



Strategic Sites Committee agenda

Date: Thursday 7 April 2022

Time: 10.00 am

Venue: The Oculus, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF

Membership:

P Bass, A Bond, N Brown, P Cooper, M Fayyaz, P Fealey, R Newcombe, J Ng, A Turner (Chairman), P Turner, J Waters (Vice-Chairman) and A Wheelhouse

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For further information please contact: Sally Taylor on 01296 531024, email democracy@buckinghamshire.gov.uk.

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Report to Strategic Sites Committee

Application Number:	16/01040/AOP
Proposal:	Outline application with means of access (in part) to be considered for up to 102,800 sq m employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 bed apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage
Site Location:	Aylesbury Woodland, College Road North, Aston Clinton, Buckinghamshire
Applicant:	Buckinghamshire Advantage
Case Officer:	Helen Fadipe
Ward(s) affected:	Aston Clinton and Bierton
Parish-Town Council:	Aston Clinton, Bierton, Broughton Hamlet, Kingsbrook and Weston Turville
Date valid application received:	29.03.2016
Statutory determination date:	19.07.2016

Recommendation

The recommendation is that permission be deferred and delegated to the Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement to secure financial contributions towards provision of land for on site primary education facilities and financial contribution towards primary and secondary education facilities (including a deferral/reduction of the secondary level contribution and review mechanisms to secure an increase in education contributions subject to viability), on-site provision of land to be made available for use as a sports village facilities, athletes accommodation and hotel/conference, on-site provision of affordable housing, custom built/self build housing and extra care units, (including review mechanisms to secure an increase in affordable housing subject to viability), SUDS provision and maintenance, design codes, on-site provision of land for a health centre, provision and maintenance of on site public open space, recreation and play areas and

landscaping, on site and off-site biodiversity enhancement scheme, on-and off-site highways works/road infrastructure works, travel plans and sustainable transport measures (and/or financial contributions thereto) on-site provision of land for employment use, local centre and canal side leisure facilities, together with a phasing strategy, bonds and monitoring fees and subject to conditions broadly in accordance with the details set out in the report and as considered appropriate by Officers, or if these are not achieved for the application to be refused for reasons considered appropriate.

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 This application was previously heard at the Strategic Development Management Committee of the former Aylesbury Vale District Council on 26 October 2017 when it was resolved that permission be deferred and delegated for APPROVAL subject to the completion of a legal agreement to secure financial contributions towards and/or onsite provision of education facilities, (including a deferral/reduction of the secondary level contribution), on-site provision of land to be made available for use as a sports village, on-site provision of affordable housing and custom built/self build housing, SUDS, (including review mechanisms to secure an increase in affordable housing subject to viability), design codes, on-site provision, provision and maintenance of public open space, recreation and play areas, off-site biodiversity enhancement scheme, on-and off-site highways works/road infrastructure works, travel plans and sustainable transport measures (and/or financial contributions thereto) and subject to conditions as considered appropriate by Officers, or if these are not achieved for the application to be refused.
- 1.2 Since the resolution, work has been progressed on the S106 legal agreement and was close to agreement last year. There have been a number of changes in terms of the policy framework and the adoption of an updated Aylesbury Transport Model in 2020 which contains updated origin and destination data.
- 1.3 A Regulation 22 letter served on the applicant in March 2020 advised that the model must now be used for assessing planning applications around Aylesbury and requested an update to the Environmental Statement (ES). Additional documents including ES Addendum have been submitted and the subject of further public consultation. Further representations have been received and in this context it is considered appropriate for the application to be returned to committee for determination and to provide an up to date position, including the up to date policy framework.
- 1.4 The application seeks outline permission (with all matters reserved) for a mixed-use sustainable urban extension including up to 1,100 dwellings, employment and other uses as set out in detail in the description below.
- 1.5 The proposal site is located to the south of the existing built-up area of Aylesbury Town beyond residential dwellings located on the A41 Aston Clinton Road and further along to the east, the A41 Aston Clinton by pass. The site forms part of an allocated site for development within the adopted VALP, namely D-AGT3, and accords in principle with policy D1, D-AGT3 of VALP, Policy H1 of the Aston Clinton Neighbourhood Plan(ACNP) and Policy H1 of the Weston Turville Neighbourhood Plan (WTNP).

- 1.5 The site has been the subject of detailed examination through the VALP process. It is acknowledged that there would be harm to the character of the landscape and visual impacts resulting in significant change of character and appearance. However these impacts would be mainly localised and would be mitigated to a degree by the proposed strategic landscaping and buffer around and within the site itself, including tree planting which seeks to minimise the harm and ensure the development is sensitive to the site context in accordance with VALP policy D-AGT3. The development would result in loss of BMV agricultural land which would be of moderate negative impact, and this was taken into account during the VALP process in allocating the site.
- 1.6 The proposal would deliver a very significant level of new homes and make a valuable and significant contribution to the Council's medium to long term housing land supply, and affordable housing with a proportion of self/custom build according to demand. It would deliver the enterprise zone, create significant economic benefits as a result of population growth and investment in construction and the local economy/businesses.
- 1.7 The development would meet policy D-AGT3 specific requirements relating to a landscape led approach, landscape buffer, open space requirements, drainage and flood mitigation, walking and cycle links, community infrastructure, biodiversity including a biodiversity net gain. The proposals comply with VALP policy and the NPPF relating to trees and hedgerows, parking and access, promoting sustainable transport relating to cycling, walking and public transport, public rights of way, meeting the challenge of climate change, and conserving and enhancing the natural environment, archaeology, well-designed places and design, healthy and safe communities, contamination, air quality, and residential amenities.
- 1.8 The proposal is acceptable on highway grounds, subject to a number of mitigation works to be secured as part of the S106 and conditions. The Highway Authority is satisfied that the development will not have a severe cumulative residual impact on the highway network and will not have an unacceptable impact on highway safety and as such, whilst it is recognised there would be some adverse impact from the development, with appropriate mitigation the harm would not only be addressed but create some betterment on a standalone and cumulative basis. The provision of the Eastern Link Road South (ELRS) at Woodlands, connecting that to the north of the canal (ELR N) through Kingsbrook and the SLR at Hampden Fields, is a fundamental part of the long-term vision to deliver a partial orbital route around Aylesbury with the ELR(S) through Woodlands supported in Policy T3 of VALP. In addition the development would make financial contributions towards the SEALR and deliver major strategic benefits to the town's highway network.
- 1.9 Special regard has been given to the desirability of preserving the setting of nearby listed buildings and the conclusion is that the proposal would preserve, not harm, the nearby listed buildings and structures. Having regard to this there is no reason for refusal on this ground.

- 1.10 The site lies in flood zone 1, 2 and 3 as existing and the proposal would create a new flood zone profile for the site and flood management measures to mitigate the impact of the development and would not increase flood risk elsewhere or to third parties. Whilst the EA were satisfied in 2017, they subsequently objected to the 2020 submission, and there has been considerable scrutiny of the modelling and information provided in the ES and FRA over the intervening period. These matters are now satisfied. The EA raise no objection to the approach set out in the FRA Addendum and points out that there is some betterment downstream of the site to the west and north of the canal. The EA have recommended conditions to secure the necessary mitigation, and the proposal passes the sequential and exceptions tests in accordance with VALP requirements.
- 1.11 This assessment identifies that various s106 planning obligations would need to be secured to make the scheme acceptable and mitigate its impact in accordance with relevant Development Plan policy and guidance as well as the NPPF if the council was minded to approve the application. These obligations are set out in section 5 below.
- 1.12 It is considered that the proposal accords with the up to date Development Plan and there are no material considerations to indicate a decision other than in accordance with the Development Plan.
- 1.13 Under Part D section 4.4 of the constitution, the Strategic Sites Committee have responsibility for wider strategic development; sites which have a significant impact beyond the specific local area; and sites fundamental to the implementation of an adopted or emerging Local Plan. By way of example, this will include but is not limited to: major infrastructure; large scale major development comprising housing (approx. 400 dwellings or more) or employment (approx. 10,000sqm or 2ha or more). The application is for up to 1,100 dwellings, together with 102,800 sq m employment (B1/B2/B8, and the site forms part of the strategic delivery of sites as an allocation in the adopted VALP under policy D-AGT3. It is therefore considered that this application would fall within the terms of reference to be considered by the Strategic Sites Committee as a strategic site which forms part of the overall strategy fundamental to the implementation of the adopted VALP. Under Part I section 2.5 of the constitution officers consider the exercise of delegated powers is not appropriate in this instance given the change in policy framework and other material considerations since it was previously considered in 2017 and that it would be appropriate for the application to be returned to committee for determination.
- 1.14 The application is proposed by Buckinghamshire Advantage (BA) (the applicant) and on behalf of Aylesbury Vale Advantage Legacy Board (AVALB). The membership of BA is comprised of Buckinghamshire Council.
- 1.15 Members of the Strategic Sites Committee are advised that whilst Buckinghamshire Council has an interest in Buckinghamshire Advantage (the applicant), the Council (BC) are the Local Planning Authority with responsibility for regulating the development of land. Members will be aware of the need to consider planning applications under the legislative framework, in coming to a decision on the

proposals, and to only determine the proposals on the basis of the relevant planning issues.

Recommendation

1.16 That permission be deferred and delegated to the Director of Planning and Environment for **APPROVAL** subject to the satisfactory completion of a legal agreement to secure financial contributions towards provision of land for on site primary education facilities and financial contribution towards primary and secondary education facilities (including a deferral/reduction of the secondary level contribution and review mechanisms to secure an increase in education contributions subject to viability), on-site provision of land to be made available for use as a sports village facilities, athletes accommodation and hotel/conference, on-site provision of affordable housing, custom built/self build housing and extra care units, (including review mechanisms to secure an increase in affordable housing subject to viability), SUDS provision and maintenance, design codes, on-site provision of land for a health centre, provision and maintenance of on site public open space, recreation and play areas and landscaping, on site and off-site biodiversity enhancement scheme, on-and off-site highways works/road infrastructure works, travel plans and sustainable transport measures (and/or financial contributions thereto) on-site provision of land for employment use, local centre and canal side leisure facilities, together with a phasing strategy, bonds and monitoring fees and subject to conditions broadly in accordance with the details set out in the report and as considered appropriate by Officers, or if these are not achieved for the application to be refused for reasons considered appropriate .

2.0 Description of Proposed Development

2.1 The application site comprises an area of approximately 200.2 hectares (494.7acres) of predominantly flat greenfield land within agricultural land sited to the east of Aylesbury. The site is bounded to the south by residential dwellings on the A41 Aston Clinton Road and further along to the east, the A41 Aston Clinton by pass. To the north, the site is bounded by the Grand Union Canal which runs in an east west direction. To the west of the site are field parcels beyond which is Broughton and Broughton Lane on 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.

2.2 Outline Planning Permission has been granted on the land to the north of the Woodlands site for residential development to provide 2450 dwellings and 10ha of employment land within a scheme identified as 'Land East of Aylesbury (or The Kingsbrook development)' 10/02649/AOP, known as Kingsbrook. The proposals on this land comprise a residential-led strategic development to facilitate significant growth within the Aylesbury Vale area. This development is currently well advanced

in its construction. The northern section of the Eastern Link Road (ELR) between the A418 to the north and the ELR roundabout junction with Bellingham Way to the south opened to traffic in 2021. The remaining leg of the ELR North (ELR N) from the Bellingham Way roundabout to the bridge over the Grand Union Canal is expected to be completed at the same as the ELR South (ELR S) to ensure consistency in design and alignment.

- 1.1 The application site lies partially within the Arla/Woodlands Enterprise Zone (EZ) which was designated in November 2015. This land designation covers an expansive area of over half of the site from the Woodlands roundabout and along the A41 Aston Clinton bypass to the south up to College Road North to the east and up to the north eastern corner of the existing application site adjacent to the Grand Union Canal (GUC). The EZ also covers an area of land (outside of the development site) north of the dairy to the east of College Road North between the dairy and the GUC. The Arla/Woodlands EZ designation allocates 150,000 sqm of commercial floorspace and 5000 new jobs.
- 2.3 The tow path along the Grand Union Canal is a public right of way 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.
- 2.4 There are no Conservation Areas sited within the application site. The nearest Listed Buildings are located at Threshers Bern at Turners Meadow but separated by the A41 dual carriageway and on the A41 Aston Clinton Road to the south of the site at Burnham's Field, Weston Turville on the southern side of the A41. There are also listed canal structures (bridges) along the Grand Union Canal to the north of the site.
- 2.5 To the west of the site and to the south are scheduled ancient monuments.
- 2.6 The Chilterns Area of Outstanding Natural Beauty (AONB) is located approx. 2.5k from the south eastern boundary of the site, with the majority of the site containing extensive views of the AONB.
- 2.7 The site covers Flood Zones 1, 2 and 3. Flood Zones 2 and 3 as shown on the Environment Agency's flood map is located predominately to the west of the site and this area thus falls within the functional floodplain. A network of drains conveys surface water run off from the central area of the site to the north west to the Burcott Brook. The principal watercourse in the area is the Bear Brook which lies to the west of the site flowing into Aylesbury. The Burcott Brook also flows through the north-western part of the site and passes beneath the canal. The Drayton Mead Brook is located to the east and drains the area in the vicinity of the College Farm.
- 2.8 The site is gently sloping in nature from the south (88 m Above Ordnance Datum (AOD)) to north (82 m AOD). The land to the north-west of the site and the small parcel of land north of the GUC rise again at approximately 83 m AOD.

- 2.9 The site has a simple character of large, open fields bounded by hedgerows and ditches and drained by two watercourses: the Bear Brook and Burcott Brook. Mature trees, including black poplar are included along with a small area of plantation woodland.
- 2.10 Some utilities' infrastructure is already present on the site. There are a number of existing 11 kV 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. In terms of water supply, a potable water trunk main runs through the south of the site and a number of foul water sewers. The only telecommunications services on the site are BT cables located at the A41 Woodlands roundabout.
- 2.11 The site consists of two subgrades (3a and 3b) of agricultural land and an area of woodland which is classified as 'non-agricultural'.
- 2.12 The application seeks outline planning permission with all matters reserved except for access (in part) for a mixed-use 'phased' development proposal on land to the east of Aylesbury to provide
- up to 102,800 sqm of employment land (B1 (25,600sqm), B2 (44,400 sqm) and B8 (32,800 sqm))
 - strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road,
 - transport infrastructure, landscape, open space, flood mitigation and drainage
 - up to 1100 dwellings (Use Class C3)
 - 60 residential extra care units (Use Class C2);
 - Mixed use local centre of up to 4000 sqm (Use Classes A1, A2, A5 and D1)
 - up to 5000 sqm hotel and conference centre (Use Class C1)
 - up to 3500 sqm restaurant/bars/cafes (Use Classes A1, A3 and A4)
 - up to 16 ha for sports village and pitches,
 - athletes accommodation (10 x 8 apartments)
 - up to 2ha for 2 form entry primary school (D1)
 - 0.2ha play areas, 74.2 ha informal open spaces, 16.7 ha formal open spaces, 1.2ha allotments/community orchards, and; 5.5ha woodland area.
- 2.13 The only element of the planning application for which detailed planning permission is sought relates to the eastern site vehicular access (from College Road North). Full application drawings have been provided for this element of the scheme.
- 2.14 The application is accompanied by an illustrative masterplan which sets out the indicative layout of the development (amended Nov 2020). The plan indicates the proposed strategic link road would connect with the approved Eastern Link Road North (ELR(N)) within the Kingsbrook development to the north and the Woodlands roundabout to the south on the A41. The majority of development would be sited east of the link road with commercial employment land largely sited to the east and south east of the site along the A41 bypass and accessed from the link road and from College Road North.

- 2.15 The residential areas of the development would be to the north of the employment area between the Grand Union Canal and the employment area, with the primary school and local centre located within the centre of the site. The leisure uses comprising the hotel and athlete accommodation is proposed to the east of the link road adjacent to the main built development. To the west of the link road is proposed outdoor sports facilities including sports pitches, velodrome, multi use all weather pitches and bike tracks. Surrounding the link road and the built development are areas of open space for amenity and recreation purposes as well as retention of existing woodland areas and planting of new woodland belts to provide landscape mitigation and ecological enhancement.
- 2.16 The illustrative Masterplan parameter plan was revised to include modifications in response to consultations. As such, the amended parameters plan comprises changes to the A41 roundabout (now to be considered as a reserved matter), provision of off-site planting at College Farm (to act as a landscape buffer between land ownership boundaries), provision of additional interface landscape mitigation in the south east of the site and provision of a new 'indicative' access road serving the sports complex (to the west of the link road).
- 2.17 Phasing: The development will be constructed in a number of phases which will be progressed to ensure the phased delivery of infrastructure to support the development. The first phase of the development will see the works to enlarge the Woodlands Roundabout, construction of the ELR(S), construction of highway access at College Road North and up to 74% of employment land use supported by associated infrastructure works. The northern section of the ELR (ELR(N)) was substantially completed in 2021 and opened to traffic and therefore to ensure a complete ELR delivery at the earliest opportunity, the applicants will construct the ELR(S) as part of the first phase of development with an anticipated opening of a complete ELR by 2024 unless otherwise agreed in writing with the Council.
- 2.19 It is anticipated that flood alleviation, informal open space and associated landscape works would be provided in a phased manner and release subsequent phases of the development (residential, local centre, leisure and education land uses) which will then take place generally from west to east from the ELR(S) to College Road North. The applicant has submitted a revised phasing plan which identifies the envelope of Phase 1 and the Surface Water Drainage Channels (within the Phase 2 land) that are necessary to serve this part of the development. Furthermore, the applicant has submitted an ES Addendum which proposes that a 'Phase 1' development is completed and operational by 2024. For the purposes of the ES, Phase 1 will include:
- The Eastern Link Road (South);
 - Flood Mitigation works;
 - Highways link from ELR(S) to College Road North;
 - up to 3,070 sqm Use Class B1 (Business/Light Industry) floorspace;
 - up to 39,850 sqm Use Class B2 (General Industrial) floorspace;
 - up to 32,800 sqm Use Class B8 (Storage and Distribution) floorspace
 - B1/B2/B8 floorspace amounts to 74% of the total proposed employment floorspace;

- Enabling works (for area in Phase 1) identified for later sport and recreational facilities; and
- Associated Landscape works and open spaces (in the phase 1 land).

2.18 Construction of the remaining elements is anticipated to commence in 2025, with completion anticipated by 2034.

2.19 The original application is accompanied by:

Site Location Plan edp/2524/02 Rev J

Illustrative Masterplan edp2524/45 Rev W

Parameter one: Land Use and Amount - edp2524/52 Rev L

Parameter two: Access and Movement - edp2524/54 Rev K

Parameter three: Residential Density - edp2524/55 Rev H

Parameter four: Maximum Heights - edp2524/56 Rev J

Parameter five: Minimum Heights - edp2524/57 Rev H

Parameter six: Phasing Plan-edp2524/98 Rev E

Proposed College Road North/ARLA 32113/2015/001 Rev C

Indicative extents of Woodlands Roundabout Improvements - edp2524/d017

Planning Statement

Planning Statement Addendum November 2020

Design and Access Statement dated March 2016

Statement of Community Involvement dated March 2016

Retail Statement- Rev B

Utilities Infrastructure Report 1.0

Waste Management Strategy V1.1

Energy Statement-32113/3307 V1.2

Sustainability Statement-32113/3005 V1.2

Green Infrastructure Strategy Rev B

Transport Assessment – March 2016

A41 Junction Stage 1 Road Safety Audit

A41 Junction Stage 1 Road Safety Audit Designer's Response Report

Archaeological trial trenching Phase 1 16/201 Rev 3

Environmental Statement – Non Technical Summary Final 001

Environmental Statement Main Text (Volume 1) March 2016

Environmental Statement Figures (Volume 2) March 2016

Environmental Statement Technical Appendices (Volume 3) March 2016

Flood Risk Assessment (ES Appendix I)

Transport Assessment Addendum – April 2017 (ES Appendix D)
Framework Travel Plan (ES Appendix D)

2.20 Following the planning committee in 2017 additional documentation submitted by the applicant includes:

February 2019

- Indicative extents of Woodlands Roundabout Improvements edp2524/d017

November 2020

- Illustrative Masterplan edp2524/45 Rev W
- Parameter one: Land Use and Amount edp2524/52 Rev N
- Flood Risk Assessment Addendum (Nov 2020)
- Environmental Statement Addendum (Nov 2020)
- Environmental Statement Non Technical Statement (Nov 2020)
- Transport Assessment Addendum Report – Regulation 22 Request - (Nov 2020)
- Illustrative Masterplan edp2524/45 Rev W)
- Parameter one: Land Use and Amount edp2524/52 Rev N
- Planning Statement Addendum (Nov 2020)
- Addendum to FRA Addendum (November 2020)

August / September 2021

- EIA letter of conformity – August 2021
- Flood Risk Assessment Addendum Rev C & Rev D
- Cover Letter - Flood Risk Assessment Addendum September 2021

November 2021

- Flood Risk Assessment Addendum Rev E
- FRAA Cover Letter – November 2021

January 2022

- FRA – additional sensitivity analysis letter
- Baseline Model
- Post development with Drayton Mead Ditch mitigation Model
- Slimline and post development models

2.21 The update work done for the 2020 ES addendum has resulted in minor revisions to the following drawings:

- The Land Use and Amount parameter plan, reference edp2524_d052n, and the Illustrative Masterplan, reference edp2524_d045w, both of which show a reduction in the size of the attenuation pond in the north-east part of the site;
- the Indicative Ecological Masterplan (Appendix G1 of the 2020 ES Addendum) has also been updated to reflect the changes to biodiversity net gain since the April 2017 submission, and demonstrates the habitat

types to be implemented on site in order to reach 15% biodiversity net gain; and

- amendments to the previous ELR(south) flood risk mitigation measures, along with further flood risk mitigation measures have been made in the form of small-scale landscaping features and ground lowering. These amendments are shown on Figure 5.5 in the Flood Risk Assessment addendum which forms part of the 2020 ES Addendum.

2.22 In addition, a Flood Risk Sequential and Exception Test has also been prepared in response to the changes arising from the 2017 Environment Agency's flood risk mapping.

3.0 Relevant Planning History

3.1 15/03127/SO - A Scoping Opinion was given for proposed development for employment, residential (C3), education establishment (C2), leisure and retail mixed use development on land to the east of Aylesbury, including up to 150,000sq m of mixed employment (B1, B2 _ B8), up to 1,100 dwelling, 5 ha of community leisure and sports, 20,000 sq m of supporting leisure and retail (use classes A1 - A5, C1, D1 _ D2) with detailed access, reserved link road alignment and the provision of associated transport infrastructure, landscape, open space and drainage.

Other relevant schemes nearby:

3.2 The surrounding area has been subject to a number of recent planning applications for residential development.

3.3 Hampden Fields, Aylesbury – 12/00605/AOP: Outline application (with all matters reserved) for a mixed use sustainable urban extension comprising: up to 3,000 dwellings and a 60 bed extra care or care home facility (use class C2/C3); provision of land for a park and ride site, and a Waste Recycling Facility adjoining the A41 Aston Clinton Road; a total of 9.45ha of employment land (comprising of up to 40,000 sq.m. B1/B2/B8/sui generis uses); link road between A413 Wendover Road and A41 Aston Clinton Road; provision of two primary schools (both 3 form entry); a mixed use local centre (4.09ha) comprising of a 1,200 square metres (GFA) food store, further retail (including a pharmacy), restaurants and cafe units, a doctor's surgery, gym, public house with letting rooms, professional services, multi - functional community space and day nursery; multi- functional green infrastructure (totalling 103.1ha) including parkland, sport pitches, sport pavilion, children's play areas, informal open space, allotments, community orchards, woodlands, landscaping and surface water attenuation, strategic flood defences to protect the town centre, vehicular access points from New Road Marroway , A413 Wendover Road and A41 Aston Clinton Road; and internal road, streets, lanes, squares footpaths and cycleways. This was the subject of a non determination appeal which was refused by the Secretary of State (SoS) subsequent to a Public Inquiry held between June 2013 and December 2013.

3.4 Hampden Fields - 16/00424/AOP - Outline planning application (with all matters reserved) for a mixed-use sustainable urban extension comprising: up to 3,000 dwellings and a 60 bed care home/extra care facility (Use Class C2/C3); provision of land for a Park and Ride site; a total of 6.90ha of employment land (comprising of up

to 29,200 sq.m. B1c/B1/B2/B8 uses); provision of two primary schools (one 2 form entry and one 3 form entry); a mixed use local centre (3.75ha) with provision for a food store of up to 1,200 square metres (GFA), further retail (including a pharmacy), restaurant and café units, a doctor's surgery, gym, public house with letting rooms, professional services, multi-functional community space and a day nursery, and live work units; multi-functional green infrastructure (totalling 108.43ha) including parkland, sports pitches, sports pavilions, children's play areas, mixed use games areas, including a skate park/BMX facility, informal open space, allotments, community orchards, landscaping; extensions to domestic gardens at Tamarisk Way (0.22ha); strategic flood defences and surface water attenuation; vehicular access points from New Road, Marroway, A413 Wendover Road and A41 Aston Clinton Road; 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; internal roads, streets, lanes, squares, footpaths and cycleways and upgrades to Public Rights Of Ways (PROWs); and car parking related to the above land uses, buildings and facilities.

- 3.5 This was considered by Strategic Sites Committee on 24 February 2021 and following the satisfactory completion of a legal agreement permission was granted on 24 June 2021. An application for judicial review of this decision was submitted and a court hearing held on 23-24 February 2022. The judgement was handed down on 11 March 2022 and the claim for judicial review was dismissed on all grounds. A copy of the judgement is appended to the report (see Appendix K).
- 3.6 Kingsbrook, land east of Aylesbury - 10/02649/AOP - New urban extension comprising 2450 homes, 10ha employment land, neighbourhood centre, two primary schools, construction of eastern link road (part) and the Stocklake link road (rural section), green infrastructure, associated community facilities and support infrastructure including expanded electricity sub station and flood defences. Planning permission was granted December 2013, and subsequent reserved matters applications have been submitted and construction on the development has commenced and is well advanced.
- 3.7 Land To The South Of Aston Clinton Road, Weston Turville
16/03388/AOP: Outline application with access to be considered and all other matters reserved for the erection of 120 dwellings. *Pending consideration*
18/02495/APP: Erection of 121 dwellings with access and associated infrastructure : granted 17.02. 2021.
- 3.8 Land East of New Road, Weston Turville
14/02072/AOP: Outline planning application with all matters reserved for the erection of up to 64 dwellings, public open space, attenuation basin and associated infrastructure – Approved 13.09.2016 17/00533/ADP - Application for reserved matters pursuant to outline permission Details Approved 06.09.2017
18/00388/ADP - Application for reserved matters pursuant to outline permission. Details Approved 20.11.2019

- 3.9 Land North of Aston Clinton Road (Former Aston Clinton Road MDA Site).
 15/03806/AOP: Outline application with principal means of access to be considered and all other matters reserved for the construction of up to 400 dwellings (C3 use class), Hotel, Pub and/or Restaurant (C1/A3 use class), extra care housing (C2/C3 use class) (80bed), 5,000 square metres of employment floorspace (B1 use class), a local centre (A1/A2/A3 use class). Public open space, play areas, water meadow and associated infrastructure including roads. Approved 11.10.2017. There have been various subsequent reserved matters 18/01277/ADP , 19/00510/ADP, and 19/02985/ADP.
 20/03629/AOP: Variation of condition 3 attached to planning permission 15/03806/AOP to substitute the approved plans with revised plans listed in attached covering letter. Awaiting decision.
- 3.10 Land Adjacent to Aston Clinton Road, New Road, Weston Turville
 13/01488/AOP: Outline application with all matters reserved. Site for 135 dwellings with associated public open space, new vehicular, pedestrian & cycle accesses, landscaping and drainage works. Approved 27.10.2015.
 16/01254/ADP for the Approval of reserved matters pursuant to outline permission. 13/01488/AOP relating to access, appearance, layout, scale and landscaping for the erection of 135 dwellings with associated public open space, new vehicular, pedestrian & cycle accesses, landscaping and drainage works – Approved 06.09.2016.
- 3.11 Westonmead Farm Aston Clinton Road Weston Turville
 17/04819/AOP - Outline application with all matters reserved except for principal means of vehicular access, for up to 157 dwellings, public open space, play area, vehicular access off Aston Clinton Road and associated infrastructure.- Approved
- 3.12 Land Between The A413 Wendover Road And The B4443 Lower Road In The Parishes Of Stoke Mandeville, Weston Turville And Aylesbury.
 CC/0015/20- New dual carriageway link road including: roundabout junction B4443 Lower Road, roundabout junction at A413 Wendover Road, railway bridge, footway/cycleways, noise attenuation barrier, street lighting, earthworks and landscaping between B4443 Lower Road and A413. This was considered by Strategic Sites Committee on 11 February 2021 and deferred and delegated to the Director of Planning and Environment to determine following the satisfactory completion of a memorandum of understanding and conditions as appropriate. Permission was granted on 12 July 2021. (Also known as SEALR).
- 3.13 The current application before members has been screened and scoped under the Environmental Impact Regulations. As stated above an Environmental Statement has been submitted with the application.

4.0 Representations

- 4.1 Aston Clinton Parish Council does not object, Weston Turville Parish Council and Bierton Parish Council. Broughton Hamlet Parish Council and Buckland Parish Council objects, Aylesbury Town Council and Kingsbrook Parish Council have concerns (see Appendix G) and A total of 191 number of responses (email, letter or named in petition) have been received. Of these responses 156 raised objections, 10 are in

support. Whilst these objections and the objections from representative groups are set out in Appendix H (General Representation) the key concerns are:

- Coalescence of Aylesbury and surrounding villages
- Character and identity in villages surrounding Aylesbury.
- Loss of open countryside
- Loss of High Grade Agricultural Farmland
- Impact on wildlife diversity.
- Quality of homes
- Affordable housing
- Transport & Highways Safety concerns
- Environmental issues & Residential issues – Noise pollution, Air quality and vibration
- Quality of homes
- Impact on existing services / infrastructure
- Lack of services/ facilities.
- Flooding
- Sustainability
- Prematurity
- Volume of community objections
- Bring forward the delivery of key transport infrastructure to the east of Aylesbury
- Early delivery of the ELR to A41 link road is built before the houses to reduce the volume of traffic on Broughton Lane
- Closure of Richmond Road, access to Tring Road and Bedgrove

5.0 Policy Considerations and Evaluation

Development Plan:

Vale of Aylesbury Vale Local Plan (VALP) adopted 15 September 2021.

Aston Clinton Neighbourhood Plan made on 8th August 2018 (ACNP)

Weston Turville Neighbourhood Plan made on 8th August 2018 (WTNP)

Other material considerations:

The National Planning Policy Framework (2021)

National Planning Policy Guidance

Aylesbury Transport Strategy (January 2017)

Aylesbury Garden Town Masterplan (July 2020)

Local Industrial Strategy 2019

Open space - good practice guide for the provision of public open space

Emerging Neighbourhood Plan:

- 5.1 A Neighbourhood Plan (Bierton, Broughton and Kingsbrook NP) has been prepared and submitted to the Council for Regulation 16 consultation stage (known as the local authority public consultation stage (Reg 16) stage) which will start on 31 March 2022 and will run for 6 weeks. The Bierton, Broughton and Kingsbrook NP (BBKNP) does not form part of the development plan and is a material consideration which will be considered in this report.

- 5.2 In this instance the NP is still an emerging plan which is awaiting publicity before proceeding to examination and subsequent referendum. In view of the early stage of the NP and Regulation 16 publicity has only just commenced the policies can only be given very limited weight.
- 5.3 That part of the site which lies within this neighbourhood area is shown as a narrow corridor to the north to accommodate the ELR up to and across the grand union canal and narrow strip of open space, outside proposed designated development boundaries.

Principle and Location of Development

VALP: S1 (Sustainable development for Aylesbury Vale); S2 (Spatial strategy for growth), S3 (Settlement hierarchy and cohesive development), D1 Delivering Aylesbury Garden Town , D- AGT3 (Aylesbury North of A41) , BE2(Design of new development)

ACNP: H1(Settlement boundary)

WTNP: H1(Weston Turville Settlement Boundaries).

