbotts Beachampton Bishopstone Buckland Calvert Green Chackmore Charndon Cheersley Chilton Cublington Dagnall Dinton Drayton Parslow East Claydon Ford Granborough Great Brickhill Halton Hardwick			

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
		Ivinghoe Aston Little Horwood Ludgershall Mentmore and Ledburn Mursley Nash Northall Oakley Oving (including Pitchcott) Preston Bissett Shabbington Slapton Soulbury Stowe and Dadford Swanbourne Thornborough Turweston Twyford Weedon Westbury Westcott Whaddon Worminghall			
Other settlements	The remainder of settlements in Aylesbury Vale which are not sustainable locations for development and are places where it is likely that any development would cause harm to the local environment. No allocations for housing will be made and only a very limited amount of development is expected to come forward through neighbourhood plans or through the development management process considered against relevant policies in the Plan	Addington Biddlesden Boarstall Broughton Burcott Chetwode Dorton Drayton Beauchamp Edgcott Hillesden Kingsey Kingswood Leckhampstead Lillingstone Dayrell Lillingstone Lovell Luffield Abbey Middle Claydon Nether (Lower) Winchendon Poundon Radclive Rowsham Shalstone Thornton Upper Winchendon Upton Water Stratford Wotton Underwood			



Table 8 to be inserted in MM25A

**Table 8 Historic windfall completion rates on sites with fewer than five dwellings**

<b>Year</b>	<b>Completions on small windfall sites (fewer than five dwellings) net (excluding residential gardens)</b>
2010/11	29
2011/12	66
2012/13	55
2013/14	84
2014/15	82
2015/16	81
2016/17	94
2017/18	86
2018/19	94
2019/20	86
<b>Average</b>	<b>76</b>

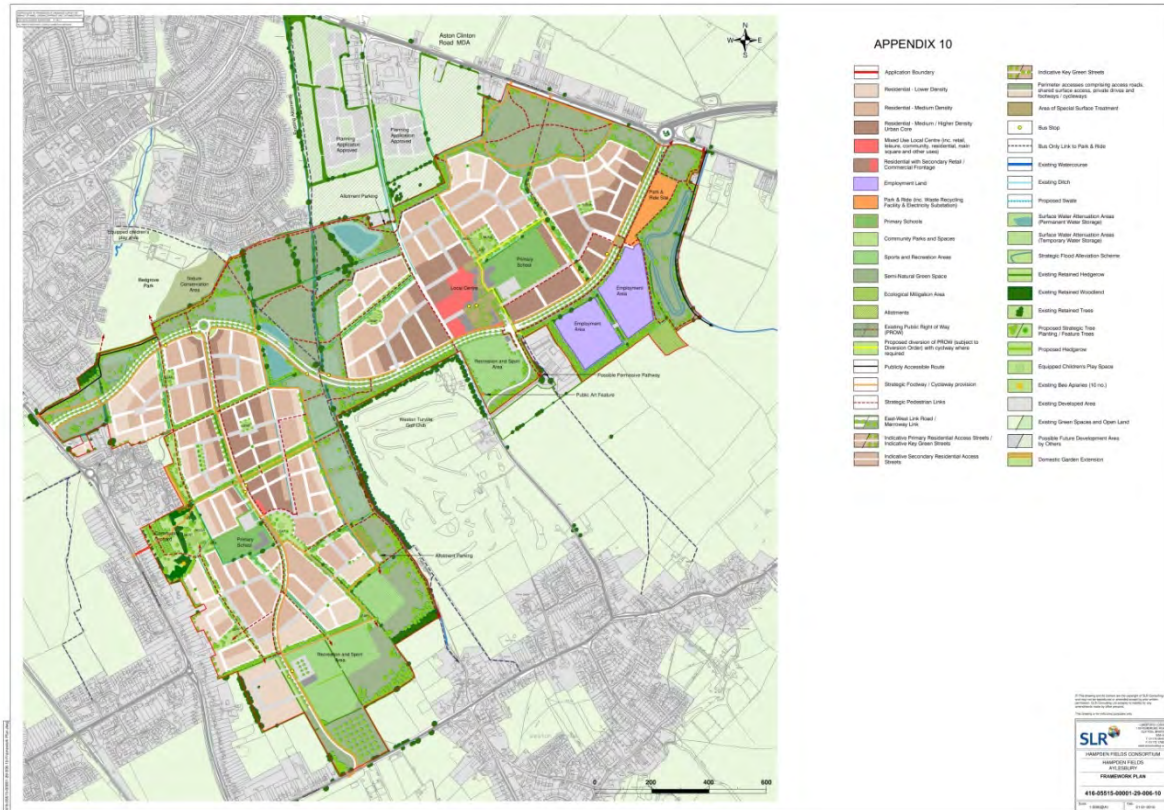
# Concept plan to be included in MM48

## D-AGT3 Woodlands (MM48)



# Concept Plan to be included in MM55

## D-AGT4 Hampden Fields (MM55)



Concept Plans to be included in MM61

D-AGT6 Kingsbrook village 3 phase 1 (MM61)



# Village 3 phases 2a and 2b

## D-AGT6 Kingsbrook village 3 phases 2a and 2b (MM61)



# Village 3 phase 3

## D-AGT6 Kingsbrook village 3 phase 3 (MM61)



# Village 3 phase 4 D-AGT6 Kingsbrook village 3 phase 4 (MM61)

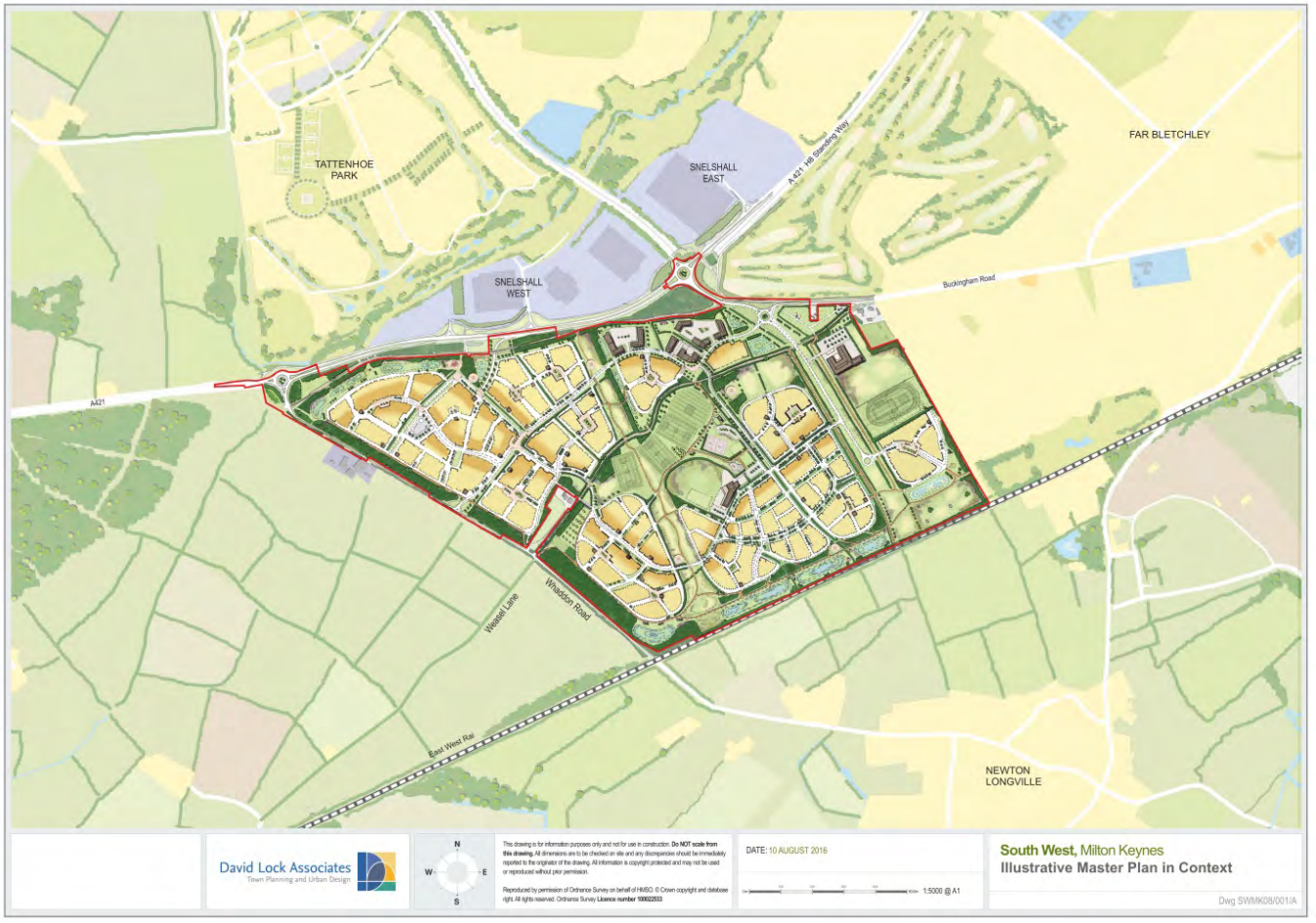


# D-AGT6 Kingsbrook village 4 (MM61)





D-NLV001 (MM74)



**Table 14 to be inserted in MM158**

**Table 14 Types of older people accommodation**

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
Retirement Accommodation	Independent population.	Self contained accessible accommodation. A sustainable location in terms of access to local amenities and services. Built to meet lifetime homes standards. Guest room providing at least two bedrooms in each unit.	Community Alarm. Visiting warden/scheme manager service on demand, floating support service.	Typically C3, dependent on number of hours or type of service offered termed 'extra care' Domiciliary care on site or visiting.
Conventional Sheltered Housing	Independent population. Capacity to cope with occasional care needs.	En-suite private accommodation. High standard of accessibility internal and external. Guest room. Enhanced communal facilities: e.g. craft facilities, IT suite, etc. Infrastructure in place for assistive technology. Generous storage space in addition to that within the individual unit.	Facilitated access to care services. Dedicated warden/scheme manager service. Facilitated social and recreational activity programme, floating support service.	Typically C3, dependent on number of hours or type of service offered termed 'extra care' Domiciliary care on site or visiting.
Enhanced Sheltered Housing	Mixed dependency population. Including up to 12 hrs per week care needs.	Assisted bathing facilities. Access to meals service. Recreational/Leisure facilities. Infrastructure in	Manager based on site to provide support and facilitate access to day opportunity services.	C2

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
	Aggregate care needs 150-200 hrs per week.	place for assistive technology. Guest accommodation. Restaurant. Fully equipped craft rooms. IT Suite. Exercise suite. Generous storage space in addition to that within the individual unit.	Expedited access to care services. Facilitated social and recreational activity programme. On site care and/or support.	
Extra Care Sheltered Housing	Mixed dependency population, around 1/3rd having care needs in excess of 18 hrs care per week. 1/3rd low care needs. 1/3rd no current care needs. Aggregate care needs at least 240 hrs per week. Existing residents supported in extreme frailty. Some residents with moderate levels of dementia.	En-suite one bedroom accommodation. Restaurant. Fully equipped craft rooms. IT Suite. Exercise suite. Daytime activities. Scheme design encourages orientation. Infrastructure in place for assistive technology and some utilisation of assistive technology. Generous storage space in addition to that within the individual unit. Communal facilities available.	Manager based on site to provide support and co-ordination 24/7 on site care. Facilitated recreation, social, cultural programme. Access to nursing/wellbeing services. Access to dementia services.	C2
Registered Care Home	Minimum care needs 18 hrs per week up to	In space and design standards meeting the	In staffing levels and practice meeting the	C2

Housing Type	Characteristics of population	Typical design and facility requirements	Typical service provision	Use Class
	<p>highest level of personal care short of nursing. Capacity to cope with highest levels of physical and mental frailty.</p>	<p>requirements of the Commission for Social Care Inspection. Infrastructure for assistive technology and some utilisation of assistive technology. Exceeding the minimum space standards and with additional facilities to enrich the life experience of residents. Guest accommodation.</p>	<p>requirements of the Commission for Social Care Inspection. Evidence of highest professional practice and staffing to support life enrichment for residents.</p>	

## New policy H6b to be inserted in MM159

Class C2 older persons' provision will be met in the following ways:

1. The following sites are allocated for the development of older persons C2 accommodation between 2020 and 2025:

**Table 15 Older person C2 accommodation allocations**

Site	Site area (ha)	Units (approx)
i. WIN026 - Winslow Centre for 83 C2 older persons' housing (53 additional units on top of existing neighbourhood plan commitment) as part of wider redevelopment of existing site for community facilities (NB partly on Local Green Space)	2.4	53
ii. WHA001 - Shenley Road, Whaddon (Shenley Park)	55 (1ha for C2)	110
iii. Adjacent to Tesco, Tring Road, Aylesbury	0.5	58
iv. Fremantle Court, Risborough Rd, Stoke Mandeville adjacent to an existing facility providing sustainable transport and a designated nature reserve	0.38	100
v. Mandeville Grange Nursing Home, Wendover Road, Stoke Mandeville reflecting unimplemented permission for 16 bed extension	1	16
vi. Land adj to Martin Dalby Way/Paradise Orchard, Berryfields (19/02210/APP resolution to approve)	0.35	60
vii. Bartletts Residential Home, Peverel Court, Portway Road, Stone - providing 12 extra beds at the existing facility	1	12
viii. Land north of Aston Clinton Road, Weston Turville (care home) increasing provision on permitted site from 80 to 85 beds	1.3	5
<b>Total</b>	<b>19.41</b>	<b>414</b>

2. The following broad locations are identified as containing suitable sites for the provision of C2 accommodation for older people between 2025 and 2033:
  - a. Aylesbury town centre e.g. former HSBC bank, Walton Grove
  - b. Aylesbury key employment sites e.g. Gatehouse Employment Area, Gatehouse Way
  - c. Aylesbury other employment sites e.g. adjacent to Berryfields Neighbourhood Centre
  - d. Suitable housing or employment sites identified in the HELAA
3. Proposals for C2 older people accommodation will be granted permission provided the following criteria are met:
  - a. The proposal is in a sustainable location for amenities and services
  - b. There is an identified package of care provision on site
  - c. Minimum Clinical Commissioning Group inspected space standards are met or exceeded

- d. Facilities for social and recreational activity are provided
- e. Guest accommodation is provided (unless the proposal is for Extra Care Sheltered accommodation)

**Table to be inserted in Modification MM210**

**Table 17 Protected and supported transport schemes**

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
Aylesbury	Kingsbrook Masterplan/Aylesbury Transport Strategy	Stocklake improvement (rural section) and Eastern Link Road (N)	BC, Developer	Developer contributions
Aylesbury	Kingsbrook and Woodlands Masterplans/Aylesbury Transport Strategy	Aylesbury, Eastern Link Road (S)	Bucks Advantage/Developer	Developer contributions/BC Capital Fund/LGF
Aylesbury	Buckinghamshire County Model/Aylesbury Transport-Strategy	Southern Link Road (dual carriageway between A41 and A413)	BC, developers	Developer contributions
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy/HS2 Hybrid Bill	Stoke Mandeville A4010 Realignment	HS2	HS2
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy/DfT Retained scheme	South East Aylesbury Link Road (A413 to B4443 Lower Road) (SEALR)		Developer contributions/HS2/LGF
Aylesbury	Buckinghamshire County Model/Aylesbury Transport Strategy	South East Aylesbury Link Road Phase 2 (dualling of link between SW Aylesbury Link Road and Lower Road)	HS2/BC	HS2/Developer contributions/BC
Aylesbury	Buckinghamshire County	South West link (between Stoke	Developer	Developer contributions

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
	Model/Aylesbury Transport Strategy	Mandeville A4010 realignment and A418)		
Aylesbury	Aylesbury Transport Strategy-	Priority Public Transport Corridor A41 Bicester Road	BC	Developer contributions
Aylesbury	Aylesbury Transport Strategy	Priority Public Transport Corridor A41 Tring Road	BC	Developer contributions
Aylesbury	Aylesbury Transport Strategy/Aylesbury Garden Town	Aylesbury town centre improvements to the pedestrian network and public realm: a. Cambridge Street b. Exchange Street c. Friarage Road d. Vale Park Drive e. Upper Hundreds Way f. Walton Street g. Canal Basin h. Town Centre cycle parking	BC	Developer contributions / grants
Aylesbury	Aylesbury Transport Strategy	Remodelling the bus station to increase capacity and reconfiguring of the pedestrian access between the railway station/bus station and town centre.	BC/EWR/Developers	EWR Consortium/DfT/Network Rail/BC/CIL/Other
Aylesbury	Aylesbury Transport Strategy	Aylesbury town-wide cycle network improvements	BC, Sustrans	Developer contributions
Aylesbury	National	East West Rail –	NIC	EWR



Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
	Infrastructure Commission "Partnering for Prosperity: A new deal for the Cambridge Milton Keynes-Oxford Arc"	Bicester, to Winslow, MK and Aylesbury. Includes new station at Winslow.		Consortium/DfT/Network Rail/BC/CIL/Other
Aylesbury	Aylesbury Transport Strategy	Traffic calming on Prebendal Avenue to reduce rat-running between A418 and Stoke Road	BC/Developers	Developer contributions/CIL/Other
Buckingham	Buckingham Transport Strategy	Route upgrade on the A421 and A413 to dual – 2 lane standard (between Radcliffe Road roundabout and A421/A413 roundabout (east))	Developers	Developer contributions and grant funding
Buckingham	Buckingham Transport Strategy	Buckingham Left turn slip at A422/A413/Stratford Road roundabout	Developers	Developer contributions
Buckingham	Buckingham Transport Strategy	Buckingham Town-wide cycle network improvement	BC, Sustrans	Developer contributions
Buckingham	Buckingham Transport Strategy	Buckingham to Silverstone Park cycle route	BC, Sustrans	Developer contributions
Winslow	Buckingham Transport Strategy	Infrastructure to facilitate increase in bus frequency to Winslow Station	BC, Bus operators, EWR Alliance	Operators – possible commercial service
Edge of MK (North)	Buckinghamshire County Model	New roundabout access on A421 to	MK, BC, developers	Developer contributions

Settlement	Evidence Base	Required Mitigation Measures	Delivery Partner	Delivery Mechanism /Funding
East Aylesbury Vale)		serve Shenley Park and subject to more detailed traffic modelling possible dualling between new access and Bottledump roundabout and link road through the site connecting the A421 with H6 and/or H7		

**Table to be inserted in Modification MM212**

**Table 18 BCC guidelines for Transport Assessment thresholds**

Land Use	Smaller Developments	Major Development
	Require a Transport Statement	Require a Transport Assessment and Travel Plan
B2 General industrial	2500-4000 sqm	>4000 sqm
B8 Storage of distribution	3000-5000 sqm	>5000 sqm
C1 Hotels	75-100 bedrooms	>100 bedrooms
C2 Residential institutions – hospitals, nursing homes	30-50 beds	>50 beds
C2 Residential institutions – residential education	50-150 students	>150 students
C2 Residential institutions – hostels	250-400 residents	>400 residents
C3 Dwelling houses	50-80 units	>80 units
E(a) Display or retail sale of goods, other than hot food	250-800 sqm	>1500 sqm
E(b) Sale of food and drink for consumption (mostly) on the premises	300-1500 sqm	>1500 sqm
E (c)(i) Financial services,	1000-2500 sqm	>2500 sqm
E (c)(ii) Professional services (other than health or medical services)	1000-2500 sqm	>2500 sqm

**Table to be inserted in modification MM217**

**Table 19 Electric Vehicle charging requirements**

Development	Requirement
Houses*	One electric vehicle dedicated charging point per house with garage or driveway
Flats **	At least 10% of parking bays*** shall be provided with dedicated electric vehicle charging points. All other parking spaces to be provided with passive wiring to allow future charging point connection.
Other Development (<50 Bays)**	At least two parking bays *** shall be marked out for use by electric vehicles only, together with charging infrastructure and cabling
Other Development (>50 Bays)**	Further dedicated bays (3m x6m) totalling 4% of the total provision.
Phasing	If a development requires a phasing plan over a number of years the developer will be required to enter into negotiation with the local authority to make provision for the installation of groundwork / passive wiring in order to enable further future installation to match demand.

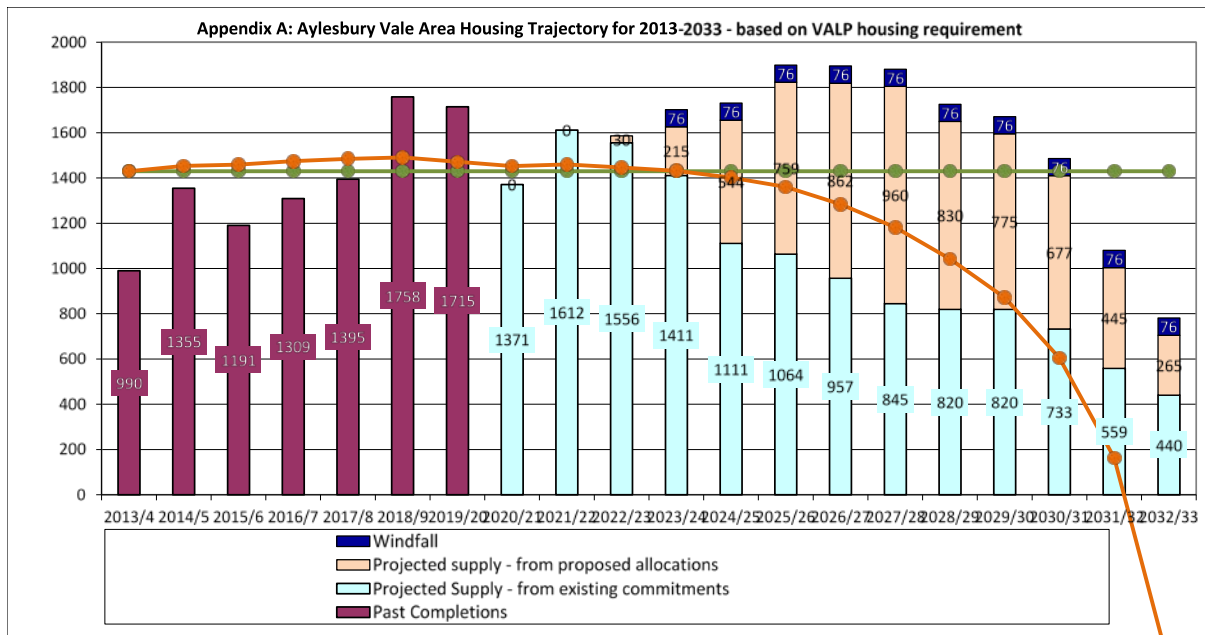
Appendix A referred to in Modifications MMs23 and 277

Table 1: Housing trajectory overview table

	2013/4	2014/5	2015/6	2016/7	2017/8	2018/9	2019/0	2020/1	2020/2	2020/3	2020/4	2020/5	2020/6	2020/7	2020/8	2020/9	2020/0	2020/1	2020/2	2020/3	TOTAL	
Past Completions	990	1355	1191	1309	1395	1758	1715														9713	
Projected Supply - from existing commitments								1371	1612	1556	1411	1111	1064	957	845	820	820	733	559	440	13299	
Projected supply - from proposed allocations								0	0	30	215	544	759	862	960	830	775	677	445	265	6362	
Windfall											76	76	76	76	76	76	76	76	76	76	76	760
Total Past Completions	990	1355	1191	1309	1395	1758	1715															
Total Projected Completions								1371	1612	1586	1702	1731	1899	1895	1881	1726	1671	1486	1080	781	20421	
VALP Target	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	1430	28600
VALP Target - Cumulative	1430	2860	4290	5720	7150	8580	10010	11440	12870	14300	15730	17160	18590	20020	21450	22880	24310	25740	27170	28600		
Cumulative Completions	990	2345	3536	4845	6240	7998	9713	11084	12696	14322	15984	17715	19519	21399	23360	25427	26797	28333	29333	30134		
Number dwellings above or below cumulative target	-440	-515	-754	-875	-910	-582	-297	-356	-174	-184	254	555	1024	1489	1940	2236	2477	2533	2183	1534		

	2013/4	2014/5	2015/6	2016/7	2017/8	2018/9	2019/0	2020/1	2021/2	2022/3	2023/4	2024/5	2025/6	2026/7	2027/8	2028/9	2029/0	2030/1	2031/2	2032/3	TOTAL
Annual requirement taking account of past/projected completions	1430	1453	1459	1474	1485	1491	1472	1453	1460	1446	1432	1402	1361	1284	1182	1042	871	604	164	-75	33

Chart 1: Housing trajectory diagram



## Appendix B referred to in Modifications MM214 and MM278

### 1. Residential Car Parking Standards

The standards set out below in Table 1 have been evidenced using the Buckinghamshire Countywide Parking Standards (former Buckinghamshire County Council, September 2015) as a basis and updated to reflect local circumstances in relation to recently approved developments, best practice and accessibility.

**Table 1 - Residential Car Parking Standards**

Bedroom numbers	Standards (optimum)	Exception
1 (Bedsits/studios are included in the 1 bedroom category.)	1.5 spaces	1 space per dwelling plus one visitor's space for every two dwellings
2	2 spaces	
3	2.5 spaces	2 spaces per dwelling plus one visitor's space for every two dwellings
4	3 spaces	
5 +	3.5 spaces	3 spaces per dwelling plus one visitor's space for every two dwellings

#### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided within the curtilage unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.
2. Houses in Multiple Occupation (HMOs) and converted student accommodation - there should be provision for parking spaces in line with other residential dwellings. As with all developments the standards allow for flexibility where there is evidence that they would not be appropriate. Where a local planning authority considers that

other rooms are likely to be used as bedrooms, they may wish to consider including these within the calculation for parking provision.

3. Studies, other than those on ground floors, will be regarded as bedrooms.

Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking to meet the above standards based on the standards specified. It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

## 2. Non-residential car parking standards

Non-residential car parking standards have been derived using TRICS. Table 2 sets out the resulting standards. Each use class parking standard is based on Gross Floor Area (GFA), or by staff/consultation room where indicated. Due to the limitations of the data available to us, there are a number of exceptions to these standards, and these are outlined in Table 2 below.

**Table 2 - Non-residential Car Parking Standards**

Land use – new developments	Standards
E. Retail (GFA < 1000 sqm) See additional guidance below.	1 space per 23 sqm
E. Non-food retail (GFA >1000 sqm) See additional guidance below.	1 space per 38 sqm
E. Food retail (GFA > 1000 sqm) See additional guidance below.	1 space per 17 sqm
Retail warehouses (DIY, Garden Centre)	1 space per 67 sqm
Retail warehouse w/o garden centre	1 space per 65 sqm
E. Financial and professional services	1 space per 25 sqm
E. Restaurant – single	1 space per 16 sqm
E. Public houses, restaurant	1 space per 17 sqm
E/ Sui Generis Pub restaurants + hotel	Case by case
Sui Generis Public houses without restaurant (although site may sell bar food)	1 space per 25 sqm
Sui Generis Takeaways	1 space per 23 sqm
Business	
E. Business – offices See additional guidance below.	1 space per 25 sqm
B2. General Industrial	1 space per 64 sqm
B2. Industrial Estate	1 space per 87 sqm
B8. General Warehouse, Industrial Units (Please see additional guidance below on servicing arrangements and operational guidance.)	1 space per 130 sqm
Other use classes	
C1. Hotels and hostels	1 space per bedroom
C2. Hospitals	Case by case
C2. Care Homes	1 space per 3 residents
Retirement flats	1 space per 4 units (unallocated)
F1. Art galleries/museums	1 space per 89 sqm
F1. Exhibition centre	1 space per 25 sqm



Land use – new developments	Standards
F1. Place of worship/public assembly buildings	1 space per 25 sqm
E. Health surgeries, nurseries	1 space per 20 sqm
F1. Primary schools See additional guidance below.	1 space per f.t.e staff
F1. Secondary schools See additional guidance below.	1 space per f.t.e staff
F1. Higher, further education, college	1 space per 1 ft.e staff + student parking to be assessed individually
F1. Library	1 space per 50 sqm
E. Bingo Hall	1 space per 21 seats
E. Cinema	1 space per 12 seats
E/ F2. Leisure Centre – swimming pool	1 space per 62 sqm
Tennis courts	2 spaces per court or individual assessment
E/B2. Motorist centre/car servicing	1 space per 53 sqm
B2. Repair Garage	1 space per 35 sqm
Sui Generis. Theatres	1 space per 12 seats

### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.

### Additional guidance

**E shops** – In all cases, adequate provision should be made for the parking and turning of service vehicles serving the site, off the highway.

**E Business** – These optimum standards are designed to provide an appropriate level of parking across the county. However recent developments suggest higher levels may be required in certain areas. This may be due to specific to local circumstances and/or the geography of Aylesbury Vale. Where this is the case, the flexibility allowed by the standards should be applied.

**Shared use facilities** – When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use.

**All schools and colleges** - All school and colleges should provide appropriate drop off areas as well as car parking. Drop offs can reduce the need for parking, improve circulation and ultimately reduce congestions problems on local roads around the school.

**Secondary schools** – where there is a 6th form, student parking should be assessed individually.

**Residential schools** – to be assessed individually.

**Warehouse** – Consideration should be given to the requirement for overnight parking and facilities. Also due to variability of the sites, the standard will need to be considered carefully and greater flexibility may be needed here.

**Parking For Service Vehicles** - The provision of spaces for goods vehicles to load and unload will be assessed for each development proposal on its merits. Car sales/showrooms

will be expected to ensure that deliveries by car transporters can be appropriately accommodated.

**Converted Care home/sheltered housing accommodation** - Where properties are converted into care homes/sheltered housing accommodation, developers will need to agree with the local planning authority (following appropriate discussion with BC).

**Hospitals** – Due to the complexity of parking requirements in relation to staff management, patient and visitor demand and differing needs from each service it is prudent to consider parking on a case by case basis. A number of points should be considered when determining parking requirements, including existing issues such as lack of capacity, overspill and neighbourhood issues; existing parking provisions; use and demand; long term development plans; accessibility by public transport; the overall sustainability and accessibility of the site; type of hospital; and number and timing of users. Where applications are made for ‘open’ class E uses, the highest parking standard for uses in that class will be utilised.

### 3. Cycle Parking Standards

There is a variety of guidance available on the design and layout of cycle parking. Sustrans (2004) provides extensive information on the location, design, and amount of cycle parking. This takes into account the importance of ensuring cycle parking is safe and secure, attractive, accessible and convenient to the user. Cycle parking for flatted development will be positioned to ensure it is covered, secure and overlooked. For houses, cycle parking is normally accommodated in a garage or a shed within the curtilage of the property. Table 3 below outlines the standards for cycle parking.

**Table 3 - Cycle Parking Standards**

Land use - new developments	Required number of cycle space(s)
Residential dwelling (Flats)	Where no garage or other suitable accommodation is provided at least one secure cycle space per residential
Elderly persons/sheltered accommodation	1 space per 10 residents, plus 1 space per 5 staff on duty
Multiple occupancy	0.5 spaces per bedroom, plus 1 visitor space per 10 bedrooms
E. Retail	3 spaces per 150 sqm (1000sqm)
B8. Storage/distribution warehouse	1 space per 500 sqm up to 10,000 sqm. After 10,000sqm, 1 additional space per 20,000 sqm
Garden centre	Case by case
E. Food and drink (inc pub, restaurant)	1 space per 100 sqm
E. Business offices	1 space per 250 sqm
Industrial unit	1 space per 500 sqm
Industrial estate	1 space per 500 sqm
C1. Hotel and hostels	1 space per 15 bedrooms plus 1 space per 7 staff
E. Surgeries/health centres	1 space per 5 staff
Sui Generis/ E Assembly and leisure: Theatres, cinema	1 space per 100 seats
E/ F2. Leisure centres/ pools	1 space per 400 sqm
Schools (Please note, standards reflect use of scooters plus bikes)	
F1. Primary	1 space per 10 staff and students

Land use - new developments	Required number of cycle space(s)
F1. Secondary	1 space per 7 staff and students
F1. Colleges	1 space per 20 full time staff and students
F1. Libraries	1 space per 200 sqm
Bus station	Case by case
Train station	Case by case

Where applications are made for 'open' class E uses, the highest parking standard for uses in that class will be utilised.

#### 4. Motorcycle Parking Standards

Motorcycle/scooter spaces will need to ensure they are secure, well lit, and situated in prominent, accessible locations and over looked. For security, the use of anchor points (such as steel rails or hoops) is recommended as a minimum. Table 4 below outlines the parking standards for motorcycles and scooters.

**Table 4 - Motorcycle Parking Standards**

Land use - new developments	Required number of motorcycle space(s)
Non residential	Minimum of 1 space for all new developments Plus 1 space per 30 car parking spaces
Residential	1 unallocated space (in communal areas) per 30 car parking spaces

#### 5. Blue Badge Parking

When considering blue badge parking, the current district council standards were considered alongside national policies and guidance; guidance from non- governmental organisations; and best practice examples from other authorities as identified in the national policies and guidance. Table 5 below outlines the recommended numbers of reserved spaces for Blue Badge parking.