Emerging BBKNP: HO2 (Development outside the Development Boundaries)

- 5.4 The site lies partly within the parish of Aston Clinton, partly within Weston Turville parish both of which have made neighbourhood plans, and partly within Berton and Kingsbrook parishes and Broughton Hamlet.
- 5.5 The site is allocated for development in policy D-AGT3,in VALP which comprises Woodlands (200ha) (this application site) , Manor Farm (29.1ha), Westonmead Farm 11.5ha, College Farm 12.9ha. AGT3 anticipates delivery of the following key development and land use requirements:
- Around 102,800 sqm of employment land (appropriate class E (25,600sqm), B2 (44,400 sqm) and B8 (32,800 sqm))
 - At least 1747 dwellings up to 2033 (including custom and self build units)
 - 60 residential extra care units (Use Class C2)
 - Mixed use local centre of around 4,000 sqm (appropriate classes E, F.1, F.2 & Sui Generis)
 - Strategic link road connecting with the ELR (N) and the A41 Aston Clinton
 - Road
 - Strategic flood defences
 - Around 6,000 sqm hotel and conference centre (Use Class C1)
 - A local centre
 - Around 16ha for sports village and pitches
 - Athletes' accommodation
 - Around 2ha for a two-form entry primary school (F1)
 - 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
 - Landscape buffers and ecological mitigation
 - Flood mitigation and drainage including sustainable drainage systems (SuDS)
 - Cycling and walking links

- 5.6 The neighbourhood plans pre- date VALP adoption, however the policies are supportive of the strategic policies in VALP, recognising growth at Aylesbury in policies H1 of the ACNP and H1 of the WTNP. In this instance, the proposed development would be outside of the ACNP settlement boundary and three settlement boundaries designated in the WTNP, but it does lie within an allocated site, identified in VALP policy D1 and the site specific policy D-AGT 3: Aylesbury north of A41, and part falls within the Woodlands EZ . The proposal would in principle accord with adopted VALP D1 and D-AGT3 and is not in conflict with policy H1 of the ACNP or policy H1 WTNP. The emerging BBKNP seeks to restrict housing development outside proposed development boundaries and is at a very early stage, however VALP allocates this site as a strategic growth area and the proposal accords with VALP D1 and D-AGT3.
- 5.7 The NPPF promotes sustainable development and encourages sustainable economic development. The site is envisaged to form an urban extension to Aylesbury connected to the town via the proposed ELR and A41/Aston Clinton Road. The western boundary of the site is between 600m and 1km from the existing urban edge of the town. The urban edge of the town is expanding further east due to the development currently under construction at the Aston Clinton Road MDA site (approx. 500m away to the west) and from other recent developments along Aston Clinton Road. The Arla development to the east provides a further urban context for the site and this also provides part of the Enterprise Zone which designation includes a large part of the application site. Aylesbury is a strategic settlement in the Aylesbury Vale area to which growth is directed and the A41 provides a direct route into London, Hemel Hempstead, Watford and Berkhamstead. Due to the A41 bypass located to the south of the site, and overall scale of the proposed development which encompasses 200ha of land, the site is considered to be more associated with Aylesbury town, , which is typical of a sizeable urban extension to the town.
- 5.8 In respect of the location of the site and transport sustainability, the site is located on one of the strategic highway networks serving the Aylesbury Vale area and there is access to nearby bus stops with bus routes serving Aylesbury, Wendover, Tring, Ivinghoe, Cheddington, Winslow and Buckingham. The train station is approximately 3.4km to the west of the site. Several other developments have been supported in the locality and it is considered that this site is also sustainably located having regard to these. Furthermore, the site is recognised in the VALP, ACNP, and WTNP as being a sustainable location for development.
- 5.9 A significant part of the application site falls within the Aylesbury Woodlands/Arla Enterprise Zone, which was designated by Central Government in 2015. The designation of the Enterprise Zone based around the existing Arla complex seeks to take advantage of existing infrastructure and was supported by government for the growth of a sustainable employment location, being strategically placed adjacent to the A41 dual carriageway leading directly to the M25. The Arla/Woodlands EZ designation allocates 150,000 sqm of commercial floorspace to facilitate 5000 new jobs.

- 5.10 Aylesbury was given "Garden Town" status in January 2017 as the focus of the majority of the growth for the Vale. 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. The vision for Aylesbury Garden Town (AGT) is premised on building on the existing strengths of Aylesbury and the opportunities for future transformation as a Garden Town. The long term vision for Aylesbury is set out in VALP and the Aylesbury Garden Town vision 2050. The vision for Aylesbury Garden Town (AGT) is set around eight principles which builds on Aylesbury's heritage, strength and future opportunities as a Garden Town which includes putting the town centre first; creating an innovation and investment hub, creating the highest quality of life for all, a green and healthy garden town; Aylesbury on the move; distinctive garden communities; a smart and sustainable garden town and integrated delivery.
- 5.11 The site is located approx. 3-4km from Aylesbury Town Centre which is accessible by car, foot, public transport and cycle along the A41. Bus stops are situated along the A41 Aston Clinton Road with a number of bus services currently operating along this route on both sides of the A41. Buses from these stops run west into Aylesbury and north/east to Dunstable, Leighton Buzzard, Hemel Hempstead and Watford. There are existing footpaths in and around the site which provides access into town as well as along the A41. The public footpath network also provides access into Aston Clinton to the south.
- 5.12 Aylesbury Railway and Stoke Mandeville Station are approximately 3-4km distance from the application site and are accessible by public transport, foot, cycle and car. The stations have sufficient parking spaces and there is also sheltered parking for cycles. The stations are located on the Chiltern Line, providing connections to Birmingham to the north, and direct trains to High Wycombe and London Marylebone to the south as well as access to Oxford.
- 5.13 Local services and facilities within Aylesbury are within 5km of the site, a distance where cycling and public transport can be considered a meaningful alternative to the private car. Locally, the approval of the Kingsbrook development (and potentially, the Woodlands development) will provide enhanced connectivity with the provision of ELR and Stocklake Link road. These two routes form part of a wider strategy for Aylesbury which comprise orbital routes. The strategic vision is that by redirecting traffic along these new routes, around the town, it would help improve traffic conditions on the radial routes into Aylesbury. The A41 provides access to London, Hemel Hempstead, Tring, Berkhamstead, Watford and the M25 to the south as well as to the north connecting Aylesbury with Bicester and the M40 to the west providing access to the north.
- 5.14 Furthermore, there is good access to employment in Aylesbury, particularly with the Arla Super Dairy in proximity and the surrounding service centres locally. The sustainable location was a major factor in the Enterprise Zone status being awarded the Arla/Woodlands EZ.
- 5.15 In summary, the site is allocated for development in VALP as a sustainable location for economic and housing growth which is capable of accommodating a level and

form of development, appropriate to Aylesbury Town's status as a Garden Town, and would result in a comprehensively and holistically planned urban extension, which would integrate with the town over time. The proposals would provide major opportunities and enhancements to support sustainable growth at a strategic level, given the quantum of employment and housing proposed and major strategic benefits to the town highway network. It is therefore considered that the site would constitute sustainable development, in locational terms, in accordance with the adopted VALP, made ACNP and WTNP policies, the Aylesbury Garden Town Masterplan and NPPF.

Employment issues

VALP: S1(Sustainable Development for Aylesbury Vale), D1(Delivery Aylesbury Garden Town), D-AGT3(Aylesbury north of A41), D6(Provision of employment land) E5(Development Outside Town Centres)

ACNP: B3(New Employment Opportunities)

Local Industrial Strategy 2019.

- 5.16 VALP Policy D-AGT3 allocates provision of 102,800sqm of employment land and other employment related uses including a mixed use local centre on this site. Policy D6 recognises that 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. The provision should provide sufficient opportunities for employment needs to be met locally and reduce the need to travel to work and promote economic growth and social inclusion. Employment land allocation identified in Policy D6 of VALP includes Woodlands, College Road (part of Arla/Woodlands/Enterprise Zone) (102,800 sqm) (see policy D-AGT3).
- 5.17 Policy B3 of the ACNP gives support to new employment opportunities and proposals that lead to additional employment, including economic development which forms part of the Woodlands Enterprise Zone (WEZ) and will be permitted within the WEZ boundary.
- 5.18 The NPPF paragraph 81 states that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt, significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 5.19 In addition, the Bucks Local Industrial Strategy has identified Woodlands as a key employment site for the area. Economic Development officers advise that information from local commercial agents confirmed that demand for industrial use had remained strong and delivery of this scheme would provide new commercial space into the market increasing economic growth and boosting local investment and providing up to 4396 jobs in and around Aylesbury which represents significant local and regional benefits to the economy and its recovery. The fact that the site has been identified in so many key documents shows that delivery of this site is of key strategic importance for the area.

- 5.20 Bucks LEP published its Local Industrial Strategy in 2019 to increase economic growth and productivity in the county. The LIS identifies the four key economic strengths of the county which include digital health and medtech underpinned by work at Stoke Mandeville Hospital near Woodlands site and the LIS identified real opportunities to bring together the application of new health care technology with housing growth and in which Woodlands employment site could play a key role helping form a cluster around Stoke Mandeville. There are also opportunities for development of the 'Living Lab' work around Aylesbury and Stoke Mandeville through a public and private sector collaboration and to be able to test new technology. The AGT masterplan recognises this as a major opportunity benefiting from its connectivity to complimentary locations linked by the A41.
- 5.21 The proposals will bring forward 35ha of employment land which would create an estimated 4,564 gross direct jobs on the site (all jobs including construction). The principal land use driver of the scheme is the delivery of a substantial amount of employment land that provides up to 102,800 sqm of B1, B2 and B8 floorspace within the designated Arla/Woodlands Enterprise Zone largely concentrated to the south of the site accessed off the A41 via College Road North and the proposed ELR(S). Up to 25,600 sqm will be B1 Business, 44,400 sqm will be B2 General Industrial and 32,800 sqm will be B8 Storage and Distribution.
- 5.22 In recognition of the importance of sustainable development the application proposes a sustainable mix of uses on site and job creation. In addition to the B class uses the proposed development will also provide employment opportunities through the provision of the local neighbourhood centre and school as well as the leisure uses providing significant employment opportunities through their construction and once built, will in itself be a significant employment source creating an estimated 560 new jobs. The submission identifies that this site is deliverable and will provide a range of local employment opportunities for people with differing skills and work experience. The ES also sets out that in economic terms the development will create in the region of direct and indirect 210 construction jobs on site with 79 of these as net additional jobs to the district.
- 5.23 The delivery of this level of employment land is intended to support delivery of high levels of employment and housing growth to significantly improve the employment attractiveness of the town and to renew and reposition Aylesbury's employment provision. It would provide a significant employment offer in a locationally favourable site with links to the strategic network to promote the employment opportunities for Aylesbury. The provision of the ELR (part of which is proposed in this application) and Stocklake Link would help facilitate this growth, in the wider strategic context. The applicants have provided supporting information to demonstrate the ability to deliver this as key strategic infrastructure to support economic growth and additional certainty over the delivery of the development.
- 5.24 In building a strong and competitive economy, the site complies with the Government's commitment to securing economic growth in order to create jobs and prosperity. As identified in paragraph 81 of the NPPF significant weight should be placed on the need to support economic growth and productivity taking into account

both local businesses and wider opportunities for development through the planning system. The site is well connected to the strategic highways network with the A41 immediately to the south and is located in a gap adjacent to an established employment use (Arla Dairy) and to the south of a significant housing development at Kingsbrook. The built elements of the development comprising the residential and employment uses are set back into the central part of the site surrounded in landscaped parkland, woodland, the Grand Union Canal (GUC) and the sports village and informal open spaces which would enable the development to fit into its more rural edge of town setting, typical of an urban extension which incorporates Garden Town design principles. It is considered that the form and uses of development is considered appropriate for the locality.

- 5.25 The employment use is located within a mixed and balanced development, in an area of economic and residential growth, contributing to a sustainable development. The proposal complies with the guidance of the NPPF in helping to achieve economic growth, met through the development needs of business, supporting an economy fit for the 21st Century. Consideration was made during the development of the proposal to consider the range of employment uses required in the local area, to support local economic growth and jobs.
- 5.26 The phased strategy submitted with the application indicates that 74% of the employment land will come forward in Phase 1 of the development (by 2024) with the remainder to be built in Phase 2. The proposed class B floorspace in phase 1 would provide up to 3,070 sq m Class B1, up to 39,850 sq m Class B2 and up to 32,800 sq m Class B8. This indicates that a significant proportion of the planning employment opportunities will be brought forward in the early part of the development which will create added stimulus to the location as it seeks to refine itself in the strategic context of Buckinghamshire and the southern region.
- 5.27 The provision of a range of community infrastructure and facilities will ensure the delivery of a sustainable mixed use development of sufficient critical mass and diversity to meet the requirements and expectations of the new community and generate new employment opportunities. The Council's Economic Development officer strongly supports the proposals. ED consider this area of Aylesbury has maintained a strong demand from the industrial sector throughout the pandemic which this development can help to capitalise on. The demand for office space has been reduced throughout the pandemic and interest has only been from people looking to move to smaller premises away from main centres. Continued investment and the delivery from this site will help maximise the opportunities presented in the Garden Town and aid the economic recovery of the county and will help meet continued demand for employment space.
- 5.28 The ES and ES Addendum considers the effects of the proposed development to be of major beneficial significance. It would also accord with the NPPF paragraphs 105 and 106 in that it provides a balance of land uses, maximises opportunities to reduce the need to travel, undertaking day to day activities including working on site and providing key facilities within walking distance such as primary schools, employment and a local centre .

- 5.29 Summary: In total, the ES forecasts that the development has potential to provide up to 5,705 direct and indirect jobs (gross) including construction and operations in the assessed period (which factors in a 25% churn/turnover ie: people changing job or additional jobs being created)) of the lifetime of the ES assessment period, of which 210 would be construction jobs. The total no. of jobs (estimated as 2,634 net end-user jobs to the area) equates to 3% of the jobs supply in the area, which is a highly significant contribution (£152.3m GVA) in a challenging economic climate. Therefore, not only will the development provide significant employment land and the direct creation of jobs which weighs heavily in its favour, it is acknowledged that the construction of the development in itself would contribute to the economy of the area and in-line with the resultant population growth and would support/create opportunities for local businesses, facilities and services with increases in expenditure estimated in the ES.
- 5.30 The employment based uses will be secured through the s106 agreement which will ensure that the land is marketed and made available at an appropriate stage in the construction of each relevant phase. In view of the recent changes to the Use Classes Order, a number of these uses would now fall within Class E. It is considered that it would be appropriate to restrict the change of use of specific uses through conditions to ensure the appropriate uses are provided for the benefit of the community, economy and impact on the highway network.
- 5.31 The scheme is currently deliverable and creates a key opportunity to secure major development that delivers wide ranging economic, social and environmental benefits for the area and Buckinghamshire as a whole. It is therefore considered that the proposals would deliver significant economic benefits in terms of substantial inward investment and job creation which would have local, council wide and regional economic benefits, delivers the governments designated enterprise zone and would be in accordance with policy VALP policies S1, D1, D-AGT3, D6, E5, and B3 of the ACNP, and the NPPF.

Housing: Quantum, Affordable Housing and Housing Mix

VALP: D-AGT3(Aylesbury north of A41), H1(Affordable Housing), H5(Custom/self build), H6a(Housing Mix), H6b(Housing for older people) and H6c (Accessibility)

ACNP: H3(Affordable Housing), H4(Housing for Older People), H5(Mix of Housing)

WTNP: H4(Housing Mix and Tenure).

Aylesbury Vale Area Five Year Housing Land Supply Position Statement (September 2021)

- 5.32 VALP policy D1 identifies Aylesbury Garden Town as the focus for the majority of Aylesbury Vale's growth delivering 16,700 new homes, of which 3,282 are allocated at Aylesbury in the Plan. Policy D-AGT3 seeks to fulfil this to deliver at least 1,747 dwellings up to 2033. These are up to date strategic policies. The September 2021 Five Year Housing Land Supply Position Statement for the Aylesbury Vale area shows that the Council can demonstrate 5.47years' worth of deliverable housing supply against its local housing need in the Aylesbury Vale area applying the appropriate buffer of 5% based on previous levels of good delivery and a 2020 Housing Delivery

Test result of 128%. The adopted VALP target now forms the basis of the housing requirements, made up of Aylesbury Vale's Full Objectively Assessed Need (FOAN), which is 20,600 dwellings, and unmet need from the Wycombe, Chiltern and South Bucks areas, which totals 8,000 dwellings. The housing requirement set out in the VALP is 1,430 dwellings per annum, which totals a 5YS requirement for 2021-2026 of 7,150 homes.

Quantum

- 5.33 The submission confirms that the site is deliverable for housing and will form part of the second phase of the development. Residential development will comprise 28.8ha of the site supporting up to 1100 residential units, which comprises 63% of the 1,747 proposed in D-AGT3 criteria a. for the wider site. 990 homes are projected to be delivered on this part of the allocation between 2024 and 2033, with the overall D-AGT3 allocation providing 150 homes to be delivered 2020-2025 and 1,597 homes to be delivered 2025- 2033 The proposal would therefore contribute to housing land supply within the next 5 years and would ensure an on-going long term supply thereafter up to 2033.
- 5.34 The phasing strategy identifies a logistical sequence of building out the ELR/highways and utilities infrastructure, enabling works and employment zone first. It is also necessary to re-level parts of the site to ensure the site has satisfactory flood mitigation, incorporated into the finished levels and the drainage system before the residential land is made available. No residential development can occur until the related flood mitigation scheme is in place and conditions are imposed to confirm the phased approach to the implementation of the development. In light of the phasing strategy and having regard to the significant contribution that the proposal would make to the housing supply of the area , it is considered that this is a significant benefit.
- 5.35 It is considered that there would also be economic benefits in terms of the construction of the dwellings themselves as well as the resultant increase in population which would contribute to the local economy, as recognised in the section above.
- 5.36 The illustrative masterplan (see appendix B) shows the residential areas to be located in the north and east of the site, centred around the new local centre.

Affordable

- 5.37 In relation to affordable housing, VALP policy H1 requires a minimum of 25% provision in residential developments of 11 or more dwellings. 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. Where an applicant advises that a proposal is unviable in the light of the above policy requirement; specific site characteristics and other financial factors and an independently assessed open book financial appraisal of the development should be provided by the applicant.

- 5.38 Policy H3 of the ACNP requires 25% affordable housing unless it can be demonstrated that abnormal costs will render it unviable and a lower proportion is agreed. Policy H4 of the WTNP requires 25% as affordable (or in line with the Council's policy whichever is greater).
- 5.39 The NPPF states that local planning authorities should set policies for meeting affordable housing needs on site and those policies should be sufficiently flexible to take account of changing market conditions over time.
- 5.40 The applicant has confirmed that based on the Financial Viability Appraisal (FVA) submitted in support of the application, 20% of the dwellings are to be affordable units. The viability appraisal is based on the current day values, growth forecasts, build costs and other development assumptions including the requirement to provide a comprehensive range of s106 contributions towards transport, highways, education, open space and other on-site benefit-in-kind provisions.
- 5.41 The proposed baseline affordable housing provision would comprise a tenure split of 60% affordable rent and 40% shared ownership with the detailed dwelling mix to be determined in the reserved matters submissions. This deviates from the normally preferred tenure split of 75% affordable rent and 25% shared ownership. However, through the Financial Viability Appraisal review process, it has been determined that this tenure split is the optimum split to ensure that it provides an affordable tenure split which responds to the housing needs in the Aylesbury Vale area. The District Valuer Service confirms that the inputs, methodology and outcomes of the Financial Viability Appraisal put forward by the applicant are reasonable and are an accurate reflection of the economics of the development, which would allow the site to be deliverable, and secure an appropriate level of s106 contributions to mitigate the impacts of the development and provide the maximum reasonable level of affordable housing. Furthermore, given the advice set out in the NPPF para 81 with regards to the planning system supporting economic growth, officers consider the proposed tenure split acceptable in order to encourage this development rather than act as impediment to sustainable growth by placing unviable restrictions on the developer.
- 5.42 Officers consider that the affordable housing provisions are justified in these circumstances. It is considered that the applicant has been able to demonstrate to the satisfaction of the local authority that the proposed development will provide the maximum reasonable provision of affordable housing having regard to the economic viability and deliverability of the development, as required by Policy H6a of VALP and H3 of the ACNP. It is recognised that the proposed primary objectives and elements of the development, are economic, and are intended to deliver a significant part of the Aylesbury ARLA/Woodlands Enterprise Zone alongside new strategic infrastructure (the ELR (S)). Therefore, it is acknowledged that the primary objectives/elements of the development would be well supported through the provision of housing on the site.
- 5.43 Furthermore, as the housing development is planned to commence later into the construction programme in Phase 2, the applicant has agreed to set a minimum baseline of 20% (with 60/40% tenure split), with review mechanisms seeking to

secure up to 30% (with 75/25% tenure split) if viability improves during the construction of development. The Council's Housing Officers raise no objections to the above provisions and welcome the incorporation of review mechanisms in order to maximise affordable housing provisions/improve tenure split later in the development programme. The S106 will seek to secure this provision including the clustering standards, housing mix and tenure split.

- 5.44 It is acknowledged that there remains a high demand / need for affordable housing within the Aylesbury Vale area and the proposal would comply with VALP policy H1, Policy H3 of the ACNP and Policy H4 of the WTNP .

Mix

- 5.45 VALP policy 6a seeks a mix of homes to meet current and 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. Policy H5 of ACNP, and Policy H4 of WTNP requires a mix reflective of the latest housing needs including 2&3 bed homes.

- 5.46 As this is an outline application of up to 1100 units, the site-wide overall mix has not yet been determined and permission is not sought for a specific housing mix. The suggested dwelling mix is identified in the HEDNA, which also identifies the preferred affordable housing mix (See below table). The final mix of dwellings will be determined at the reserved matters stage to ensure the scheme accords with the housing need prevailing in the council area at the time and is reflective of the overall mix of dwellings within the development.

	<i>One Bed Flat</i>	<i>Two Bed Flat</i>	<i>Two Bed House</i>	<i>Three Bed House</i>	<i>Four Bed House</i>	<i>Five Bed House</i>
<i>Percentage %</i>	3.6%	3.5%	12.8%	52.1%	21.0%	6.9%
<i>Total: 1100</i>	52	45	198	542	204	59

- 5.47 The approach of setting out an indicative mix (at the outline stage) and type of extra care housing will ensure flexibility over the duration of the development programme and is considered to be in line with the NPPF which seeks to create sustainable, inclusive and mixed communities and requires a mix of housing based on current and future demographic trends.

- 5.48 VALP policy H5 Self/custom build housing expects developments proposing 100 dwellings and above to provide a percentage of serviced plots for sale to self/custom builders, to be determined on a site-by-site basis dependent on evidence of demand and feasibility. As part of the housing offer, the applicant has confirmed provision will be made for (at least) 165 custom and/or self build units (15% of 1100), unless otherwise agreed which will be subject to viability review, demand assessment and

phasing strategy and secured in the S106. It is envisaged by the applicant that this will be built in the higher density areas shown on the parameters plan, at 45-70 dph, which is located within the more central areas. Inclusion of this quantum will contribute to the diversification and improvement of the housing mix and stock which offers home buyers greater choice and would be secured through the S106 with the flexibility for delivery, including if appropriate through any local development order (LDO) that might be adopted., and accord with policy H5 of VALP.

- 5.49 VALP Policy 6 c requires all development 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 to be wheelchair accessible housing unless it is unviable to do so (demonstrated by the applicant and independently assessed). Policy H4 of the WTNP requires at least one unit to be accessible. The proposal provides 15% of the affordable units to be wheelchair user dwellings and the remainder of the affordable units to be accessible and adaptable standard and accord with policy H6c of VALP and H4 of WTNP. This is to be secured through a S106 agreement.
- 5.50 In addition to the housing proposed, 60 extra care residential units will be provided in close proximity to the residential dwellings on the north western most development block. The applicant has sought permission for Class C2 Extra Care units, which permits the occupation of the units by residents with potentially extensive levels of care needs – consistent with the use class C2 type. The provision of extra care units would add to the range of accommodation provided across the development ensuring that there is a sustainable mix and balanced community. The Extra Care housing will be secured in the legal agreement, and the detailed design, scale, layout, access and landscaping will be subject to reserved matters approval and accord with policy D-AGT3 of VALP key development and land use requirements and policy H4 of the ACNP.
- 5.51 Having regard to the above matters, the provision of 1100 houses at Aylesbury Woodlands would make a significant contribution towards housing supply and would bring forward planned growth of Aylesbury Garden Town envisaged in VALP, through this urban extension which is a significant benefit. The proposal would also contribute to the delivery of affordable housing which would be a significant benefit. It would provide a good range of housing with custom/self build and extra care. On this basis the proposal complies with Development Plan policies in the VALP in particular D1, D-AGT3, H6a, H6b, H6c, ACNP, WTNP and NPPF would provide sustainable homes that would have significant economic, social and environmental benefits.

Transport matters and parking

VALP: D-AGT3 (Aylesbury north of A41), T1 (Delivering the Sustainable transport vision), T3 (Supporting local transport schemes), T5 (Delivering transport in new development) and T6 (Vehicle parking), Appendix B (Parking Standards), T7 (Footpaths and cycle routes), T8 (Electric vehicle parking) and T4 (Capacity of the transport network to deliver development)
ACNP: LC2 (Public open spaces, footpaths, cycle and bridleways) , T1(traffic mitigation), T2(Encourage walking and cycling)

WTNP: T1(Improvements to road safety and ease traffic congestion), T2(Strategy for improving pedestrian and cycle connections within the Parish and to surrounding area); T3(Encourage better planning of public transport).

Local Transport Plan 4 (2016-2036)

Aylesbury Transport Strategy (ATS) 2017

Emerging BBKNP: F2 (Maintain footpaths within the Neighbourhood Area)

- 5.52 VALP policy T1 states that 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. Policy T3 supports key transport schemes listed in Table 17 of the policy including those identified in the Aylesbury Transport Strategy (ATS) and resist development that would prejudice or diminish the integrity of implementation. Table 17 of T3 includes Aylesbury, Eastern Link Road (S) as a protected and supported transport scheme.
- 5.53 VALP Policy T5 requires development to provide the necessary mitigation against unacceptable transport impacts which arise directly from development. ACNP and WTNP policies are consistent with VALP policies T1, 3 and 5.
- 5.54 VALP policy D-AGT3 criteria b requires provision of a distributor road between the ELR (N) and the A41 Aston Clinton Road and any related highway improvements to be delivered within five years of the development commencing. In addition criteria g. requires 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.
- 5.55 The NPPF at para 110 seeks to encourage sustainable transport modes and to ensure safe and suitable access to new development. It will also be necessary to consider whether the proposal provides opportunities to undertake day-to-day activities and that the development would ensure that safe and suitable access to the site can be achieved for all people, and that improvements can be undertaken that cost effectively limit significant impacts on capacity or Highways safety to an acceptable degree. Para 111 states that development should only be refused on transport grounds if there would be an unacceptable impact on highway safety or where the residual cumulative impacts would be severe.
- 5.56 Local Transport Plan 4 (2016-2036) sets out the Council's policies and strategies to address transport related issues and challenges over the plan period. Policy 2 relates to improvement in connectivity: and Policy 7 discusses the importance of reliable road travel.
- 5.57 Aylesbury Transport Strategy (ATS): The Aylesbury Transport Strategy was commissioned in 2016 by the legacy Buckinghamshire County Council (BCC) to set out the improvements needed to support the planned growth of the town between 2016-2033. The ATS sets out a comprehensive strategy to address the current and future issues affecting the transport network of Aylesbury town centre and all its immediate urban areas. The ATS was adopted by BCC on the 13th March 2017. This strategy provides an evidence based strategic policy document which assists the

council and Highways Authority in assessing planning applications. Elements of the ATS have now been carried over as key protected transport schemes in Policy T3 of the adopted VALP. In relation to the soundness of the VALP transport policies and more particularly the highways schemes included in Policy T3, including ELR(s), the Local Plan Inspector concluded in his report on the soundness of the Local Plan that:

303 "...the evidence shows that in general, although unlikely to solve all of Aylesbury's problems, the schemes are justified and so, sound..." and

312... "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.

- 5.58 It is clear from the above that the ELR(s) that will be delivered through Woodlands us an essential component part of the necessary mitigation required to accommodate VALP growth.
- 5.59 The ATS forms a material consideration, and some weight is given to it, within the assessment of the Woodlands application.
- 5.60 The six objectives of the ATS are to improve transport connectivity and accessibility within Aylesbury town, improve accessibility to other urban centres and net growth areas outside Aylesbury town, contribute to air quality by minimising the growth in traffic levels and congestion, improve journey time reliability, reduce the risk of death or injury on the transport network and make it easier and more attractive to travel by active and public transport modes.
- 5.61 The Transport Strategy clarifies the main transport issue affecting Aylesbury which comprises high volumes of traffic passing through the town centre. Aylesbury is a focal point of the Council's road network and is connected to the wider highway network via the A41, A418 and A413 and only the A4157 currently provides an internal semi-circular road around the north of the town. The ATS acknowledges that arterial routes to/from Aylesbury are congested during the morning and evening peak hours, particularly along the A41 and the southern links, based on results from the Council wide model. This will continue to worsen if the significant amount of growth expected in new developments around the town goes ahead without any mitigation measures to the transport network.
- 5.62 Paragraph 4.2.4 of the ATS acknowledges the need for new infrastructure in order to support this growth and states that:
"Associated with this growth are already a number of new link roads proposed outside the town centre which would together form part of an external circular ring road and redirect through-traffic to peripheral routes rather than through the town centre, also providing the opportunity for a more pedestrian and cycle friendly town centre and space for additional bus priority and shared paths closer to the town centre."
- 5.63 The Infrastructure Delivery Plan forms part of the evidence base behind the adopted Local Plan and is a relevant document for consideration. This states that

“The Transport Strategy for Aylesbury considers future needs of the Highway Network, Public Transport, Cycling and Walking and future Car Parking provision. It sets out Transport Improvements for Aylesbury as a whole including the Town Centre and sets these out on a short, medium and long term basis.

5.64 The Strategy Aims to:

- *Complete 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”*
- *“To achieve the aims of the Strategy key strategic links need to be delivered together with complementary public transport, walking and cycling schemes to ensure that released highway capacity is not taken up by suppressed demand. The following key strategic links are either in development or planned.*

These “key strategic links” include:

- *Eastern Link Road (ELR) to provide the remainder of this link including a bridge across the canal and a link south to the A41. The section north of the canal including the Stocklake link (SL) to the town centre is under construction/committed.*

5.65 Note that the Stocklake Link Road is now open to traffic and known as Bellingham Way. The proposed Woodlands development site includes the ELR(s) that will allow the completion of the ELR, an integral part of the ATS

5.66 The ATS states that “The new transport infrastructure in and around Aylesbury will be key to the delivery of strategic housing allocations to the east of the Town. A key element of this is the need to deliver both sub-regional and town wide improved road links, especially linking the A41 and the A413 to Leighton Buzzard (M1) and Milton Keynes in the north, and High Wycombe and the Thames Valley to the south. Future housing and employment investment is likely to be reliant in part upon the delivery of such links, to provide access to adjoining employment sites as well as addressing current levels of congestion within the town and open up new development opportunities.

5.67 There are a number of highway and junction schemes considered necessary to accommodate increased levels of developments around Aylesbury. These are summarised in the IDS Schedule at Appendix A as well as in the Aylesbury Transport Strategy itself.”

5.68 Aylesbury currently experiences significant congestion throughout the day with 3 “A” roads converging in the town centre and cross-town journeys being particularly difficult due to congestion. In addition, HS2 will impact the town negatively in terms of congestion and delay. Removing the cross-town traffic would help control congestion in the town centre and allow for improvements to the public realm in the centre of Aylesbury which could include additional provision for public transport, walking or cycling as set out in the Aylesbury Transport Strategy and Aylesbury Garden Town Masterplan. This would also lead to improvements in air quality and contribute to the Garden Town principles of encouraging active and healthy lifestyles.