**Table 5 – Blue Badge Parking Standards**

Land use - new developments	Required number of Blue Badge space(s)
Employment premises for employees and visitors < 200 spaces	5% of capacity, minimum 2 spaces
Employment premises for employees and visitors > 200 spaces	2% of capacity plus 6 spaces
Shopping areas, leisure and recreational facilities < 200 spaces	6% of capacity, minimum 3 spaces
Shopping areas, leisure and recreational facilities > 200 spaces	4% of capacity plus 4 spaces

Blue badge parking should be located within 50 metres of the entrance of the service it is provided for, on firm, level ground, in well-lit areas. If the distance between the parking facility and the entrance is (unavoidably) greater than 50 metres, no more than 50 metres should be uncovered. Where ramps are used to provide level access it is important to consider that these can be difficult to negotiate for some ambulant disabled people.

The route between the parking facility and the service should be direct and suitable for wheelchairs and those with limited mobility, with no steps, bollards, or heavy doors.

In multi-storey car parks blue badge parking should be on the same level as pedestrian access, or positioned close to a lift with wheelchair access. In all cases, blue badge parking should be positioned to protect users from moving traffic.

Where machines with audio capabilities (such as ticket machines and entrance and exit gates) are present, a loop system should be in place to help users with limited hearing to use these.

## 6. Residential car parking size and design

### Dimensions for car parking

Evidence shows that the size of vehicles has increased over time. As a result, the size of parking spaces has been reviewed, and the size increased for both residential and non-residential parking, to better reflect the current size of vehicles. Table 6 below identifies the minimum bay size for cars.

**Table 6 – Minimum car parking dimensions**

Dimension	Minimum Size
Length	5.0m
Width	2.8m

The minimum bay size must be used unless developer evidence suggests otherwise. If spaces are smaller than the minimum bay size, the bay will no longer be considered a usable parking space. Where spaces are constrained by a wall on one side, which may consequently prevent a door from opening, the space may need to be larger.

For Blue Badge parking bays the design of each space will need to make provisions for disabled drivers and cars carrying disabled passengers. The standards for a standards bay, in line bay and bank of bays can be found in Table 7 and 8 below.

**Table 7 – Minimum off-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
When bays are adjacent	5.1 X 3.8m (1.2m of this may be shared between two adjacent spaces)
Parallel bays	6.6 X 3.8m
Height (if applicable)	2.6 m

**Table 8 – Minimum on-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
At an angle to the access aisle	5.1 X 3.3m
Parallel to the access aisle	6.6 X 3m If cannot access footway from vehicle, width should be 3.3m

Street width design needs to be considered to accommodate on-street parking. Where unallocated parking spaces are distributed throughout a development, an increased

carriageway width should be used for in line parking provision to allow cars to park on either side of the street, leaving at least an appropriate width carriageway. Increasing the length of an on-street parking bay may also need to be considered for parallel parking. Table 9 below identifies the minimum in line parking dimensions.

**Table 9 – Minimum in line parking dimensions**

Dimension	Minimum Size
Length	6.0m
Width	3.0m

Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot.

There should be a distance of 6.5m between rows for access where the parking spaces are at right angles to the traffic lane. The distance between rows can be reduced where the parking spaces are at angles to the traffic lane.

### **Garage provision and size**

It is clear that some garages within Aylesbury Vale are not used for parking of vehicles, but instead are used for storage or other purposes. Historically, garages have been too small to accommodate most family cars, a bicycle and other domestic goods - contributing to this problem. Garages are, therefore, required to provide enough space for all functions they are planned to accommodate. Where a garage is to be used for cycle or motorcycle parking, a suitable area must be provided on top on the dimensions set out here. This area must meet the minimum dimensions set out for cycle and motorcycle parking in Sections 3 and 4 respectively. Table 10 below sets out the minimum dimensions for a garage.

**Table 10 – Minimum garage dimensions**

Dimension	Minimum Size
Length	6.0m
Width	3.0m

## **7. Parking Courts**

Rear parking courts will only be considered in circumstances where no other alternative can be used. Where a rear parking court is considered it must be part of a coherent overall layout, be small and over looked by dwellings and secured.

Front court parking should be located to the front of plots with no more than 6 spaces in a row. Sufficient space will be incorporated in between sections of parking for appropriate planting to reduce the visual dominance of the cars in the street. 2m wide paths to the rear of the bays ensure cars do not overhang and affect pedestrian movement.

## **Appendix C referred to in MM279**

- C.1 The appendix identifies the standards of provision for publicly accessible natural green space and how the standards are to be applied to proposals for new development as required by Policy I1 of the VALP.
- C.2 The starting point for calculating the green infrastructure requirement of a development proposal are the standards set out in the standards below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, existing open space provision in the surrounding area and the quantity/type of accessible natural green space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.
- C.3 If either of the following apply:
- a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
  - b) taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,
- then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis.
- C.4 Where appropriate, the Council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before any grant of planning permission.
- C.5 In addition to the standards in the standards below, the quantitative and access standards for Locally Equipped Areas of Play (LEAP) (and Local Areas of Play – LAP), Neighbourhood Equipped Areas of Play (NEAP), Multi Use Games Areas (MUGAs) and skateboard parks as set out in Tables 1,2 and 4 of the Fields in Trust publication “Guidance for Outdoor Sport and Play: Beyond The Six Acre Standard” (and any subsequent iteration) will apply as will

the qualitative and design standards set out for MUGAs in the Sport England publication “Artificial Surfaces for Outdoor Sport” and any subsequent updates.

C.6 Catchment distances are set out in the Quantity and Accessibility Standards in the standards below. These distances are to be measured as the distance by car from any home in an applicable development. To meet the standard, an accessible natural green space of the required size or larger must be provided within the catchment distance. A category of accessible natural green space of a larger size, including a space with no catchment marked, will be deemed to meet the need of categories of smaller sizes of accessible natural green space as well, providing it is within the required catchment distances of the homes for these smaller sizes of accessible natural green space.

C.7 To apply the standards the population figure is the existing population plus the number of people living on the proposed development.

### **Quantitative/Accessibility Standard**

1. No person should live more than 300m from their area of natural green space of at least 2ha in size and that there should be at least 2ha of accessible natural green space per 1000 population
2. At least one accessible 20ha of accessible natural green space within 2km of peoples' homes
3. One accessible 100ha of accessible natural green space within 5km of peoples' homes
4. One accessible 500ha of accessible natural green space within 10km of peoples' homes
5. 1.4ha per 1000 population as incidental open space (a type of accessible natural green space that incorporates amenity/landscape planted areas, green corridors)
6. 1.2ha per 1000 population as major open space (a type of accessible natural green space that incorporates parks, formal gardens and public open space)

### **Quality Standard**

1. Contribute to the management, conservation and improvement of the landscape
2. Contribute to the protection , conservation and management of historic landscapes, archaeological and built heritage assets
3. Maintain and enhance biodiversity and ensure that development and its implementation results in a net gain of biodiversity as identified in Biodiversity Action Plan habitats and species plans
4. Deliver the enhancement of existing woodlands and create new woodlands and tree features
5. Create new recreational facilities, particularly those that present opportunities to link urban and countryside areas
6. Take account of an integrate with natural processes and systems
7. Be managed to provide cost-effective and multi-functional delivery and funded in urban areas to accommodate nature, wildlife, historic and cultural assets, economic benefits and provide for sport and recreation activities
8. Designed to high standards of sustainability to deliver social, economic and environmental benefits
9. Provide a focus for social inclusion, community cohesion and development and lifelong learning



## Appendix D referred to in MM280

D.1 This appendix identifies the standards of provision for sports and recreation facilities and how they are to be applied to proposals for new development as required by Policy I2 of the VALP.

D.2 The starting point for calculating the requirement are the standards set out in the table below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, the existing facilities in the surrounding area and the quantity/type of sports and recreation facilities needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.

D.3 If either of the following apply

- (a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
- (b) taking into account the accessibility/capacity of existing sport and recreation facilities and the circumstances of the surrounding area, the sports and recreation needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,

then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified sport and recreation needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis, a formula for calculation will be set out in the Open Space, Sports, Leisure and Cultural Facilities SPD.

D.4 Where appropriate, the council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the sports and recreation facility provision, before granting planning permission.

D.5 To apply the standards the population figure is the existing population of the closest settlement plus the number of people living on the proposed development.

D.6 If development proposals are considered to be unviable when complying with the above requirements, open book financial analysis of proposed development will be expected. In accepted circumstances, a reduced provision can be made.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Sports Halls	No part of Aylesbury Vale should be outside of a 20 minute travel time.	0.28 badminton courts per 1,000 population; facilities should be delivered in four court units with ancillary hall of no less than 1,500sqm and relevant support facilities.	The minimum acceptable quality standard for indoor sports halls and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance - Sports Halls Design and Layouts recommendations for a public use facility.
Swimming	No part of	0.2 pool lanes per 1,000	The minimum acceptable

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Pools	Aylesbury Vale should be outside of a 20 minute travel time.	population. Provision should be accompanied by the necessary support facilities (changing, plant, reception etc.)	quality standard for indoor swimming pools and their associated facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Swimming Pool Design recommendations for a public use facility.</i>
Community Centres and Village Halls	See cell in 'Quantitative Standard' column for combined accessibility and quantitative standards	<p>No provision required at Hamlet or Rural Parish 1 level;</p> <p>At Rural Parish 2 level a small community centre with main hall up to 100m<sup>2</sup> with foyer, small meeting room, adequate storage, kitchen, toilet facilities and parking;</p> <p>At Rural Parish 3 level a medium sized community centre up to 250m<sup>2</sup>, as above with addition of meeting room(s), and stage;</p> <p>At cluster and Larger Sustainable Settlement level a minimum 18m x 10m main hall and ancillary facilities suitable for sporting activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i> plus small fitness room to relevant Sport England guidance; and a minimum 18m x 10m main hall with fixed or demountable stage and ancillary facilities suitable for arts and performance activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i>. These two halls may in practice be the same if either meets the other's specification.</p> <p>For the Aylesbury and Buckingham Strategic Settlements, and in proximity to Milton Keynes (North East Aylesbury Vale), no part of the settlement should be further than one mile from a community centre. The quantitative standard is one centre per 5,300</p>	The minimum acceptable quality standard for community centres will be to meet the most <i>current (at time of provision) Sport England Design Guidance recommendations for these facilities</i> , accepting that the facility mix may not be directly the same as the Guidance, together with such environmental standards relating to sustainability, energy consumption and recycling, and building construction as required by the Council at the time of provision.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
		<p>population, to include:</p> <p>Hall 18m x 10m</p> <p>Hall/Meeting Room 10m x 10m</p> <p>Meeting Room 5m x 3.5m approx</p> <p>Kitchen with server</p> <p>Toilets</p> <p>Storage for chairs, cleaning equipment, kitchen requirements, refuse</p> <p>Parking to meet the full requirements of the range of uses.</p>	
Artificial Grass Pitches	No part of the Aylesbury Vale should be outside of a 6 mile radius of an AGP.	0.03 AGP's per 1,000 population. Delivery should be as a minimum a full size floodlit AGP to the dimensions appropriate for the sport(s) it is being used for and as set out in the Sport England Design Guidance Notes <i>Selecting the Right Artificial Surface</i> and any specific sports National Governing Body requirements appertaining at the time of delivery. Provision should be accompanied by the necessary support facilities (changing, plant etc.) as set out in the qualitative standards.	The minimum acceptable quality standard for AGP's and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance Notes ) Sport England Design Guidance on Artificial Surfaces for Outdoor Sport and its associated documents, or such replacement or updated guidance, and any specific sports National Governing Body requirements.
Grass Playing Pitches	A variety of accessibility standards for grass pitches have been used, depending on the specific sport but overall a minimum accessibility standard	Aylesbury Strategic Settlement – 0.49 adult size grass pitch per 1,000 population, 0.03 cricket wickets per 1,000 population; Aylesbury Vale (other than Aylesbury) - 0.73 adult size grass pitch equivalent per 1,000 population, 0.28 cricket wickets per 1,000 population In terms of provision, delivery should be as a minimum equate to a full adult size football pitch to the maximum recommended	The minimum acceptable quality standard for grass pitches and their associated facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Notes on Natural Turf Pitches</i> and any specific sports National Governing Body requirements. Pavilion standards shall be as set out in the Sports England

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
	would be for pitch provision within a 15 minute drivetime of each settlement area.	dimensions (including run offs) of the Football Association. Provision should be accompanied by the necessary support facilities (changing, showers plant etc.) as set out in the qualitative standards.	Design Guidance Note <i>Pavilions and Clubhouses</i> and any specific sports National Governing Body requirements.
Outdoor Tennis	The accessibility standard used is access to floodlit courts within a 10 minute drivetime.	Aylesbury Strategic Settlement – 0.4 floodlit outdoor tennis courts per 1,000 population; Aylesbury Vale ( everywhere other than Aylesbury ) - 0.7 floodlit outdoor tennis courts per 1,000 population. In terms of provision, delivery should be to Lawn Tennis Association recommended dimensions for the number of courts concerned, and provision should be located in <b>four court</b> blocks and floodlit. Realistically it should be possible to encompass other sports within the facility (e.g. as a MUGA), to maximise the options for usage throughout the year, and this should be considered if there is to be no formal tennis club based on the site and its predominant focus is casual use.	The minimum acceptable quality standard for outdoor tennis courts and their associated facilities will be to meet the most <i>current (at time of provision) Lawn Tennis Association Technical Guidance</i> . Facilities in four court blocks should be suitable for other sporting uses if required.

## Appendix E referred to in MM281

1. SPD1 – Aylesbury Garden Town Framework and Infrastructure SPD  
To provide additional guidance on the principles set out in VALP and clear guidance on how it is to be delivered.
2. SPD 2 - Aylesbury South (D-AGT 1) Masterplan SPD  
Masterplan for the site to ensure comprehensive development of the strategic allocation.
3. SPD 3 – RAF Halton (D-HAL003) SPD  
To ensure a comprehensive development of the site that is likely to extend beyond the plan period.
4. SPD 4 - Affordable Housing SPD  
To provide detailed guidance and operation of Policy H1.
5. SPD 5 – Aylesbury Vale Design SPD  
To provide detailed design guidance and operation of all relevant Plan policies.
6. SPD 6 – Buckinghamshire Biodiversity Accounting SPD  
To provide detailed guidance and operation of Policy NE1. This SPD is being produced to apply Buckinghamshire-wide and will be hooked to policies in the relevant adopted local plans for each former district area.
7. SPD 7 – Open Space, Sports, Leisure and Cultural Facilities SPD  
To provide detailed guidance and operation of Policies I1, I2 and I3.
8. SPD 8 – Shenley Park, North East Aylesbury Vale (D-WHA001) SPD
9. Masterplan for the site to ensure comprehensive development of the strategic allocation