5.69 Woodlands is a fundamental part of this long-term vision to deliver an orbital route around Aylesbury. The SMRR and SEALR are programmed for completion by 2024, together with the SLR through Hampden Fields. The ELR(S) through Woodlands is also programmed with the same 2024 completion date to maximise the efficiency of the transport network. Any delay to issuing the planning permission for Woodlands development could result in a delay to the delivery of an important section of the link road orbital and the incremental improvement of transport conditions within Aylesbury.

Vehicular Access

5.70 The access to the site is to be provided from 3 points comprising (1) Woodlands roundabout, (2) College Road North and (3) the proposed Eastern Link Road (South) – ELR (North). A new link road, the ELR(S) which is proposed to connect to the approved Eastern Link Road North (provided as part of the Kingsbrook development to the north) and the Woodlands Roundabout to the south. The Eastern Link Road South (ELR(S)) is envisaged to provide the primary access points to the development via two new roundabout junctions that connect the ELR to the main distributor roads within the development itself.

5.71 At the southern end of the ELR(s), the Woodlands roundabout is designed in outline form and connects the ELR(s) with the A41 Aston Clinton Bypass, A41 Aston Clinton Road and C141 Aylesbury Road, Aston Clinton. A further highway connection is proposed to the Woodlands Roundabout as part of the Hampden Fields development (16/00424/AOP) and this will allow the continuation of the link roads on to the Southern Link Road (dual carriageway) through the Hampden Fields.

5.72 The proposed College Road North access to the Woodlands development is the only element of the planning application submitted in detail. The details of this junction arrangement are shown in on drawing 32113/2015/001 Rev C and this has been supplemented by swept path analysis of large goods vehicles. The junction is formed with a 55m ICD roundabout with 7.3m wide DMRB width carriageways leading in to it on all arms. Capacity analysis of the junction has shown it to operate acceptably and the detailed design of the junction will need be subject to a technical approval process with the Council prior to construction. As such the Council is satisfied with the details shown on the drawing for the purposes of the planning application and subject to appropriate Conditions.

Eastern Link Road (South) – ELR (S)

5.73 The proposed ELR(S) will be provided as a single two-way carriageway road with land for dual carriageway provision safeguarded to allow the road to be widened at a later date should the need arise. It should be noted that the assessments supporting the Woodlands development have not identified a need for the road to be constructed as a dual carriageway at the outset. Whilst officers are aware of public comments about building roads to dual carriageway standard the Council must be mindful of the planning tests set out in paragraphs 110 and 111 of the NPPF. In summary, it would not be justified in planning terms to require the developer to build infrastructure that is not directly related to, and necessary, to accommodate the development being

proposed. In this case, the provision of the ELR(S) and future-proofing to allow dualling is considered to be acceptable, proportionate and necessary to meet the NPPF tests. It should also be noted that there is no specific requirement in adopted policy D-AGT3 for the development of the site that would require the provision of the ELR(s) as a dual carriageway road.

- 5.74 The application details state that the ELR(S) will need to be raised from ground level from 1m rising to 6.3m to take account of its position relative to the flood plain. Notwithstanding this detail, the application is in outline form for this component and the formerly submitted detailed plans for the ELR(S) A41 Southern Access Junction and ELR(S) Grand Union Canal Bridge have now been withdrawn by the applicant and as such will not be considered in this assessment.

Internal Layout

- 5.75 The indicative masterplan indicates that the main primary commercial street, in the development, is accessed off the ELR (S) (to the east) which provides access to the hotel and leisure uses and the commercial employment land use to the south east of the site which will connect with College Road North to the east. A further illustrative primary access road is proposed further to the north providing access to the residential areas and local centres to the east of the ELR (S). An indicative access road to the sports village is shown in the parameter plans. The secondary road network and pedestrian/cycle routes are also shown for illustrative purposes on the Access and Movement plan. The illustrative masterplan indicates that the proposed development could be laid out in accordance with the Garden Town principles.
- 5.76 The internal road network is shown in indicative form and has been designed to fit into the blue grid of culverts and channels which the masterplan is based around. Subject to reserved matters, it is considered that the illustrative circulation plan could potentially deliver a clear and cohesive network of routes for vehicles, cyclists and walkers, which would be in accordance with the Garden Town principles
- 5.77 When the application was originally submitted in 2016, it was accompanied by a Transport Assessment (TA), March 2016 which was prepared by Peter Brett Associates (PBA) (now Stantec). The consultation process resulted in the submission of several supplementary technical documents, including;
- Transport Assessment Addendum (TAA) '2022 First Phase Assessment', dated April 2017 prepared by PBA;
 - TAA '2034 Cumulative Assessment with Hampden Fields', dated April 2017 prepared by PBA;
 - Technical Note (TN) 'Response to BCC Highways Comments on the Transport Assessment Addendum Report (2022 First Phase Assessment) dated April 2017', dated 22nd June 2017 prepared by PBA;
 - TN 'Response to comments from BCC on joint cumulative highways assessments', dated 6th July 2017 jointly prepared by WSP and PBA;
 - TN 'Response to comments from BCC on joint cumulative highways assessments', dated 22nd August 2017 jointly prepared by WSP and PBA;

- TN 'Alternative Off-line Mitigation Proposals for the A41 Aston Clinton Road/Bedgrove/Broughton Lane Junction', dated 22nd August 2017 jointly prepared by WSP and PBA; and
- (TN) 'Non-Technical Summary of Further Transport/Highway Submissions', dated 11th October 2017 prepared by PBA.

5.78 These documents considered all matters relating to the proposed development, including but not limited to, trip generation, traffic impact, sustainable modes of transport (walking, cycling and public transport), and offsite mitigation.

5.79 Buckinghamshire Council's (BC) Highways Development Management team previously provided consultation responses regarding this application, which were dated 30th May 2017, 7th June 2017 and 13th October 2017. The final comments on the proposal at that time concluded that the impact of the proposed development could be appropriately mitigated through planning Conditions and S106 Obligations.

5.80 Since the former AVDC committee resolution to grant planning consent in October 2017, an update to the Buckinghamshire Council Aylesbury Transport Model (ATM) has been adopted (ATM 2020). Buckinghamshire Council has consequently been requiring all major applications which do not yet have planning consent to utilise this new model to assess their impacts. Whilst this application did receive a resolution to grant consent in October 2017, formal planning consent was not issued. As such it was necessary for the transport modelling and impact evidence base that supported the application to be updated.

5.81 As a result of the ATM 2020 update, the applicant submitted a Transport Assessment Addendum (TAA) dated November 2020. The TAA utilised the new model data to update the previous traffic impact assessments. No other highway related changes to the application are understood to have been made since the resolution to grant was passed in October 2017 other than those discussed in the TAA, and therefore all other highway and transport aspects of the proposed development remain the same as previously agreed in 2017.

5.82 Buckinghamshire Council (BC) subsequently considered the contents of the TAA in detail and issued a further Highways response on the TAA on 8th January 2021 that confirmed that there was no highways objections to the application subject to appropriate conditions and S106 Obligations.

5.83 Following this response an objection to the application was received from the Hampden Fields Action Group (HFAG) on 20th January 2021, which included challenge on some Highway matters relating to the proposal. BC issued a further Highways response, dated 27th January 2021 which responded to those points raised by HFAG, as considered appropriate by the Highway Authority.

Aylesbury Strategic Transport Model (2020) (ATM)

5.84 The Aylesbury Transport Model was updated primarily to support a full business case that was submitted to the Department for Transport (DfT) for the South East Aylesbury Link Road (SEALR), but with a secondary purpose of supporting other

business cases in the area (if required in the future) and also for use in Development Management as an appropriate evidence base for assessing network performance. DfT require a model developed in line with Transport Analysis Guidance (TAG) to a high degree of rigour in order to consider a full business case.

- 5.85 The model has been deemed to perform well against relevant standards by DfT and fit for purpose to use as an evidence base for a business case. This provides confidence and reassurance that the model is representative of current conditions. As the level of rigour expected in a full business case exceeds that required for the assessment of planning applications it provides further assurance that the model is fit for the purpose of assessing the traffic impact of a proposed development, such as Aylesbury Woodlands. In order to provide further confidence in its fitness for purpose, it should be noted that it was confirmed at the recent Public Inquiry (November 2021) for the Compulsory Purchase Order for the SEALR scheme that the ATM has been assured and approved by the Department for Transport.
- 5.86 In order to further demonstrate that the model is suitable for its intended use, the Council has commissioned an independent review of the model development and key characteristics, from an independent office of Jacobs who have had no involvement in the model development for the Council. The Technical Note reaffirmed that the model is suitable for its intended purpose.
- 5.87 The updated Aylesbury Transport Model (ATM) is a VISUM based highway model that includes weekday AM Peak (08:00 – 09:00), inter-peak (average hour between 10:00 – 16:00) and PM Peak (17:00 – 18:00) period data. The Future Forecast Year is 2036 and a variety of other forecast scenarios have been developed to account for committed developments and infrastructure coming forward in the Aylesbury area and to account for the growth outlined within the Vale of Aylesbury Local Plan (VALP).
- 5.88 More details of the updated model are set out in the BC Highways response dated 8th January 2021, which is appended to this Committee report in full, along with the Technical Note (TN) which sets out the Jacobs independent review of the model structure.
- 5.89 The Local Model Validation Report (LMVR) is also available to view on the BC website and details how the model has been created and developed in line with TAG for the purposes of appraising the impacts of development and transport infrastructure schemes.

Annual Average Daily Traffic (AADT)

- 5.90 Objectors have raised concerns that there is a discrepancy between the Annual Average Daily Traffic (AADT) levels used in the respective cumulative scenarios for the Aylesbury Woodlands application and the Hampden Fields planning application (16/0424/AOP), which they say calls into question the validity of the Transport Assessments and Environmental Statements for both of these applications. It should firstly be understood that the AADT flows are NOT used for the assessment of network peak hour performance which is the main consideration of the acceptability

of the development from a traffic impact perspective. The peak hour data is provided directly from the strategic model for the AM peak hour and PM peak hours and this is used to model the standalone and cumulative impacts of the development. Any differences in AADT figures therefore do not affect the conclusions of the Transport Assessment.

- 5.91 The applicants transport consultant, Stantec has clarified the position for the Aylesbury Woodlands application on the points raised regarding the AADT levels in a letter to Buckinghamshire Council dated 26th January 2021.
- 5.92 The applicants state that where a traffic model is used to forecast future travel demand, the industry standard methodology for estimating future AADT flows is to factor up peak period traffic flows. To do this, expansion factors are derived from observed traffic survey data, which can be from different locations around the development, although the methodology is the same, different development locations can mean that different surveys are used to derive expansion factors, depending on their source data. So, although applicants may use common peak period data, extracted from the ATM for each road, the use of slightly different expansion factors can generate variations in estimated 24 hour AADT flows. The applicants confirmed that the AADT information is not used in the highway assessments where the focus is on network peak hour performance.
- 5.93 The applicants go on to note that any given road has daily variations in 24 hour traffic volumes Monday to Sunday, and at different times of the year. These volumes can typically vary by at least 5 - 10%. Therefore, AADT flows are 'average' flows, which can vary day to day. Objections made in respect of the calculations have been addressed by rectifying one of the calculations and the result has not affected the ES.
- 5.94 In summary, variations between the AADT levels set out in the respective submissions for Aylesbury Woodlands and Hampden Fields are reasonable to expect and would not have any bearing on the assessments of peak hour performance, fundamental to the assessment of the TAA.

Traffic Impact

- 5.95 Given the relationship of the Aylesbury Woodlands development with the Hampden Fields development (planning application no. 16/0424/AOP), as part of the updated submissions both the Woodlands and Hampden Fields developers commissioned and undertook a comprehensive assessment of both the standalone and cumulative impacts of the development proposals on the operation of the highway network. The forecast year for the updated assessments for Woodlands is 2022 for a Woodlands first phase, consistent with the 2016 submissions and 2036 for the cumulative assessments combined with other developments including Hampden Fields.
- 5.96 The following model scenarios have been considered in the updated assessments for Woodlands:
- 2022 Do Minimum (First phase future baseline);

- 2022 Do Something 'stand-alone' (2022 Do Minimum + Proposed Aylesbury Woodlands first phase Development and ELRs) (No SMRR);
- 2036 Do Minimum (Future Baseline + Eastern Link Road North (ELRn) + Stoke Mandeville Relief Road (SMRR));
- 2036 Do Cumulative 1 (2036 Do Minimum + Full Woodlands including ELRs + Hampden Fields including SLR + South East Aylesbury Link Road (SEALR));
- 2036 Do Cumulative 2 (2036 Do Cumulative 1 + All live planning applications, including South West Aylesbury and SW Link Road); and
- 2036 Do Cumulative 3 (2036 Do Cumulative 2 + Other VALP sites).

5.97 The assessments were undertaken on a sifting basis using the outputs from the strategic traffic model for Aylesbury to identify likely areas and traffic flow scenarios where the proposals would individually or cumulatively have a material impact. The threshold for determining when a junction would be sifted out and not require further assessment was generally where there was no increase in peak hour traffic flows of more than 5% at any arm on the junction, but also taking into account the nature and location of a junction.

5.98 Prior to the sifting process there was a total of 159 junctions initially identified for consideration. On the basis of the sifting process more detailed assessments of the operation of a total of 62 junctions across the town were required.

5.99 The following section provides more information on the assessments of those junctions that are new, sensitive or experienced impacts that should be considered for mitigation.

5.100 All mitigation measures are expected to be fully funded by the development(s) and subject to a S106 requirement for a Standalone or Joint Delivery Strategy as appropriate depending on the scenario which will set out which developer will implement the scheme and when it will be implemented.

5.101 It should be noted that the cumulative mitigation measures have previously been found to be acceptable in approving the Hampden Fields planning application.

5.102 It is acknowledged that the first phase assessments for Woodlands based on a 2022 opening year may now be optimistic given the delay in reporting the application back to committee and it may now be more likely to be 2024. This issue is addressed in the Transport Assessment Addendum at paragraphs 2.2.7 and 2.2.8 which confirms that:

“2.2.7 Due to the delay in obtaining a planning consent for Woodlands, the construction phasing dates have been revised so that construction of the ELR(S) and its associated flood mitigation works are now due to commence in 2022, with completion expected by the end of 2024. The remainder of Phase 1 of Woodlands (consisting primarily of employment land) will commence in 2023 with completion scheduled for the end of 2024. Construction of the remaining elements of Woodlands are anticipated to commence in 2025, with completion anticipated by 2034.

2.2.8 In terms of Phase 1, although the transport model future year remains at 2022, and the revised completion dates are now 2024, this 2 year difference is unlikely to make any material change to the results and conclusions reached in this report. For example, the TEMPRO traffic growth factor for Aylesbury between 2022 and 2024 is only 3% which is minimal (and a proportion of this 3% growth incorporates Aylesbury Woodlands, so the growth factor would be lower).”

5.103 As such the 2022, Phase 1 assessments are still considered acceptable, particularly as Hampden Fields now benefits from planning consent and as such a phasing test without it, which is what the Woodlands 2022 Phase 1 assessments are, may not need to be relied on depending on phasing of infrastructure delivery associated with both developments, which is yet to be agreed.

5.104 Concerns have been raised in representations that the employment could be constructed in advance of the ELR(S). The 106 Agreement is clear that the first phases of the development are Phase 1(a) Woodlands Roundabout, (b) ELR (S) and (c) up to 74% of employment land uses. It states on Page 113 that no development can be occupied until the ELR(S) is open to traffic or until such time that the Council has been provided with additional modelling that would seek to justify any alternative. At this stage it is fully expected that the ELR(S) would be open to traffic before the occupation of any development.

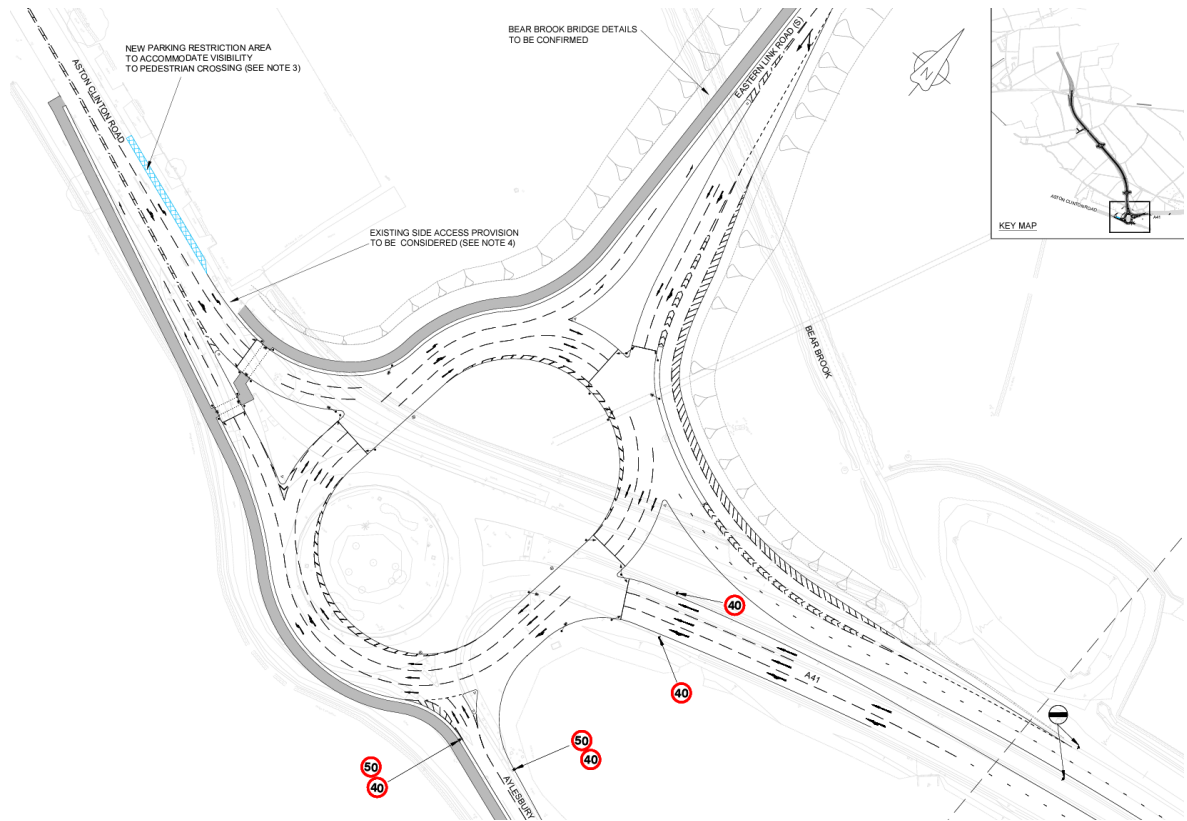
5.105 Representations also considered that the Phase 1 assessment should include all of the Woodlands development. This is not necessary given that the Phase 1 development is restricted in the S106 Agreement to the Woodlands Roundabout Works, the ELR(S) and up to 74% of the employment floor space. This is what is assessed. Further development is restricted in the S106 Agreement until the SLR through Hampden Fields progresses

Junction 9 - A41 Woodlands Roundabout

5.106 The existing Woodlands roundabout is a 3 arm roundabout connecting the A41 Aston Clinton Bypass with the A41 Aston Clinton Road which connects to the centre of Aylesbury and the C141 Aylesbury Road leading to Aston Clinton. This junction will form the main access between the Woodlands development and the existing highway network through the provision of the Eastern Link Road South as a fourth arm on its northern side.



5.107 To accommodate the Woodlands development the applicants propose to improve the junction as shown on drawing D-045 Rev 2. This is an interim improvement pending a more comprehensive improvement to accommodate cumulative development. An extract from drawing 045 Rev 2 showing the interim scheme to accommodate standalone development is below;

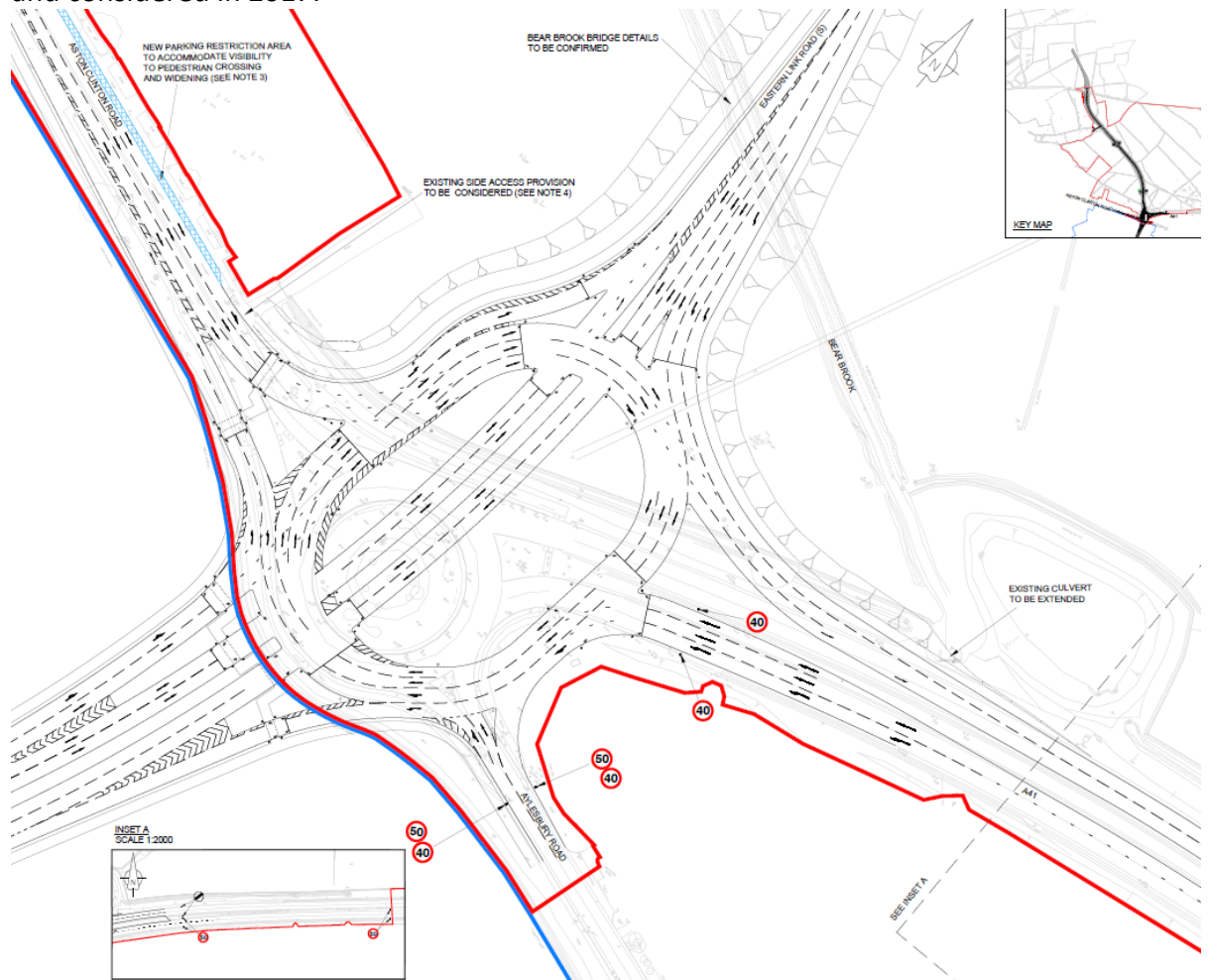


5.108 The results of the 2022 Do Something scenario based on the layout above are set out below and show that the junction would operate within capacity with the standalone Woodlands first phase of development. The key assessment criteria are the degree of saturation (DoS/RFC) and queue. A junction is indicated as being within capacity where the DoS/RFC is at or below 85% for priority junctions (including roundabouts) and 90% for signal controlled junctions.

Table 3.11.1 – Summary of the A41 Woodlands Roundabout – 2022 Do Something

Link	AM		PM	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2022 Do Something				
ELR North	39%	3	26%	3
A41 East	50%	5	83%	12
Aylesbury Road Southeast	28%	0	18%	0
A41 West	47%	7	45%	8
Circulatory at ELR North	42%	1	37%	1
Circulatory at A41 West	72%	5	35%	3
Circulatory at A41 East	52%	3	39%	3
Exit Crossing Southwest	42%	7	51%	4
A41 Westbound Exit	43%	7	63%	7
ELR North Exit	14%	4	10%	1
Total Delay (PCU/hr)	18.6		23.1	
Cycle Time (s)	52		56	

5.109 To accommodate cumulative development it is proposed to upgrade the existing junction further, as shown on Jacobs Drawing B12798C7-0000-D-0048 rev1, an extract of which is below. This junction arrangement is again the same as presented and considered in 2017.



5.110 Jacobs have updated the junction capacity tests using the forecast traffic flows from the 2020 Aylesbury Traffic Model. The results of the assessment show that the junction would operate acceptably in all 2036 Do Cumulative scenarios.

5.111 The results of the analysis are considered acceptable to the Highway Authority and show that the improvements to the junction offer benefits to the operation of the highway compared to the Do Minimum scenario. These junction improvements will need to be secured as part of a S106 Agreement in the event that planning permission is granted.

Junction 22 – A41 / Broughton Lane/Bedgrove



5.112 The A41 / Broughton Lane / Bedgrove junction includes 2 linked signalised junctions, forming a staggered road arrangement. It is a problematic junction on the network, and this is in part due to the number of side roads competing for green time at the existing signals.

5.113 Table 3.21.1 of the TAA summarises how the existing junction will operate under 2036 Do Minimum, 2036 Do Cumulative 1 and 2036 Do Cumulative 2 traffic conditions. It shows that in the 2036 Do Minimum Scenario, the existing junction arrangement is expected to operate significantly over theoretical capacity in the AM peak period. In the PM peak period, the junction will also exceed capacity.

5.114 Table 3.21.1 shows that under the two 2036 Do Cumulative scenarios, there is slight improvement in conditions in the AM peak period. However, there is a deterioration in performance in the PM peak period when compared with the 2036 Do Minimum results. The junction is expected to operate significantly above theoretical capacity in both 2036 Do Cumulative scenarios.

- 5.115 A mitigation scheme has been proposed making use of land to the north of the junction. Some representations have questioned the deliverability of this improvement scheme due to land availability and other consenting requirements. However, the Councils' legal team have confirmed that the land in question has neither been registered under the Commons Act, nor recorded as a Town or Village Green. The Council's Legal team have further confirmed that the highways scheme is deliverable.
- 5.116 The scheme involves removing the northern arm of the Bedgrove junction which is known as the Tring Road local Service Road (and also Akeman Way), diverting the road and linking it across to Broughton Lane to the east by way of a priority junction. The process of diverting the Tring Road service road would simplify the operation of the signal junction, thereby creating additional capacity.
- 5.117 This proposed scheme, illustrated on WSP Drawing 1769-SK-150-F and shown below, has previously been agreed as acceptable mitigation for this junction as part of the recent SEALR and Hampden Fields planning permission. It was also a scheme that formed part of the previous mitigation package considered in 2017 and is not therefore new information.
- 5.118 It should be noted that this scheme has also been agreed as proposed mitigation for two developments located on the A41 east of the junction; Westonmead Farm (19/00619/AOP) which received planning permission on 28th May 2020 and Land South of Aston Clinton Road (18/02495/APP) which was granted planning permission on 17th February 2021. The principles of the improvement scheme are therefore well established.



5.119 Table 3.22.1 of the TAA demonstrates that the mitigated junction layout provides a significant level of betterment over the 2036 Do Minimum situation, with the junction operating within theoretical capacity in both scenarios and significant reductions in mean maximum queues.

5.120 It can therefore be concluded that the junction is acceptable with cumulative development and the proposed mitigated junction arrangement.

Junction 31 - A418 Upper Hundreds Way / Cambridge Street

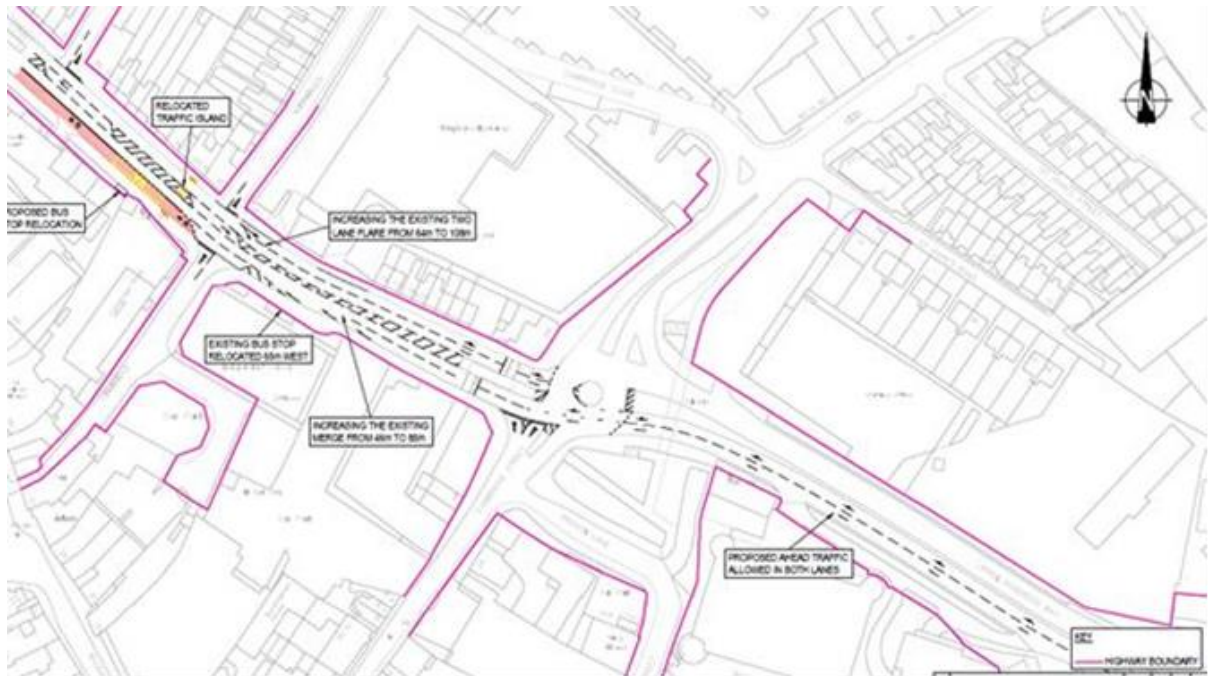


5.121 This junction is a 4 arm roundabout and has been modelled using ARCADY.

5.122 Capacity assessment results forecast capacity issues at the existing junction in the 2022 Do Minimum scenario. The results of the 2022 Do Something assessments show that the development would have a detrimental impact in the AM peak hour, but a betterment in the PM peak hour.

5.123 With the existing junction layout, the capacity assessment results show that the junction would operate over capacity in the 2036 Do Minimum scenario in both the AM and PM peak hours, and conditions would deteriorate further with the addition of development traffic in the AM peak in the 2036 Do Cumulative 2 scenario. Whilst it is noted that the junction operation deteriorates significantly in the 2036 Do Cumulative 1 scenario when compared to the Do Minimum, it is recognised that Do Cumulative 2 is the more likely cumulative scenario as it takes into account all current live planning applications for strategic development including the recent decisions on Hampden Fields and SEALR.

5.124 In 2017 mitigation works were proposed to this junction as a result of the cumulative impact. The mitigation proposals were shown on PBA Drawing 32113/5501/022 Revision E and involve changing the lane allocation on Upper Hundreds Way to allow ahead movements in both lanes, increasing the merge length on the A418 north exit, increasing the flare length on the A418 north approach and relocating bus stops on the A418 north. An extract of the drawing is given below.