## Appendix F referred to in MM282

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
GP2 Affordable housing	H1 Affordable Housing	
GP3 Low cost market housing	None	Policy redundant no longer relevant
GP4 Affordable housing on small sites for local needs	H2 Rural Exception sites	
GP6 Conversion or subdivision of existing dwellings	BE3 Protection of the amenity of residents	
GP8 Protection of amenity of residents	BE3 Protection of the amenity of residents	
GP9 Extensions to dwellings	BE3 Protection of the amenity of residents	
GP11 Annexes to dwellings in the countryside	BE2 Design of new development	
GP17 Retention in use of existing employment sites	E1 Protection of key employment sites and enterprise zones and E2 Other employment sites	
GP24 Car parking guidelines	T6 Vehicle Parking	
GP25 Re-opening of rail routes	T2 Supporting and protecting transport schemes	
GP26 Safeguarded station sites	T2 Supporting and protecting transport schemes	
GP30 Safeguarded road schemes	T3 Supporting local transport schemes	
GP32 Retention of shops, public houses and post offices	D7 Town, village and local centres to support new and existing communities	
GP35 Design of new development proposals	BE2 Design of new development	
GP38 Landscaping of new development proposals	I1 Green Infrastructure and NE4 Landscape character and locally important landscapes	
GP39 Existing trees and hedgerows Saved	NE8 Trees, hedgerows and woodlands	
GP40 Retention of existing trees and hedgerows	NE8 Trees, hedgerows and woodlands	
GP45 "Secured by Design" considerations	BE2 Design of new development	
GP53 New development in and adjacent to Conservation Areas	BE1 Heritage assets	
GP57 Advertisements in Conservation Areas	BE1 Heritage assets	
GP59 Preservation of archaeological remains	BE1 Heritage assets	
GP60 Development and Parks or Gardens of Special Historic Interest	BE1 Heritage assets	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
GP66 Access corridors and buffers adjacent to watercourses	NE2 Rivers and stream corridors	
GP69 Hotel and motel development	E7 Tourism Development and E8 Tourism accommodation	
GP70 Changes of use of rural buildings and historic buildings to hotel use	E7 Tourism Development and BE1 Heritage assets	
GP71 Bed and breakfast and guesthouse development	E8 Tourism accommodation	
GP72 Proposals for self-catering holiday accommodation and holiday homes	E8 Tourism accommodation	
GP73 Proposals for camping and touring caravan sites	E8 Tourism accommodation	
GP77 Horse-related development	C2 Equestrian development	
GP78 Stables, loose boxes and other buildings for horses	C2 Equestrian development	
GP79 Proposals for noisy sports	NE5 Pollution, air quality and contaminated land	
GP80 The Wendover Arm of the Grand Union Canal Saved	C4 Protection of public rights of way	
GP81 Development of canal-related facilities	NE4 Landscape character and locally important landscape	
GP84 Public rights of way	C4 Protection of public rights of way and T7 Footpaths and cycle routes	
GP86 Provision of outdoor playing space	I1 Green infrastructure	
GP87 Application of open space policies Saved	I2 Sports and recreation	
GP88 Payment in lieu of providing sports and play areas	I2 Sports and recreation	
GP90 Provision of indoor sports facilities	I2 Sports and recreation	
GP91 Provision of amenity areas Saved	I1 Green infrastructure	
GP92 Safeguarding of allotment land	I1 Green infrastructure	
GP93 Safeguarding of community buildings and facilities	I3 Community facilities and assets of community value	
GP94 Provision of community facilities and services	I3 Community facilities and assets of community value	
GP95 Unneighbourly uses	BE3 Protection of the Amenity of Residents and NE5 Pollution,	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
	air quality and contaminated land	
GP99 Development beneath overhead electricity lines Saved	BE3 Protection of the amenity of residents	
GP100 Proposals for telecommunication development	I6 Telecommunications	
AY1 Considerations for traffic-generating proposals	None	Policy redundant; ALUTS abandoned non CIL compliant
AY2 Additional financial contributions to the ALUT strategy	None	Policy redundant; ALUTS abandoned non CIL compliant
AY3 Phasing of transport infrastructure	T3 Supporting local transport schemes	
AY4 Tring Road (former BPCC factory) site	None	Policy redundant; development started
AY5 Stoke Mandeville Hospital site	None	Policy redundant; development complete
AY6 Bearbrook House site, Oxford Road	None	Policy redundant; development complete
AY7 TA Centre site, Oxford Road	None	Policy redundant; development complete
AY8 Ardenham Lane site	D-AYL032.	Reduced site reflecting changes of circumstances.
AY11 Reallocated sites - Circus Fields	None	Policy redundant; development complete
AY12 Requirement for planning briefs and public consultation regarding MDAs	None	No longer relevant – specifics included in separate policies D-AGT 1 – D-AGT 6
AY13 Berryfields MDA	D-AGT5: Berryfields	
AY14 Weedon Hill MDA	None	Policy redundant; development complete
AY15 Aston Clinton Road MDA	None	Policy redundant; planning permission granted & development committed
AY16 Other employment sites	None	Policy redundant; development complete or with Planning permission
AY17 Public transport to serve new developments	T5 Delivery transport in new development	
AY18 Safeguarded land for new rail stops	None	Policy redundant; development complete or no longer safeguarded
AY20 Development of the cycle network	T7 Footpaths and cycle routes	
AY21 Parking policy guidelines	T6 Vehicle parking	
AY22 Western Link Road	None	Policy redundant; road



<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
		complete
AY24 Mixed-use redevelopment, Exchange Street	D8 Town centre development	
AY27 Provision of new foodstore retailing	D8 Town centre redevelopment and D9Aylesbury town centre	Policy partially redundant; development complete or permission granted
AY28 Development within the Primary Shopping Frontages	E6 Shop and business frontages	
AY29 Development within the Central Shopping Area outside the Primary Shopping Frontages	D8 Town centre development	
AY30 Café and restaurant development	D9 Aylesbury town centre	
AY31 Housing in the town centre	D8 Town centre development and D10 Housing in Aylesbury town centre	
AY34 Redevelopment of Exchange Street/Canal Basin	None	Policy redundant development complete
BU1 Housing development at Moreton Road	None but see D-BUC043	Policy redundant; development complete
BU3 Employment development	None	Policy redundant; development complete
BU6 Primary Shopping Frontages	E6 Shop and business frontages	
BU7 Development elsewhere in the CSA	D7 Town, village and local centres to support new and existing communities	
BU8 Sites at West Street/Moreton Road and Bridge Street	None (Buckingham Neighbourhood Plan EE2)	Policy redundant; development complete or committed
BU10 Pedestrian priority area proposals	D7 Town, village and local centres to support new and existing communities	
BU11 Buckingham Riverside Walk	Buckingham Neighbourhood Plan CLH8	
HA1 Employment development at Thame Road	None	Policy Redundant development complete or committed
HA2 Primary Shopping Frontage at Banks Parade	Haddenham Neighbourhood Plan RJB1	
RA2 Loss of open gaps and consolidation of settlements	S3 Settlement hierarchy and cohesive development	
RA3 Extension of residential curtilages into open countryside	BE2 Design of new development and NE4 Landscape character and locally important landscapes	
RA4 Considerations for countryside recreation	I1 Green infrastructure and I2 Sports and recreation	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
RA5 New golf courses	I2 Sports and recreation	
RA6 Development in the Metropolitan Green Belt Saved	S4 Green Belt	
RA8 Development in the Areas of Attractive Landscape and Local Landscape Areas	NE4 Landscape character and locally important landscape	
RA11 Conversion of buildings in the countryside	C1 Conversion of rural buildings	
RA13 Development within settlements listed in Appendix 4	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	
RA14 Development at the edge of Appendix 4 settlements	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	
RA17 Replacement dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA18 Extensions to dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA24 Occupancy conditions for horse-related dwellings	H3 Rural workers dwellings	
RA25 Calvert	None	Policy redundant; development complete
RA26 Pitstone	None	Policy redundant; development complete or committed
RA29 Proposals for new employment uses in the countryside	NE4 Landscape character and locally important landscape and BE2 Design of new development	
RA30 Employment at Silverstone Motor Racing Circuit	E10 Silverstone circuit and Silverstone Park EZ	
RA31 Silverstone Employment Area Saved	E10 Silverstone circuit and Silverstone Park EZ	
RA32 Employment at the Royal Ordnance site, Westcott	E1 Protection of key employment sites and enterprise zones	
RA33 Westcott Sports and Social Club	I3 Community facilities and assets of community value	
RA34 Development of Newton Longville Brickworks	None	Not promoted in HELAA no planning applications other than temporary uses – little/no interest - not critical for VALP employment policies - Delete Allocation

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
RA35 Safeguarded road corridor at Newton Longville Brickworks	None	Little/no possibility of implementation in VALP no route identified or agreed/safeguarded - uncertainty over Expressway route Policy Redundant
RA36 Development causing traffic adversely affecting rural roads	T5 Delivering transport in new development	
RA37 New accesses to inter-urban A-class or Trunk Roads	T5 Delivering transport in new development	
WE2 The Central Shopping Area (CSA)	D7 Town, village and local centres to support new and existing communities	
W11 Housing development at Verney Road	None	Policy redundant; development complete
W12 Employment development at Buckingham Road Saved	Winslow Neighbourhood Plan Policy 6	AVDLP Policy redundant; development complete or committed
W13 The Central Shopping Area (CSA)	Winslow Neighbourhood Plan Policy 17	

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## Cabinet Member report – Leader

Councillor Martin Tett

### Role during COVID-19

As the situation continues to change, the latest position on COVID-19 will be provided at the Council meeting.

### Supporting Refugees from Afghanistan

The current situation in Afghanistan is clearly very concerning. Many people who have supported British troops as interpreters, or in similar roles within the former Afghan Government and society are at very genuine risk to their lives.

The Council believes these are exceptional circumstances where it is important to support the British Government's efforts to relocate the most vulnerable to the United Kingdom and we have formally pledged our support to assist the Government's efforts to relocate the most vulnerable and helping families rebuild their lives in the UK.

As part of this support, we are actively working with Government Agencies including the South East Migration Partnership to understand exactly what is required and when. We are currently in discussion with Government regarding the exact matching of refugees to receiving locations. This takes into account both numbers and the needs of the families but also community links, school place availability, health and social care support and mental health counselling where applicable.

We are aware that in the short term there will be a need for accommodation and we are progressing discussions with various parties and housing providers to explore all possibilities. We know that the average size of arriving families is relatively large and that accommodation should be for an extended period of time, say a year. However, accommodation is not the only requirement, and it will be necessary to consider the other support needs such as health, schooling and potentially psychological support. We have extended our 'Helping Hand' programme which supports vulnerable families, to include these new arrivals. The programme will provide a range of support arrangements and opportunities to promote a positive arrival and integration.

Our residents, business, charities, schools and universities are once again showing their kindness and desire to offer a helping hand and already, we have received a number of generous offers of support. We have set up a dedicated page on our website where the public can indicate what support they are able to offer which we can then check against the support that is needed: [Offer your support to the Afghan Crisis | Buckinghamshire Council](#)

We have collaborated with Heart of Bucks and have launched a specific crisis fund which will provide additional support to help address the specific needs of the arriving families. In its first week the crisis fund received over 80 donations resulting in over £20,000 and this continues to grow.

We are in discussions with the voluntary and community sector in Buckinghamshire to both structure support and enable the public and community groups to contribute in an effective manner. We are working closely with our partners to plan a warm welcome with sustainable packages of accommodation, health, schooling, employment support and potentially psychological support. A coordinated response is critical to ensure suitable short-term support as well as enabling stability for families to rebuild their lives and become connected to our local communities

Clearly Buckinghamshire, along with some other areas in the South East, faces significant challenges in sourcing affordable and suitable accommodation, particularly for larger families. The financial support offered through the recently announced Government programmes will be critical in helping the Council secure appropriate accommodation and to assist the families integrate successfully. The Council is in regular dialogue with Government in order to fully understand the details of these programmes including the associated funding packages.

Finally, to ensure our residents can find out the latest position we have launched a dedicated section on the Council's website- [Helping Hand for Afghanistan](#)

### **HS2 and East West Rail (EWR)**

With the intensity of activity by HS2 Ltd increasing, the Council continues to emphasise its continued opposition to the HS2 project and now construction has started, is trying to hold HS2 and EWR to account on several issues including contractor compliance. The Council is currently in an appeal process with HS2 Ltd on a number of lorry route approvals impacting the A413/A355 and the A422 and expects a decision imminently. The Council did not determine these applications as it was considered that we had not received sufficient information and reassurances regarding the cumulative impacts of the lorry movements on the Council's highway network.

There has been a number of complaints in relation to dust / vibration and noise; EWR are investing in a new product to help minimise the dust issue and this should be rolled out over the next few weeks, as they are awaiting delivery. Co-ordination activities are continuing between HS2 and EWR, which are being led by BC Officers.

### **Buckinghamshire Recovery and Growth Proposal**

Council and Bucks LEP partners have been progressing discussions with the government to promote our ambitions for a place-based deal and investment for Buckinghamshire. This has included formally submitting an 'expression of interest' to be one of the government's first 'County Deals' and continuing positive engagement with civil servants and ministers in a range of government departments, including DWP, DCMS, MHCLG and HM Treasury. We have been following up on our recent presentation of our vision to a range of Ministers.

### **Buckinghamshire Growth Board**

Since the last update, the Buckinghamshire Growth Board has convened twice, working together to facilitate joined-up discussions between key public and private sectors partners. In July, the Board welcomed the Chair of Buckinghamshire's Skills Advisory Panel and discussions were focused on Buckinghamshire's skills landscape, including how we plan to approach the skills requirements of the future for Buckinghamshire. The Board also received updates on our Recovery and Growth Proposal

and Homes England's Capacity Building Programme to enable local governments to access support and funding easier.

In September, the agenda included discussions around Buckinghamshire's emerging collaborative response to the Oxford Cambridge Arc Spatial Framework, an update on the progress of Buckinghamshire's Local Plan. The Board also received an update on the progress of our Recovery and Growth Proposal.

### **Buckinghamshire Local Enterprise Partnership (BLEP)**

Two Local Growth Fund capital projects supported by Buckinghamshire LEP have recently been completed and will be opening shortly. The Bucks Healthcare Research and Innovation Centre at Stoke Mandeville Hospital will provide a centre of excellence for upper limb rehabilitation, prosthetic innovation, patient treatment and therapy linked to clinical trials at the Stoke Mandeville campus. Bucks Healthcare Trust are already working with over 25 medical companies, developing innovative new therapies and technologies.

The University of Buckingham has also made great progress with the refurbishment of the Franciscan Building for the School of Computing and Centre for Artificial Intelligence. Helping address the national need for data scientists and advance research into the ethical use of AI, the new curriculum is already proving a popular attraction for new students and the new facilities are open for use this academic year.

BLEP are currently developing an economic intelligence [Observatory](#) website to make it easier for people to access LEP and other Economic research outputs and to ensure bodies across the county are making best use of the data and intelligence available. The Buckinghamshire Business First Growth Hub has started the second year of the [Peer Networks](#) programme enabling business leaders to support their growth plans by learning from their peer groups in a series of facilitated sessions. A new mentoring programme has also been launched providing all business owners with the opportunity to be mentored by another.

On 14 July, BLEP hosted the Skills Hub Annual Headteacher Careers Conference which brought together almost 100 school leaders, career leads and industry leaders from across the county. Discussion topics included developing a whole school approach to careers and ensuring that every pupil is supported in finding a career destination that is right for them. Plans are already well underway for two editions of the Buckinghamshire Skills Show: a virtual online event will be held in November and a face-to-face event will be held in March 2022 having received welcome funding support from the Rothschild Foundation.

Buckinghamshire has been included within the next phase of the national Project Gigabit initiative which will significantly improve digital connectivity to approximately 142,000 premises in the county. Over the coming few weeks BLEP will be supporting the DCMS Building Digital UK (BDUK) team in undertaking an initial market assessment to plan for delivery ahead of procurement in 2022.

### **Enterprise Zone Update**

Construction of the commercial units in phase 3 of the development at Silverstone Park continues in earnest. KW Special Projects occupy one of the completed phase 2 units hosts, a futuristic 20,000sq. ft Digital Manufacturing Centre (DMC) which will use latest industry processes to deliver engineering solutions for sectors such as space, medical, marine, energy and automotive. The DMC becomes the latest world class specialist high-tech facility at the Park and will provide a step-change in efficiency and part quality, distinguishing the DMC from other suppliers and helping to level up the UK

manufacturing and the national supply chain. This shows further growth at Silverstone Park and of the Silverstone Technology Cluster which is holding its annual conference on 5 October at Horwood House with its key aims to promote growth and new opportunities for the businesses in the cluster.

The Westcott Expo event, 'Space for the Future' was held at the end of July both in-person and virtually, celebrating the success of the Westcott Space Cluster and showcased the Westcott companies who shared their amazing journeys and innovative products and services they are developing. The event also featured a ground-breaking ceremony for a brand new £multi-million facility at Westcott, the latest in the Space Application Catapult's linked network of Disruptive Innovation for Space Centres (DISC).

At the Woodlands Enterprise Zone site, Tritax Symmetry has started construction on its final phase of 3 units, totalling 391,000sq. ft, and which will be available early 2022.

### **Housing Infrastructure Fund (HIF) and South East Aylesbury Link Road (SEALR)**

In Aylesbury, the Kingsbrook View Primary Academy school was handed over on Monday 9 August on time and under budget. The project was delivered in a collaborative and positive way between the main contractor, Morgan Sindall, the Academy Trust, and the Council. The School will open its doors to the first pupils on Friday 3 September. Kingsbrook Secondary School started on site in April 2021 and is progressing at a pace. Foundations are in, and the steel frame is being erected. Earthworks to the sports pitches are complete and the drainage scheme is being installed. The school remains on track to open in September 2022.

Talks have already begun with developers regarding improving the Aston Clinton roundabout on the A41, where the Eastern Link Road (South) and Southern Link Road will meet the A41.

In the South West of Aylesbury, the Council has recently secured some capacity funding from Homes England to help co-ordinate the very complex interface of new infrastructure, new homes, and existing homes and businesses. All stakeholders are working together to produce a coherent programme of delivery to ensure that the SEALR, the South West Aylesbury Link Road, the Stoke Mandeville Relief Road, the Princes Risborough line realignment, the HS2 works, and associated Rights of Way all deliver the infrastructure in the most efficient way over the coming years.

The SEALR phase I has now met all its planning conditions and will progress to construction once all necessary land has been secured after the CPO enquiry in November 2021.

### **England Economic Heartland (EEH)**

England's Economic Heartland (EEH) is currently finalising its submission for the government's anticipated three-year Spending Review. This will include making the strongest case for delivery of the Milton Keynes-Aylesbury East West Rail link, which is a core part of the overall scheme and a key priority for the region.

In July EEH welcomed publication of the government's transport decarbonisation plan. The plan acknowledges that different places require different solutions to reach net zero and, moreover, that decarbonisation provides an opportunity to improve places, reduce congestion and create new opportunities for the economy. It sets out the role of local and regional leadership and specifically sub-national transport bodies in working with government to achieve net zero.