5.125 The effects of this previously proposed mitigation scheme have been assessed using the updated model flows.

5.126 When comparing the results of the 2022 Do Minimum (existing layout) to the 2022 Do Something with mitigation, queues on New Street are estimated to increase in the AM peak hour. However, queues on Upper Hundreds Way reduce significantly as a result of the proposed scheme in both the AM and PM peak hours. There is also an overall betterment to the junction performance, with total junction delay reducing significantly, especially in the PM peak hour. This will be secured through a S106 Agreement.

5.127 The effects of the proposed mitigation scheme in the 2036 scenarios have also been assessed using the updated model flows.

5.128 When comparing the 2036 Do Minimum (existing layout) to the Do Cumulative 2 scenario with the proposed mitigation scheme, queues on New Street are estimated to increase in the AM peak hour. However, queues on Upper Hundreds Way again reduce significantly as a result of the proposed scheme in both the AM and PM peak hours. There is also an overall betterment to the junction performance, with total junction delay approximately halving. Therefore the impact of the cumulative development on this junction is considered to be acceptable subject to the implementation of the improvement scheme.

Junction 36 – A41 Tring Road / King Edward Avenue / A4157 Oakfield Road



- 5.129 This junction takes the form of a 4 arm left right staggered signalised junction. The junction is forecast to operate over capacity in the 2022 scenarios, although the operation of the junction improves in the 2022 Do Something scenario compared to the 2022 Do Minimum Scenario.
- 5.130 Table 3.31.2 of the TAA shows that the junction will operate significantly over theoretical capacity in the 2036 Do Minimum scenario.
- 5.131 The 2036 Do Cumulative 1 scenario shows a slight improvement in the AM compared to the 2036 Do Minimum. In the PM period there is a significant improvement.
- 5.132 The 2036 Do Cumulative 2 scenario shows further improvements in both the AM and PM peak periods.
- 5.133 It can be concluded that the junction performs better in the 2022 Do Something Scenario compared to Do Minimum and all 2036 Do Something scenarios compared to the 2036 Do Minimum scenario. The development does not worsen the operation of the junction and there is therefore no basis to require the previously secured improvements to this junction.
- 5.134 No works to this junction are now therefore proposed as the operation is acceptable with standalone and cumulative development.

Junctions 60 & 61 - Lower Road / Churchill Avenue & Lower Road / Hospital Access



5.135 The Lower Road/Churchill Avenue and Lower Road/Hospital Access junctions are both 4 arm roundabouts. As the two junctions exhibit an interaction with one another they have been modelled as linked junctions consistent with that adopted and agreed in the 2017 assessment.

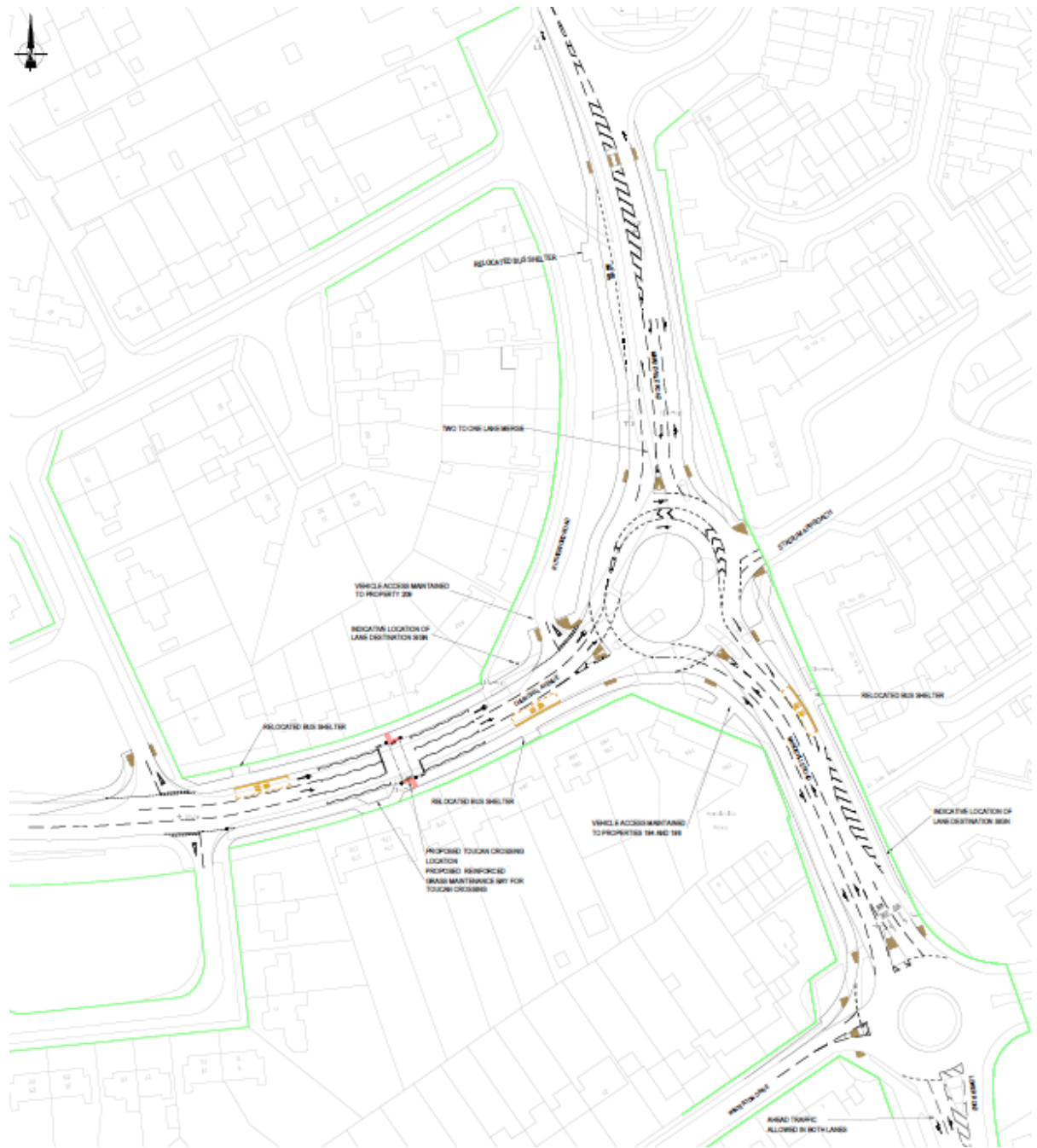
5.136 The results of the 2022 capacity assessments suggest that the junctions would experience improved capacity in the 2022 Do Something scenario when compared with the 2022 Do Minimum scenario.

5.137 The cumulative assessments have concluded that the junctions would operate better in the 2036 Do Cumulative 2 scenario when compared to the 2036 Do Minimum

scenario. This is because the level of traffic through the junctions is forecast to reduce in the 2036 Do Cumulative 2 scenario due to the addition of the South West Link Road (SWLR). Therefore, no mitigation is considered necessary for 2036 Do Cumulative 2 scenario.

5.138 The standard ARCADY assessment forecasts the 2036 Do Cumulative 1 to operate with significant betterment in the AM peak, although there would be a deterioration in conditions in the PM peak when compared to the 2036 Do Minimum scenario (Lower Road / Hospital roundabout). The lane simulation results, which take into account permitted movements in each marked lane, also forecast the Hospital Roundabout to operate worse than the 2036 Do Minimum scenario in the AM peak hour, with both roundabouts operating worse in the PM peak hour.

5.139 As part of the previous technical work in 2017, mitigation through a financial contribution was agreed for this junction for the joint cumulative scenario (2036 Do Cumulative 1). The mitigation was shown on PBA drawing 32113/5511/004, an extract of which is shown below.



5.140 For the northern roundabout, the design includes two right turn lanes on Churchill Avenue and two ahead lanes on Lower Road (south). The B4443 Lower Road (south) entry arm arrangement currently has a separate ahead and right turn lane, and the proposed changes are to introduce two ahead lanes with only minor physical alterations to the junction.

5.141 The proposed mitigation scheme has also been assessed using the standard ARCADY methods and lane simulation.

5.142 In the 2036 Do Cumulative 1 scenario the results of the standard assessment show that the operation of the junctions improve in the AM peak hour with the proposed

mitigation scheme, although the Lower Road / Hospital roundabout junction would worsen in the PM peak.

5.143 However, the results of the lane simulation assessments show that the junctions overall would improve in the 2036 Do Cumulative 1 scenario with mitigation in both the AM and PM peak hours when compared to the 2036 Do Minimum scenario.

5.144 In summary, the proposed improvements continue to offset the impacts of the 2036 Do Cumulative 1 scenario. However, should the SWLR come forward (cumulative 2) then it is accepted that the mitigation scheme is not required and it is agreed that the funds will be diverted to the advancement of the link roads.

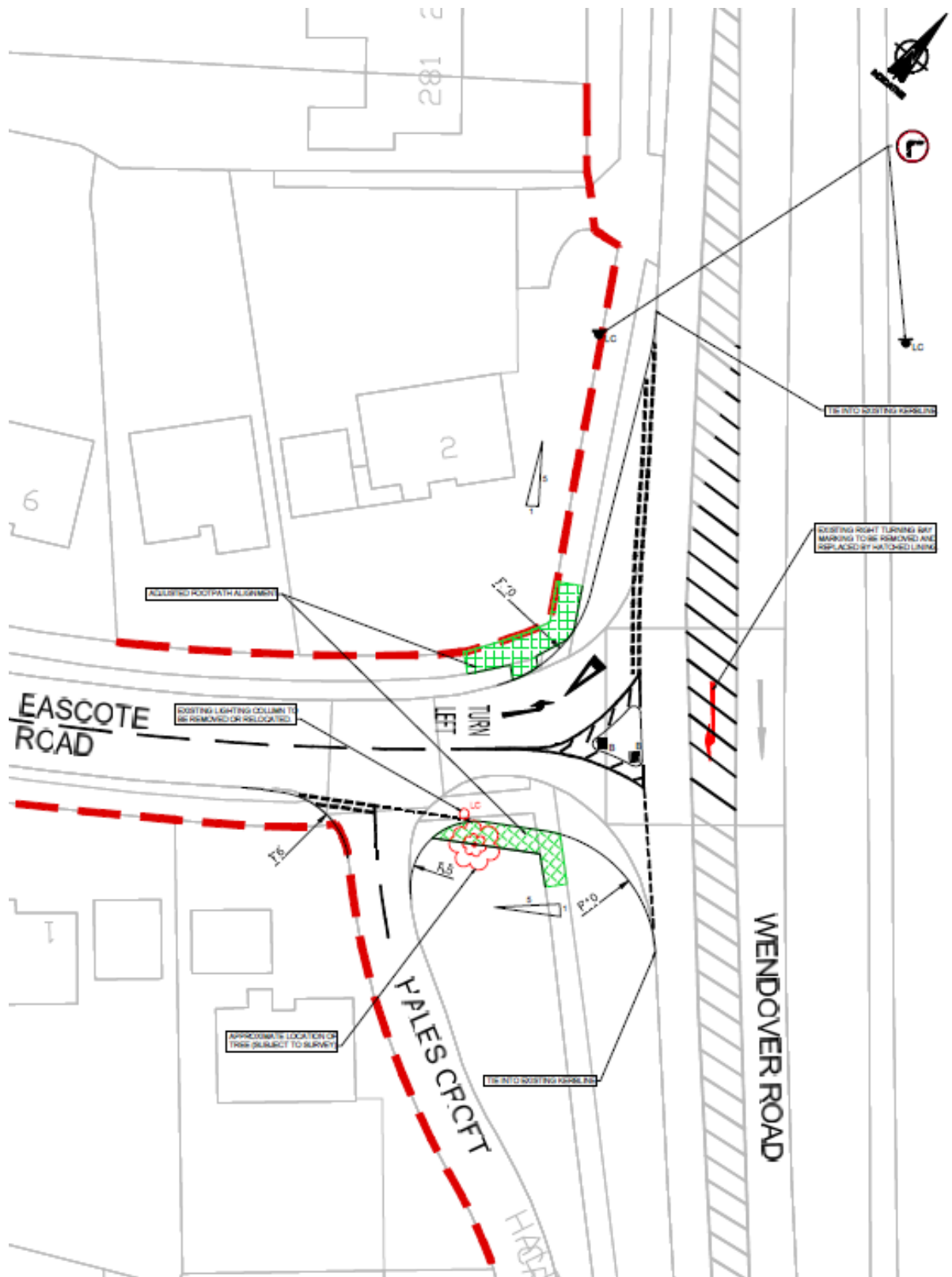
Junction 77 - Wendover Road / Eascote Road



5.145 This junction is a 3 arm priority junction with a ghost island right turn lane off the main A413 Wendover Road arm.

5.146 The capacity assessment results for the 2036 Do Minimum scenario indicate that the junction is expected to exceed capacity during both the AM and PM peak hours, with significant queuing predicted to form along Eascote Road, the minor arm. The results for the 2036 Do Cumulative 1 and 2036 Do Cumulative 2 scenarios predict a further deterioration of junction performance, with increased queuing on Eascote Road.

5.147 The Transport Assessment submitted as part of the SEALR planning application proposed, subject to public consultation, an alternative junction arrangement to provide a left-in and left-out only configuration which prevents right turn movements. This arrangement is illustrated on AECOM Drawing 60535364-SKE-C-0019-A, an extract of which is shown below.

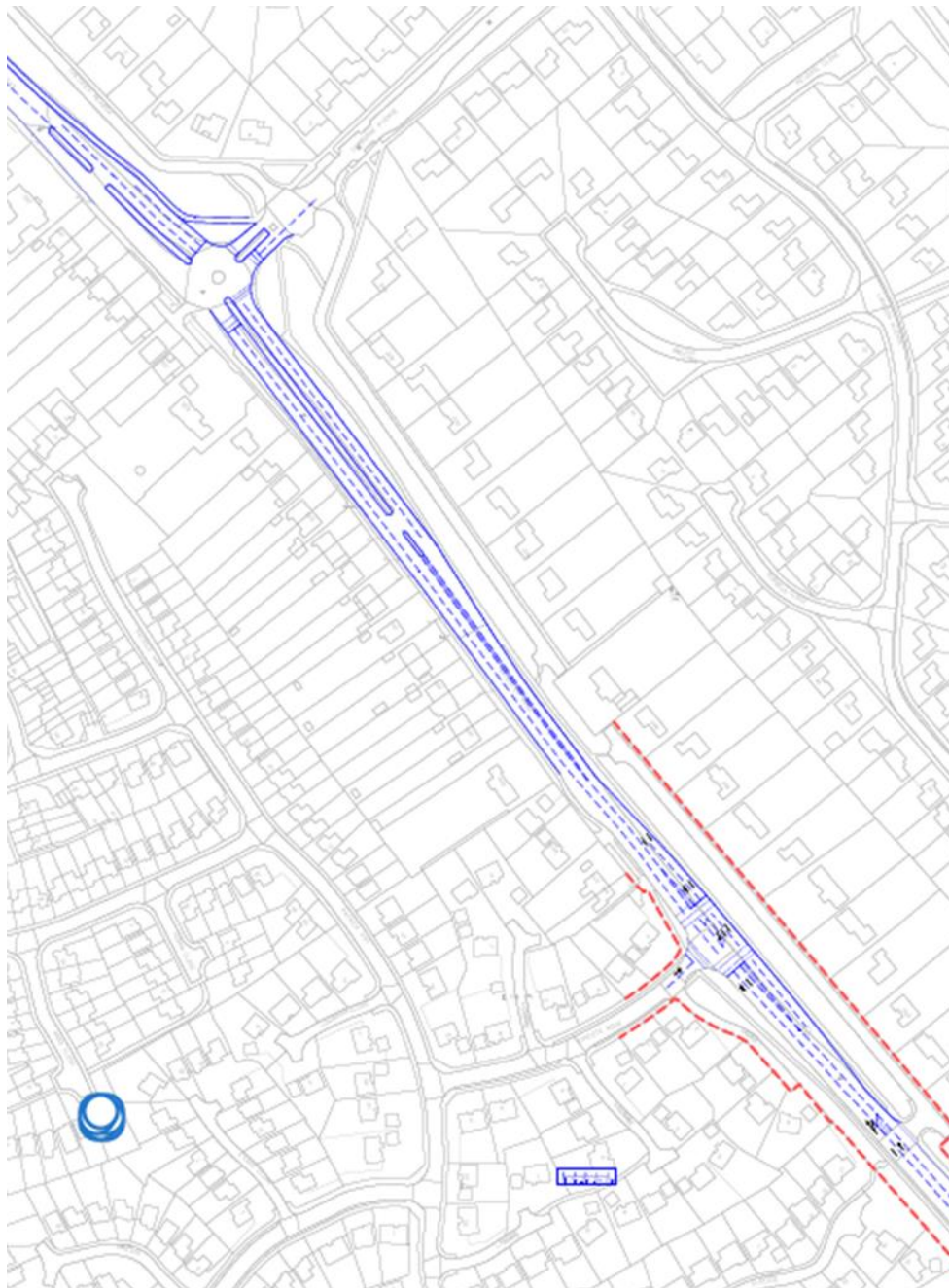


5.148 Whilst the proposed junction arrangement reduces queuing at the junction compared to the existing junction arrangement, there remains significant queuing on the side road in all scenarios.

The applicant suggests that this situation is unlikely to occur because such delays are likely to encourage drivers to seek existing alternative routes that are available to exit the housing area which Eascote Road serves. Nevertheless, the capacity assessment results show that , there is an overall improvement in queue lengths across both the peak hours.

5.149 Buckinghamshire Council are also considering the potential for a signalised junction arrangement to be delivered at this junction as part of the SEALR proposals, in tandem with the signalisation of the Camborne Avenue / A413 Wendover Road junction.

5.150 The SEALR Transport Assessment presented an indicative preliminary design for the linked signalised junctions. An extract of the potential junction drawing is shown below.



5.151 The applicants for SEALR have assessed the junction using their 2036 Do Something flows (which are the same as the Woodlands 2036 Cumulative 3 assessment). The results illustrate that the indicative preliminary signalised junction design would be sufficient to cater for the level of traffic identified for the 2036 Cumulative 3 scenario and would therefore be an adequate mitigation should traffic flows reach the levels identified for 2036.

5.152 The delivery of any such schemes for Eascote Road and Cambourne Avenue would be managed by the Council as part of the implementation of SEALR, so a contingent financial contribution would need to be secured towards the works from the Woodlands development. The mechanism for this and the level of funding can be secured as part of the S106 Agreement for the site.

Junction 99 - Walton Street Gyratory



5.153 The Walton Street Gyratory junction is a key junction in Aylesbury town centre. It is a complex linked traffic signal-controlled junction with 4 main routes which join and circulate around a central area of residential and commercial properties.

5.154 The results of the assessment show that the operation of the Gyratory in 2022 with development would remain similar to Do Minimum in the AM peak hour and slightly improve in the PM peak hour.

5.155 The results of the assessment show that the operation of the Gyratory would improve in all 2036 scenarios with the addition of the development infrastructure and traffic. As such, no works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

5.156 Local representations have questioned the results, stating that in the cumulative scenarios the gyratory is operating significantly worse in the PM peak than the

scenarios the Inspector rejected in 2015. However, the 2015 scenarios are no longer relevant and have been superseded by the updated ATM traffic flows. It is clear from the results of the capacity assessments utilising the updated traffic flows that in both cumulative scenarios, the operation of the Gyratory would improve with the addition of the development traffic and infrastructure. As the operation of the junction improves when compared to Do Minimum the impacts are therefore not severe or even detrimental. The development and its infrastructure has a positive rather than negative impact.

- 5.157 Objectors have also questioned the validity of the strategic model to assess the Walton Street gyratory due to a lack of explicit validation at the junction. As discussed earlier in this report, the Aylesbury Transport Model has been developed in line with Transport Analysis Guidance (TAG) and has been assured and approved by DfT as part of the SEALR business case.
- 5.158 Notwithstanding, some specific points which have been raised in representations will be addressed below. Full details on the points raised are set out in the BC Highways response dated 27th January 2021.
- 5.159 Concerns were noted in representations that the gyratory observed turning flows were not used for strategic model and objectors therefore contend that there cannot be any confidence in the assertion that future year problems at the gyratory have been solved. Details of the demand and actual flows were also requested.
- 5.160 In building the ATM, link counts on approach to the gyratory were included in the model calibration and in respect of the model's performance against these, the Local Model Validation Report (LMVR) is clear on this. Figures 10-5 to 10-7 of the LMVR show flow validation on links approaching Walton Street Gyratory and they all have a GEH of less than, or very close to, 5.0 in accordance with TAG recommendations.
- 5.161 Furthermore, as noted in section 10.7 of the LMVR, journey time routes 5 and 6 both pass through the gyratory; in both directions of these routes, the model replicates journey times to within the tolerances required by the Transport Analysis Guidance (TAG), again demonstrating the model's suitability for representing Walton Gyratory accurately.
- 5.162 The Highway Authority considers that there can be confidence in the assertion that future year issues at the Walton Street gyratory are managed as the strategy for the whole town shows that conditions improve as a result of the new link roads. The Woodlands cumulative assessments in this respect are as set out in the Council's consultation response dated 8th January 2021.
- 5.163 It has also been confirmed by Jacobs that the flows used are 'actual' flows, not 'demand' flows. This is in line with all strategic modelling for planning applications in Aylesbury where only actual flows will be provided. It would be unrealistic to design using 'demand' flows which represent unconstrained networks where we know in a busy urban environment there are always network constraints.

- 5.164 Objectors have also questioned why Jacobs have compared the modelled junction turning movements with observed data at two junctions; A41/Aylesbury Road and A41/Bedgrove/Broughton Lane, however no comparison was carried out for the Walton Street Gyratory and the A413/Camborne Avenue roundabout, both of which will be affected by the changes proposed.
- 5.165 Jacobs have confirmed that it is quite typical for modelled flow validation for models of this nature to be limited to link flows rather than turning movements. The analysis of turning movements described in the LMVR was included explicitly at the request of DfT, who requested an analysis of two junctions be included. It is noted that DfT did not require this assessment to be a formal part of calibration or validation but just for information only. The junctions chosen were those for which turning count data was readily available at the time. With respect to the findings from the comparison, Jacobs placed relatively little weight on these given that they were not a formal part of model calibration/validation requirements and that the observed data was based on a single day's traffic count. Far more consideration and weight was placed on link counts, which were derived from 2 weeks' worth of ATC data.
- 5.166 Concerns have been raised about a number of junctions that is contended are missing from various assessments. The criteria used to trigger the capacity assessment of junctions is explained in the TA, TAA and various highways responses as are the results. Each modelling scenario has different network impacts that result from differing development and infrastructure assumptions that mean that not every junction is assessed in every scenario. The Council's highway officers remains satisfied that the network assessments undertaken are reasonable.

Conclusion

- 5.167 It is concluded on the Highways issues that full and detailed assessments of the application both individually and cumulatively, have demonstrated that any adverse effects of the proposals can be appropriately mitigated through planning conditions and S106 obligations.
- 5.168 The position reached in 2017 remains the same, and therefore BC Highways have confirmed that it has no objections subject to Conditions and S106 Obligations to be advised.
- 5.169 All of the link roads combine to bring forward a significant package of highway infrastructure necessary to support the required growth of Aylesbury in accordance with the VALP and the ATS. The provision of the link road through the Woodlands site is a key piece of infrastructure and the development also brings with it a broader mitigation package for the benefit of the town which will be secured through S106 agreement and accord with VALP policies D1, D-AGT3, T1, T3, T5 and ACNP and WTNP policies .

Walking, Cycling and Public Transport
Existing Conditions – Sustainable Modes of Transport

5.170 Pedestrian and Cycle accessibility – The site is located on the urban edge of Aylesbury adjacent to an established residential neighbourhood resulting in the potential for convenient access to Aylesbury town centre via a number of routes. The pedestrian and cycle strategy in the TA proposes on-site and off-site provision that will be provided to ensure the proposed development has good pedestrian and cycle connections to Aylesbury town centre, the canal towpath and Aston Clinton as required under policy D-AGT3 criteria g. On site cycle/walking provision includes:

- the provision of 3m wide combined footway/cycleway on the primary residential street network.
- the provision of a combined 3m wide footway/cycleway on the western side of the ELR(S) throughout the entire development, providing a continuous pedestrian and cycle connection between the A41 and the Land at East Aylesbury (Kingsbrook) development. Controlled crossing points will be considered on-site where required.
- the provision of a 2m wide footway on the eastern side of the ELR(S) between the Southern Woodlands Access Roundabout and the Land East of Aylesbury (Kingsbrook) Development.
- the provision of a controlled crossing across the A41 (W) arm of the A41 / Aston Clinton Road Roundabout.
- a connection to College Road North via the College Road North / Site Access / Arla Dairy Roundabout;
- Four pedestrian / cycle connections to the canal towpath.
- two footpaths offering the opportunity to integrate with the Aston Clinton MDA.

5.171 Off site provision includes:

- A proposed 3m wide shared footway / cycleway which extends from the College Road North site access to the A41 overbridge on the western side. Due to the existing overbridge, there will be localised narrowing across the bridge for a short section.
- South of the A41 overbridge, a new shared footway / cycleway is proposed on the inside of the bend (north side of the road). Uncontrolled crossing points will be provided across the slip road. This provides a connection to the short public right of way to College Road South to Aston Clinton, as shown as shown on drawings 32113/2032/003 and 004 which have been appended to this report (see appendix D1 and D2)

- The provision of dropped kerbs and tactile paving at the crossing points at the College Road North / Site Access roundabout to provide connectivity to the Arla Dairy development to the east.
- A financial contribution to re-paint the existing cycle lane markings on Aylesbury Road within Aston Clinton.
- Financial contributions towards the delivery of canal towpath improvements between Bridge 15 and Bridge 13.
- Financial contributions towards the surfacing of existing footpath AC/46/1 which currently connects College Road South with the overbridge over the A41.
- A proposed shared footway / cycleway on the southern side of the A41 from the enhanced A41 / Aston Clinton Road / Woodlands signalised roundabout. This provision will tie in to and connect with the approved Aston Clinton MDA site access design.

5.172 A good network of routes is to be provided within the development, with off and on road provision, and adequate links to the surrounding pedestrian and cycle network. The above measures will need to be developed at reserved matters stage and controlled by way of conditions if appropriate.

5.173 Public Transport Accessibility – The nearest bus stops to the site are currently located at the Holiday Inn on the A41 (services 61, 500/501 & 164) and the Hampden Hall development, which is adjacent to the site, and is served by a bus stop on the A413 (service 50). The Public Transport Strategy in the TA proposes a new bus service to serve the proposed Woodlands development. It is envisaged that the bus service will be introduced in phases over the life of the development.

Early phases: A new hourly bus service is proposed for the employment land-uses and for the early phases of residential development (up to 250 dwellings). The service would run along the A41 and would access and egress the development via College Road North, and complete a loop on-site. This service would be supported financially for a period of seven years.

Full Development: Once the ELR(S) is complete and a through link is provided from the ELR(S) to the College Road North access, it is proposed that the service frequency is increased to 30 minutes. The service would travel via the A41 / Aston Clinton Road roundabout, along the ELR(S), enter the Aylesbury Woodlands Development via the Northern Woodlands Access Roundabout and continue through the site towards College Road North where it would undertake a U-turn at the College Road North / Site Access Roundabout. It would travel back along the same route. Financial support would be provided for the services for a further two years. After this period it is anticipated that the service will be self-financing and no longer reliant on subsidy support.

5.174 It is proposed that four early services and four evening services would continue from the bus station to serve Stoke Mandeville Railway Station to provide for commuters wishing to travel in and out of London.

5.175 A financial contribution would be provided to the Council towards the provision of public transport services. The phasing of these payments will need to be agreed with the Council and set out in a Section 106 Agreement.

5.176 In addition the following infrastructure and contributions to bus services are proposed:

- Eight bus shelters will be provided with Real Time Information
- The provision of on-site signage to these bus shelters will be provided.
- A financial contribution will be made towards the implementation of the measures proposed in the Aylesbury Transport Hub and secured through the S106 agreement. Flexibility is built into the S106 Agreement to allow the strategy to be revisited in conjunction with Hampden Fields and this could include the provision of Demand Response Transport services as an alternative to the traditional fixed bus service.

Traffic Calming

5.177 As part of the strategic modelling iterations undertaken for the Woodlands development, interventions to the link speeds within Zone 1 in Aston Clinton (Aylesbury Road between Weston Road and A41) were included to reflect traffic calming in the area. A similar exercise was carried out for Main Street through Weston Turville to reflect the traffic calming aspirations of Weston Turville Parish Council. The purpose of this strategic model intervention is to reduce the attractiveness of these routes to through traffic. In order to ensure that this reduced link speed assumptions occur, the Woodlands development team set out their commitment to the implementation of a traffic calming scheme in these areas in the Addendum Transport Assessment dated March 2017. The traffic calming scheme preliminary design is similar to the scheme proposed by the applicant of the Hampden Fields application, and the Weston Turville Parish Council have been consulted on this scheme. The traffic calming scheme can be secured by way of s106 agreement, in the event planning permission is granted.

5.178 With regards to the Aston Clinton traffic calming scheme, the applicant is committed to implement the proposed traffic calming scheme on Aylesbury Road on the approach to Aston Clinton. The Parish Council would like to see the developer's commitment to traffic calming in the village extended beyond Zone 1 in Aston Clinton. Whilst the direct need for additional traffic calming commitments as a result of the development traffic impact is not significantly evidenced, the applicant has expressed a willingness to commit to funding further traffic calming measures in consultation with BCC and the Parish Council to agree the type and location of traffic calming features nearer the time at the detailed design stage. This is a matter secured through a S106 agreement.

Overall highway conclusion:

5.179 Overall Highways consider that the development proposal is acceptable subject to appropriate mitigation and conditions. The finer grained ATM, assured and approved by DfT, which has been used to test the traffic implications of the development and its infrastructure individually and cumulatively supports the conclusions of the CSTM

that the allocations, together with the transport strategy to support it, are acceptable and indeed bring about benefits to the highway network.

5.180 As stated above, the Highway Authority is satisfied that the development will not have a severe cumulative residual impact on the safety and convenience of the highway network and as such, whilst it is recognised there would be some adverse impact from the development, with appropriate mitigation the harm would not only be addressed but create some betterment on a standalone and cumulative basis - significant weight is attached to this benefit. The provision of the Eastern Link Road (SLR) at Woodlands is a fundamental part of the long-term vision to deliver a partial orbital route around Aylesbury and in addition the development would make financial contributions towards the SEALR and deliver major strategic benefits to the town highway network in accordance with VALP policy D1, D-AGT3 in particular criteria b, d and g, T1, T3, T5 and policies T1 and T2 in the ACNP and T1, T2 and T3 in the WTNP, and emerging BBKNP policy F2.

Landscape and visual Impact

VALP: D1 (Delivering Aylesbury Garden Town), D-AGT3 (Aylesbury north of A41)
BE2 (Design of new development), NE3 (The Chilterns AONB and setting), NE4 (Landscape character and locally important landscape) NE8 (Trees, hedgerows and woodlands)
ACNP: HQD1 (High quality design)
WTNP: H2 (Development Design in the Neighbourhood Area), C3 (Public rights of way)
Emerging BBKNP: G2 (Protection of key views and vistas).

5.181 VALP Policy D1 seeks 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, to ensure development within the Garden Town is distinctive, creates a local identity, enhances local assets and establishes environments that promote health, happiness and well-being. Policy D-AGT3 which allocates this site for development seeks to retain existing landscape features, and rights of way and seeks a landscape led approach including consideration of long distance views of the AONB and responds positively to the best characteristics of the surrounding area. Policy BE2 of VALP focuses on local distinctiveness, and developments are required to be appropriate to its contexts; and individual identify that either complements or forms an attractive contrasts with its surrounding is encouraged. Policy NE3 seeks to conserve and enhance the special qualities and distinctive character, tranquillity and remoteness of the AONB and its setting . Policy NE4 of the VALP seeks to ensure that the scheme respect the local context and landscape character of the area.

5.182 ACNP policy HQD1 and WTNP policy H2 are consistent with VALP and seek to reflect the local character, scale , distinctive local landscape features and that it retains and enhances natural boundaries, including hedgerow and water courses, which contribute to visual amenity or are important for their ecological value.