During the summer, EEH published its 'Passenger Rail Study Phase Two' study in collaboration with Network Rail, which identifies 36 regional and long-distance journeys where rail is best placed to improve connectivity. Also published was a study which looked at the potential legacy of COVID-19



and increased homeworking on releasing capacity on the region's roads. EEH's annual report for 2020/21 sets out its achievements over the last year, together with a look ahead to its work programme over the next year. All documents are available on EEH's website. Naomi Green has been made EEH's interim programme director following the departure of Martin Tugwell to Transport for the North at the end of July. A recruitment process to appoint his permanent successor has begun.

EEH is being restructured as part of a Governance Review with the abolition of both the Leaders' Group and the Transport Board. These will be replaced by a single new Board.

### **South East Strategic Leaders (SESL)**

Since the last update, I am pleased to report that I have been re-elected as the Chairman of SESL. SESL has met Paul Wedgwood and Rob Hatcher (Associate Director and Senior Manager) of The Carbon Trust to explore positive steps for strategic authorities in addressing carbon emissions.

SESL has also met Michelle Dyson (Director General, Adult Social Care) of the Department of Health and Social Care where we discussed experiences of Integrated Care Systems (ICSs) and their role in the Government's plans to reform the NHS. The meeting was followed up by a letter confirming the views expressed by Leaders.

SESL continues to work on proposals to revise the duties and responsibilities relating to home to school transport, following correspondence with Nick Gibb MP (Minister for Schools).

### **Strategic Finance**

The Q1 budget monitoring position was taken to Cabinet on 20 July and this showed a small forecast overspend of £500k which was mainly due to the Covid implications around income levels. It is still early in the year, but we will continue to pressure for ways in which we can find mitigations to bring spend back into line with the approved budget.

The Medium-Term Financial Planning process for the next four years has begun. This is likely to be a very difficult budget-setting process due to the uncertainties around both future government funding levels and the implications of the pandemic on spend and income levels. Cabinet Members are actively reviewing their current budgets and are being assisted by other Members of the administration through Majority Group 'Portfolio Challenge Groups'. These groups will effectively do a 'deep dive' into the budgets looking at and challenging underlying pressures, examining new options and looking for extra savings and efficiencies to balance the budget.



## Cabinet Member report – Health and Wellbeing

Councillor Angela Macpherson

### Adults Safeguarding Campaign

During September, the Council will be launching a 6-month campaign, *See Something, Say Something, Do Something*, to raise awareness of adult safeguarding and convey the message that safeguarding is everyone’s business across Buckinghamshire. The campaign will seek to raise awareness of the different types of abuse and how to recognise the signs, as well as encouraging residents to report any case of suspected abuse and the process for doing so.

The campaign will cover a range of medias and channels including:

Buckinghamshire Council press releases	Internal communications across the Council
Buckinghamshire Safeguarding Adults Board website updates	Partner networking (e.g. schools, surgeries, hospitals, housing providers, care providers, family centres)
Bespoke posters and digital screens	Your Buckinghamshire resident magazine
A comprehensive social media campaign e.g. Facebook, Instagram, Twitter	Newsletters (residents, Members, Town and Parish Councils)
Radio advertising	Libraries and community libraries
Community Board co-ordinators	Council-run car park noticeboards

As active leaders within communities, Councillors will be asked to take a key role in the campaign, promoting the importance that everyone has to ensure the safety and well-being of families, friends, neighbours, colleagues and other members of the public in our local communities.

To support Councillors, a Safeguarding campaign pack will be provided, which will include all the supporting information and materials needed such as information flyers, safeguarding question and answers sheet and contact details for key staff within the Council.

## **Mandatory Vaccination**

The mandatory vaccination regulations for care homes come in to force on 11<sup>th</sup> November 2021. Data from the NHS capacity tracker shows that in Buckinghamshire, 84% of care home staff have had their first dose and 74% second dose, with a total of 815 staff across all care homes still to receive a vaccination. Work is still taking place to increase the uptake of vaccination including:

- Clinical consultations for individual staff who have concerns and anxiety about receiving the vaccination
- Guidance, webinars and FAQs to support managers and organisations in engaging with their staff
- Co-ordination of the 'Health on the Move' bus which has been attending care homes to vaccinate staff
- Promotion of the 'vaccine voices' training to encourage peer support within care homes

The Council is also working with agencies to encourage their staff to take up the offer of vaccinations.

## **Small Outbreaks**

At the time of writing there are six open cases of outbreaks in care homes. During 26<sup>th</sup> July to 16<sup>th</sup> August 2021, a total of 24 outbreaks were recorded. These involved a total of 21 residents (100% vaccinated) and 48 staff (90% vaccinated), although there were no hospital admissions or Covid-related deaths. The Council continues to support care providers with the management of outbreaks, communicating guidance, risk assessments and linking with Public Health England.

## **Health and Wellbeing Board Council Update**

On 22<sup>nd</sup> July I held the first meeting as chair of the Health and Wellbeing Board. Partners from the NHS, CCG and voluntary and community sector were present, and it was the first time meeting in person since the start of the pandemic. Our facilities team at The Gateway did a great job in ensuring that we were able to meet safely.

The key priority for the Board is improving the health and wellbeing of our residents and work continues on the Joint Health and Wellbeing Strategy, *Happier Healthier Lives*, to deliver this. Workshops to develop the underpinning action plans have taken place over the past few months and another workshop dedicated to the Age Well part of the strategy is planned for September.

In addition to overseeing the Health and Wellbeing Recovery Plan, the Board is keen to understand the impact of the upcoming changes resulting from the new Health and Care Bill going through Parliament. The Bill is expected to gain Royal Assent in the new year and will impact arrangements at both the Integrated Care System (BOB ICS) and Buckinghamshire Integrated Care Partnership (ICP) level. The Board is anticipating playing a key part in the local 'place' arrangements and in ensuring the ongoing health and wellbeing of Buckinghamshire's residents as part of the wider Buckinghamshire, Oxfordshire and Berkshire West system.

Finally, I believe that the work of the Health and Wellbeing Board should be influenced and informed by our residents. I am committed to ensuring the Board is outward-facing and that it communicates clearly to the public. Our voluntary and community sector partners provide great insight and a voice

for our residents, and over the coming months I will be exploring how this could be incorporated further into the Board's work.

### **A Residents' Action Plan**

Fresh thinking and new ways of working can come from a more collaborative and equal relationship between residents and professionals. During 2020 the Council established a service user/carer forum in adult social care, to provide additional opportunities for residents to share their experiences and agree a programme of actions and activities to improve the delivery of services. This included, for example, making changes to the new adult social care webpages launched in August 2021.

The Residents' Action Plan is currently being finalised and will form part of wider work around developing a co-production approach to the way adult social care services are developed and delivered. The approach, whereby decision makers, customers, families, carers and service providers collaborate, will create solutions which work for all.

### **Day opportunities and Overnight Short Breaks Update**

A series of engagement events and an online survey are planned for August and September which will bring together service users, parents/carers, providers of day opportunities and overnight short breaks, residential and supported living providers, Community Board representatives and key partners in the health and voluntary sectors.

The purpose of the engagement is to explore the changes that the pandemic has had in the way services are delivered by providers and received by service users and carers, to explore the findings of the day opportunities and overnight short breaks needs assessment, and to discuss ideas for improvement. These discussions will inform the development of an options appraisal and business case later in the autumn.

### **Launch of the National Autism Strategy**

The National Autism Strategy was launched at the beginning of July and focusses on six key themes:

- improving understanding and acceptance of autism within society
- improving autistic children and young people's access to education, and supporting positive transitions into adulthood
- supporting more autistic people into employment
- tackling health and care inequalities for autistic people
- building the right support in the community and supporting people in inpatient care
- improving support within the criminal and youth justice systems

The themes will be used to develop a Buckinghamshire Autism Strategy and action plan. This work will be overseen by the recently developed Learning Disability and Autism Partnership Board and will link two existing areas of the Partnership's work in relation to reasonable adjustments, which involves making changes to make services more accessible, and co-production, to develop services and initiatives with individuals and their families.

## **Buckinghamshire Healthcare NHS Trust**

At the end of 2019, the Buckinghamshire Healthcare NHS Trust began to review and update the health strategy for Buckinghamshire, which looks to 2025 and beyond. It sets out how the Trust will meet the needs of our growing population, improve health and wellbeing and reduce health inequalities. The strategy outlines changes being considered in urgent and emergency care, planned care, community services, diagnostics, and rehabilitation, including the national spinal injuries centre. It describes partnerships and new ways of delivering care that make the best use of digital advances and technology. Importantly, it provides options to improve the Trust's facilities making them fit for the 21st Century.

The Trust hopes to publish the strategy at the end of September 2021.



## Cabinet Member report – Climate Change & Environment

Councillor Peter Strachan

### **Flood Management**

The Floodmobile is an innovative mobile demonstration community outreach vehicle that has been designed to bring Property Flood Resilience to life. It is packed with around 50 different property flood resilience measures, to show homeowners and businesses, what property-level adaptations can be introduced to a property to help reduce the impact future flooding can have. An event was held at Sands in High Wycombe using the Floodmobile to raise awareness of flood risk in that community and to provide the different options for residents' homes, with experts on hand to explain what may be right in different situations. Deputy Cabinet member for Environment, Jilly Jordan, supported the event alongside members of the Strategic Flood Management Team. Discussions are ongoing to identify when and where the Floodmobile could be used at other locations at risk of flooding within Buckinghamshire.

### **Successful Funding Bid – Thomas Harding Junior School, Chesham**

The Strategic Flood Risk team has secured £49k in funding from the Department for Education to install flood resilience measures at the Thomas Harding Junior School in Chesham. The measures will include flood barriers, waterproof rendering, non-return valves and anti-flood air bricks. The team are proposing to install the measures in the October half term and, once complete, will provide the School with significant protection from flooding. The works are part of the wider flood resilience project in Chesham which is aiming to complete individual property flood resilience measures to over 40 properties at risk of flooding.

### **Tree Planting Work**

We are undertaking several areas of work to support tree planting in Buckinghamshire, as part of our work to address climate change and recognising the wider biodiversity, air quality and amenity benefits these deliver. We have bid for over £200k in the Local Authority Treescapes Fund (LAF) to support tree planting in non-forest locations, the outcome of which is being awaited. We have offered each school and care home in Buckinghamshire a free tree as part of our support for the Queens Green Canopy, a project marking Her Majesty's Platinum Jubilee in 2022. We are also progressing detailed planting designs and specification for the first phase sites which will contribute towards our target of planting 543,000 trees.

## **Climate Change & Air Quality Strategy**

Before the pre-election period, we undertook a series of engagement events with Community Boards, Parish and Town Councils and attended a detailed session with the Transport, Environment and Climate Change (TECC) Select Committee to review the draft Climate Change and Air Quality Strategy. Feedback has been positive with particular support noted for nature based approaches to mitigating climate change, such as through the planting of trees and hedgerows. We now intend to adopt the Strategy as soon as practical and focus on its delivery.

## **Energy Supply Contracts**

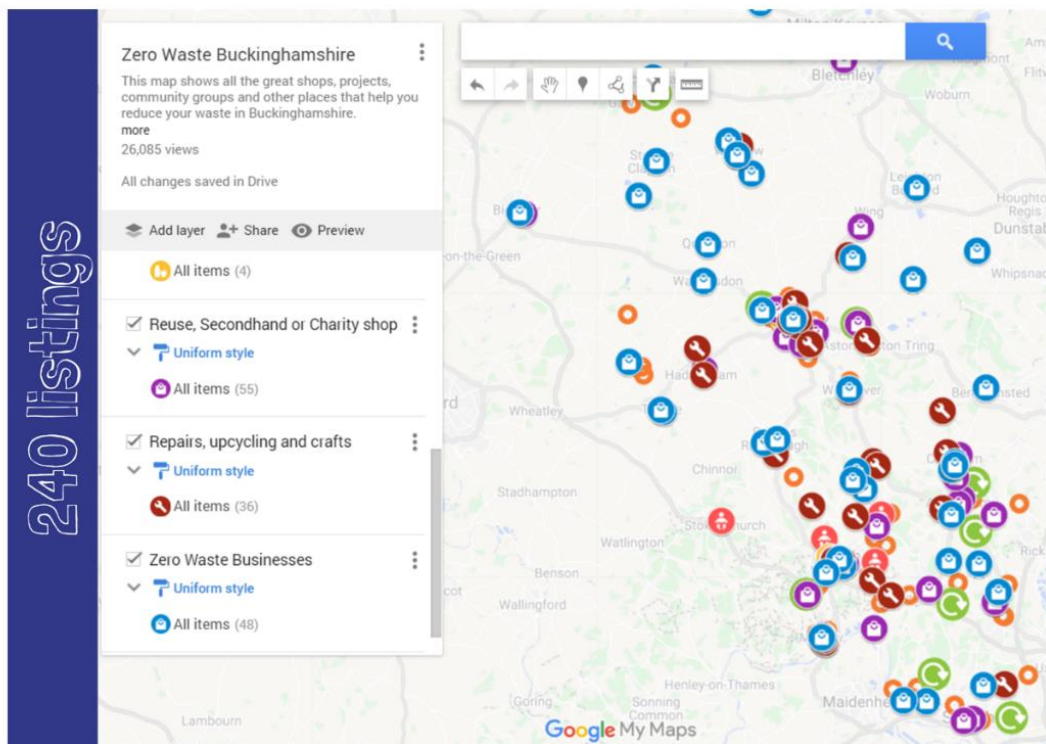
The gas and electricity supply contracts we use can be changed with effect from 1 October 2022 and we are reviewing in detail the various supply options open to us. A key aspect of this work is looking at the various renewable options which are available and how robust their carbon credentials are. Members may be aware that the Government has recently launched a call for evidence into the transparency of carbon claims from energy suppliers and our approach will ensure we are clear about the costs and benefits of any renewable supplies.

## **Green Homes Grants / Domestic Energy Efficiency**

We continue to work across multiple funding rounds to support domestic energy efficiency, chiefly through the Green Homes Grant Local Authority Delivery (GHG LAD) programme. These are focused on improving the energy efficiency of homes with poor insulation and where the household income is low. Working with the Greater South East (GSE) Energy Hub, we have submitted an application for the Sustainable Warmth Competition which incorporates GHG LAD round 3 and the Home Upgrade Grant; the outcome is awaited.

## 'Best Local Authority Recycling Initiative'

Neighbourhood Services has won 'Best Local Authority Recycling Initiative' for its innovative Zero Waste Map at the Awards for Excellence in Recycling and Waste Management ceremony on 21 July. The Zero Waste Map – which has already been viewed by more than 29,000 people since its launch in September 2020 – is an interactive online map that lists over 200 local shops, businesses, projects and public recycling and repair drop-off locations across Buckinghamshire. Andrew Jenkins, Waste Promotions Lead Officer, said "It's great to be recognised for a national award and get the chance to showcase the map to other Local Authorities. One of the major benefits is that other Local Authorities can replicate it so easily and give their residents easy access to local Zero Waste options."



The link to the Zero Waste Map is here - <https://bit.ly/ZeroWasteMapBucks>

## Biffa De-mobilisation

The Biffa Contract in the former South Bucks region ends on 31st October 2021. Veolia will take over collections and street scene activities from 1st November who will then cover waste services for the entire South of Buckinghamshire. De-mobilisation activities are running smoothly with TUPE meetings complete, Depot Dilapidation surveys underway and property and rounds data verified and ready to go live.

## HGV Driver Shortage

This challenge has been well covered in the press, there is currently an estimated shortage of 100,000 qualified HGV drivers in the UK. Veolia, who run waste services in the former Chiltern and Wycombe area have been impacted by this. Driver numbers are currently at a bare minimum with little flexibility for leave or sickness. Veolia are working hard to encourage loaders to get fast track trained as HGV drivers and have a retention bonus scheme in place to keep current HGV drivers.





## Cabinet Member report – Culture and Leisure

Councillor Clive Harriss

### **Culture**

Over the long weekend of 22 to 25 July, we showcased the cultural and creative offering of local organisations and community groups as part of the first ever Buckinghamshire 'Open Weekend'. Co-ordinated by Buckinghamshire Culture in partnership with Buckinghamshire Council, there were over 70 events across the county from Stowe to Marlow, including online, face-to-face and activities to make and do at home. Events included literary and heritage walks, performances, open days, trails, concerts, film screenings, exhibitions and story-telling events. The Story Stall project, with artists engaging residents in storytelling about what makes them happy in Buckinghamshire, continued over July and August. There were also Story Packs (including dance, spoken word and arts activities) with creative activities available online.

Throughout the summer holidays, we provided activities for younger children through 'Play around the Parishes' with 27 half-day sessions and eight fun days taking place.

On 19 August, the national and international spotlight was on the unique heritage of Stoke Mandeville as the birthplace of the Paralympic Movement; the Paralympic Heritage Flame Lighting Ceremony was organised by the Council working with our local and international partners and featured on the Channel 4 News. We also worked with our internal communications team and staff equalities network to promote the launch of the International Paralympic Committee's disability awareness campaign 'Wethe15', highlighting that an estimated 15% of the population across the world have a disability. Key council buildings were lit up and a video montage promoted internally featuring some of our Buckinghamshire staff showing their support for the campaign.

### **Libraries**

More than 2,700 children signed up to the Summer Reading Challenge in our libraries which was open to primary school age children and designed for all reading abilities. Children could sign up for free at a participating library during the summer holidays and read whatever they liked, whether it was fiction, fact books, poetry, joke books, picture books, graphic novels, audio books or eBooks. They received special rewards each time they finished a book and there was also a certificate for everyone who completed the Challenge. Throughout the Challenge, library staff and volunteers supported children, helping them to explore a wide range of different types of books and enjoy a range of creative activities and events.

Buckinghamshire Libraries also recently submitted an expression of interest for the Department for Digital, Culture, Media and Sport's [Libraries Improvement Fund](#) which is administered by Arts Council England, for capital schemes that deliver digital inclusion, commercial opportunities, flexibility and sustainability. I am pleased to say that we have now been invited to progress to the next stage and submit a full funding application for our plan to re-model Wendover Community Library as a local community hub, developed in partnership with Wendover Community Library Trust and Wendover Parish Council. The aim is to increase the size of the library and create flexible meeting spaces that will enable partners such as Wendover Parish Council and Thames Valley Police to have a presence in the building. Local resident and stakeholder engagement was undertaken during 2019/20 which evidenced strong support for more meeting spaces and an enhanced library offer. The library already operates as a Council Access Point and if funding is secured, this project will establish the library hub as the focal point for Wendover. We should know the outcome of our application in February.

## **Leisure**

We were delighted to see Covid-19 restrictions ease further from 19 July, in line with the Government's roadmap. Our leisure centres have seen a positive response in terms of customers returning now there is increased capacity for both group exercise and swim classes; the latter are particularly important as children make up for lost time in building swimming confidence and skills. Feedback from our leisure operators is that the ability to book swim sessions in advance, both for recreational lane swimming and family swimming, has proved very popular with customers, encouraged people to commit to more regular exercise, and enabled pool programmes to be adjusted to maximise opportunities for swimming lessons. The focus is now on building back the wide range of wellbeing and rehabilitation sessions that were available pre-pandemic, including active heart programmes, GP referral schemes, cancer rehabilitation and Covid-19 recovery programmes. Our leisure operators are also working closely with colleagues in Public Health on the Active Communities and Live Well Stay Well programmes.

The pool replacement work at Chalfont Leisure Centre has continued to progress positively; testing of the new pool tank has been completed successfully and the tiling of the pool is now fully underway with the project still remaining on course and the centre to be reopened in early autumn. The new Chilterns Lifestyle Centre remains a key priority and there is intense focus and resource being targeted on the remaining work required from all key parties involved to ensure the autumn completion and opening is achieved as expected. Over the coming weeks we will also see recruitment underway for new staff at the centre; this site along with our other sites are also working to ensure that there will be opportunities available for young people through the Government's Kickstart Scheme.

The South Buckinghamshire Golf Course has remained busy, with golfing income 25% up in comparison with the same period in 2020, although function bookings continue to be affected by Covid-19. Farnham Park Playing Fields has also been busy following the start of the new football season on 4/5 September. All the regular block booking teams who played in 2020-21 returned, along with a new junior section.

## **Country Parks, parks and play areas**

Despite some poor weather since the last Council meeting, park visitor numbers have remained high, with 426,600 visits between 1 April and 31 July. We were pleased that Park Run activities recommenced throughout the county on 24 July. Events have also returned to the Country Parks, with Jungle Book and Romeo and Juliet outdoor theatre in Langley Park in August and outdoor cinema in Black Park in early September; all three events have been well received. A revised schedule of car

park charges was implemented at the end of June incorporating a 10p increase on day tickets and a £10 increase in season tickets. The money raised by car parking charges is used to protect our parks for future generations, to carry out necessary maintenance and conservation work and to combat the wear and tear that growing visitor numbers bring.

Architects have been appointed for the new visitor facility at Black Park adjacent to the main car park, which will include a new café and toilet facilities; if all goes to plan this should be open to the public in 2023. Landscape designs for the new Country Park in Stoke Poges are in their final design phase and these will be shared with the local members and the community during the autumn.

Following damage to the Grade II listed Langley Park Avenue gates in a road traffic accident, an application for listed building/structures consent to repair the gates and walls has been submitted; the costs of repair will be sought through the driver's insurance.

Construction of the new pylon at Denham for HS2 enabling works continues at pace despite flooding of the park throughout the summer months. Discussions are ongoing with HS2 and National Grid regarding the final details of the restoration plan after the site is vacated later this year/early next year.

New toddler play facilities were formally opened in Alfred Rose Park in Aylesbury on 20 August. Despite some challenges during construction, this new area now completes a great family facility in this wonderful community open space.

Tender documents have now been released for play area improvement/replacement projects at Calvert Green, Haydon Hill, Cottesloe Green and Walton Court and these projects should be completed by the end of this financial year.

A licence to allow Network Rail to access their embankment to complete essential stabilisation works through Riverside Park South (between Haydon Hill and Berryfields) has been agreed for the next couple of months; Property colleagues have assisted and negotiated fees for this temporary access.



## Cabinet Member report – Planning and Regeneration

Councillor Gareth Williams

### **One Uniform project**

Buckinghamshire Council is the Local Planning Authority with responsibility for all planning functions. Planning is a significant service area in terms of size and complexity. The services it provides are critical to our residents, councillors and businesses as well as helping us meet our statutory obligations as a council. Having inherited a mix of back office IT business systems, planning have an urgent need to agree a consolidation strategy onto a new single system. The initial decision has been made to move to a single back office solution called “Uniform”. This will involve many different teams and services both within planning and beyond; environmental health, licencing, land charges, street naming and numbering, housing, estates, contaminated land, anti-social behaviour, etc. The first stage of the project requires considerable preparation by the services using each “module.” The complexity of this preparation work will vary by service, but as an example, preparing the migration of planning data is likely to take many months. A detailed business case is being prepared, but our best estimate for the completion of this project is between one and two years.

### **New Website**

Teams across planning and building control have been helping with the effort to rethink content for the new website and make it easier for users to find and use our services. We have learnt that planning terminology is a barrier for the general public, and so it is not always easy for users to find or understand the information they need. We are tackling this by looking at how we can organise content around what users are trying to do – having their say on planned developments, for example, or checking what they need to do before starting home improvements. We have held user testing on our first prototype page and discussed the findings at a workshop with several service team leads. Key learnings from observing users showed it is easy for users to miss important information due to the order of content on the page and the location of the call-to-action button. We are now looking to develop an overall approach to migration, and to begin the process of planning and drafting content. An outline content plan has been drafted and a roadmap is in preparation. The web-team are holding regular show and tells with the P&E staff, providing updates on the progress being made.

### **Planning Enforcement**

The team continues to provide a firm but fair service seeking to use the most effective and efficient solution to resolve breaches of planning control. Whilst the initial approach is usually through amicable negotiation, where that approach fails or where the breach occurring is serious, and where it is appropriate to do so, we take decisive and firm formal enforcement action. Since becoming a unitary authority we have served over 70 enforcement notices and have closed more than 1400

enquiries into alleged breaches of planning control. You will recall that our performance in relation to issuing enforcement notices had us placed 12th overall in the 2020 calendar year. I am pleased to report that our continued approach to planning enforcement has resulted in us moving up to 11th overall in the 20/21 financial year (5th outside of Greater London) and were only one notice off equally 10th overall.

There remains improvement works within the team, but progress is being made in key areas such as a single inquiry form and the register of formal notices. The team are still recovering from the impacts of the pandemic and lockdowns which includes a backlog in site inspections as well as a high level of enforcement notice appeals (currently 28 in hand). The high level of appeals is, of course, a by-product of issuing more notices. The team have, however, now completed their management restructure and are focussing on a number of high priority projects including reducing existing caseloads and a review of extant enforcement notices, all the while also dealing with business as usual, the day-to-day service provision and the increase in formal notice and appeals.

An example of our firm but fair action was recently reported in both local and national press articles and related to a case where the former Wycombe District Council (WDC) successfully secured the clear up of unsightly clutter in the garden of a property in Whitelands Road, High Wycombe. Following complaints and concerns from neighbours, two planning enforcement notices were served on the owners back in 2013. Despite numerous site visits and regular contact with the owners, old dishwashers, washing machines and gas canisters remained in the garden. With the owner taking no action, the only option was to use direct action powers to clear the land. The WDC hired a specialist contractor to clear the site and recharged the costs to the owner. Since then Buckinghamshire Council (BC) have been seeking to recover the money spent and forced the property to be taken to auction. This action was sufficient to encourage the owner to repay BC the cost of the works undertaken, totalling £59,000.

### **Vale of Aylesbury Local Plan**

After a lengthy examination by an independent planning inspector I am pleased to say that the inspector has now issued his final report to the council and, subject to making the modifications he recommends, has found the Plan sound and capable of being adopted by the council. I will now be bringing this to Cabinet and Council to consider the adoption of the Plan.

### **Buckinghamshire Local Plan**

As you know I am very keen to ensure the new plan optimises the level of brownfield development that takes place in Buckinghamshire. As such, we held a brownfield call for sites earlier in the year. I am pleased to say we had a good response to that call, but I will be encouraging more brownfield site suggestions later this year. This will be part of some wider engagement we are planning, seeking views on the key issues that will shape the Plan going forward.

I would also like to highlight the significance of the Planning Bill due to be laid before parliament towards the end of the year. This is likely to have wide ranging implications for how we take forward the new Buckinghamshire Local Plan. I will, of course, keep members updated on this, as and when we have more details.

### **Neighbourhood Planning in Buckinghamshire**

As you know neighbourhood plans enable communities to influence and create planning policies for their own residents. A neighbourhood plan will be made part of the development plan for that area if it is supported by a majority in a referendum.

Across Buckinghamshire, we now have 28 neighbourhood plans in place and another 17 neighbourhood plans in progress. Additionally, 20 areas have a neighbourhood area designated, meaning they are on the first step in the neighbourhood plan process. The latest area to be designated was Penn Parish. Some of the earlier neighbourhood plans across the Buckinghamshire Council area are now coming up for renewal and some neighbourhood plan groups are in the process of modifying their existing neighbourhood plans.

Since the end of lockdown, we have held two neighbourhood plan referendums at Ickford and Great and Little Kimble Cum Marsh and, in both, the people who voted, voted in favour of their plans being made part of the development plan. Additionally, the council has supported the examination of two plans, with the latest position being the Stewkley neighbourhood plan proceeding to a referendum in October 2021.



## Cabinet Member report – Housing, Homelessness and Regulatory Services

Councillor Nick Naylor

### **Environmental Health**

Post unitary transformation of the Environmental Health Service has started, and officers are now transitioning into their new roles. Teams are now working to harmonise activity to give a 'single service' approach.

The primary focus continues to be Covid-19 work activity. Whilst Step 4 of the Government's roadmap is now in place, officers are still supporting businesses and event organisers with interpretation of the remaining requirements.

Officers continue to work closely with Thames Valley Police on compliance (especially regarding allegations of breaches of the requirement to self-isolate). Whilst the majority of legal restrictions /requirements have now been lifted, businesses still have duties to implement measures required as part of health and safety risk assessments to protect both employees and visitors.

The British Grand Prix at Silverstone took place just before the start of step 4 but had 'Event Research Programme status' and involved well organised partnership working between the circuit and other agencies. Other sporting venues have now also opened and large events have taken place, where officers have offered guidance and monitored as appropriate.

During the pandemic there was a large increase in the number of new food businesses being set up. To help deal with demand, the service has obtained funding from the Food Standards Agency (FSA) to assist in triaging and assessing these new businesses. Officers are also implementing the FSA's recovery plan with regard to assessing established and previously inspected businesses. Officers continue to support the Council's Primary Authority Partnerships, and also other food exporting businesses, as they continue to adapt to the impacts of EU exit.

### **Coroner Service**

The Coroner Service is working within usual tolerances in terms of referrals. Due to staff holidays, there have been some delays with post mortems being performed by Bucks Healthcare Trust (BHT) - the contracted provider. As a result, there have been holdups in ascertaining causes of death, but no funeral arrangements have been affected to date, as alternative arrangements have been put in place using other mortuaries / Pathologists to address the reduced service locally. Further discussions are taking place with BHT in relation to their tender submission for a new mortuary and pathology contract, and consequently the new contract's start date is yet to be confirmed.

## **Registration Service**

Birth and death registrations have generally returned to normal levels, although the number of deaths being registered currently is slightly higher than for the same period last year. Demand for Notices of Marriage / Civil Partnerships continues at a high level, and many of these ceremonies are booked at short notice. The number of ceremonies booked across the summer remains well above usual levels and additional temporary staff from Housing & Regulatory Services have been trained and will provide support and resilience as deputy registrars at venues across Buckinghamshire.

Group citizenship ceremonies resumed on 16 July at the Oculus, following nine months of virtual ceremonies. This was the first group ceremony following a review and refresh of the ceremonies arrangements and ceremony content carried out by the Registration Service and the Buckinghamshire Lieutenancy Office. Virtual ceremonies remain available for exceptional circumstances.

## **Housing**

The implementation of the new Housing structure is continuing, and appointments were made to posts during June and July 2021. The new service structure had a soft launch on 1st August 2021. Interim service delivery arrangements will be in place to allow staff to transition into new roles. The Government has announced the end of the "Everybody in" policy which was put in place at the start of the Covid emergency, to bring all rough sleepers off the streets. The Government has ceased to fund discretionary housing placements and stated that it expects Councils to move on those who remain accommodated under the policy. During the course of "Everybody in" the Council accommodated over 300 verified rough sleepers. Nearly 70 clients remain accommodated at present. Officers are now implementing 'step down' arrangements whereby notices are served on remaining clients (on a staggered basis) to bring their placements to an end whilst providing one-to-one support (via the Council and our partner agencies) to help them to secure alternative accommodation ready for when their notice expires. There is a risk that we may see some clients return to rough sleeping if they will not engage with this process or if they do not make their own housing arrangements. In this event, established rough sleeper services will continue to try to engage with these clients via Outreach, other specialist support and links to short term emergency beds or accommodation. The Government is phasing out the protections and extended possession notice periods for renters, introduced in response to the Covid emergency. From 30<sup>th</sup> September 2021, all the protections will have come to an end and the pre-Covid arrangements will apply. To date, the number of people approaching the Council for homelessness assistance following a landlord's notice has not shown a significant upturn, but officers continue to monitor this as the final protections are withdrawn.

## **Trading Standards**

Tackling the availability of illicit tobacco remains a high priority for the service. As a cheap source of tobacco, often with no health warnings in English and sometimes not in plain packaging, illicit tobacco is linked to smoking in young people and those from more deprived groups for whom price affects how much they can smoke. Because smoking is so harmful (smoking remains the biggest single cause of preventable mortality and morbidity) differences in smoking prevalence across the population translate to health inequalities. An operation took place in June with a tobacco detection (sniffer) dog, funded by HMRC, and a further campaign is planned for Autumn, again using a sniffer dog.



## **Gypsy & Traveller Service (GTS) Update**

Unauthorised encampments across the last three fiscal years show a steady decline – 38 encampments in 19/20, 18 encampments in 20/21 and 13 encampments in 21/22. This is a combination of the impact of the pandemic alongside a holistic and proportionate local approach. The GTS continued to deal with encampments following government guidance during the pandemic, balancing both the welfare needs of the Travellers and the rights and freedom of the settled community. Robust action was taken on groups when required and rationalised levels of toleration to families that adhere to the Council's code of conduct. Development of the forward looking strategy is due to start this year and will build on existing good work, ensuring a long term plan is in place to manage the GTS.

## **Licensing**

Work continues to progress with the new Taxi and Private Hire Licensing Policy which was implemented on 6<sup>th</sup> September 2021. The Service worked to a communications plan to ensure that, as far as possible, the licensed trade was briefed on the changes being implemented before the Policy went live. A new Policy webpage has been created, where up to date information can be found, at <https://www.buckinghamshire.gov.uk/business/licences-and-permits/taxi-licensing/new-taxi-and-private-hire-licensing-policy/>.

The draft Licensing Act Policy was approved for consultation purposes by the Licensing Committee at their meeting on the 22<sup>nd</sup> July. A full public consultation will commence w/c 23<sup>rd</sup> August and run to October 2021. The draft Gambling Act Policy is currently with our legal team for input and will be presented to the Licensing Committee on the 20<sup>th</sup> October with a view to approval for public consultation which will then be carried out in November and December 2021. Both policies will then come forward to Full Council for approval and adoption. Under transitional arrangements, both of these policies must be in place for the new council by 1<sup>st</sup> April 2022.