5.183 The NPPF at paragraph 174 advises that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and by recognising the intrinsic character and beauty of the countryside.

Landscape character

5.184 The site covers an extensive area of greenfield land within open countryside to the east of Aylesbury and has physical boundaries to the north in the form of the GUC, to the south by the A41 Aston Clinton Road and the A41 bypass and to the east by College Road North and the commercial buildings identified along that road including Arla dairy. The site falls within the Southern Clay Vale Landscape Character Zone as identified in the Landscape Plan for Buckinghamshire owing to its key features as described above as well as the views of the Chiltern Escarpment forming a dominant feature. At a more detailed level, the site is situated within the Southern Vale Landscape Character Area (LCA 8.10) in Sub-Area B: Aston Clinton Fields, which is listed in the ES as being of medium sensitivity. The site is adjacent to the Hulcott Fields and Broughton Fields LCAs to the north and west.

5.185 Although there is limited visibility of the site within the low, flat vale, it is visible from some of the higher ground within the Chilterns Hills Area of Outstanding Natural Beauty (AONB) and forms part of a landscape with a predominantly rural character. Conversely the AONB is visible from the site. The ES notes the AONB as being of a very high sensitivity.

5.186 The site is comprised primarily of large arable fields, bounded by species-rich hedgerows and associated field drainage ditches. There is a small area of planted broad-leaved woodland towards the south of the site and fields in the north-west and south-east of the site comprise pasture grassland, most of which is species-poor or semi-improved grassland. The field boundaries and margins contain mature and semi-mature trees including numerous nationally important native black poplar, especially in the north-western portion of the site.

5.187 The Environmental Statement includes a chapter containing a Landscape and Visual Impact Assessment (LVIA) and this has been updated through the submission of an ES Addendum. The updated ES Addendum LVIA takes on board comments from the Councils Landscape Officer on the scope of the LVIA and assesses the potential landscape and visual effects of the proposed development before and after mitigation measures.

5.188 The landscape approach seeks to retain and enhance valuable landscape elements including:

- Protection of, and buffers to, natural watercourse, minimise hedgerow removal to create positive, visual and physical relationship between the site and canal;
- Retention and protection of valued, mature black poplars, woodland and a small number of important hedgerows
- Significant new woodland and tree planting, and new mixed native hedgerows;

- Significant areas of dry grassland and wet grassland
- Creation of new linear, multifunctional green routes through the development and connecting off site green infrastructure
- New multi functional and accessible green spaces, except where reserved solely for wildlife.

5.189 It is noted that further changes were made to the proposed development which necessitated a review of the ES (March 2016) LVIA as follows:

- Addition of off-site mitigation woodland planting at College Farm to the east of the proposed development as part of Phase 1c landscaping(to be secured in the s106 agreement);
- Revised maximum heights in the parameter plans showing a revised height in the south eastern corner, limiting the height of the commercial units in the southernmost 56m contour of the development area to 15m.
- Revision to ES to include Parameter Plan 6 (Phasing Plan) detailing the specifics of Phase 1 of the development;

5.190 The ES and the updated addendum assesses the visibility and views and through a Zone of Theoretical Visibility exercise to establish the potential visual envelope, has identified a number of viewpoints ranging from localised views adjacent to the site to long range views up to 5k from the site.

5.191 It is noted that due to the relatively flat topography and existing mature roadside and field boundary vegetation, views into the site interior are generally limited to its close proximities whilst open views into the site are generally limited to more distant views from elevated land to the north, south and south-east.

5.192 The LVIA/ES considers the impacts on the following landscape and visual receptors (a comprehensive schedule of receptors is identified in the ES and ES Addendum), which are notable, due to their proximity to and relationship with the site in landscape terms;

Southern Vale Landscape Character Area (LCA 8.10)
 Aston Clinton Fields Landscape Sub Character Area
 AONB Setting (Chiltern Hills)
 Distant and Local Views; and
 Aston Clinton Road, New Road, Broughton, Upper Icknield Way
 Residential receptors

5.193 The ES addendum concludes that Moderate and Major/Moderate adverse cumulative landscape character impacts would occur as a result of the development with Aylesbury Environs and Aston Clinton, given the high magnitude of change on the Southern Vale LCAs, and significant adverse impacts are anticipated due to the fundamental change to the baseline open character of the open countryside becoming a predominantly suburban area. In essence, the urban edge of Aylesbury will extend 1.5-5km east and this will have a permanent and major adverse effect which is significant in ES terms. In terms of the landscape character of the AONB this

affect would be moderate/ minor adverse effect which would be significant, temporary in year 1, and not significant in year 15.

5.194 As part of the VALP process the background evidence included a strategic landscape and visual capacity study which recognised that there are limited sensitivities associated with the site, with potential to develop most of the site without significant impact with a green buffer along the northern boundary parallel with the canal to limit views from the canal. The process and adoption of the Local Plan has confirmed the principle of new development on this site

Visual effects

Impact on Local and Distant Views

5.195 The LVIA concludes for the standalone development and cumulative developments, that there would be significant landscape and visual impacts arising from the development(s) and moderate cumulative adverse changes on views obtained from the AONB. The latest ES addendum (2020) updates the baseline context and states that the assessment of landscape and visual effects, including other cumulative developments within the Aylesbury south environs, has identified no new or different likely significant effects to those in the 2016 ES or 2-17 ES Addendum, the mitigation measures have been considered as part of the design strategy and there are no new or different mitigation measures identified. The overall conclusions of the Landscape and Visual Impact Assessment remain unaltered from the previously assessed effects.

5.196 The LVIA assesses the proposed impact on local views. The local views are taken from local footways approaching and surrounding the site, and from the roadside of the A41, College Road North and Aston Clinton Road.

5.197 Footpaths: The LVIA confirms that the only promoted Public Right of Way (PRoW) that would experience a significant effect during the operational phase (and including construction phases) is the southern canal towpath of the Aylesbury Arm of the Grand Union Canal (on the route of the proposed ELR where it crosses the canal). Although views southwards into the Site are heavily filtered or screened by the containing towpath vegetation, this route currently enjoys open views northwards across open countryside. The receptors here would have a high sensitivity to change and the proposed bridge embankment and abutments would contain views of the open countryside for a distance along the route, the proposed development would result in a very high magnitude of change that would continue beyond construction into the operational phase. The effect would be a permanent and major adverse effect which would be significant.

5.198 The single footpath within the site (ACL/1/1- ACL/1/2) has a medium sensitivity to change but would experience a very high magnitude of change as the open agrarian landscape would be curtailed and changed by the presence of commercial/business units (at the eastern side of the site). This would result in permanent major/moderate adverse effects which would be significant, due to the fundamental nature of the change. This same footpath crosses the Aston Clinton Bypass and runs southwards towards Aston Clinton becoming PRoW ACL/1/4. Despite the intervening road embankment, the newly constructed commercial/business units would be

visible over the roadside vegetation which would cause a medium magnitude of change resulting in a medium term moderate adverse effect which would be significant until the roadside vegetation had matured to a height that would filter views of the units at some point before year 15.

- 5.199 Users of footpath BWB/11/1 that runs to the west of the Site past Broughton Village would have a high sensitivity to change. Viewers of the Site would experience a medium magnitude of change due to the construction of the ELR(S) embankment and associated loss of some mature black poplar. Users of bridleway ACL/2/1 have a high sensitivity to change and would experience a medium magnitude of change, due to the notable addition of built elements (particularly the ELR and its bridge over the canal). The effects on receptors would be moderate and adverse which would be significant until such time as the proposed tree planting had assimilated the built elements into the landscape, that is not significant, by Year 15.
- 5.200 Roads: No receptors using major roads would experience a significant adverse effect, but receptors on one minor road (College Road North) - who have a medium sensitivity to change and would experience a permanent moderate adverse effect which would be significant, due to the fundamental change in character of the view from this elevated location on the canal bridge.
- 5.201 In terms of the cumulative impact the ES and addendum recognise that significant combined visual effects are anticipated on views from the AONB (moderate and adverse effects) where the cumulative developments would increase the magnitude of change from the identified photo-viewpoints; and the Round Aylesbury Walk (major/moderate effect) where the magnitude of change will also increase to medium (after year 15 with mitigation). The ES has also considered the effect on sequential views from the Aylesbury Arm of the Grand Union Canal and towpath which are reported to be major (in combination with the other 'Aylesbury Environs – East' developments). It is considered that the development would result in a major adverse cumulative impact, in landscape terms, given the baseline condition and the transformation of the rural landscape character of the site, from open countryside to a more urbanised setting. Whilst it may be possible to mitigate to some extent the impacts on the canalside through careful design and a landscape led approach with sensitive landscaping which would become assimilated into the landscape over time, the effects would still be significant. The landscape officer agrees with the conclusions in the ES and addendum and advises that the development is concluded to result in some 'harm' which is 'significant' in terms of the loss of open countryside.

Impact on the Chiltern Hills AONB:

- 5.202 The Chilterns Area of Outstanding Natural Beauty (AONB) rises abruptly from the foothills of the Chilterns approximately 3km from the eastern boundary of the site. One of the special qualities of the Chilterns AONB is that the main ridge of the escarpment provides long views across the lower lying vales to the north and west towards the application site and the town, with its high rise County Hall (61 metres high) and peripheral industrial sheds which are prominent components of views from the Chiltern Hills.

5.203 The ES and addendum identifies that receptors on the Upper Icknield Way would be of high sensitivity and would experience a medium magnitude of change. Although receptors at Coombe Hill viewpoint have a very high sensitivity, due to the greater distance of the construction activity from this receptor (over 5k), the ES and addendum concludes that the magnitude of change would be low. The receptors at the two representative viewpoints from within the AONB would both experience a permanent moderate/ minor adverse effect which would be significant, temporary in year 1 and not significant in year 15, according to the ES and addendum.

5.204 The Chiltern Conservation Board recognises that the proposed development is likely to have a significant effect on the setting of the AONB, but will reduce with time. Furthermore, the CCB, notes that there would be no notable change to the special quality of panoramic views across the southern vale and the views out of the AONB need to be mitigated by avoiding continuous linear developments. Natural England is satisfied that the mitigation measures proposed in the Landscape Phasing Strategy edp2524/89b will protect the landscape character of the area and views from the Chilterns Area of Outstanding Natural Beauty. Officers have taken into account the cumulative impacts on views from the AONB of the development which has been considered in the LVIA submitted with the ES and addendum, in order to consider the impact on landscape character and setting of the AONB and visual effects. The proposed development at Woodlands would be seen in the backdrop of both major strategic urban extensions, with the baseline becoming more settled over time. It is anticipated that the magnitude will reduce from medium to low between years 1 and 15 as the baseline becomes more settled. There would be an increased amount of development (including the Hampden Fields, Woodlands, SEALR, Aylesbury South and South West developments) as well as that existing or committed at Arla and Kingsbrook with the edge of the town expanding, and this is anticipated to have a greater urbanising effect on views from the AONB. However, in light of the nature of the change, it is considered the cumulative impact on landscape character of the setting of the AONB and visual effects on receptors would be significant and the change moderate adverse in year 1 which would be reduced to a non significant level by year 15. The cumulative impacts are therefore not considered to increase the significance of the adverse effects.

Residential receptors:

5.205 Residents of the properties at the following locations (groups or individual dwellings) have been assessed (during construction and when the proposed development is operational), as being the nearest/most sensitive receptors which could be affected by the proposals;

- Red House, College Farm Road North;
- College Farm;
- Aston Clinton Road;
- Richmond Road;
- Normill Terrace;
- New Road;
- Broughton Lane;
- Bierton and Burcott;
- Upper Icknield Way;

- Weston Mead Farm;
- Oak Farm;
- Merrymead Farm;
- Manor Farm/Old Manor Farm;

5.206 The ES and addendum identifies that there are seven individual dwellings or groups of dwellings whose occupants would experience significant effects during year 1 of operation. However, due to the maturation of structural landscape elements, only receptors at College Farm, Old Manor Farm and Upper Icknield Way would experience a significant change (major/moderate or moderate adverse) from the baseline condition at year 15. The ES notes that receptors at College Farm would experience the largest effect, being the closest dwelling which is surrounded by built development during operation and this would be a major adverse effect in year 1 of operation which would be significant. The maturing boundary planting (to be secured in the s106 agreement as shown on the revised parameter plans) would soften or even screen the development, however this would only reduce the magnitude of change from the baseline condition to medium by year 15, which is still a major/moderate adverse and significant effect.

5.207 One other relatively proximal receptor group – occupiers of Manor Farm/Old Manor Farm which is (approx.) 400m from the western boundary and 700m from the proposed ELR – would experience a major/moderate adverse and significant effect in year 1. Manor Farm and Old Manor Farm are located in Broughton to the west of the Woodlands site and receptors there would experience views of the western areas of the development which are to comprise open space provision, the sports village and the ELR(S) embankment. At year 1, the impacts are likely to be more pronounced and the road embankment is anticipated to dominate the medium range views of the site before the landscape mitigation has been implemented. At year 15, the structural planting along the ELR(S) would assimilate any street furniture and the embankment into the general field boundary layout. Although, the canal bridge would still be visible, this would be a small enough component of available views to reduce the magnitude of change to low but this would still result in a permanent moderate adverse effect, which would be significant.

5.208 The more distant dwellings along Upper Icknield Way are located approximately 2.5k from the closest part of the site (the south eastern corner). Due to their more elevated and panoramic outlook receptors there would experience a medium magnitude of change in year 1 resulting in a major/moderate adverse effect which would be significant. The structural planting would have attained a height of 8-9 m by year 15 and would have matured enough to soften the ELR(S) embankment, visually break up blocks of new development and to 'root' the B8 units into the landscape. This view would remain fundamentally an open view across the settled vale with no new skyline and no considerable vertical elements to draw the eye. For these reasons, the magnitude of change would reduce to low, but this would still be a permanent moderate adverse effect which would be significant.

5.209 Receptors at four other residential groups would experience a moderate adverse effect in year 1 which would be significant. Receptors at dwellings on Aston Clinton

Road would have views towards the extensive planted woodland beyond which would be the open space and sports facilities separated by the elevated ELR and planting from the main built form the commercial and residential elements of the development. Those properties towards the eastern most edge of this group along Aston Clinton Road would have closer views towards the southernmost section of the ELR. These would experience moderate adverse temporary and significant effects in year 1 which with mitigation would be reduced to minor adverse and not significant by year 15. The dwellings on Richmond Road; dwellings on Broughton Lane; and Oak Farm would be further distanced. It is anticipated views from these properties may have limited views (looking northeast and east) towards the raised ELR(S) which passes through the western part of the site. However, these receptors would experience a lower magnitude of change and a permanent, albeit not significant, effect by year 15 as a result of maturing structural landscape planting and green infrastructure at the south and western parts of the site. It is anticipated that the proposed planting would help screen the built-elements of the development, thereby minimising its visual impact on the adjacent properties.

5.210 In terms of the cumulative effect these effects remain the same.

Coalescence and settlement identity

5.211 The proposed development would inevitably result in the growth of Aylesbury's urban area and coalescence with the adjacent Arla industrial site complex, particularly the proposed B8 development in the south-east of the site which will reduce the existing gap between Aylesbury and Aston Clinton and change in the form and character of the area, having regard to both the stand alone and cumulative effects with other allocations and commitments at Aylesbury Garden Town. Whilst it is acknowledged that there would be a degree of coalescence as a result of reducing the gap between Aylesbury and Aston Clinton. the process and adoption of the Local Plan has confirmed the principle of new development on this site and thus accepts the principle of the development in reducing this gap. With regards to Broughton there would be separation by open fields, open space and the ELR from the main developed area of the site with landscaping and planting to provide adequate separation and avoid coalescence. The illustrative masterplan seeks to provide for extensive landscape buffers and open space to ensure the individual identity of Broughton and Aston Clinton is being respected, and the separation of the built areas would provide a clear distinction between the development Broughton and Aston Clinton. It is considered that the provision of significant buffer zones between Arla and Woodlands will, over time, ensure the development assimilates with the setting which will primarily have the appearance and character of an employment-led complex envisaged as the Enterprise Zone.

5.212 In summary, it is considered that the proposals would result in a degree of coalescence between the development and Aston Clinton, however given the separation by the A41, and the landscape led approach the separate identity and sense of place of Aston Clinton, Broughton and the existing urban edge would be maintained.

- 5.213 In addition, the introduction of lighting associated with the development against a current baseline of a dark area of open countryside, would represent a fundamental change to the night-time landscape character which would also have an adverse impact. The nature of these impacts (at night-time) are such that they would not be mitigated and would not reduce the magnitude.
- 5.214 Overall landscape conclusion: The development of this site would inevitably change the character of the site and Southern Vale Character Area within which it lies through the loss of open countryside, and a degree of coalescence between the development and Aston Clinton limited to the local area. It would have a residual major moderate adverse effect on the site and moderate effect on the landscape character area in year 1 which would be reduced to a moderate significant by year 15 and with the mitigation proposed in illustrative masterplan, coupled with the new green infrastructure proposed, the impacts could reduce over time. The proposal would retain and enhance natural boundaries, including hedgerow and water courses, which contribute to visual amenity and reduce the visual effects from receptors over time which would be not significant in ES terms. In addition, the proposal is landscape led, has taken into consideration the distinctive local landscape features and seeks through mitigation measures to minimise the impact on the open countryside and visual effects of the development. The proposal with the proposed mitigation would not have a significant effect on the character, setting and visual effects on receptors of the AONB. The proposal would accord with VALP policies D1, D-AGT3, NE3, NE4 and NE8, ACNP policy HQD1 and WTNP Policy H2, and emerging BBKNP policy G2.

Agricultural land

- 5.215 The NPPF in paragraph 174 states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land (i.e. Grades 1, 2 and 3a in the Agricultural Land Classification (ACL)). Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land (i.e. Grades 3b, 4 and 5) in preference to that of higher quality. Through the local plan process and supporting evidence base, VALP policies D1 and D-AGT3 accepts the principle of development on this site and the loss of BMV land. Policy NE7 of the VALP states that 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.
- 5.216 The site consists of two subgrades (3a and 3b) of agricultural land and an area of woodland which is classified as 'non-agricultural'. The non-agricultural land comprises 6.3 ha of woodland near the A41, approximately 3.2% of the total site area. The remaining 96.8% is agricultural land, including three farm businesses.

- College Farm owns approximately 171.5 ha of land within the site which is used for arable production;
- Manor Farm occupies approximately 5.5ha of land at the north-west of the site, comprising of two small fields (one to the north of the GUC) and part of a third field which are used for silage, hay production and grazing;
- Approximately 18.6 ha at the south of the site, adjacent to the A41, are used by a local dairy farm business for use as grazing and silage.

5.217 The ES and addendum assesses the potential effects of the proposed development during construction and operation in terms of agriculture and soils. To establish a baseline, the assessment includes an Agricultural Land Classification Study which assesses the site area of approximately 200 hectares including 189.5 ha of agricultural land. The surveys of the site has determined that the majority of the site, comprising 135.1ha is subgrade 3b (67.5% of the site) and 54.4ha is subgrade 3a (27.2% of the site). The site therefore contains 54.4 ha of BMV agricultural land and 135.1ha of non-BMV land. A small area of woodland to the south of the site is classified as non-agricultural land and stretches of highway land and canal are classified as urban.

5.218 Three farm businesses operate within the site area. College Farm will lose 171. ha farm land currently in arable production during construction. The farm business will retain buildings and dwellings at College Farm but the farm will be significantly affected by the development proposal, thus the impact will lead to a high magnitude on a receptor of medium sensitivity, resulting in a moderate adverse effect on their business. In respect of the other 2 businesses, these occupy small areas of land within the site and the ES considers that the impact upon these will not be significant of low magnitude resulting in a minor adverse significance.

5.219 The effect upon agricultural land and the effect on the loss of the land on farm businesses will remain the same during the operational phase and construction phase, having permanent effects. Cumulatively, the development of BMV land alongside other developments committed locally will be high.

5.220 In summary, the site comprises of 54.4 of BMV of a total of 2004 ha of agricultural land. This falls above the threshold of 20ha set by Natural England. The impact on BMV agricultural land as a result of irreversible development was considered and accepted through the local plan process. Natural England has been consulted on the proposal and has had regard to the loss of BMV land and notes that conditions should be sought around the proposed off-site mitigation as outlined in the Aylesbury Woodlands ES Addendum Appendix G.4 Biodiversity Strategy V4. Through the local plan process and supporting evidence base, VALP policies D1 and D-AGT3 accepts the principle of development on this site and the loss of BMV land. It is considered that the development would accord with VALP policy and with the aims of the NPPF in this regard.

Trees and Hedgerows

VALP: D-AGT3 (Aylesbury north of A41), NE8 (Trees, hedgerows and woodlands)

ACNP: HQD1 (High quality design)

WTNP: H2 (Development Design in the Neighbourhood Area).

- 5.221 VALP policy D-AGT3 (criteria d) requires that existing vegetation should be retained where practicable, including existing woodlands and hedgerows. NE8 seeks to protect existing trees and hedgerows, including black poplars and loss of ancient woodland or ancient trees will be refused unless exceptional circumstances can be demonstrated. Policy HQD1 of the ACNP seeks landscaping schemes for housing to include trees, hedgerows and private amenity space. Policy H2 of the WTNP amongst other things states that development will be supported provided the landscape design reflects the character and scale of distinctive local landscape features and retains and enhances natural boundaries, including hedgerow and water courses, which contribute to visual amenity or are important for their ecological value. The NPPF also states that planning permission should be refused for development resulting in the loss of veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- 5.222 No tree preservation orders are registered against the site, nor does it lie within a designated conservation area. The site contains black poplar trees recorded adjacent to drainage ditches and watercourses and the report recognises the importance of this native species. The Arboricultural Assessment recognises that these items require sensitive management to ensure their safe, long-term retention on this site. .
- 5.223 The survey recorded a total of 165 individual trees and 24 groups of trees, and 66 hedgerows. This includes 4 category 'A' trees/woodlands (high value), 113 category 'B' trees/groups (moderate), 126 category 'C' trees/groups (low quality and value).
- 5.224 The Arboricultural Impact Assessment (AIA) identifies that two individual black poplar trees (T56 and T100) and one group item comprising black poplars (G183), require removal to facilitate the development. The AIA identifies that three individual black poplar trees (T56, T100 and T185) and one group item comprising black poplars (G183), need to be removed to facilitate the new road layout and block pattern. The removal of G183, a category A group and T185, a category B tree (and 6 x category C hedgerows of low value) are required to facilitate delivery of the Eastern Link Road South (ELR (S)). The applicant contends that the most appropriate alignment of the ELR (S) has been agreed with the relevant highway stakeholders which minimises tree/hedgerow loss where possible.
- 5.225 The AIA has determined that 13 remaining items require removal to facilitate the proposed ELR(S). Three items (3 x tree groups) are defined as category B and ten items (9 x hedgerows and 1 x tree group) are defined as category C. The AIA has determined that 33 remaining items require removal to facilitate the proposed development. One item (Black Poplar) is category A, ten items (1 x tree group and 9 x trees) are defined as category B and 22 items (13 x hedgerows and 9 x trees) are defined as category C. The AIA identifies that 177 of the surveyed trees and hedgerow items would be unaffected by the proposals and would therefore require an appropriate level of protection during construction which could be conditioned.

- 5.226 All proposed tree removals will require sound arboricultural management (which could be conditioned) in order to comply with Policy D-AGT3 and NE8 of VALP and are to ensure the longevity of this species in this area. The applicant has agreed to off-set the removals with new planting of black poplar trees to ensure succession of this species in this area. Other species proposed throughout the development should be native species that seek to enhance the development and the surroundings.
- 5.227 Overall, the proposals will result in the loss of 46 items and partial loss of 20 items. However, it is acknowledged that those losses and partial losses could be compensated for by the proposed planting as indicated on the Green Infrastructure Masterplan, to enable compliance with policies D-AGT3 and NE8 of VALP, alongside following benefits:
- New hedgerows running the length of the ELR (S);
 - Substantial increase in the young tree stock throughout the development;
 - New community orchard;
 - Improved species diversity across the site and increased overall diversity in the wider area, thus contributing to an enhancement of biodiversity of the tree population; and
 - Replacement planting of native black poplars to ensure succession to the existing tree stock into the future.
- 5.228 The Tree officer raises some concern over the age of the tree survey, the level of detail on replacement and new planting and draws attention to the potential for veteran trees. There are two black poplars and one ash tree that are highlighted as potential veteran trees, these lie within the proposed open space areas, and therefore could be retained. The applicant states that all efforts have been made to retain as many trees on-site as possible, including the retained Woodland area at the south of the site. Adverse effects on the retained trees are not expected and can be addressed at the detailed design stage and controlled via conditions that require adherence with tree protection measures implemented during the construction phases. Future reserved matters will need to be more specific but can be appropriately conditioned, and such conditions could be imposed to include the requirements for further detailed arboricultural submissions, tree protection plan and robust planting scheme.
- 5.229 New structure and off-site tree and hedgerow planting is indicated on the Land Use Parameters Plan alongside the Illustrative Masterplan that would form a part of the future detailed schemes to be considered at the reserved matter stage. The existing Woodland area on the southern part of the site north east of the A41 roundabout is proposed to be safeguarded and is shown on the parameters plan and masterplan.
- 5.230 On the basis of the detail submitted, it is considered that a scheme could be designed to pay adequate regard to the landscaping of the site and subject to completion of a Tree Protection Plan and Arboricultural Method Statement such that the development would accord with policies D-AGT3 and NE8 of the VALP, ACNP policy HQD1, WTNP policy H2 and with the NPPF.

Ecology

VALP: D1 (Delivering Aylesbury Garden Town), D-AGT3 (Aylesbury north of A41), NE1 (Biodiversity and geodiversity), NE2 (River and Stream corridors), NE8 (Trees, hedgerows and woodlands)

ACNP: EN1 (Environment – Development impact on biodiversity), EN2 (Environment – Protecting biodiversity loss)

WTNP: H2 (Development Design in the Neighbourhood Area) and E3 (Biodiversity)

5.231 VALP policy D-AGT3 criteria d, e, q, s, requires existing vegetation and landscape features to be retained where practicable, as well as existing woodlands and hedgerows. Proposals must retain and enhance existing habitats where practicable including the creation of linkages with surrounding wildlife assets. This includes landscape buffers to Broughton, Eastern Link Road and ecological mitigation supporting Kingsbrook and appropriate ecological mitigation. It is expected that provision and management of 50% of green infrastructure should link to other new development areas and the wider countryside. Policy NE1 states that 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. 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). This is consistent with paragraphs 17-20 of the NPPF.

5.232 Policies EN1 and EN2 of the ACNP and Policies H2 and E3 of the WTNP are consistent with VALP and seek biodiversity net gain, as well as seeking to conserve and enhance biodiversity and wildlife.

5.233 The applicant has submitted an updated Environment Statement which sets out a number of mitigation and enhancement measures which could be incorporated into the scheme to provide a Biodiversity Net Gain (BNG). The updated Biodiversity Impact Assessment (BIA) demonstrates a minimum net gain of 15% largely achieved through the creation of extensive areas of new habitats (including lowland meadows, woodlands, scrub, orchard, reedbed and standing water) could be achieved. The updated ES shows that there are no material changes or habitats on site from the original full ecological surveys carried out in 2016. The only material alteration from the 2016 baseline is an altered Traffic modelling assessment and a change in impacts as a result of air quality issues. The Ecology officer has stated that 'the mitigation measures detailed in the 2016 ES are still considered appropriate and proportionate to the impacts'. The measures to be delivered in a Landscape Ecological Management Plan will be secured with planning conditions.

5.234 The ES Chapter 13 confirms that a range of field surveys were carried out to accurately gauge what species and habitats are present on the site. The ES details the species and habitats currently found on the proposed development site as a number of surveys were carried out (badger, bats, reptiles, great crested newts, water voles and birds etc). In addition, hedgerow assessments, Vegetation Classifications and ground level inspections of all trees and canal bridges/structures with bat/bird roosting potential have been carried out and are referred to in the ES.

- 5.235 There are three main badger setts close to the site which utilise the pasture, woodland and grassland habitats on the site for foraging. Bat activity surveys recorded at least eleven species of bat commuting and/ or foraging within and adjacent to the site. The dark, insect- rich corridor of the Grand Union Canal (GUC) is of regional importance for commuting and foraging bats and the Bear Brook, lines of trees and other features within and bordering the site are of county importance.
- 5.236 The GUC, Bear Brook and surrounding hedgerows and trees are key nesting habitats for breeding birds. The north-western part of the site supports a greater abundance and variety of breeding birds compared to the arable areas. However, the latter supports several farmland species of high or medium conservation concern including skylark. Wintering bird surveys recorded 58 bird species including high numbers of overwintering golden plover and lapwing; both are high priority species and are valued at a county level. There are no ponds present within the site boundary, but great crested newts were recorded in ten ponds within 500 m of the site boundary, in three distinct meta-populations; one to the north-west of the site; a second in Broughton, to the west of the site; and a third to the south of the A41.
- 5.237 Breeding bird surveys identified 56 bird species on the site or near the site boundary including three species (common tern, kingfisher and red kite) that are European Protected Species (EC Directive Annex 1) and three species (barn owl, kingfisher and red kite) on the national list of protected species (Schedule 1 of the Wildlife and Countryside Act 1981 (as amended)).
- 5.238 The Council's Ecology officer confirms that the applicant has submitted a very thorough and comprehensive series of ecological assessments investigating the impacts on species and habitats which are considered to be an accurate account of the species and habitats present on site. These reports detail the myriad of impacts the development will have on the identified species and habitats. The Biodiversity Strategy by Swift Ecology brings all the species and habitat reports together and discusses the impacts, mitigation, compensation and enhancement measures required under NPPF.
- 5.239 The updated Aylesbury Woodlands Biodiversity Strategy identifies a definitive set of measures that would deliver the net biodiversity gains relied on in the ES, including the measures to be incorporated into the off-site enhancement scheme (the details of which can be secured as part of a s106 off-setting compensation obligation). It is recommended that the revised strategy forms the basis for a planning condition that provides the mechanism for ensuring net biodiversity gains are delivered throughout the development. The Council's Biodiversity Officer advises that this approach is acceptable .
- 5.240 Natural England have no objection on the basis that the strategy provides sufficient measures which can/will be implemented to ensure net biodiversity gains.
- 5.241 The above assessment takes into account the updated ES Addendum which considers the cumulative impacts of the development, on biodiversity, with other schemes

(including Hampden Fields), and the effects of the development when considering Phase 1 alone. In respect of the phase 1 only assessment, the ES Addendum reports that all such changes result in residual impacts which are less (in terms of magnitude and/or duration) than the implementation of the full project proposals. Therefore, the ES Addendum concludes that the changes are not deemed sufficiently different to warrant any changes in the approach to mitigation and compensation. The ES Addendum reports that there would be a major positive cumulative impact upon biodiversity, when considering the additional cumulative impacts of the Hampden Fields proposed development. Officers concur with this assessment and consider the biodiversity enhancements would ensure compliance with the VALP policy and NPPF and is recognised as a benefit.

5.242 Under Regulation 53(2) (e) of the Conservation of Habitats and Species Regulations 2010 (as amended), the applicant will need to acquire a mitigation licence as the development is anticipated to have impacts on European Protected Species, that would otherwise be illegal, such as: capturing, killing, disturbing or injuring them (on purpose or by not taking enough care) damaging or destroying their breeding or resting places (even accidentally), obstructing access to their resting or sheltering places (on purpose or by not taking enough care). With the requirement for the applicant to obtain an EPS Licence, the Local Planning Authority has to have regard to the three tests as set out in the Natural England Advice Note: European Protected Species and the Planning Process in respect of protected species, and in this respects bats. These three tests are:

- (i) Test 1: the consented operation must be for “preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment”;
- (ii) Test 2: there must be “no satisfactory alternative”; and
- (iii) Test 3: the action authorised “will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range”.