The implementation of the new Licensing Service structure has commenced following consultation and the majority of the management posts have now been appointed to. The new Service structure went live from the 1<sup>st</sup> September and consists of a taxi licensing and commercial licensing team ultimately delivering services across the whole Council area. As we harmonise licensing policies, we will simultaneously look to harmonise customer experience and application processes, focusing on digital improvement and system changes to support this.

## **Cemeteries and Crematoria**

The crematoria management team has been expanded to support the further development of the Service and the capital improvement programme and we have now recruited into two senior roles in the Service. Service improvement has enabled us to align the direction of the cemeteries and crematoria so that they are now within one service area and are overseen by a single senior manager.

We are currently recruiting into the Cemeteries Service and anticipate the structure will be complete in the near future. This will allow us to start to work on harmonising the cemeteries systems and processes across the council area and to ensure that we are providing a consistent high-quality service to our customers.

We are very pleased that Bierton Crematorium has been listed as a RIBA South Award winner. The RIBA National Awards are given to buildings across the UK recognised as having significant contributions to architecture <https://www.architecture.com/awards-and-competitions-landing-page/awards/riba-regional-awards/riba-south-award-winners/2021/bierton-crematorium>.

There are extensive tree felling works taking place at Chilterns Crematorium over several weekends, to minimise disruption to funeral services, from the 21<sup>st</sup> August through to October. Surveys have identified in the region of 280 ash trees in the woodlands that have Ash Dieback, a disease which infects the trees, making them brittle and liable to lose branches and split during strong winds. By the winter of 2021 some of these infected trees will be potentially dangerous. The trees are in the areas of the crematorium grounds where, for over 50 years, people have scattered the cremated ashes of their loved ones. This does make the removal of the trees particularly sensitive and we have been telling people about the felling via signage on site and on the crematorium website for several months in advance of felling work starting. A communications plan accompanies the felling work which may include some proactive media releases.

In the spring, replanting of many new Chilterns-friendly young trees (the exact make up and species have been identified already by the Forestry Commission) will begin. We would like to invite local residents, school children and community groups, as well as families, who have scattered ashes in the woodlands, to help plan and plant the new trees.



## Cabinet Member report – Education and Children’s Services

Councillor Anita Cranmer

### **Fostering & Adoption Service becomes ‘Friend of WWSET’**

Buckinghamshire Council’s Fostering and Adoption teams have become ‘Friends of WWSET’, a partnership with the official charity partner of Wycombe Wanderers Football Club, Wycombe Wanderers Sports and Education Trust (WWSET).

WWSET harnesses the significant power of the Wycombe Wanderers brand to deliver projects and activities that educate, motivate and inspire the High Wycombe and South Bucks community through the power of sport.

The Friends of WWSET partnership package includes opportunities to our Fostering and Adoption Services for not only recruitment but also retention of foster carers and support for adopters. This includes:

- Being placed in the matchday programme of every home game, with attendance of up to 10,000 fans.
- 30 seconds of pitch-side LED advertising for both services.
- A marketing reach of over 250,000 digital eyes and 6,000 participant eyes monthly.
- Joining the Adams Park Business Hub – a network of over 100 local companies in every trade. In particular, this will provide the opportunity to engage local businesses into becoming ‘Fostering Friendly Employers’.
- Have marketing literature distributed through WWSET’s network of participants, parents and partners.
- Unprecedented matchday benefits including free tickets for our looked after children.

WWSET have a social media following of nearly 260,000, giving us a large local audience to engage with. The football club is diverse and family orientated, broadening our marketing potential for both fostering and adoption. This partnership enables both our Fostering and Adoption teams to connect with local people and spread the message of the need for foster carers and adopters for local children.

The partnership launched on Saturday 7 August 2021 where football fans were back at Wycombe Wanderer's first competitive match since March 2020 in full numbers. The launch also included a press release where the need for families for local children through fostering and adoption, particularly for brothers and sisters, children from Black and Minority Ethnic heritage, older children and children with significant needs, was highlighted.

You can find out more about what the partnership means [here](#).

### **Thomas Hickman Nursery**

In 2018, the Department for Education launched the School Nursery Capital Fund in order to support the delivery of Government funded two-year-old places for eligible children. The funding was aimed at schools that have more than 20% of pupils eligible for Free School Meals; as there is a correlation between this and eligibility for the funded two year old offer. A review of all schools in Buckinghamshire meeting the criteria was undertaken to identify potential opportunities for expansion, where additional provision was needed. Thomas Hickman School in Aylesbury was identified as the most appropriate school with 23.4% of pupils eligible for Free School Meals as well as being in an area where further capacity was required.

A successful application to the Department for Education's School Nursery Capital Fund provided 50% of the funding towards the £750K new purpose-built space at Thomas Hickman for funded two-year olds and out of hours childcare for school age children. The new nursery can accommodate up to 39 children at any one time. Despite the impact of Covid, the building was successfully completed on schedule and handed over to the school at the end of the summer term. The new building opened at the beginning of September 2021.

### **Buckinghamshire Adult Learning**

Buckinghamshire Adult Learning (BAL) adapted and has responded extremely well to the unprecedented challenges created by the Covid-19 Pandemic. During the last academic year, BAL have moved most classes online, offering virtual tuition and learner support. This has enabled them to achieve strong performance and retain their allocation of grant funding. This core activity has been supported by ongoing participation in the Supported Internship and traineeship programmes as well as supporting apprenticeships, as the Council's preferred provider.

BAL is funded via external grants and contracts issued from the Education and Skills Funding Agency (ESFA), through levy funding draw down via the Digital Apprenticeship System (DAS) and fees collected from its customers. As part of this arrangement, BAL is required to target and deliver education to meet the local needs of its residents.

By becoming an increasingly efficient service, BAL will be enabled to deliver better value for Government grants with ambitious future targets of delivering more provision within an efficient, sustainable service. The Covid-19 pandemic has dramatically reduced BAL's in-year fees and as a result of changes to the local economy, it is expected that continued reduction in fees may be seen for the next few years; however, BAL is working hard to promote courses and encourage learning delivered on-line and at nine dedicated sites across the county.

Apprenticeships are a key deliverable in the Council's economic strategy and for its own staff. BAL is the Council's preferred apprenticeship provider for business programmes, such as management, team-leading, business administration, customer service and finance. Also delivering support teaching, early years educator and playworker roles in Buckinghamshire's schools. Although

apprentice numbers reduced during Covid-19, predicted numbers for 2021/22 and beyond for the council and local schools are now showing an upturn which is pleasing.

### **Educational Psychologist Offer**

Over the past eighteen months, our team of Educational Psychologists within the SEND service has gone through significant change. A new Principal Educational Psychologist joined the team in January 2020 and has been instrumental in driving forward change, including the launch of a highly successful recruitment campaign, including a real focus on 'growing our own'. At the beginning of September, for the first time ever, five trainee Educational Psychologists joined the team. Also, from September, Educational Psychologists started to offer consultations to schools for their pupils without an Education, Health and Care Plan to ensure that children are supported at the earliest opportunity, with an aim of preventing further escalation of need. They will also be taking on a number of projects with an aim to have a wider impact on school practice, including focusing on emotional based school avoidance, and co-production with children and young people, ensuring their voices are heard. They will also continue the nurture based work recommenced this year, including the Holding Hands and Emotional Literacy Support Assistant programmes. In addition, they will also be offering a form of clinical supervision to all primary school headteachers in Buckinghamshire, recognising that the headteacher is at the heart of the school and supporting them to have the resilience and emotional capacity to lead, which will in turn promote an authentic and inclusive leadership style that will further impact our children.



## Cabinet Member report – Communities

Councillor Steve Bowles

### **Armed Forces**

We are affirming our commitment to Armed Forces Community and Armed Forces Covenant recognising Buckinghamshire's proud and historic links to the Armed Forces. The Armed Forces (Civilian-Military) Partnership Board has been re-established, with the board meeting quarterly moving forward. The board has identified four initial priorities and created dedicated task and finish groups to deliver i.e. Veteran Clubs. One of the priorities will build on the activity and work that awarded us a Silver Defence Employer Recognition award in July 2020 and strive towards achieving the gold award.

### **Community Safety**

I am pleased to announce that following a service review, the new Community Safety Team was launched on 16 August 2021. On vesting day, teams from all legacy councils joined and have been working hard to understand best practice and move the service forward. Both Arif Hussain and I attended the new teams' launch and were impressed by their commitment, enthusiasm and ideas. Now the team have a new structure in place there will be regular member briefings, the first of which will be in late September. This will help members know more about the teams' work plans, connections with partners, as well as the critical programme of work under the Safer Buckinghamshire Board. In addition, plans are underway for a Prevent Community Roundtable which will take place in the Wycombe area in early October. The aim of this event is to provide a better understanding of the Prevent agenda to communities that have a risk of radicalisation and give them an opportunity to ask questions.

A Serious Violence Coordinator is part of the new structure and funded by the Home Office. The post will support our preparation for the new statutory Serious Violence Duty which is expected to be enacted in April 2022. This duty is intended to create the right conditions for agencies including local authorities to collaborate and communicate regularly, to use existing partnerships and to share information and take effective coordinated action to reduce serious violence in their local areas.

### **Relationships with Ethnic Minority Community and Faith Leaders**

Our Community Engagement and Development team are building greater links and positive relationships with ethnic minority communities and faith leaders. A dedicated officer is engaging with a number of informal networks and contacts around Covid-19 recovery and other local priorities. The team have doubled the number of ethnic minority faith and local leaders and community organisations they support, currently sharing resources with over 100 contacts. The team have facilitated 20 meetings with community leaders and public health to support Covid-19 response

and recovery and other health inequalities. To support the vaccine roll-out, the team are regularly engaging with 30 community and faith leaders to gather insight around vaccine barriers to inform vaccine equalities initiatives.

### **Community Boards**

The first board meetings were held in July and the next meetings will be in October/November. Actions groups have been formed across all boards and each board will have their annual Action Plan in place by mid-September. The first Annual Report on the work of the Community Boards was recently discussed at Cabinet. This captures the start of the boards' journey last year and the ambitions over the next 12 months. This new way of working can make a considerable difference to local communities, both at accelerating plans for local ideas and projects, as well as hearing local voices and what matters most to them. We are having fortnightly funding review meetings and I can see the variety of local creative ideas that are coming from the boards that will have significant impact. I would urge all local members to take an active part in their community boards to help develop the model. There will be regular member briefings and a newsletter to help keep everyone updated on activity across all the boards.

### **Town and Parish**

Town and Parish Councils remain key partners for the Council. We are committed to working closely with local councils, understanding, and complementing each other's roles for the benefit of our people. We share the goal to make our county, towns and villages, great places to live, work and bring up a family and know that there is strength and value in doing that together. The Town and Parish Charter highlights that commitment to working together. A draft has been shared with local councils for feedback and the Charter is due to be formally launched in October, with the aim for as many councils as possible to sign up to it.

### **Financial Insecurity Partnership**

Work has been progressing at pace to support those residents whose financial security has been significantly challenged because of the pandemic. The Financial Insecurity Partnership, whose membership includes stakeholders such as Citizens Advice Bureau, Housing Associations and the Department of Work and Pensions, has been gathering data and exploring this issue over the last few months. Work highlighted that the former Wycombe District area has a high proportion of households in poverty with a disproportionate number of claimants and a decrease in job postings. There is collective agreement across the Partnership to deliver a pilot in the Wycombe area, working across multiple organisations to understand the issues more fully, especially at a granular level, and collaboratively develop and implement support measures. This pilot has now started with the first workshops taking place within the next couple of weeks.

### **Food Partnership**

The Financial Insecurity Partnership work dovetails into the Buckinghamshire Food Partnership work on food insecurity. Recent modelling by the University of Sheffield utilised data from a survey commissioned by the Food Foundation and, for the first time, allowed us to understand food insecurity at a local authority scale. We are currently engaging with the authors of the report and food support organisations to understand, more fully, the situation within Buckinghamshire.

In addition, we have been supporting vulnerable residents using COVID Government Support Grants which, to date, totals just under £2.5 million. We have utilised this money to provide approximately £1.2 million of Holiday Food vouchers to families in receipt of Free School Meals, provide direct support to households via the Helping Hand team and through our voluntary sector partners embracing a collaborative funding approach with our partners and Community Boards.





## Cabinet Member report – Transport

Councillor Steve Broadbent

### **HS2 and EWR Update**

There continues to be ongoing concern regarding the damage being caused to the highway by EWR in the north of the county; the Council is working with EWR to tackle the significant repairs needed on Queen Catherine Road, Main Street and Herds Hill. These roads, which were never designed for the heavy construction traffic needed for the EWR project, have deteriorated very quickly and are now in a very poor condition. Specialist engineers from both the Council and EWR have been on site to plan the most appropriate repairs needed to bring the road back up to a suitable standard as quickly as possible. Works of this type need detailed design and planning to ensure that the final repairs are suitable for the traffic using the road and the EWR engineers are working with Transport for Bucks (TfB) to make sure their plans are appropriate and sufficiently robust to last for the entirety of their period of works. Specialist contractors are also needed to undertake the work on the ground. It is anticipated that this work will be completed by mid-October 2021 and as soon as firm plans are in place, we will be notifying local residents. Until these substantive works are complete, temporary road repairs will continue to make the worst of the defects safe.

Discussions with HS2 Ltd are ongoing in parallel and combined to EWR conversations to secure the necessary funding to repair the damage caused as a result of their construction traffic on our highways network.

### **Appointment of HS2 and EWR Marshal**

Due to the significant increase in the HS2 & EWR works across the county, Buckinghamshire Council has appointed two HS2 & EWR Marshals to help residents impacted by the projects. The Marshals will be the Council's eyes and ears on the ground addressing highways and planning issues caused by HS2 Ltd, the EWR Alliance and their appointed agents, contractors and subcontractors. A major part of the Marshal's role will be to respond to complaints and queries relating to traffic management, highways activities and planning related issues of HS2 and EWR. To achieve this, they will ensure that all works and site operations are completed within the agreed plans, programmes and timescales. They will also have the Council's planning powers of entry to check works and mitigation are compliant with the Town and Country Planning and Local Government Acts.

### **Transport for Buckinghamshire Update**

The summer season is traditionally a very busy time for the service, delivering a wide range of capital road maintenance schemes and general highways maintenance activities. With very welcome significant additional funding for surfacing works and drainage schemes, this year has been particularly busy.

Although delivery on the ground continues apace, national shortages of HGV drivers, difficulties with supply chain delivery and recruitment and Covid related impacts have hindered delivery against programme in some areas.

By the 25<sup>th</sup> August 25,375 gullies had been inspected, with 22,445 cleansed and operational after the visit. This is against a total of over 85,000 and represents a step change in previous years' cleansing. However, the programme has fallen a few weeks behind where we had planned to be by now, because of the issues outlined above. To try and address this and get back on track, before the winter service begins, TfB in-house crews have been working evenings and weekends, our existing supply chain partners are being equally responsive and are procuring further gully cleaning companies to ensure additional crews can work on the programme.

The capital drainage schemes to repair and improve key highways drainage schemes are on track with a full programme of 31 major schemes planned by year end. In addition, around 70 ditching and minor schemes have been delivered so far. The LATs are continuing to raise new works orders for repairs as these are identified through the cleansing programme and so far, over 1100 gullies have been brought back into operation through this work.

Our annual surface dressing programme was completed in August, with 26 full schemes delivered. Footway and plane and patch schemes will now ramp up in September to deliver the programmed 58 plane and patch and 41 footway schemes by the end of the financial year.



Following a successful bid submission, Buckinghamshire Council have been awarded a £500K traffic signals maintenance grant by the Department for Transport toward a refurbishment scheme for the Walton Street Gyratory. This award will greatly help both refurbish and future proof this critical traffic junction. The outline scheme is now being taken to detailed design for delivery in the next financial year.

### **Opening of the Hayden Hill Cycle Link**

On 24<sup>th</sup> August we officially opened the Hayden Hill Cycle Link to provide a continuous off-road link between Hayden Hill to the Aylesbury Park Way Station and onto the Waddesdon Greenway. The route forms part of the Buckinghamshire Greenway Project to ultimately provide a high quality cycle route from Silverstone in the north of the county to the Misbourne Valley in the south of the county. Locally, the route will connect with the Ruby Way and Emerald Way cycle routes and the existing and future off-road route to Buckingham Park and Watermead.

### **Capability Fund**

We have been awarded £115,000 towards capability funding to help support behaviour change to active travel modes and for the development of deployable active travel schemes so that they can be implemented more quickly or utilised to respond rapidly to funding opportunities. We are focusing this on additional resources to change the way people travel to schools and work through supporting Living Streets and their WOW (walking to school) tracker.

### **Back to School - Travel to School Awareness Campaign**

We are starting a mini campaign to encourage more sustainable travel to school as schools go back. The campaign focuses on:

- Encouraging More Sustainable Travel Modes to School – with a press release and banners at school encouraging walking, cycling, scooter, or bus to school.
- Safety of School Crossing Patrollers. Look for our Stop means Stop – Watch your Speed notices on the back of buses.
- Think before you Park and Parents Parking Promise - highlighting the issues of poor parking round schools as it is one of the main safety concerns around schools.

### **School Bus Arrangements and Additional Commercial School Bus Routes**

Officers have worked extremely hard to prepare for the start of term on 2nd September. 74 new Council-run bus routes are in place to ensure that children who are eligible for Council transport assistance are supported to get to school. All new timetable details are published on the Council's website and can be [found here](#). The Council's spare seat scheme continues to operate. This scheme enables parents who do not qualify for free transport assistance for their child to apply to buy a spare seat on a Council-run bus where there is space available (after seats are allocated to eligible children). Over 600 parents/carers have bought spare seats on Council buses for the academic year 21/22. This includes 188 new students and 443 continuing students (data provided 31 August). 328 new applications were received this year with 276 offers made (84% success rate for the parents who applied).

As part of school bus changes, we have worked with local commercial bus companies so that those routes that carry few or no eligible children are taken over as [commercial school bus routes from September 2021](#). We are really pleased that there are 14 extra commercial routes operating across the county to support parents to get their child to school. All children who paid for a seat on a council-run school bus in the 2020/21 academic year who wanted a seat on a bus from September 2021 had the opportunity to buy a seat on a council or commercial school bus or on a public bus or train.

### **Visiting our Compliance and Safeguarding**

On 29<sup>th</sup> July I was pleased to visit the Client Transport Compliance and Safeguarding team at the Mandeville Training Centre. The team deliver several training courses to taxi and coach drivers, as well as to the passenger assistants that transport our most vulnerable clients on Council contracts.

I joined their specialist wheelchair training course with a group of six others, starting with a classroom presentation, followed by a demonstration and finally a practical test on a wheelchair accessible vehicle. The candidates have to show their proficiency in securing a wheelchair user inside a vehicle before they are allowed to do this on our contracts.

During the school term there are approximately 1,650 contracts run daily of which about 144 are wheelchair users. The safeguarding training has been adapted to be delivered online and the wheelchair courses that were restarted in April 2021 has seen more than 180 contracted staff members attend.



## Bus Service Improvement Plan Update

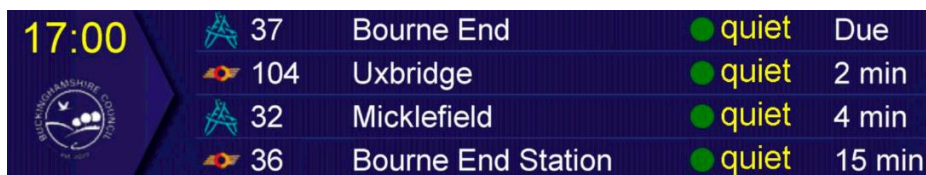
As required in the National Bus Strategy (*Bus Back Better*) published in March 2021, the Council is currently drawing up a Bus Service Improvement Plan (BSIP). The BSIP is a joint project between the Transport Strategy and Public Transport teams and outlines the ambitions of both the Council and local bus operators on how bus services can be improved in order to attract more passengers and reduce local car journeys. This in turn will help to inform the creation of an Enhanced Partnership between the Council and bus operators.

The Council has been working with bus operators to establish their key priorities to improve bus services and have undertaken a survey with both bus users and the wider community to determine which measures for improving bus services to prioritise. An update will be brought to the Transport, Economy and Climate Change Select Committee on 16<sup>th</sup> September, followed by a report to Cabinet on 19<sup>th</sup> October.

### Bus occupancy indicators

Public Transport have been working with bus operators and our real time display contractor VIX to indicate to passengers how busy the next few buses due at their stop will be. These are initially being rolled out over the summer period on the 60 'Solent' digital bus screens located across the county. Arriva and Carousel routes will be marked as:

- Bus quiet/quiet - meaning seats are available
- Fairly busy - meaning a few seats available
- Busy - meaning standing room only



Time	Route	Destination	Occupancy	Time to Arrive
17:00	37	Bourne End	quiet	Due
	104	Uxbridge	quiet	2 min
	32	Micklefield	quiet	4 min
	36	Bourne End Station	quiet	15 min

We are working with other bus companies to roll this out further. The software has been funded by part of the Travel Demand Management grant received from the Department for Transport to help local authorities manage public transport usage during the pandemic.

### Changes to local bus services

Local operators are making various changes to their commercial bus services across the county for the beginning of the academic year. Timetables are being adjusted following the lifting of restrictions over the summer and in anticipation of travel increasing from September onwards.

The Public Transport team have been busy working on about 40 new/revised local bus timetables for the start of the academic year. This information will go on the website, into the national Traveline Journey Planner, on Real Time Information displays and at bus stops. Over 1,500 of our bus stop timetables will be updated. Details of all local bus service revisions can now be found on our [service changes page](#).



## Cabinet Member report – Finance, Resources, Property and Assets

Councillor John Chilver

### **Public Sector Network cyber security compliance**

In July the Cabinet Office confirmed that the new Buckinghamshire Council had successfully passed its Public Sector Network (PSN) compliance. The PSN enables the council to securely connect to other public sector agencies e.g. our ability to share electronic data with the DWP. It is also seen as a positive marker for our overall IT cyber security approach. To achieve compliance, we must meet strict Government security standards and prove that our security arrangements, policies, and controls are sufficiently rigorous to interact with other public sector agencies (evidenced by a detailed confidential submission to the Cabinet Office). Previously each legacy council had its own individual PSN accreditation. Given the major challenges we face in managing all the legacy council IT environments our new single council accreditation reflects the substantial effort made by all the IT staff involved.

### **Together Survey**

The Together Survey is a staff pulse survey which is undertaken 3 times a year and invites employees to share how much they agree or disagree with ten core statements. The survey results measure how employees are feeling about the council, work, the impact of Covid and their job.

The last survey was completed in July and across the Council 49% of staff responded. The questions are grouped into 5 index scores and these results for the first four indices are compared to the external benchmark data. The results continue to be positive with staff agreeing and strongly agreeing as follows

- Engagement – 73% (external benchmark 65%)
- Managing Change – 59% (external benchmark 64%)
- Well-being & resilience - 73% (external benchmark 72%)
- Covid-19 and its impact - 80% (external benchmark 74%)
- Our New Council- 69%

Results are shared and discussed with all staff at an individual, team, service and Directorate level. We acknowledge what we are doing well and we also highlight areas for improvement ensuring that the 'You said .... We did .....

The next survey is in November and we will be introducing an option for staff to provide narrative so that can build on the discussions we have within teams to address staff concerns and issues.

### **Website Developments - Revenues and Benefits**

August has seen the new online content for Council Tax, Benefits and Business Rates go live on the new Buckinghamshire.gov.uk website. The digital team have worked closely with the Revs and Bens team to deliver an improved customer experience, remove duplicate content from the legacy district sites and pave the way for the introduction of the new single portal for all Revs and Bens users in Buckinghamshire in December. Across all three services we have created much simpler and effective user content and journeys and reduced legacy content by up to 60%.

### **Aylesbury courts complex generates income from filming**

The vacant court complex has recently been utilised as a filming location with productions from Amazon and Netflix already completed and a number of upcoming productions for BBC and ITV in the pipeline. The old Aylesbury Crown Court has benefited from the closure of Kingston Crown Court for development and has enabled the council to attract significant interest because of the location and style of Court 1.

The filming is carefully managed and supervised to ensure that the Listed Building and its contents are respected and protected. Local restaurants and cafes have been benefiting from the activity, particularly those in the adjacent Exchange complex.

A business plan for the bringing the courts back into community/commercial use longer term is currently being developed for Members' consideration in due course.

### **Aylesbury Community Centres**

Following the relaxation of the Government Guidelines on Covid restrictions on hiring venues in July, there has been a steady return of customers booking our venues. We are continuing to work with our regular hirers, in particular groups offering activities for the older age groups on reassuring them the venues are still Covid secure and the majority of these are re-hiring from September 2021.

Following the loss of the Preschool at the Alfred Rose Centre in January, working with the Council's Early Years Team, a new operator has been found. Pending their Ofsted Inspection and agreement to the licence to Occupy, they will be offering this valuable service to the Community from September 2021.

In August, the newly refurbished Southcourt Community Centre play space opened. This was part funded from S106 funds and support from Morgan Sindall who provided free labour and paint as part of their Neighbourhood week.



### **Vale Retail Park**

Terms have been agreed with a major retailer to take space at Units 1, 2 and 3 at Vale Retail Park, subject to planning approval. The Council will combine the three retail units whilst also retaining a smaller Unit 3b to let separately and undertake improvements to the frontage and car park. The letting will secure a significant income for the Council at the retail park and create new jobs. Terms have also been agreed on Units 3b and 5 with national retailers.

### **Green Park**

Terms have been agreed with a new operator at Green Park to preserve the venue as an outdoor learning centre and they are now in occupation, operating the facility ahead of the lease completion. Green Park will benefit from a tenant led investment programme, providing financial savings for the Council and creating local employment.

### **Friars Square Shopping Centre, Aylesbury**

Following the acquisition of the Shopping Centre in April, business has continued as usual. The Centre has fully re-opened following the lifting of the Covid restrictions and footfall has been increasing month-on-month. There are only 2 retail vacancies.

### **Old County Offices**

The planning consent to convert Old County Offices to 46 residential units has been granted. Further detailed design will now be undertaken, and subject to Cabinet awarding a construction budget, this iconic non listed heritage asset in Aylesbury Town Centre will be converted. Work could start on site as early as spring 2022 with completion in autumn 2023. This is a positive step forward to delivering high quality housing in a highly sustainable location.

### **Capital Schools Project**

Property Services continue to work with colleagues in Children's Services to bring forward the development and delivery of our substantial new schools and expansion programme. Since our last report a number of projects have achieved Practical Completion including the Amersham School expansion and the new Kingsbrook Primary. We continue to progress the Kingsbrook Secondary (development of new secondary school); Chiltern Hills Academy (major expansion works); Holmer Green and Misbourne School (major expansion and sports hall works).

Property Services continue to work with colleagues in Culture, Sport and Leisure on the development and delivery of new leisure facilities including the Chilterns Lifestyle Centre in Amersham and the installation of a new swimming pool in Chalfont Leisure Centre, both scheduled to open in the autumn; and with colleagues in the Economic Regeneration Team on the regeneration of the Brunel Shed, a Grade 2 listed redundant railway shed and extension on adjacent land for commercial rent.

### **High Wycombe Major Projects**

Cressex Island – Crest Rd signalisation will be completed on time and on cost. The Council has now sold a development site subject to Planning and the developer continues to work up its plans for bringing forward the project and a Planning Application.

HQube- 12 unit small workspace development has achieved Practical Completion and is already largely let.

Handy X Hub – The Council has agreed a conditional disposal subject to Planning on the site. The developer operator continues to work up a Planning Application for the site.





## Notices of Motion

**Date:** 15 September 2021

### **Motion on Adult and Social Care Funding**

**Proposer:** Councillor Robin Stuchbury

**Secunder:** Councillor Stuart Wilson

“In anticipation of a steadily ageing population (an increase of nearly 18,000 65s+ by 2030, +17% versus 2021 in Buckinghamshire according to ONS) and the ongoing impact of the Covid-19 pandemic, this Council agrees that the Adult & Social Care Precept, linked to a Council Tax cap, is an unsustainable mechanism for funding adult and social care in the mid- and long-term.

The Council calls on the Leader to send a cross-party letter to the Chancellor of the Exchequer and Secretary of State for Health & Social Care urging the Government to address this critical matter in its forthcoming spending review with the relevant plans and legislation put in place to enable local government to support our elderly and most vulnerable appropriately.”

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### **Climate Risk**

**Proposer:** Councillor Ed Gemmell

**Secunder:** Councillor Greg Smith

"The Council notes that the effects from Climate Change are widespread, rapid and intensifying and are affecting all areas of the Earth in multiple ways as stated by representatives of the IPCC on 9 August 2021.

These rapid and intensifying effects are already affecting the UK and Buckinghamshire in multiple ways which will only get worse as the global temperature rapidly approaches, and likely surpasses, 1.5 degrees in the early 2030s.

In recognition of the risks associated with such effects the Council proposes that all risk registers for the council, all departments within the council and in all associated bodies over

which the council has influence should be updated to include “climate risk” or “risk from climate change”.



## Leader Decisions Taken

Information on decisions taken by the Leader since the last full Council agenda. For an up-to-date list of decisions taken and forthcoming decisions, please refer to the Council's website – <https://buckinghamshire.moderngov.co.uk/>

12 Jul 2021

**TR11.21 - Castle Street, Marsh Gibbon, Traffic Calming build out**

The Leader **APPROVED** the build out as approved through the planning process and subsequently approved through detailed technical approval procedure conducted by Highways Development Management.

29 Jul 2021

**HW01.21 - Public Health Reserves**

The Leader:

**AGREED** that funding is provided from the Public Health reserve to support specific projects addressing the Buckinghamshire Health and Wellbeing Recovery priorities.

4 Aug 2021

**TR12.21 - B482 Marlow Road, Stokenchurch raised table zebra crossing**

The Deputy Leader and Cabinet Member for Health and Wellbeing, on behalf of the Leader **RESOLVED**:

- a. to approve the implementation of the raised table at the existing zebra crossing point near Hart Moor Close on B482 Marlow Road, Stokenchurch; and
- b. that correspondents to the Statutory Consultation be informed of the decision.

11 Aug 2021

**HW02.21 - Budget Realignment - Adult Social Care Operations**

**The Deputy Leader and Cabinet Member for Health & Wellbeing, on behalf of the Leader:**

**APPROVED the proposed Adult Social Care Operations Budget re-alignment**

11 Aug 2021

**TR13.21 - Chartridge Lane, Chesham Signalised Crossing**

**The Deputy Leader and Cabinet Member for Health & Wellbeing on behalf of the Leader:**

- A. APPROVED the implementation of the signalised crossing scheme.**
- B. acknowledged the correspondence received in response to the consultation and concludes that no objections to the scheme were received.**

13 Aug 2021

**FR.01.21 - Land at Small Dean, Wendover**

**The Deputy Leader and Cabinet Member for Health & Wellbeing, on behalf of the Leader  
AGREED that:**

**The Director of Property and Assets in consultation with the Cabinet Member Finance, Resources, Property and Assets and the Service Director for Legal Services is authorised to agree and finalise heads of terms, exchange and complete on the lease in accordance with the heads of terms set out in the Part 2 confidential report considered as part of this report.**

*Notice issued by the Proper Officer under Regulation 10 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to make a key decision. Reason why regulation 9 not complied with: consideration of this item was requested after the publication of the 28 day notice, and is required in response to the assessed responsibilities and protection of the interests of the council.*

17 Aug 2021

**EC02.21 - 2021/22 Update to Admission Rules for Children Adopted from Abroad**

**The Deputy Leader and Cabinet Member for Planning & Regeneration, on behalf of the Leader AGREED:**

**To revise the 2021 and 2022 determined admission arrangements to include children who appear to have been in state care outside of England and ceased to be in state care as a result of being adopted as part of the highest priority rule along with looked after children and previously looked after children.**

17 Aug 2021

**EC01.21 - 2021/22 Term Dates - Update due to Queens Platinum Jubilee**

**The Deputy Leader and Cabinet Member for Planning & Regeneration, on behalf of the Leader AGREED:**

**To adjust the 2021/22 Term Dates to accommodate the Queen's Platinum Jubilee**

17 Aug 2021

**HR02.21 - Hackney Carriage Tariffs - Approval**

**The Deputy Leader and Cabinet Member for Planning & Regeneration, on behalf of the Leader:**

**APPROVED the proposed hackney carriage fares set out at Appendix 1, to become effective from 6th September 2021**

19 Aug 2021

**TR14.21 - HS2 CCTV Cameras**

**The Deputy Leader and Cabinet Member for Transport, on behalf of the Leader, APPROVED the HS2 Mobile CCTV location policy and AGREED an initial list of locations for the HS2 mobile CCTV locations including Keepers Lane junction on the A413 (near Little Missenden), Edgcott Road and School Hill/Werner Terrace crossroads (Charndon) and The Willows/Blackgrove Road junction (near Quainton).**

24 Aug 2021

**T15.21 - Watchet Lane, Holmer Green Zebra Crossing**

**The Deputy Leader and Cabinet Member for Transport, on behalf of the Leader, AUTHORISED the zebra crossing scheme to proceed to implementation and construction and INSTRUCTED the "School Keep Clear" TRO/parking restrictions to be amended and implemented.**

For further information please contact Ian Hunt on 01494 421208

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