5.243 With regard to the three tests above, the following is relevant:

- i. It is considered in the case of the Woodlands development that there is an overriding public interest in that there is a need to deliver substantial new employment generating jobs within the designated EZ with essential new strategic transport infrastructure that will create significant benefits, alongside the provision of additional housing within the Aylesbury vale area, which have been identified as matters that represent a significant positive benefit. Given the level of future growth envisaged for Aylesbury there is a need to release greenfield sites and the delivery of this VALP allocation. There will be social and economic benefits to the public and beneficial consequences to the environment and therefore the proposal meets the imperative reasons of overriding public interest.
- ii. The site has been assessed as being appropriate for a major employment and infrastructure led development including a substantial housing

component, where the limited adverse impacts are outweighed by the substantial benefits. This is a VALP allocation. There are no equivalent alternative sites available to deliver the proposed part of the Eastern Link Road which could be positioned in order to link up with the planned strategic route on adjoining sites. There are no other sites that could deliver this link road. The Natural England guidance recognises that there are always going to be alternatives to a proposal and, in terms of licensing decisions, it is for Natural England to determine that a reasonable level of effort has been expended in the search for alternative means of achieving the development whilst minimising the impact on the EPS and that a proportionate approach is adopted in considering the feasibility of alternative solutions relative to the degree of likely impact. There is a need to release sites to accommodate future growth at Aylesbury and the delivery of an VALP allocation, and vision for Aylesbury Garden Town. The report sets out the adverse effects of the proposed development and being a greenfield site these effects would also apply in the same way to the consideration of other sustainable urban extensions around the town, and weigh those against the benefits, including the mitigation, compensation and enhancement in ecological terms. Having regard to all of these factors it is considered that there are therefore no satisfactory alternative sites which would provide the same social and economic benefits to the public and beneficial consequences to the environment highlighted above, namely the new housing quantum, ELR and associated highways infrastructure improvements, employment and delivery of an enterprise zone, flood defences and mitigation, and open space/sports facilities to meet specific needs at Aylesbury. Mitigation and enhancement measures are proposed to the benefit of the European Protected Species.

- iii. The Council's Biodiversity Officer is satisfied that the mitigation measures proposed by the applicant will ensure the development is not detrimental to the protected species on and around the site and suitable roosting sites will be provided within the site and off-site as part of the enhancement scheme secured under the s106 and ensure net gain. Natural England has been consulted on the application and have not assessed impacts on protected species, instead refer to the standing advice, which has been followed.

5.244 The site is located within 5km of the Chiltern Beechwoods Special Area of Conservation (SAC) designated under the European Directive.

5.245 In this instance, a Habitats Regulations Assessment Report (HRA) undertaken by the Council as part of the VALP supporting documentation and updated (addendum) in November 2020 as part of the main and further main modifications, concludes that the proposed development would not result in significant effects on the Chiltern Beechwoods Special Area of Conservation (SAC) as a result of increasing traffic and related impact on air quality as well as increasing recreational pressure having regard to mitigation. Natural England agree with the conclusions including in the addendum within the Appropriate Assessment with regards to air quality and the updated data that there will be no adverse effect on the integrity of the SAC, either alone or in combinations.

- 5.246 The applicants have also undertaken an assessment, of the potential effects of the proposed development on the Chiltern Beechwoods SAC. The applicants ES and addendum in terms of air quality, concludes that the major share of air pollution at the SAC acting either as stand alone or in combination with other plan or project are either absent or make negligible contributions and are not significant and would not undermine the conservation objectives for the SAC and overall the site integrity would not be adversely affected. Natural England agree with these conclusions.
- 5.247 In terms of visitor pressure the ES addendum considers the potential for increasing recreational pressure and refers to the conclusions in the Hampden Fields HRA. The most recent HRA addendum to Hampden Fields recognises that a likely significant effect cannot be ruled out and therefore further scrutiny is required as part of an appropriate assessment on recreational pressures.
- 5.248 New evidence has been published by Dacorum Borough Council (March 2022) on the impacts of recreational and urban growth on Chilterns Beechwoods Special Area of Conservation. Natural England support the conclusions and recognises that new housing within 12.6km of the Chiltern Beechwood Special Area of Conservation can be expected to result in an increase in recreation pressure. There is also a 500m exclusion zone around the Ashridge Commons and Woods SSSI where any new residential unit or accommodation should be avoided. The application site lies within the 12.6km zone of influence and outside the 500m exclusion zone.
- 5.249 The applicants have provided an update in response to this evidence which confirms that the previous ES conclusions (as outlined above) are unchanged by this evidence. Over half of the Woodlands site (116 ha or 58%) is proposed as open space, 74.2ha being informal open space lending itself to the creation of natural green space. The applicants have confirmed that the proposed open space has the ability to conform with the Natural England guidelines for Suitable Alternative Natural Greenspace (SANG), a matter which could be secured through condition.
- 5.250 An Appropriate Assessment has been undertaken by the Council as the competent authority, which takes into account the new evidence produced by Dacorum BC. The assessment concludes that the impact avoidance and mitigation measures in the form of the public open space design and accessibility would be successful in addressing any net increase in visitor numbers and recreational pressure on the Chiltern Beechwoods SAC and would not contribute towards any adverse effect in combination with other developments. A copy of the Habitats Regulations Appropriate Assessment can be found attached to the end of this report (see appendix J).
- 5.251 The mechanism for securing this mitigation is through a S106 legal agreement and conditions.
- 5.252 Natural England confirmed they are in agreement with the conclusions of the Appropriate Assessment that the application would not have any significant adverse

effects on the integrity of the Chilterns Beechwood SAC. Following the publication of the new March 2022 evidence NE confirm that any development before 14 March 2022 forms part of the baseline development, and that no further information is requested at this stage. NE point out that any reserved matters applications will need further consultation with NE and consideration of the impact on recreational pressure at that stage. It is therefore considered that with this commitment in place, the development will accord with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), as such no objections are raised.

5.253 Whilst the development would constitute a material change to the baseline character of the site, the development proposal offers opportunities to secure sufficient benefits to offset the adverse effects of the change. Whilst there is some potential for some harm as discussed above, having regard to the mitigation proposed and the ability to secure net gains, it is considered that subject to conditions, the application proposal accords with VALP policy D-AGT3 and NE1, ACNP, WTNP and the NPPF and would complement the local area and conserve existing natural and other features of value as far as possible.

5.254 The ES and addendum concludes that there would not be a significant effect on ecology. It would deliver a net gain which would be a benefit. Having regard to the above matters, it is considered that the development would accord with policy NE1 of the VALP and with the NPPF.

Environmental issues

VALP: NE5(Pollution, air quality and contaminated land).

Air Quality

5.255 Policy NE5 of VALP requires development that may have an adverse impact on air quality will be required to prove through a submitted air quality impact assessment that the effect of the proposal would not exceed the National Air Quality Strategy Standards (as replaced) or the surrounding area would not be materially affected by existing and continuous poor air quality. The potentially polluting development will be required to assess their air quality impact with detailed air dispersion modelling and appropriate monitoring. Required mitigation will be secure through a planning condition or section 106 agreement.

5.256 The NPPF includes air quality as an issue to be evaluated when considering the need to conserve and enhance the natural environment and that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

5.257 The council has investigated air quality and to date has declared three Air Quality Management Areas (AQMAs) within the Aylesbury vale area due to exceedances of the annual mean NO2 objective. The Tring Road AQMA is the closest to the site approximately 1.8 km to the west, the Stoke Road AQMA is the second closest to the site approximately 2.8 km south west and the Friarage Road AQMA which is located approximately 3.7 km west of the site.

- 5.258 With regards to the Phase 1 and Cumulative Impact Assessment, the ES reports concentrations of nitrogen dioxide (NO₂) and dust (known as PM₁₀ and PM_{2.5}) predicted for a number of worst-case locations representing existing properties on Aston Clinton Road adjacent to the road network, as well as future properties within other proposed developments likely to come forwards. In particular, pollutant concentrations resulting from the operation of the proposed development and the Hampden Fields development have been predicted in 2034.
- 5.259 The ES notes that predicted concentrations are below the relevant objectives at all of the existing receptor locations in 2022 (Phase 1 scenario) and 2034 with the proposed development in place. The ES predicts that air quality conditions within the Air Quality Management Area are likely to improve with the proposed development in place as a result of the redistribution of traffic to new road links once the proposed development is built.
- 5.260 Concentrations of NO₂, PM₁₀ and PM_{2.5} have also been predicted for a number of proposed receptor locations within the Woodlands site. Predicted concentrations in 2022 and 2034 are well below the relevant air quality objectives. Hence, the site is considered to be suitable for residential development. The ES reports that increase in NO_x concentrations and nitrogen and acid deposition is unlikely to have a significant effect on the integrity of local ecological receptors as the changes in concentrations and deposition are below thresholds of significance. The operational effects of the proposed development are judged (ES Addendum) to be not significant, which is the same as in the ES (March 2016).
- 5.261 It is noted that the construction works have the potential to create dust and during construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission, and with these measures in place it is expected that any residual effects will not be significant. Mitigation measures can be used and secured by condition. The air quality impacts associated with the construction and operation of the proposed development have been assessed and it has been concluded that the operational impacts of increased traffic emissions arising from additional traffic on local roads will be negligible at all receptors and the impacts on overall air quality would be insignificant. The result of the assessment is the same as the assessment carried out in 2017, which the council's air quality officer agreed with. The amended ES addendum Air Quality assessment report identifies that there should be no significant effects on air quality arising from the construction of the development or arising from the completed development providing that the appropriate mitigation and enhancement measures detailed in the report are implemented.
- 5.262 On the basis of the assessment, and with the proposed mitigation (to be conditioned in respect of construction works) and imbedded design in place, the proposed development is in accordance with policies BE3 and NE5 of the VALP and with the NPPF.

Noise

- 5.263 Policy NE5 of the emerging VALP requires significant noise generating development to minimise the impact of noise on occupiers of proposed buildings, neighbouring properties and the surrounding environment.
- 5.264 Paragraph 185 of the NPPF states that planning decisions should ensure new development is appropriate for its location and to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development including through the use of conditions.
- 5.265 The Environmental Statement and Addendum identifies that noise and vibration impacts in relation to the scheme will occur during both construction and operation. During construction, the Noise Report in the ES identifies that nearby properties on the Aston Clinton Road and College Farm, College Road North (Red House) and users of the GUC Canal Towpath are anticipated to experience some adverse effects from traffic noise. The ES judges the noise to be temporary and intermittent in nature. The southern part of the proposed ELR (S) is also located approximately 60m from the closest existing residential properties (on Aston Clinton Road) which contain back gardens which will be exposed to the new conditions. Although it is reasonable to assume that occupiers will be aware of the new road to the rear of the properties when in the gardens, and the additional exposure to a new source of noise would be experienced, it is considered that the noise (from the traffic passing along the new road) will blend into the background without causing significant nuisance or spoiling the residents' reasonable enjoyment of their private gardens. In environmental terms, it is considered the proposals will not materially worsen the existing conditions at this location on the edge of the town which currently comprises a busy arrival loci for traffic passing into the town.
- 5.266 The ES anticipates that generic mitigation measures (noise screens/tree planting on the road edges and embankment) would reduce the effects to negligible. The initial preferred method of attenuating noise associated with the ELR(S) comprises the provision of acoustic barriers at a height of 2m (on both sides of the road) for 200m either side of the canal. Acoustic barriers will be subject to detailed planning permission and their acoustic quality will be specified. This can be secured by condition.
- 5.267 The ES identifies that there are potential impacts from the increased levels of road traffic, in terms of the standalone development and cumulative development scenarios. There will also be potential noise impacts from any new fixed installations and plant associated with the proposed development, which may impact on occupiers within the development.
- 5.268 With the exception of the Grand Union Canal, the ES considers that the operational impacts are judged to be negligible when appropriate mitigation measures (such as those listed in the report) are applied. The ES anticipates that operational and construction impacts on the Grand Union Canal are considered to be moderate when mitigation measures are applied. The ES considers that when appropriate mitigation measures are applied the site is suitable for the proposed development.

- 5.269 The ES and ES Addendum confirm that residual effects of noise include operational transportation noise and building services plant and industrial processes and potential B8 impact. The final layout and orientation of the various buildings/service yards has yet to be determined. The ES considers that mitigation measures have been proposed which can eliminate any residual impacts in relation to industrial/commercial sounds.
- 5.270 The ES states that residual effects associated with operational transportation noise have been reduced as far as possible within the constraints of the scheme and are considered to be acceptable. The ES highlights change in sound levels at residential receptors is typically less than 3 dB with the exception of the proposed residential receptors associated with the Land East of Aylesbury development (ref. 10/02649/AOP, and known as Kingsbrook) located to the north of the Site. However, the assessment of impact at this receptor does not consider the suggested mitigation measures proposed within the environmental statement as sufficient detail is not available within the submitted environmental statement to allow a detailed assessment to be undertaken. It is likely that with the addition of suitable mitigation measures highlighted therein the change in sound level at these receptors is likely to fall to < 3 dB. Traffic noise mitigation is being secured through the reserved matters for the Kingsbrook development, which would address this.
- 5.271 No new or different likely significant effects were identified through the assessments undertaken in the ES addendum in relation to noise and vibration.
- 5.272 No objections have been raised by the Environmental Health Officer subject to the noise mitigation measures detailed in chapter 9 being implemented as part of the Construction Environmental Management plan. No further objections are reported in respect of the assessment of the noise impacts within the ES. The measures highlighted in the ES and ES Addendum can be secured via a condition and with detailed consideration of the layout at reserved matters stage, to allow safeguarding of the enjoyment of gardens and amenity areas for residents as well as satisfactory internal noise levels within dwellings. This is considered to be a neutral factor in the planning balance.
- 5.273 The Environmental Health Officer has reviewed the revised documentation and is of the opinion that the significant effects remain substantially the same. Since the production of the original ES there have been a number of updates to relevant standards and guidance. No objections have been raised subject to conditions in relation to a Construction Environmental Management Plan (CEMP). The relationship of proposed houses to the potential noise source, noise from proposed employment, industrial units/ plant area and mixed use local centres has been assessed and it is considered that this is satisfactory subject to conditions being imposed on construction management and noise mitigation as set out above. Whilst the Environmental Health Officer has referred to the consideration that will be given to the internal layout of the proposed schools in terms of road traffic noise levels such that the classrooms and other sensitive areas will be located in facades away from the roads. This a detailed matter for the reserved matters stage and the acoustic

performance of the proposed building façade components' sound insulation is a matter which would be dealt with through the Building Regulations.

5.274 Overall, in respect of noise and vibration it is considered that subject to mitigation measures, including the imposition of conditions regarding noise and which will also require the approval of a CEMP, the proposal would accord with policies BE3 and NE5 of the VALP and with the NPPF.

Contamination

5.275 VALP policy NE5 seeks an appropriate contaminated land assessment to identify risks to health, the natural environment and water quality.

5.276 The Environmental Statement submitted with the application assessed the potential environmental effects on ground conditions and contamination. Most of the site is currently under arable cultivation, sub divided into field enclosures of various size and shape separated by mature hedges with a number of deep ditches and fences. There are two recorded landfills within 1km of the site:

- Weston Mead farm landfill: 20 m west of the site, 'inert' waste; and
- Old Sewage Works landfill: 250 m south-east of the site, 'Inert' and 'Industrial' waste.

5.277 There is no record of contaminated land issues at or within 500 m of the site, nor does the Council have any land in its jurisdiction within 1km of the site that has been formally identified as Contaminated Land. A Biological Notification Site adjoins the northern boundary of the site, along the south side of the Grand Union Canal, and another is located to the west of the site.

5.278 The Ground Conditions ES chapter identifies there may be a risk to buildings on the site arising from the potential for clay shrinkage/swelling ground movement. A number of sources of potential contamination have been identified including a dilapidated barn, discarded farming related materials and alluvial soils close to the Bear Brook which have the potential to generate soil gases.

5.279 The ES reports that the geodiversity of the local area will be unaffected by the development of the site and therefore there will be no geodiversity impact from the development. The employment of routine mitigation measures is anticipated to result in no significant residual effects associated with the development of the site with respect to ground instability and contamination. There are no further likely environmental impacts as a result of the amendments to the proposed development, or as a result of the revised phasing strategy set out in the April 2017 revised scheme. The cumulative assessment of local committed development sites concludes that development of the site in conjunction with these taking place will result in no significant cumulative effects. The Council's Contamination Officer has reviewed the submitted ES and agrees with the conclusions and recommendations and raises no objection to the proposals subject to conditions.

5.280 It is proposed to conduct ground investigations at the application site prior to the detailed design of the proposed development in order to delineate areas of

contamination and any other risks prior to construction. A condition can be attached in case any contamination is found. This accords with VALP policies BE3 and NE5.

Waste Management

5.281 The applicant confirms that the residential properties will be designed to incorporate the council's waste collection practices, including space to house food waste, recycling, garden, and non-recyclable waste bins. The details of this provision will be provided at the detailed design stage which is considered to be acceptable in this instance. Waste generated from Aylesbury Woodlands will be designed to fit in within Buckinghamshire County's local and regional waste infrastructure. Provision of waste facilities within the commercial elements of the scheme will also be considered at the detailed design stage and will ultimately be determined subject to the requirements of the businesses. It is considered that the proposed waste management strategy which outlines the various approaches to the collection and storage of waste and recycling materials is satisfactory in principle and accords with VALP policy.

Historic environment

VALP: D-AGT3 (Aylesbury north of A41) , BE1 (Heritage Assets)

ACNP: HQD1 (High quality design)

WTNP: H2(Development Design in the Neighbourhood Area)

Supplementary Planning Documents (SPD): Aylesbury Vale Conservation Areas Weston Turville Conservation Area document (2007).

Emerging BBKNP: HH1 (Promotion of history and heritage); HH2 (Protection of heritage assets)

5.282 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local authorities to pay special regard to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Policy D-AGT3 criteria x states that the site allocation contains five grade II 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 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. Policy BE1 seeks to conserve heritage assets in a manner appropriate to their significance, including their setting and seeks enhancement wherever possible. The ACNP lists non designated and designated heritage assets. Policy HQD1 requires proposals to fully take into account any relevant considerations concerning the historic environment and heritage assets in the area. WTNP Policy H2 requires proposals for development within the neighbourhood area to conserve and enhance the significance of any heritage asset and/or the special interest, character and appearance of the conservation area and their settings.

5.283 There are no listed buildings within the site. There are no Conservation Areas adjacent or close to the site. There are a number of the bridges crossing the canal (GUC) (Aylesbury Arm) which are Grade II listed, including (from west to east) bridge numbers 14 – to the west of the Site; 12, 11 and 10 adjoining the Site to the north;

and 8, to the east, which are designated heritage assets. These carried farm tracks over the canal and are not associated with major thoroughfares or historic routes.

5.284 There are also a number of listed buildings (designated heritage assets) to the west of the site, including the Grade II* listed Barn at New Manor Farm, the adjacent Grade II listed Old Manor, and Thatched Cottage and Old Seven Stars Cottage, also listed Grade II. To the south of the Site is the Grade II listed Barn at Broughton Farm, and a little further south the Grade II listed Threshers Barn, No 2 Turners Meadow, both on the Aston Clinton Road. There are other listed buildings and scheduled ancient monuments within 2km of the site which are not anticipated to be affected by the development.

Impact of the built form of the development on the listed buildings and structures

5.285 The illustrative masterplan indicates the core of development is focused towards the east of the site. The northern and western boundaries of the site are largely given over to open green space and flood mitigation, which act as landscape buffers. To this end, the settings of the listed buildings would not be affected. Thresher's Barn at Turners Meadow is already separated from the site by the dual carriage way and will not be harmed. The setting of the Barn at Burnhams Field has already been compromised by the presence of the nearby hotel complex and the provision of green space. The new road to the western end of the proposed development site will further limit the visual relationship between the barn and the new development. There is also sufficient separation distance to the listed structures along Broughton Lane to ensure their setting will not be harmed.

5.286 Turning to the canal structures, Bridge 10 will be the most affected, and will be seen in the immediate context of the proposed development. The heritage officer has no objection and advises that the special historic and architectural interest and significance of these canal structures derives primarily from their relationship with the canal itself, rather than the adjacent agricultural land. The proposal would preserve and not harm these bridges. Heritage England has no objection. Whilst the heritage officer raises some concern over the intensification of canal/ visitor usage on the fabric of the bridge, the canal towpath is on the south side of the canal, so easily accessed from the site without crossing the bridge and there are no direct links to other public footpaths to the north side of those bridges (other than on College Farm Road North). There is no vehicular through road to the north that would attract traffic. Thus it is not anticipated that there would be a significant increase in the use of the bridge, that would result in harm to the listed bridge. The maintenance is the responsibility of the Canal and River Trust, who raise no objections on this matter. It is therefore considered that the proposal would not have an adverse impact on the historic fabric of all four bridges as a result of the development.

5.287 The new bridge will be at variance with the unified form of the current historic bridges, however the ES recognises that this is continuing a theme of interrupted views already established by the current bridges, and this is accepted. It is

considered that given the separation distance and proposed extensive green infrastructure the proposal would preserve the architectural and historic interest of the listed buildings and their setting. Therefore when special regard is given to the desirability of preserving the setting of these listed buildings as required under section 66 of the Planning (Listed Building and Conservation) Act 1990 the objective of preserving the setting of these listed buildings and structures is achieved.

Impact of construction traffic on the conservation area and listed buildings

5.288 Whilst there may be some potential for heavier vehicles passing the listed buildings and structures during construction, a construction traffic management plan will be required by condition which will include securing details of routing of construction traffic which will mitigate the impact through the conservation area. It is therefore considered that no harm would occur in this respect and it would preserve and not harm the setting of the listed buildings and structures.

Archaeology

5.289 The application is accompanied by an archaeological evaluation report and the applicant has undertaken trial trenching across the site and submitted an archaeological evaluation report which included the results of the geophysical survey and trial trenching. The Phase 1 trial trench evaluation largely confirmed the findings of the assessment presented in the ES (March 2016), and the results of the geophysical survey reported as part of this, which identified the main foci of archaeological interest. These comprise three clearly defined areas of Roman activity, with an area of Iron Age activity and some evidence for earlier Bronze Age occupation.

5.290 The ES Addendum reports that no remains were found in other areas identified as being of potential interest from desk-based sources. There was also very little of interest within the site in the area around Woodlands Roundabout, which is indicated as an area of archaeological potential. Very little potential for later remains has been identified, where the site is likely to have been in agricultural use since at least the medieval period, with settlements established in their current locations, outside the site.

5.291 The ES and ES Addendum report that no archaeological remains have been identified that would be a barrier to the proposed development or design of the site. Accordingly, in accordance with advice from the Archaeology Officer at BCC a number of archaeological conditions are recommended to be imposed on any planning permission, to secure the appropriate treatment of archaeological remains.

5.292 The Archaeology Officer has confirmed no objections to the proposal subject to attachment of the relevant conditions which would conform with advice contained in the NPPF.

Overall Heritage conclusions :

5.293 Special regard has been given to the desirability of preserving the setting of the listed buildings under section 66 of the Planning (Listed Building and Conservation Areas) Act 1990. No conservation area is considered to be affected. It is concluded that the

development could be designed so as to preserve the setting of the listed buildings and so these buildings and monuments are preserved and no harm results from the proposal. The proposal would accord with VALP policies, ACNP policy HQD1, WTNP policy H2 and emerging BBKNP policies.

Healthy and Safe Communities

VALP: D1 (Delivering Aylesbury Garden Town), D-AGT3(Aylesbury north of A41), I1(Green infrastructure), I2(Sport and recreation), I3(Community facilities).

ACNP: L2 (Public open spaces, footpath, cycle & bridleways), E1(Doctors and school expansion)

WTNP: HE1(Improvements to health facilities by contributions from developers of new housing, access to education provision), HE2 (Access to education provision)

Guidance on Planning Obligations for Education Provision

Emerging BBKNP: HE1 (Support for healthy lifestyles).

5.294 VALP policy D-AGT3 is the most up to date strategic policy which sets out site specific requirements in particular criteria d, p, t and u which will be dealt with in the specific sections below. ACNP policy L2 Public open spaces, footpath, cycle & bridleways supports improvements and enhancement of public rights of way and policy E1 supports the expansion of the existing doctors surgery and school in Aston Clinton. Policy HE2 of the WTNP seeks developer contributions towards the funding of new school places to expand the capacity at existing schools or provision of new education facilities. Policy HE1 of the WTNP states that developer contributions will be sought in relation to residential development to fund improvements to service capacity for health facilities where the Clinical Commissioning Group has demonstrated that the development will create pressure on service provision and a requirement can be justified. Policies seek to ensure that appropriate community facilities are provided arising from a proposal (e.g. school places, public open space, leisure facilities, etc.) and financial contributions would be required to meet the needs of the development. These NP policies pre date VALP strategic policies.

5.295 The NPPF seeks to achieve healthy, inclusive and safe places, promoting social interaction, safe and accessible development and support healthy life-styles. This should include the provision of sufficient choice of school places, access to high quality open spaces and opportunities for sport and recreation and the protection and enhancement of public rights of way, and designation of local spaces.

Green networks and infrastructure

5.296 VALP policy D-AGT3 criteria d. seeks retention and integration of existing rights of way within safe and secure environments to link the site with surroundings. Criteria p requires such links for walking and cycling. Criteria p of D-AGT3 and policy I1 seeks the provision and management of 50% green infrastructure to link to other new development areas and the wider countryside. This is consistent with the AGT masterplan greenway. The Council acknowledges that development proposals offer the opportunity to improve green infrastructure network in accordance with policy I1 and D-AGT3 and emerging BBKNP policy HE1. All green infrastructure proposals should include details of management and maintenance to ensure these areas are

permanently protected. The green infrastructure will be secured through CIL regime, S106 contribution or conditions as appropriate.

- 5.297 The parameter plan shows that over 50% of the site area has been set aside for GI provision. The proposal makes provision for 74.2ha informal open space, 16.7ha formal open space, 1.2ha allotments/community orchards, 0.2ha children's play areas. The illustrative masterplan submitted shows the provision of key Green Infrastructure (GI) to the west and east of the ELR and north east and north of the residential development and south – south west of the proposed employment development. This would be delivered in phases related to the construction. The illustrative masterplan indicates provision of areas of informal public open space with over half of the development comprised of open space and landscaping which is in accordance with the VALP policy D-AGT3 and AGT masterplan, including the accommodation of the proposed AGT linear park/ greenway through the site and links to the canal towpath. Whilst some of this provision is due to the constraints on the land (eg. flood zone), the importance of open space as a means of establishing a high quality setting for development is recognised, and the role it plays in realising a distinctive character of the new community, as well as its contribution to the wider Green Infrastructure around Aylesbury, and the linear park around Aylesbury and which also features in the development to the south to which this can link in to. Given the provision on site exceeds the on site open space requirement there is no requirement for an off site contribution.
- 5.298 The amended parameters plan makes provision for 1 Locally Equipped Area of Play (LEAP) and 2 Neighbourhood Equipped Areas of Play. In addition to the provision of LEAPs and NEAPs on site, a cricket pitch, bowling green and tennis courts are proposed in close proximity to the residential area to the north of the site. Whilst the leisure officers raised some concerns over the equipped play provision, the details would be dealt with at the reserved matters stage and the S106 would require compliance with the relevant standards.
- 5.299 In addition to this, a Sports Village is proposed which could provide a velodrome, cyclehub, 3G football pitches, grass sports pitches, changing facilities and a clubhouse. The sports village is proposed on the land to the west of the proposed ELR on the area designated in the land use parameter plans.
- 5.300 Across the Aylesbury area there are a wide range of sports facilities, including the Aqua Vale Swimming and Fitness Centre and Stoke Mandeville Stadium. The Socio-Economics ES chapter identifies a requirement in the Aylesbury urban area for an additional 10 grass pitches and one cricket wicket by 2026. The future need in the AV Sport Facility Strategy and Playing Pitch Strategy is for 16 grass pitches and one cricket pitch. The proposed Sports Village, which could include a velodrome, 3G pitches, and grass sports pitches, would help to meet the requirements of a growing population and would make a positive contribution towards the emerging need in Aylesbury. The village would be accessible to the general public and could link closely with the Stoke Mandeville stadium, increasing the opportunities to attract visitors to the area who will support a range of jobs in the local economy. The marketing of the land and provision of serviced land for this facility is to be secured by requiring the

land to be made available for sale or lease to an operator/developer for such uses, in the s106 agreement.

- 5.301 The proposal also includes the provision of a hotel and athletes accommodation on the site. The athletes accommodation will enhance the offer for Aylesbury and potentially provide a greater connection with the Stoke Mandeville stadium in promoting an international Paralympic location. The 150 bed hotel proposed to be located in the Leisure Zone will be capable of serving visitors to the new sporting facilities, employment space and visitors to Aylesbury. The provision of hotel development complies with the key land use requirements of D-AGT3 and the NPPF with regards to its sustainable location, and contribution to the overall mix of uses in the area.
- 5.302 In terms of Sport England comments, this is an outline application and the details of the sports facilities, accommodation, hotel and facilities to be provided would be the subject of a reserved matters submission, and as stated the S106 would secure a strategy for marketing and making the land available.
- 5.303 The commercial leisure related uses to the south of the canal promote a canal side leisure area, which includes use classes A1, A3, A4 (now included in Class E), providing the opportunity for restaurants, bars and small shops. The canal side development is planned to be of an appropriate scale and proximity to the canal whereby the development would respect the character and appearance of the canal.
- 5.304 In terms of the maintenance of the public open space and recreational facilities related to the public open space, the S106 makes provision for long term management and maintenance in accordance with policy I1 and this is to be delivered through a management company. There would be a significant network of footpaths and cycleways within the development and open spaces providing connections to the wider network, making it highly accessible.
- 5.305 The leisure and sports provision identified on the site complies with the principles outlined in the NPPF (promoting healthy communities) whereby the planning system plays an important role in facilitating social interaction and creating healthy, inclusive communities. The application proposal promotes opportunities for meetings between members of the community who might not otherwise come into contact with each other. The masterplanning process has positively planned for the provision of shared space and community facilities, emphasising the importance of access to high quality open spaces and opportunities for sport and recreation, and complies with VALP policy D-AGT3 and I1 and ACNP policy L2 and emerging BBKNP policy HE1.

Education

- 5.306 VALP policy D-AGT3 requires the provision of one primary school on the site with a preschool, together with a financial contribution to children's centre and secondary provision and expansion of existing special schools (criteria c). Policy HE2 of the WTNP seeks contributions towards funding new school places. The proposed development includes provision for a 2FE primary school site and financial

contributions which will meet the needs of the Aylesbury Woodlands community and local area. The illustrative masterplan shows the residential development lying within the ACNP area. The Socio-economics ES chapter identifies the existing primary level capacity within 3km of the site to be at or close to capacity, with just 47 surplus spaces spanning across 11 schools. This information is consistent with the advice from BCC Children's Services who advise that primary schools in Aylesbury are projected to remain full in the foreseeable future.

5.307 The size and location of this development would necessitate the need for a new primary school sufficient to meet the needs of the new community. Education officers estimate (based on the indicative mix of homes) that the application site would generate the need for 52 early years and 370 primary school places. As such, education would require commensurate contributions towards the provision of a 420-place primary school with 52 place pre-school (i.e. two form intake) and a suitable two hectare site within the development in line with BC's site specification requirements as established under its adopted policy. The provisions would also adequately safeguard land, on the proposed school site for expansion of the primary school, if it is required during the development to respond to any increased need. The primary schools, early years and special education contributions in addition to the land being transferred to BC to build the 2FE Primary School would be secured as part of the s106 agreement.

5.308 It is acknowledged that the estimated pupil growth with outstanding planning permission (in Aylesbury and the surrounding catchment area) is projected to put increased pressure on secondary schools. The education officer advises that the development alone, and in combination with the Hampden Fields development and other committed development) would not result in a child yield that would necessitate the provision of a new secondary school to be provided as part of either development. Education officers advise that the Education Authority has progressed its plans to provide a new secondary school on Quarrendon and at Kingsbrook – which will increase capacity, with future proofing to expand, if necessary, to meet future demand from new development in the area including both the Woodlands and Hampden Fields developments. Financial contributions towards the provision of secondary education facilities have been calculated in accordance with BC's adopted S106 policy set out in its "Guidance on Planning Obligations for Education Provision".

5.309 In line with BC's adopted policy, contributions will be made on commencement of agreed phases.

5.310 It is considered that it is reasonable to defer payment of the full secondary school contribution (as required by BC's adopted policy) which has been shown to constrain the financial viability of the development. The viability appraisal allows for full contributions towards transport infrastructure and a policy compliant minimum level of affordable housing (20%) and would enable full contributions towards primary school, pre-school and special education provisions and a 28% provision of the secondary school level contribution (this represents 66% of the policy compliant total education financial contribution with a 33% shortfall).

5.311 A review mechanism, based on updated financial appraisals to be submitted at identified stages in the development of the site, would determine whether a surplus has arisen to provide further contributions up to the full policy compliant financial contribution towards secondary education, and affordable housing provision and this is secured in the S106. The S106 provides that 38% of any surplus to arise out of the viability review mechanisms would be allocated towards the secondary school contribution (up to the maximum policy compliant sum).

5.312 Were education to insist on a full payment of the secondary contribution, the viability appraisal has demonstrated that the proposals could not support a policy compliant minimum level of affordable housing (20%) or it would require a reduction in the scale of s106 contributions towards the essential strategic transport infrastructure needed to facilitate the substantial wider growth of Aylesbury. Officers have weighed up the policy priorities and have concluded that it is necessary to ensure there is sufficient finance for the essential off-site transport infrastructure interventions which are necessary to accommodate the level of planned development (to minimise adverse impacts on the local highways network), and to ensure the proposals provide a genuine sustainable mix of housing to create a balanced community, in accordance with the NPPF which is also consistent with the need to support substantial growth in Aylesbury in line with the Garden Town principles.

5.313 Officers have carefully weighed up the significance of facilitating the development with its early delivery of necessary strategic infrastructure and substantial new employment generation with the need to ensure there is satisfactory school provision at a secondary level to meet the needs of this development and other housing developments coming forward in the medium to longer term. In conclusion, it is considered that the proposed provision of a 2FE primary school site with associated primary school, pre-school and special education contributions and reduce/deferred secondary level contribution (subject to any surpluses arising from subsequent review mechanisms), would be in accordance with the VALP policy D-AGT3, and accords with NPPF.

Community Halls/Library Provision

5.314 VALP policy D-AGT3 seeks the provision of community buildings including temporary if necessary (criteria u). The ES and addendum confirm that the estimated increase in local residents (approx. 2,500) will also potentially add increased pressure on libraries and community halls. The ES suggests that depending on the relevant standard applied, it can be estimated that additional floorspace between 74-250 sqm could be required to support this development. It is considered that this quantified requirement, taken on its own, is not large enough to warrant the development of a new library or community hall.

5.315 Notwithstanding the above, the proposals do not include specific provision of a community centre. However, the conference centre within the Sports Village could potentially be made available for community functions, as could the school. This is considered to be sufficient to fulfil the requirements of the criteria u of policy D-AGT3. Although the ES and addendum, considers that the overall effect on

community facilities provision is minor adverse, the impacts are not considered to be significant to warrant further facilities in the development. The proposal would generally comply with policy D-AGT3 and I3.

Rights of Way

5.316 VALP policy D-AGT3 seeks to retain existing rights of way integrated into the development within a safe and secure environment with links to surroundings. ACNP policy L2 requires regard to be had to the amenity, convenience and public enjoyment of public rights of way and the desirability of their retention or improvement. There are public rights of way across the development site, and the Canal Towpath lies adjacent to the northern boundary of the application site.

5.317 The existing rights of way would be retained and a new network of footpaths and cycleways to be provided within the site connecting to the existing network beyond the site, including the canal towpath. As set out in the highway section above there would also be a number of improvements to footpath and cycle provision secured through S106 towards off site provision including the canal towpath and resurfacing of the existing footpath connecting to College Road South.

5.318 As stated above in the landscape section it is acknowledged that the character of the public right of ways would be altered by the proposed development from that of the tow path which presently crosses open countryside to one passing adjacent to a residential area (to the northern part of the site) and from the impact of the proposed ELR (S) which would extend above the canal and its towpath. This would be mitigated to some degree by the introduction of open spaces flanking the route of the footpath and compensated for by the provision of improved footways and opportunities for an additional network of paths within the site, improving connectivity, a safe and secure environment and contributing to a healthy community, details of which would be dealt with at the reserved matters stage. This would accord with VALP and ACNP policies.

Healthcare

VALP: D-AGT3(Aylesbury north of A41), I3(Community facilities)

ACNP: E1(Doctors and school expansion)

WTNP: HE1(Improvements to health facilities by contributions from developers of new housing).

5.319 VALP policy D-AGT3 criteria t seeks "Provision for health facilities in consultation with the CCG". Policy I3 requires consideration of the need for community facilities and infrastructure arising from the proposal and the use of conditions or planning obligations to secure appropriate community facilities, or financial contributions towards community facilities, reasonably related to the scale and kind of development proposed. The supporting text to policy I3 lists those community facilities and services which includes doctor's surgeries (paragraph 11.26 of VALP).

- 5.320 There are other health care provisions within the allocations at Aylesbury Garden Town included in VALP policies. The policies relating to AGT1 (Aylesbury South) in relation to an allocation for 1,000 dwellings and AGT2 (Aylesbury South-West) in relation to an allocation for at least 1,490 dwellings include a criteria requiring “provision of financial contributions towards off site health infrastructure”.
- 5.321 Policy D-AGT4 (Aylesbury South of A41) relating to Hampden Fields requires the “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”. Outline planning permission has been granted on 24 June 2021 and a S106 was completed which made provisions for a health centre land (of not less than 0.14ha) and build to shell and core. The issues raised by the CCG and BHT relating to that site were considered at that time and are similar to those set out in this report.
- 5.322 The VALP Inspector’s report at paragraph 145 in relation to policies D-AGT1 South Aylesbury and D-AGT2 South West Aylesbury, stated 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*”. However, policy D-AGT3 Aylesbury North of A41 does not include criteria to require the provision of a super surgery on the Woodlands site to accommodate this. This will be referred to later in the report.
- 5.323 The application makes provision on site of land for a GP surgery to serve the development, in accordance with the requirements for provision to be made in VALP policy D-AGT3 and consideration of the need for GP surgery under policy I3. The planning statement (table 2.3) submitted with the application shows a maximum land use for a GP surgery /crèche of 1,000sqm and other supporting documents refer to land for a 600sqm GP surgery. The provision is therefore being considered as providing land to accommodate between 600sqm and 1,000sqm for health care provision.
- 5.324 Policy E1 of the ACNP encourages the expansion of the existing doctor’s surgery within Aston Clinton subject to demonstrating no harm to local character, residential amenity or highway impact. It is considered that this policy does not preclude the provision of new doctor surgery by stating support for the expansion of that existing.
- 5.325 Policy HE1 of the WTNP seeks developer contributions in relation to residential development to fund improvements to service capacity for health facilities where the CCG has demonstrated that the development will create pressure on service provision and a requirement can be justified. The proposal seeks to make provision on site for health care facilities for a GP surgery and the issue of developer contributions will be considered further in the following paragraphs. The socio economics chapter of the ES and ES addendum has been updated to reflect changes in planning policy and provide an update of the cumulative effects in relation to health. The impact on primary and acute and community care is addressed below.

Primary care

- 5.326 Baseline research set out as part of the ES and ES addendum (November 2020) identified existing GP surgeries within or close to Aylesbury , Berryfields, Mandeville, Meadowcroft, Oakfield, Poplar Grove, Bedgrove (including Aston Clinton and Wendover), Whitehill with the number of GPs varying between 3 and 16 at these surgeries.
- 5.327 The ES and ES Addendum found that all GP surgeries are accepting new patients, at a typical provision of 1,800 patients per GP, and the increased population arising from this proposed development of approx. 2,500 persons would imply a need for between 1 and 2 more GPs in the local area. With this in mind land for a new GP surgery is provided on site within the proposed development to mitigate any increased demand for primary health care services. The ES and addendum assumes that all residents would be people not already resident in the area, however in reality it is likely that some new homes will be occupied by existing residents in the area and already registered with GPs. The ES identifies a minor adverse effect on healthcare facilities and in respect of the cumulative effect taking into account committed developments in the area on the eastern fringe of Aylesbury, this will amount to a need for nine GPs and the ES and ES Addendum notes that provision is made for GP surgeries in particular at Hampden Fields and Kingsbrook developments. The ES and ES Addendum concludes that the impact on health would be not significant with the provision of land on site.
- 5.328 As set out above, the proposal provides for additional healthcare facilities through the provision of land for a health centre of 600sqm - 1,000sqm (GP Surgery), which could include facilities/clinical uses to mitigate any increased demand for primary health care facilities. The March 2016 ES described discussions with the Clinical Commissioning Group (CCG) and that the CCG was satisfied that a new facility that could accommodate 5 GPs would meet the need, not accounting for the Hampden Fields development which includes provision for a health centre.
- 5.329 Prior to the October 2017 AVDC Committee the CCG had not made any objections to the proposal making provision of land for a doctor surgery. Concern was raised about temporary provision on site. Following the resolution to grant permission in October 2017, officers engaged with the CCG on the draft S106. There has been considerable correspondence and discussion with the CCG since that time on general primary care provision and their requirements for a 5 GP surgery in relation to this application. Following the resolution to grant permission in October 2017, officers engaged with the CCG on the draft S106. The CCG confirmed that whilst the offer of a 600sqm site is sufficient to meet the required minimum, in theory it would be provided in a way that does not align with their strategic vision for the future provision of primary health care in the area and to meet the growth at Aylesbury. .
- 5.330 The CCG have concerns over operating services from a smaller site, viability and deliverability of such a facility. The CCG identified a floorspace requirement calculated as 250sqm based on the number of dwellings, increased population and patients to cater for the future population of the Woodlands development and requested a financial contribution of £763,200 in July 2018 towards a “super surgery”

rather than on site provision. Further information was provided in a considerable exchange of correspondence between CCG and the council, including the submission of an outline case (Turner Townsend July 2020) by the CCG which considers the options to provide a larger site to accommodate developments at Woodlands, Hampden Fields, Aylesbury South (AGT1) , RAF Halton (HAL003) and relocation/re-provision of the existing Aston Clinton surgery . This identified 3 sites for further exploration for delivering the super surgery, with a preference at Stoke Mandeville. No further information has been provided since then on the progress relating to the options available or a site chosen for the super surgery.

5.331 A subsequent request was made (February 2021) for a financial contribution of £783,037.34 (£313.21 per person) towards an off-site health facility (GP surgery) for mitigating the impact of the new proposed development. This identified a floorspace requirement calculated as 164.97sqm floorspace to cater for the new population of the development and running costs (c£30.5K) for the first year. No additional information was provided on where this super surgery would be delivered, how and when, nor was any further supporting evidence provided. The CCG comment that GP surgeries in the area of the development are already full and therefore this request is required on commencement of the development. This would entail payment of a financial contribution prior to any occupations of dwellings comprising the development.

5.332 Buckinghamshire Healthcare Trust (BHT) in relation to primary care advised that the S106 obligation to mitigate the primary care impact is not deliverable for the following reasons :

- The land offer is open to the private sector in addition to the NHS
- It will be impossible for the CCG to take over the land as it is in a fixed place, not big enough and the NHS has very limited financial resources. This would not mitigate sufficiently the impact.
- The current Section 106 offer does not align with the Buckinghamshire health and care system's strategic vision for the delivery of health and care.
- There are also significant concerns relating to the CCG's ability to commission and providers to operate services from a site at this small scale
- There are also concerns around the viability of the proposed primary healthcare facility when considered in the context of the wider Westongrove Surgery contractual boundary.
- The CCG was not supportive at the time for the reasons above and what has been offered

5.333 As stated above, there has been considerable correspondence and discussion with the CCG since 2017 to seek to resolve this matter particularly relating to the evidence base, methodology and certainty over delivery of a larger facility. The council has consistently advised that in order for the request to be directly related to the proposal it is necessary for the outstanding concerns over the data and methodology used to be overcome and a reasonable degree of certainty that the project is in hand to deliver the capacity to meet the needs. However, no substantial progress has been made on this since the Hampden Fields application was considered by the Strategic Sites Committee in February 2021 and a similar issue on site primary care provision

was considered. At this stage the following main concerns have been raised with the CCG and BHT and remain outstanding and need to be addressed before any conclusions can be reached as to whether the CCG's requested contributions meet the CIL tests:

- Deliverability: There are no firm plans as to how, when and where the proposed alternative super surgery off site would be implemented. Assessing the impact of new development on primary care: the capital cost data, its sources and underlying assumptions are not fully explained and justified.
- The running costs requested are not fully explained and the concerns are similar to those relating to the BHT dealt with below.
- The S106 contributions are based on average build costs per sqm rather than identified capital project costs and other funding availability for the project. Additional information has been provided on locally derived examples, and further clarification from the CCG is awaited.
- The S106 contributions are based on the assumption that the current use and cost of CCG floorspace will be a broad indicator of likely floorspace needs. No quantitative evidence has been provided to demonstrate why the existing floor space is unable to accommodate growth needs arising from the development. It is unclear if the calculations address the needs of concealed households and therefore only includes new patients.

5.334 Concerns have been raised that the S106 is inadequate in securing the delivery of a GP surgery. The proposed development includes land for a healthcare centre to be provided within the site, to accommodate a five GP surgery, which would exceed the 164.97sqm floorspace calculated as the requirement arising from this development. The S106 agreement defines the health centre "as part of the land located within the local centre to be used for the provision of the health centre, the precise details of which are to be approved.....and having the capacity to accommodate not less than 600sqm and up to 1,000sqm as specified in the Planning Statement..". It is considered that there is the potential at the reserved matters stage for a scheme to come forward on the land earmarked for the health centre to accommodate a larger health centre than that required to reflect the estimated floor space requirement of Woodlands alone, which would have capacity to serve a wider population of the area, and potentially that of AGT1 and AGT2 if the same floorspace to population calculations are equally applied. Although, it is accepted that the proposal would not provide for the CCG's vision of a larger site with capacity for 1,877 sqm, however, this would seek to go beyond the VALP requirements as it includes relocating existing surgeries and accommodating existing deficits. There could still be potential for the CCG to negotiate and agree with the developer at the reserved matters stage to make provision of land to accommodate a larger health centre to meet the CCGs vision, which would be regarded as public benefit, although it is recognised that this may require a deed of variation or new agreement.

5.335 Representations also raise concern over the marketing of the site open to the private sector. The CCG commissions primary care services and is unable to purchase or lease its own assets. It contracts (commissions) primary care services from providers (such as partnerships of GPs) who own and construct their own facilities using private funding. Through the S106 a notice would be served on the developer by the council

notifying the developer that the council and the CCG require the health centre, or that it is not required. If it is not required, the owners are required to agree in writing an alternative mechanism to provide the necessary health facilities to mitigate the impacts of the development.

- 5.336 If the notice confirms that the council and CCG require the health centre land to be provided, the health centre land would be marketed in accordance with an approved marketing strategy. In the event that no healthcare provider has expressed an interest in the land there is a covenant in the S106 for an alternative mechanism to provide the necessary health facilities to mitigate the impact of the development to be agreed in writing with the CCG and/or the council. This would allow further discussions with the CCG which may include a financial contribution to provide such facilities off site in lieu of on site provision in the event circumstances change on the vision for a super surgery and the CIL test could be satisfied.
- 5.337 Liaison with the CCG is therefore built into the process to agree an alternative mechanism to mitigate the impacts if a provider of primary care does not wish to take the site. Whilst the BHT and representations have criticised the marketing of the land for health centre as set out in the S106 being open to the private sector, the term health care provider does not exclude the private sector, because GP partnerships are private bodies, even though they provide NHS services. The S106 as drafted is therefore considered satisfactory
- 5.338 The application is in outline and the details of the precise location, scale, appearance and size would be considered at the reserved matters stage.
- 5.339 Concerns have been raised in representations that the S106 as drafted means the council could take a crucial decision about the provision of and for healthcare without consultation with the CCG. As outlined above the S106 allows further discussions with the CCG to take place. The responsibility lies with the Council as the local planning authority for monitoring and enforcing the S106 obligations and approving any matters requiring such approval.
- 5.340 The concerns of the CCG, BHT and other representations relating to the Hampden Fields development were considered at that time of determining that application in June 2021 and are similar to those set out in this report. A local community group brought a judicial review on several grounds challenging the Council's decision in respect of Hampden Fields and its approach to the requirement for contributions to mitigating health care impact in respect of both the CCG and BHT based generally on the concerns discussed above. Both the CCG and BHT supported the local community group's claim. The Court was satisfied that the Council's approach to decision making and its judgements were lawful and dismissed all grounds of claim. The recent court judgement concluded:

“ I agree with the Council's submissions that, on close examination, the Claimant's case amounts to no more than thinly-veiled disagreements with the Council's lawful exercise of planning judgment. Therefore the claim for judicial review is dismissed, for the reasons set out above.

5.341 A copy of the judgement is appended to the report (see Appendix K).

5.342 The S106 requirements can only secure mitigation that is necessary to make the development acceptable in planning terms and to mitigate its impact. It cannot seek to provide for the needs of the existing community, resolve existing deficiencies and gaps or services that would be delivered outside the scope of this application. The CCG have been consulted and in arriving at a planning judgement, it is considered the offer would make provision for meeting the impact on primary healthcare and need arising from the development and has the potential for flexibility to meet the wider strategic vision for AGT1 and AGT2 VALP allocations for the delivery of health and care in the future. There is in any event an obligation for the CCG to provide sufficient GP services to meet the needs of the local population. The proposal is considered to comply with the requirements of VALP policy D-AGT1 and I3, and NP policies.

Acute and community healthcare

5.343 VALP policy does not explicitly refer to acute and community health care in the AGT allocations nor in the community infrastructure policy I3 and supporting text . There were no representations made on VALP from the NHS, CCG or BHT during the VALP process relating to the need for acute and community infrastructure or contributions towards service costs arising from this planned growth. The applicant has taken into account the impact of the development on health through the ES and ES addendum.

5.344 The ES and ES Addendum in terms of secondary healthcare advised that Stoke Mandeville Hospital, within 5km of the site has 431 beds excluding paediatrics, maternity and critical care and 479 overall. The latest published data shows an increase of 18,600 residents in the Aylesbury Vale area compared to the equivalent recorded in the ES 2016 and recognises that there is increased pressure on hospital beds and local secondary healthcare capacity. The ES and Addendum (November 2020) states that the NHS will be required to factor in the implications of forecast population growth in its planning for health services provision and it will respond accordingly with increased bed space capacity. On the reasonable assumption that hospital capacity issues will be addressed the ES considers the cumulative effect in respect of health will not be significant.

5.345 The impact on acute and community healthcare is a material consideration and representations have raised concerns about the potential impacts on hospital provision and in particular at Stoke Mandeville Hospital.

5.346 The NHS England funds the CCG who commissions the BHT to provide acute and community healthcare services to Buckinghamshire. This includes community, planned and emergency (major trauma and A&E), acute hospital medical and surgical care and specialist and tertiary health care. Part of the BHT catchment extends into Oxfordshire

5.347 Service (Revenue) costs: Buckinghamshire Hospital Trust (BHT) have requested contributions towards hospital services and the council have been in discussion with

the Buckinghamshire Hospital Trust (BHT) regarding contributions sought in general terms towards the cost of providing capacity for the Trust to maintain service delivery during the first year of occupation of each unit of the accommodation on/in the development. In summary, BHT advise that the contract value for their funding is based on months 1 to 6 of the preceding years activity levels and does not take into account future planned housing though some element of demographic growth is factored in. Some additional funding is provided but this can depend on achieving surplus targets / improvement goals. BHT claim there is a 'funding gap' created by the lag between the new residents moving into the area and the date by which the government funding is actually received. The BHT emphasise that the contribution sought is to mitigate the impacts of a permanent gap in funding, not a lag, as the gap is not recovered retrospectively and will have a financial impact on the Trust, thus there is no double counting. Therefore BHT is seeking funding for the gap period until the NHS funding system pays the full cost of treating the extra patients.

- 5.348 BHT goes on to say that the Trust's hospitals and community services are at full capacity and frequently experience major pressures and inability to cope with the increasing patient demand, with bed provision a key factor. The BHT considers that the population and household increase associated with the proposed development will significantly impact on the service delivery and performance.
- 5.349 The BHT further note that based on the anticipated population from the proposed development, the demands generated over a 12 month period (including in respect of A&E admissions, day care, emergency and outpatient admissions), have been set out and a cost per person generated based on the 'cost per activity'. The BHT emphasise that the costs are related to the specific activities in the area of the site and therefore directly related to the development. They are based on the previous years' activity rates and provide an average figure – BHT argue that whilst these cannot be exact it provides a reasonable methodology.
- 5.350 To support their request BHT have provided a number of appeal decisions which have varied outcomes.
- 5.351 In considering any request for a financial contribution, the council would need to be satisfied that BHT has provided evidence and adequate justification to demonstrate in accordance with the CIL Regulations how the sums are necessary to make the development acceptable in planning terms or how they are directly related to the development or fairly and reasonably related in scale and kind to the development. (CIL Regulation 122).
- 5.352 There has been considerable discussion with BHT dating back to early 2019 regarding the request for contributions. Officers have on numerous occasions raised concerns that the information provided to date is inadequate to enable the Council to conclude that their request meets the CIL tests in relation to the requested contributions towards service costs.
- 5.353 Whilst these discussions have taken place there has been no substantial progress made on the approach and methodology issues in relation to financial contributions

towards hospital services since the Hampden Fields application was considered by the Strategic Sites Committee in February 2021 when a similar request was considered. There are still a number of outstanding concerns remaining relating to the request for contribution towards the cost of running services:

- a) Funding: Evidence used to justify the demand for funding and if directly related to development. Concerns over whether the funding gap is a genuine gap or a lag in funding having regards to the existing national funding mechanism for BHT, including funding for extra patients arising from predicted population flows as there is an element allowance for growth population increases based on demographic trends in population and household formation included in ONS projections. The ONS projections should be updated over the lifetime of the development.
- b) Availability of funding from sources other than through the CCG.
- c) Evidence related to data and methodology used, sources and underlying assumptions, indicators of population per household, assessing the impact of new development compared to existing capacity and infrastructure requirements of the existing population including the appropriate allowance for concealed households and new population not otherwise in the local system. This is a major limitation, and this information is needed so that the impacts of the development alone can be ascertained.
- d) Evidence in establishing the direct link to development based on activity rates and population attendances / access to each of those activities, and allowance for services provided to residents by other Trusts.
- e) Funding use and monitoring: the need to connect the use directly to the specific development leads to questions over whether the additional funding would benefit the patients from a development, rather than reduce the need for central subsidy or be used to fill an existing deficit, and how the spend can be reasonably monitored and is capable of a reasonable degree of enforcement.
- f) Phasing of any contributions related to anticipated delivery rates

Thus further work still needs to be satisfactorily carried out by BHT on service costs to satisfy the CIL tests.

5.354 Capital costs: The Council had been working collaboratively with BHT in order to assess the potential for CIL compliant contributions for alternative provision in the way of capital costs arising from new development rather than revenue costs in light of the concerns raised. BHT in February 2021, provided a fresh calculation for what they regard as the capital cost impact of the proposed development. This is in connection with its three-year facilities programme. There has been some progress on this (capital costs) but the discussions have not been progressed by BHT since September 2021 when the judicial review on Hampden Fields was submitted and thus the following issues remain unresolved :

- Deliverability of capital projects: Whilst six projects have been specified to deliver the infrastructure for which contributions are requested, there is limited information provided and a direct relationship with the proposed development is not demonstrated, no information is provided on their status and timescales for delivery.

- Evidence related to data and methodology as set out in c) and d) above
- Use of average build costs per sqm rather than identified capital project costs .
- Funding: not satisfactorily explained if there is alternative funding to address the funding gap for the six projects, including BHT and the LEP's request to government as part of a Recovery and Growth bid.

Thus further work on capital costs would need to be satisfactorily carried out by BHT to meet the CIL tests.

5.355 In comparing service costs and capital costs, it is significant that the amount sought under the BHT revenue cost methodology is far higher at £2,200,527 (originally £2,118,427 at March 2019) whereas the fall-back capital cost request is £985,272. The difference is £1,215,255. This significant variance demonstrates the need for the Council to be satisfied that any calculations and the methodology are robust and justified. BHT have made it clear that they are only seeking capital costs in the event revenue costs are not accepted.

5.356 Impact of such acute and community health contributions on viability: The applicant advises that this is already a financially constrained scheme and there is no capacity to make further financial commitments within the S106 obligation. The delivery of an employment led scheme stands this apart from other residential led developments in terms of costs of strategic infrastructure per dwelling and points out that Woodlands provides significant net benefits to the wider Aylesbury community and enables the delivery of an Enterprise Zone.

5.357 The requested contribution has not been the subject of viability testing through the VALP process nor has it been included in the viability appraisal relating to this application.

5.358 The submitted viability appraisal demonstrates that a fully policy compliant scheme cannot be delivered and thus a reduced affordable housing provision and education contributions have already been accepted. Allowance has been made in the viability assessment for marketing of land for a health centre, GP surgery to a serviced state. The requirement for such financial contributions as outlined above towards the BHT services or capital costs and CCG capital and running costs either individually or collectively even if these were progressed to be CIL compliant (which based on the current issues they are not), could not be sustained by the development without reducing the affordable housing provision on site or the education financial contributions further. It is considered that it would not be appropriate to reduce the off-site highway mitigation works or prejudice the delivery of such works to facilitate the healthcare contributions. The prioritisation of such contributions is therefore a matter of judgement for the council.

5.359 Even if the concerns raised over the healthcare contributions could be overcome, given the importance of achieving the level of affordable housing and education provision that the development could sustain, officers do not consider that, as a matter of judgement, the healthcare contributions should take greater priority over these weighed in the public interest.

- 5.360 Overall conclusions on primary, acute and community health: The impact on primary health care is considered to be mitigated through the provision of land for a health centre which exceeds the estimated floor space requirement and complies with VALP policies and the NPs. In terms of acute and community healthcare, at this stage the council is not satisfied that there is sufficient evidence and justification that there would be an impact that would need to be mitigated, and that there is no other funding available, to justify the financial contributions requested on service costs or capital costs. It is considered that there is no conflict with VALP policy D-AGT3 or I3 or the NP policies.
- 5.361 Officers have nonetheless taken a judgement as to whether or not it is appropriate to delay the consideration of the application, for information which may or may not satisfy the CIL tests. At this point it is not certain whether a CIL compliant s106 approach and methodology may be able to be achieved and in the case of capital costs the approach and methodology and certainty of a deliverable project, and this may take several more months, or longer, (as is evidenced by the time lag since the Hampden Fields application was considered by the Strategic Sites Committee) to work through.
- 5.362 The delay and uncertainty over this matter must be weighed against the potential disruption and potential prejudice to the delivery of an important component part of the transport strategy for Aylesbury and the delivery of the enterprise zone and its economic benefits. It can be seen from the section on housing land supply above that such delay will put further pressure on housing land supply and will create difficulties in relation to the Council's ability to meet a five-year supply. This undermines important objectives in the NPPF which seeks to ensure an adequate supply to meet objective needs. For these reasons it is considered that the BHT request for a financial contribution to mitigate the potential impacts on acute and community care (in relation to both service costs or capital costs) is outweighed as a matter of judgement at this stage by the significant delay and prejudice that would result in determining this application if the issues above were first required to be resolved particularly since, at present, there is no guarantee that the methodology and contributions will be found to be CIL compliant.
- 5.363 In addition, the provision of the sports fields, playspaces and other public spaces, with walking and cycling provision, encourages people to adopt a healthier lifestyle which is a net benefit in the round. On balance, the proposed development provides adequately for healthcare facilities in accordance with VALP policy and having regards to the CIL regulations.

Raising the quality of place making and design

VALP: D1 (Delivering Aylesbury Garden Town), D-AGT3 (Aylesbury north of A41)BE2 (Design of new development), NE4 (Landscape character and locally important landscape), D1 (Delivering Aylesbury Garden Town)

ACNP: HQD1(High Quality Design), HQD2 (High Quality Design)

WTNP: H2: (Design of Development)

Design Guide: New Houses in Town and Villages / Residential extensions guide

5.364 Policy D1 of VALP seeks to create distinctive, inclusive sustainable, high quality successful new communities. The focus of policy BE2 of the VALP is on local distinctiveness, noting that developments are required to respect and compliment the physical characteristics of the site and their contexts; and the local distinctiveness and vernacular character of the locality, natural qualities and features and important public views and skylines. Furthermore, Policy D-AGT3 of VALP requires the proposal to take account of the over-arching Garden Town principles and details within the Aylesbury Garden Town Framework and Infrastructure SPD. The proposal has to take into account, the adjacent settlement character and identity, and should be integrated with the existing building 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. In addition, 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.

5.365 ACNP policies HQD1 and HQD2 and Policy H2 of the WTNP are consistent with VALP in seeking high quality developments reflective of local character.

5.366 The NPPF sets out that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development and encourages the use of design guides and codes as part of the plan or SPD. The NPPF also acknowledges that the required supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.

5.367 The application has been submitted in outline form with the parameter plans providing further specified or indicative details of the development. The parameter plans expand upon the illustrative masterplan and form the basis for the proposed land uses, access and circulation, density and building height of the development which is considered by the ES and provide the basis for control over the design quality at reserved matters stage. The following parameters plans are submitted:

5.368 *Land Use Parameters Plan*: The proposed land uses are shown in Parameter Plan 1: Land Use and Amount, which details the quantum and spatial allocation of commercial, employment, residential, public pedestrian, cycle and vehicular routes embedded into the masterplan together with significant areas of structural landscape and open space areas around and within the site . Up to 102,800 sqm of employment land is proposed on land that forms a part of the designated Woodlands/Arla

enterprise zone. Upto 74% of this floorspace alongside the ELR and ground works to the floodplain will be delivered as part of Phase 1. With regards to the residential uses, up to 1100 dwellings are proposed within separate illustrative development parcels and form part of the later phasing. The residential development will comprise 28.8 ha of the site. 60 residential extra care units (C2 Use) are also shown on the Land Use and Amount Plan.

- 5.369 The proposed disposition of land uses in the masterplan and connectivity is considered to provide opportunities for social interaction and create healthy, inclusive communities that would contribute towards the formation of a sustainable community.
- 5.370 *Layout:* The site has been laid out to ensure the most vulnerable land uses (from flooding) are located away from the areas of highest flood risk. There are significant areas of landscaping and open space. As such, the employment zone and residential components (including the local centre, school and leisure uses) are located and contained within the eastern part of the site in Flood Zone 1 (away from Flood Zones 2 and 3 to the western part of the site). The proposed ELR is laid out to connect to the position of the linkage to the ELR(N) to the north and the linkage to the Woodlands/A41 roundabout to the south. The ELR is abounded on both sides by public open space which would contain a mixture of informal and formal areas, woodlands, new grassland, pedestrian/cycle routes and sports facilities (western area only). Parts of the ELR are raised above the flood plain. The open space to the east and west of the ELR is located in Flood Zones 2 and 3 (high flood risk) and it is proposed that parts of this land is to be relevelled as part of the flood mitigation scheme, which would form a part of phase 1.
- 5.371 The Land Use and Amount Parameters Plan 1 identifies the location and indicative layout of the commercial (B1, B2 and B8 uses) Enterprise Zone Uses on the south eastern part of the site closely related to the Arla complex by the A41. The employment zone wraps around the existing retained woodland area to the north of the A41 which would link in with the blocks which contain the hotel and athlete accommodation on the western side of the employment zone (south side of the built edge of the development). The mixed commercial/residential use parcels (B1/C3) and the mixed use local centre (A1, A2, A5 and D1 uses) including the school are located in the centre of the built up part of the development adjacent to the junction of primary roads (to aid legibility).
- 5.372 The residential areas are to be located in the north and east of the site, centred around the new local centre. 60 residential extra care units (C2 Use) are located in the north western block in proximity to residential dwellings and adjacent to an area of open space which is within walking distance to the local centre.
- 5.373 Leisure uses comprising the hotel and athletes accommodation as well as the local centre are shown to the east of the link road. The Sports Village is shown on the Land Use and Amount parameters plan located to the west of the proposed link road. A cricket pitch, tennis courts, bowling green and allotment gardens are indicatively shown to the north west of the residential area adjacent to the open space at the

north-western corner of the development site. These uses are laid out in appropriate locations to enrich the character of the development and enable the residents and visitors to benefit from the facilities and open spaces.

- 5.374 Complimentary leisure (A1,A4 and A5 uses) and open space uses are also located to the periphery of the GUC (as identified in the land use parameter plan), to maximise the emphasis of the canal. The proposal has been designed to ensure there retains a separation to the north with the canal and provides an opportunity for leisure uses to be located in the proximity of the canal. The canal side development is an opportunity to positively enhance the arm of the GUC for residents of Aylesbury and users of the GUC .
- 5.375 The masterplan layout comprises a perimeter block form which could support active frontages on the main streets and routes. The block layout responds to the orientation of open drainage channels within a 'blue-grid' as illustrated on the masterplan. The layout is influenced by local examples of built settlements which comprise a recognisable street character with a hierarchy of primary and secondary routes with the local centre, positioned on the primary routes. Thames Valley Police have submitted detailed observations citing potential concerns over the proposed layout and its detailed composition. Notwithstanding this, it is considered that these detailed matters can be satisfactorily resolved at reserved matters stages.
- 5.376 The proposed western edge of the development is located to the east of the proposed ELR and is set back from the road by over 100m. The urban edge is buffered by proposed woodland areas and formal open spaces which could create an attractive green setting for the development, subject to detailed design. The south western edge includes larger buildings (which accommodate the hotel/athletes accommodation) which would act as a focal point and gateway feature to the development.
- 5.377 Parking, cycle parking and electric vehicle parking: The details will be set out at the reserved matters stage and a condition is recommended requiring provision in accordance with the Council's standards.
- 5.378 *Scale and Massing:* The proposed Parameter Plans 4 and 5 detail the maximum and minimum heights of the various parts of the masterplan site. The parameter plans indicate that the minimum heights for the employment zone will be from 9m increasing to 12m in the south east corner up to maximum heights of 15m to 20m. The maximum height parameter plan was revised in April 2017 to reduce the height of the commercial/office employment buildings immediately adjacent to the south eastern corner to 15m (maximum) with the remaining part of this block being 20m (maximum). This is similar to the heights achieved on the wider Arla development. The building height on the south east corner commercial units, the additional buffer planting and indicative access modifications to the sports village are considered acceptable and would enable a satisfactory form of development in a sustainable location.

- 5.379 The scale parameters of the residential component are identified as 1-2 storeys on the edges of the development rising to 2-3 storeys within the development with a maximum of up to 4 storeys within the centre of the development at the denser part of the site. This is typically characteristic of settlements in the area and would be consistent with the VALP, ACNP and the Garden Town principles.
- 5.380 The proposed leisure uses (hotel and athletes accommodation) are located to the east of the link road on the western edge of the built up development. The scale parameters plans indicate that the buildings would be a minimum height of 9m (with a maximum of 15m) which would provide a focal gateway to the Woodlands development. The Local Centre minimum height is 12m which could rise to 20m (maximum) with the mixed residential/commercial buildings up to a maximum of 15m.
- 5.381 *Density*: Parameter Plan 2 details the residential density across the development. The dwellings proposed to the north of the site have a lower density along the edges of the development of 20-30 dph rising to a medium density of 30-40dph across the body of the site and a higher density generally within the centre of the development of 40-50 dph. It is considered that the proposed density offers an optimum use of land in a sustainable location on the edge of Aylesbury that is consistent with the Garden Town principles.
- 5.382 At this stage, it is considered that the proposed scale and massing of the development, in outline form would be acceptable in order to optimise the built up part of the site and steer development away from the flood zones, whilst being considerate of the neighbouring properties. Full details of scale and massing will form part of the reserved matters submissions for each development parcel or phase.
- 5.383 *Access and connectivity*: The accesses and circulation routes are illustrated in the proposed parameter plan 3 (Access to Movement). Vehicular access to the site is provided from 3 access points comprising Woodlands/A41 roundabout, the approved Eastern Link Road North and College Road North. The northernmost access links the proposed development with the Eastern Link Road (North) to create the Eastern Link Road South (ELR(S)). The Woodlands/A41 roundabout is designed in outline form to provide a further connection to the proposed southern extension of the Eastern Link Road which forms a part of the Hampden Fields development (16/00424/AOP). A further access point to the Woodlands development is from College Road North (which is connected to the A41); this comprises the only element of the planning application submitted in detail.
- 5.384 The ELR (S) is proposed to comprise a two way road and infrastructure works will necessitate modifications to the existing Woodlands roundabout to achieve the appropriate access and capacity. The application details state that the road will need to be raised from ground level from 1m rising to 6.3m to take account of its position relative to the flood plain. Notwithstanding this detail, the application is in outline form for this component and the formerly submitted detailed plans for the ELR(S) A41 Southern Access Junction and ELR(S) Grand Union Canal Bridge have now been withdrawn by the applicant and as such will not be considered in this assessment.

- 5.385 The indicative masterplan indicates that the main primary commercial street is accessed off the link road (to the east) which provides access to the hotel and leisure uses and the commercial employment land use to the south east of the site which will connect with College Road North to the east. A further illustrative primary access road is proposed further to the north providing access to the residential areas and local centres to the east of the link road. An indicative access road to the sports village has been added and is shown in the amended parameter plans. The secondary road network and pedestrian/cycle routes are also shown for illustrative purposes on the Access and Movement plan. The walking and cycling provision aims to link and integrate the development with the existing built up area and countryside and is considered to be acceptable in order to encourage sustainable movement in and around the site.
- 5.386 The detailed design of the proposal is a reserved matter for later consideration and it is therefore not possible to assess this aspect fully at this stage. However, subject to appropriate conditions on any approval, it is considered this issue could be adequately addressed through design codes to ensure the delivery of high quality design principles and the consideration of any subsequent reserved matters applications.
- 5.387 Subject to the detailed design, scale, layout and appearance, it is considered that the development provides an opportunity to make a positive contribution supporting growth of Aylesbury, with an appropriate mix of land uses that complement the site and the wider Aylesbury area. The Illustrative Masterplan shows how a sustainable mixture of housing, employment and infrastructure improvements could be set out in a workable in principle form which would benefit its residents, workers and visitors from the local area. It is considered that the provision of open space, woodland areas and informal/formal planting providing green landscaped buffer zones would ensure adequate separation from the highway boundaries including the ELR and avoiding coalescence of the settlements Aylesbury, Broughton and Aston Clinton and the ecological mitigation supporting Kingsbrook.
- 5.388 The overall design approach set out in the DAS and augmented by the parameter plans accords with D-AGT3 and BE3 of VALP . The development has the potential to respect and complement the characteristics of the site, the natural qualities and features of the local area. Whilst the CPDA has made detailed design comments, designing out crime principles will be further developed in later reserved matters applications, considerations have been made in the Illustrative Masterplan to incorporate land use mix to assist crime prevention. In respect of the impact on the canal, the development would improve access to the canal and create potential land uses that enhance its historic importance.
- 5.389 Subject to the imposition of appropriate conditions on any outline approval to agree a design code(s) for the component elements/phases together with the specific details of materials, boundary treatments, landscaping, slab levels and lighting, it is considered the proposal could comprise an appropriate form of design in the context of the site, in accordance with D-AGT3 and BE3 of VALP, ACNP and NPPF.

Flooding and drainage

VALP: D-AGT3(h-o) (Aylesbury North of A41), I4(Flooding)

ACNP: E4(Environment – Abating Flood Risk)

5.390 VALP policy D-AGT3 (criteria i) requires detailed modelling to confirm flood zone and climate change extents and criteria k, states that 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. 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 (criteria l). Criteria h, seeks flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) and criteria j states that reservoir flood risk to the site should be investigated and the mitigation for reservoir risk should be discussed with the Environment Agency. Resilience measures will be required to ensure development is safe if buildings are located in flood zone 2 and a surface water drainage strategy should ensure development does not increase flood risk elsewhere (criteria n & o) .

5.391 Policy I4 requires development proposals to carry out site specific FRAs informed by the SFRA and to 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. ACNP policy EN4 seeks to avoid flood risk increase, and surface water runoff and that development is sited in areas of least flood risk.

5.392 Paragraph 159 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas of high risk (whether existing or future) . Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood elsewhere. Paragraph 160 refers to strategic policies to be informed by strategic flood risk assessment and to manage flood risk from all sources. All plans should apply a sequential risk based approach to the location of development and manage residual risk.

5.393 Paragraph 166 of the NPPF requires LPA's to ensure that flood risk is not increased elsewhere. Where appropriate, applications are required to be supported by a site specific flood-risk assessment; and within the site, development should only be allowed in areas at risk of flooding where, in the light of the sequential and exceptions tests (as applicable), it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location. Developments need to be appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment. Furthermore, the development should incorporate sustainable drainage systems (unless there is clear evidence that this would be inappropriate); demonstrate that residual risks can be safely managed

and safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

- 5.394 The Environment Agency (EA) flood zone map (updated 2018) indicates that the western most part of the site and northernmost extent is currently located within Flood Zone 3 'High Probability' and Flood Zone 2 'Medium Probability'. The eastern part of the site is located mostly in Flood Zone 1, with a pathway of Flood Zone 2, 'Medium Probability'. In extreme rainfall the EA 'Surface Water Flood Risk Map' shows the site could be potentially susceptible to surface water flooding. The EA published the new Upper Thame and Bear Brook model in 2018; this has resulted in updated fluvial flood risk information for the Aylesbury Woodlands site.
- 5.395 The applicant's environmental consultants originally carried out detailed hydraulic modelling of the Bear Brook and Burcott Brook based on the EA's 2008 strategic scale Upper Thame and Bear Brook hydraulic model. As a result of the EA's updated strategic scale hydraulic model of the Bear Brook and updated EA Flood Map 2018, the applicant has refined the 2018 strategic scale model to create a new 2021 site specific model of the proposed development site, the scope of which was agreed with the EA. The FRA Addendum (November 2021) states that both the strategic scale 2018 EA model and the site specific 2021 Stantec model indicate a greater flood risk along the Drayton Mead Drain along the east of the site, with an increased flood extent adjacent to the canal; and a reduced flood risk extent along the main Bear Brook channel heading into Aylesbury to the west of the site and adjacent to the Grand Union Canal when compared to the 2016 site specific modelling. The 2021 modelling also shows significant changes to Wendover Brook to the south of the site and along the A41. The 2021 model shows significant flooding offsite along the A41 which overtops the A41 opposite Weston Mead Farm, this is due to the updated hydrology increasing the flows from the Wendover Brook. There is also an increase in Flood Zone 3 to the south east along the minor watercourses and reduction in Flood Zone 3 adjacent to the Grand Union Canal (GUC).
- 5.396 The updated modelling results show a reduction in flood levels on site as a result of the proposed development. The proposed ELR(S) will be constructed within the floodplain of the Bear Brook and Burcott Brook. This is unchanged from the 2016 ES and 2017 ES Addendum. Where the ELR crosses the floodplain the road crest would be set at a minimum of the 1:100 year flood level including a 70% allowance for climate change. The road is elevated to cross the Bear Brook, Burcott Brook and Grand Union Canal. It would be approx. 96.5mAOD as it crosses the Burcott Brook, providing 4m clearance above surveyed ground levels. This is an outline application and further details of the construction, including bridges and culverts, would be the subject of condition to be dealt with at the reserved matters submission and discharge of conditions stage.
- 5.397 The details of the ELR(S) flood management scheme (FMS) have changed due to the site specific 2021 modelling; specifically this includes some additional minor landscaping features to direct flow and amended flood risk culvert dimensions. The proposed ELR(S) Flood Management Scheme continues to mitigate the potential effects from the development of the ELR(S), therefore there is no change in the

effects from the March 2016 ES and the April 2017 ES addendum. The measures outlined above will ensure that the road is safe with regard to flood risk and does not increase flood risk to third parties, as set out in the NPPF.

5.398 Policy D-AGT3 of VALP requires that built development should be restricted to flood zone 1. Following the construction of the ELR and the Drayton Mead Ditch flood management the proposal would create a new flood zone profile for the site and flood management measures to mitigate the impact of the development. All of the more vulnerable (residential) and less vulnerable (commercial) built development will be located in the new Flood Zone 1. Water compatible uses such as the sports village and informal open spaces are capable of being located in Flood Zones 1 to 3b. This approach is agreed with the EA. The FRA and Addendum indicates that the areas of increased flood risk are limited to the flood management areas such as the conveyance channel and would be confined to within the red line boundary. The scheme creates minor betterment off-site on the Bear Brook downstream.

5.399 The further FRA Addendum refers to standard guidance on finished floor levels, but provides no more detail. As this is an outline application details of the finished levels and finished floor levels of the new development would be the subject of condition to be dealt with at the reserved matters submission, discharge of conditions stage. It is not reasonable at this stage to require this level of detail as is suggested in representations raised.

5.400 However, as explained above the ES addendum modelling notes that the updated baseline flood risk information (based on the EA Bear Brook Model 2018) indicates a greater risk of flooding from the watercourse to the east of the site (the Drayton Mead Ditch) than was the case within previous assessments. The risk of flooding from the Drayton Mead Ditch requires management to ensure that the development is safe and does not increase risk to third parties. The ES addendum concludes that the new potential effect associated with fluvial flooding from the watercourse can be mitigated through the additional flood management measures set out within the 2021 FRA addendum to manage flood risk from the watercourse to the east of the site. These are referred to below.

5.401 An offline flood storage will be created in the eastern part of the site and a preferential conveyance channel that runs approx. parallel to the east of the ELR in the north east of the site along the site boundary. The additional flood management features include land lowering to create shallow scrapes, land lowering to the west of the ELR to provide additional floodplain storage, landscaping to contain flood water within the conveyance corridor, culverts under the ELR and access roads into the development to maintain flow conveyance, offline floodplain storage to the east of the site and a swale-like conveyance channel for floodwater near College Farm. Elements of this flood management scheme lie within the existing floodplain. The offline flood storage area along the Drayton Mead Ditch can be constructed such that it operates as a wetland and can be designed at a later stage to enhance biodiversity and informal open space. The land use parameter plan has been amended, to create the space for the swale type conveyance features by reducing the footprint of the sustainable drainage basin shown in the north-east.

5.402 The updated modelling has led to some scheme refinements, however the conveyance channel, is unchanged from the 2016 FRA. The applicant intends to utilise the retained ditches within the potential scheme, and advises these could be realigned without impacting the efficiency of the design solution. The applicant acknowledges that any watercourse realignment solution would need to be designed to ensure there would be no offsite detriment and provide the same level of protection as the existing watercourses. Opportunities to provide ecological or morphological improvements on the existing situation would also be explored. The outline scheme demonstrates that it is possible to achieve a mitigation regime within the site boundary that does not increase flood risk to third parties on adjoining land which has been verified by the Environment Agency.

5.403 Regarding the concerns over the updated flood risk data shown in Hampden Fields and how this might increase flood levels on Woodlands, the EA has confirmed in its consultee response that Aylesbury Woodlands development does not increase flood risk to any third parties. The updated baseline modelling indicates that the Hampden Fields site is at greater risk of flooding than previous models had indicated, but this is under existing 'baseline' conditions. An additional sensitivity analysis of the Hampden Fields consented scheme has been carried out by the applicant; this involved amending the hydraulic model to represent the Hampden Fields Development in the vicinity of the watercourse, raising specific areas so that they are much higher than likely flood levels such that they will not flood. The park and ride, the whole residential plot and the water feature has been raised and an assumption is made that the aforementioned uses will be bunded and isolated from the floodplain. The road running north-south has not been raised as it is assumed that ultimately the road would likely require flood relief culverts to maintain flow connectivity and would need to be raised such that it was above flood level. The sensitivity analysis shows that the ground levels are as existing (as it will be inappropriate to assume and iterate the design of the road) and the flow routes the roads ultimately need to accord with are maintained. Hampden Fields increases flood risk to the Woodlands site by less than 5 millimetres in the baseline and post Woodlands scenarios which has negligible impact on the proposals and proposed flood management measures. The FRA Addendum and analysis confirms that there is no increase to flood risk to the Hampden Fields site as a result of the proposals (ie post development).

5.404 Whilst concerns have been raised about the inadequacies of the Digital Terrain Model (DTM) further sensitivity testing and details will be carried out and submitted at the detailed stage. The EA has not raised any concerns about the post development representation within the model.

5.405 In relation to the concerns raised that the flood compensation works and raised levels would result in loss of hedgerows and watercourses, there has been a co-ordinated design approach with ecology and landscape to ensure the existing vegetation shown to be retained can be achieved as a result of the flood mitigation and drainage works. The development would not lead to large scale loss of hedgerows and trees and conditions can be secured to require details of levels and protection of trees and hedgerows.

5.406 With regards to criteria h, relating to flood defences through a flood alleviation scheme to benefit the wider community, the flood management scheme ensures the development will be safe and there will be negligible off site impact. The Drayton Mead Ditch flood management measures provide opportunities for wetland creation and biodiversity and landscape enhancement. Representation received refers to town wide flood defences to be provided, this “town wide” provision is not a requirement of D-AGT3 criteria h. Criteria h. requires “flood defences through a flood alleviation scheme benefitting the wider community” and provision of SUDS. The proposal provides a flood alleviation scheme and SUDS to mitigate the development and provides some, albeit limited, wider reductions in flood risk. The EA accept the modelling findings which indicate that there is betterment along the Bear Brook, Burcott Brook and Drayton Mead Ditch downstream of the site resulting in some off-site betterment heading into the Aylesbury to the west and north of the canal and there would be benefit to the wider community beyond the site, in accordance with this criterion.

5.407 Sequential and exceptions test approach: VALP was the subject of a level 2 Strategic Flood Risk Assessment (SFRA) applying a sequential test and, if necessary, an exception test. He considered that the allocation had been correctly assessed in relation to flood risk. In particular, the VALP Inspector was satisfied that the allocation complies with the NPPF to direct development away from areas of high risk and acknowledges that “it is clear that in order to connect the two specific points [ELR(N) and the A41] it would have to pass through or across areas identified as flood zones 3a and 3b. The Inspector also accepted that a strategic link road would fall within the description of “essential infrastructure” and that it satisfied the exception test given the sustainability benefit to the community resulting in reduced congestion and an improved quality of the town centre environment and that the link road was of strategic importance. For the purposes of plan making and in confirming the allocation and the criteria (h) (i) and (l) to AGT-3 he was satisfied that it passed the sequential and exception test.

5.408 Paragraph 166 of the NPPF makes it clear that where planning applications come forward on sites allocated in a local plan through the sequential test, applicants need not apply the sequential test again. However the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan making stage.

5.409 The proposal is supported by a Sequential Assessment (SA) submitted for the whole of the development (November 2020) prior to the adoption of VALP and an Exception Test for the ELR(S).

5.410 The SA to the VALP considered a search of sites as to whether a site in a reasonably available alternative location was available to provide the necessary amount and type of development when compared to the application site. It demonstrates that there are no sequentially preferable and available sites with a lower risk of flooding that could accommodate a similar amount of development, including the strategic link road and that the sequential test is satisfied. This was before the VALP Inspector and clearly he accepted it’s conclusions in confirming the allocation. Officers also agree

with the applicant's SA's conclusion and consider that the disaggregation of the elements/uses would not deliver the key development and land use requirements of VALP policy and result in a viable development which would deliver the key highway infrastructure requirements in this allocated site. The suggested approach raised in representation received, that the sequential test should disaggregate the uses/elements of development is not therefore considered appropriate. In any event officers draw members attention to the fact that the VALP process has already applied the sequential test to this VALP allocation which means that a further sequential test is no longer required in the consideration of the application as set out in the NPPF

- 5.411 In accordance with the NPPF, and as outlined above, the development proposal also took a sequential approach in the masterplanning for the site which avoids more vulnerable (housing) and less vulnerable (hotel, retail, employment) land uses in areas of higher risk of flooding on the site. Land uses that are classified as more vulnerable and less vulnerable are located in Flood Zone 1. Water compatible uses such as the sports village and informal open spaces are capable of being located in Flood Zones 1 to 3b.
- 5.412 The ES, FRA and addendum and DAS considered a number of alternatives for the route of the ELR and built development. This set out 3 options considered during the master planning process against the baseline flood zones (updated 2020). All 3 routes require crossing of main rivers but option 2 route has the least encroachment into Flood Zone 3, the highest risk of flood. However, option 3 has the greatest proportion of built development located in Flood Zone 1, low probability of flooding. Policy D-AGT3 requires that built development should be restricted to flood zone 1. The analysis confirms that option 3 was identified as the preferred option and has the smallest interaction with the baseline flood extent. It was selected for its wider planning and sustainability benefits. The illustrative masterplan submitted is therefore based on this option. As stated above, the VALP Inspector commented on the options and was satisfied that the road would have to pass through flood zones 3a and 3b. Whilst town/parish councils and representations question development including residential in flood zone 3B and support the re-routing of the ELR, the proposal provides that following the construction of the ELR and the Drayton Mead Ditch management scheme, all the vulnerable and less vulnerable development will be located in flood zone 1, that is after the new flood zones have been established for the site. This approach has been agreed with the EA.
- 5.413 If Phase 1 employment progresses in advance of the ELR and its associated flood mitigation, a temporary compensation storage scheme could be provided. Details of any mitigation would be secured by condition.
- 5.414 The ELR route option outlined in the representation received from HFAG, whilst minimising the length of road passing through the flood plain would have the consequence of reducing the extent of land outside the flood plain available for housing (which the VALP Inspector also pointed out) and provide a longer, less direct, extent of road between the ELR (N) and A41.

- 5.415 In conclusion, it is considered the sequential test has been satisfied during the VALP process and this is further supported and satisfied through the application submission.
- 5.416 The VALP SFRA also addresses the exception test which the Inspector found satisfied with the inclusion of criteria (h), (i) and (l) attached to policy AGT3. In addition, the Planning Statement Addendum accompanying the application includes an Exceptions Test for the ELR(S), leisure and open space (water compatible development) which identifies the sustainability benefits to satisfy the first part of the test. It is considered that the proposed ELR(S) comprises “Essential Infrastructure” as an important strategic transport infrastructure in the form of a link road, reduces congestion, improves the quality of the town centre environment and that there are no other alternative sites where the development could feasibly be provided in order to fulfil the strategic requirements of the Aylesbury Transport Strategy, facilitate the delivery of homes and economic growth. The VALP Inspector agreed. In addition the proposal includes significant areas of open space, recreation and sports facilities thus promoting healthy communities on this allocated site and contributing to the AGT linear park/greenway. Officers consider that these provide wider sustainability benefits to the community that outweigh flood risk and satisfy the first part of the exception test.
- 5.417 The applicant has provided sufficient detail in the FRA and Planning Statement Addendum to demonstrate how the ELR (S) could be made safe for its users for its lifetime and proposes a mitigation scheme within the site that, following the construction of the ELR and Drayton Mead Ditch flood management schemes, would locate all the vulnerable and less vulnerable built development within flood zone 1 and not increase flood risk to third parties. Officers are satisfied that the development would be safe to satisfy part b) of the exception test.
- 5.418 In conclusion, the applicant has provided sufficient information to pass the Exceptions Test to justify the acceptability of the ELR (S) and the water compatible development.
- 5.419 Reservoir and canal flood risk: Policy D-AGT3j relates to the risk of flooding in the event of over topping or breach of the Weston Turville reservoir. The FRA Addendum emphasises that this risk is very small and negligible. The modelling indicates that the expected flood water depths are expected to be below the proposed development platform levels and as such fluvial risk measures are adequate to manage the residual risk of flooding from this source. The residual flood risk from a canal breach was also assessed as being less than fluvial flood levels and therefore any mitigation design based on fluvial flood risk would manage the residual risk of flooding in the unlikely event of a canal breach. The EA has not raised any concern about the approach taken in the FRA.
- 5.420 Surface water drainage: The Flood Risk Assessment Addendum sets out that there has been no change to the surface water drainage strategy as presented in the Flood Risk Assessment (PBA, 32113/4006 Rev.1, March 2016) as part of this 2021 FRA addendum. There has been a change to the land use parameter plan representation of a SuDs feature, but the previous parameter plan included an over-provision of the

footprint of the feature, so has not necessitated a change in the strategy. As mentioned above there is a revision to the proposed attenuation basin in the north-east of the site, however the attenuation volume provided in the previous drainage design was an overprovision and therefore has been refined as part of the updated proposals. The further Addendum to FRA Addendum sets out that the minimum required storage volumes using a 40% allowance for climate change are 19,000m³, 16,100m³ and 8,500m³ for the western, central and eastern catchments respectively. This is subject to refinement at detailed design stage.

- 5.421 The proposed surface water drainage strategy comprises of swales and/or channels alongside strategic basins, with indicative volumes of 19,700m³ (western catchment), 10,200m³ (central catchment) and 4,300m³ (eastern catchment). A further anticipated storage volume of 13,200m³ is to be provided across the central and western catchment in strategic basins. The strategic basin located within the central catchment will also provide the necessary storage volumes for the eastern catchment. The FRA further Addendum confirms that both the fluvial flood management measures and SuDS features can be provided to accommodate the cumulative effect of both fluvial flood and SuDS mitigation within this area. For the purposes of integrating SuDS into the landscape it is the LLFA's preference that two attenuation basins are provided within the central catchment. The proposals set out in FRA Addendum demonstrates that the volume provided for in each of the catchment exceeds the required storage under the 1 in 100 year plus 40% climate change allowance storm event. A "whole life" SUDS maintenance plan for the site can be secured by a S106 agreement.
- 5.422 Representation has raised concerns over the lack of details and calculations of attenuation, infiltration features and ground level at this stage. These details will be secured through the reserved matters discharge of condition stage. Whilst representations identify a failure to comply with requirement (i) of the SUDS developer advice note on outline applications re SuDS, the LLFA are satisfied that the information provided is satisfactory at this outline stage and further details can be addressed through conditions.
- 5.423 The FRA, ES and ES Addendums have been reviewed by the Council as the LLFA, Environment Agency and Thames Water. No objections are raised to the proposal subject to conditions.
- 5.424 In addition, as set out in the latest EA's response, details of the proposed flood alleviation scheme (FAS) will be secured through conditions.
- 5.425 The ES concludes that there would not be a significant effect on flooding. The commitment to incorporating flood alleviation measures into the development as well as the detailed flood risk assessment demonstrates that the proposal takes full account of flood risk. The Environment Agency has reviewed the further addendum (Rev E November 2021) and raised no objections subject to the imposition of conditions.

- 5.426 In summary the EA and LLFA have carefully considered the proposed development and Officers consider that having regard to the FRA and further Addendum (Rev E November 2021) and the drainage strategy proposed that the development would be acceptable subject to conditions and SUDs maintenance secured through S106 are required to make the scheme acceptable.
- 5.427 Having regard to the above matters it is considered that the development would provide wider benefit in terms of water quality, ecology and contribute towards the Water Framework Directive and therefore accords with policies I4 and I5 of the VALP and with the NPPF and is accorded moderate weight in the planning balance.
- 5.428 There is a foul sewer crossing the edge of the site which has sufficient capacity to meet the needs of the development and a trunk water main (which requires partial re-routing) which Thames Water has advised has insufficient capacity but which can be addressed through the imposition of a grampian condition to provide impact studies on the existing water supply.
- 5.429 It is considered that subject to the imposition of appropriate conditions, the proposal has measures in place to manage drainage and flooding issues and would be in accordance with VALP policies D-AGT3, I4 and ACNP Policy E4 and the NPPF.

Supporting high quality communications

VALP: I6 (Telecommunications)

- 5.430 Policy I6 of VALP seeks developers to have explored the option of providing on-site infrastructure, including ducting to industry standards in any new residential development for efficient connection to existing networks. The NPPF states that advanced high quality communications infrastructure is essential for sustainable economic growth. Paragraph 114 of the NPPF requires Local Planning Authorities' to ensure that they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communication services. Given the nature and location of the proposed development, it is considered unlikely for there to be any adverse interference upon any nearby broadcast and electronic communications services as a result of the development.
- 5.431 It is noted that telecommunication services are located in all the adjacent highways including New Road and that superfast Broadband is facilitated in Aylesbury and soon in Wendover which will be available to new residents, businesses and schools. This is an outline application which would not be expected to provide this level of detail. A planning condition will ensure that this is adequately addressed within the development at the later stage. It is considered that the development maximises the use of existing capacity in utility services in accordance with VALP policy I6.

Amenity of existing and future residents

VALP: D-AGT3(Aylesbury north of A41), BE3(Protection of the amenity of residents)

ACNP: HQD1(High Quality Design)

WTNP: H2(Development Design in the Neighbourhood Area)

5.432 Policy BE3 Protection of the amenity of residents states that 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. This policy is consistent with the objectives of the NPPF paragraphs 8 and 130. The ACNP policy HQD1 requires all development in the Parish to have a good standard of amenity for all existing and future occupants. WTNP Policy H2 states that, amongst other things, proposals for development in the neighbourhood area will be supported provided that it does not adversely affect neighbouring properties by way of loss of privacy, daylight, noise, visual intrusion or amenity. In addition, that any new development does not result in the loss of any existing publicly accessible open space.

5.433 At this stage, the matters of the detailed appearance, layout and scale of the proposed development are reserved for approval at a later date (and the submitted layout plans provided are illustrative only). It is therefore not possible to make detailed assessments relating to the direct impacts the new houses would have on existing neighbours or one another (or indeed the impact that other matters such as the landscaping proposals or lighting of the site may have).

5.434 However, the indicative details submitted show a layout which following discussions has been amended to work more sympathetically with the existing College Farm boundary extent and that provides a buffer zone between and the proposed residential properties and commercial business units and external areas such that it is considered should ensure that no adverse overlooking between properties should occur and that acceptable amounts of amenity spaces and agricultural farmland could be achieved. Therefore, it is considered that the scheme could be designed at a detailed stage so as to ensure that the amenities of future occupants would not be adversely affected. Noise and disturbance issues are covered earlier in this report.

5.435 The ES identifies that there are a number of individual dwellings or groups of dwellings that form the closest residential receptors that could be affected by the proposed development, including the construction works involved. The ES has considered whether the development would result in significant environmental impacts in regards to noise, air quality and visual amenity, and the magnitude and duration of these effects upon the residential receptors. These dwellings are located at College Farm, Aston Clinton Road, Weston Mead Farm, Merrymead Farm, Red House (College Road North), New Road, Richmond Road, Broughton Lane, Manor Farm/Old Manor Farm, Oak Farm, Normill Terrace, Bierton and Burcott and Upper Ickneild way.

- 5.436 Of the above dwellings, the ES identifies that there are no significant impacts (from construction or in year 15 when the development is operational) in respect of air quality or noise, as a result of the proposals (subject to mitigation measures). Therefore, the development would not cause unreasonable harm to the amenity of residents with respect to air quality or noise matters. A condition would be required to secure a Construction Management Plan to ensure any impact or disturbance is minimised during construction.
- 5.437 As noted earlier in this report, the ES chapter has assessed the impact on the visual amenity of nearby residents and assessed that there would only be significant and permanent adverse effects on three properties or groups (College Farm; Manor Farm; Old Manor Farm; and dwellings on Upper Icknield Way). However, the development proposals which includes imbedded mitigation is duly mindful of these dwellings and the sensitive offsetting of buildings along with structural buffer planting illustrated in the GI Strategy means that no unreasonable harm would accrue to any aspect of the amenity of these nearby residents, including light, privacy and outlook, and would result in some benefit such as access to local public space.
- 5.438 Subject to an appropriate layout and scale of development, it is considered that the proposed development would not result in any significant loss of light or overshadowing, or privacy, in respect of neighbouring properties given the substantial distances between the development and the existing properties. Although there will be some impact from during the construction phase a condition can require the submission of a Construction Management Plan (CEMP) to ensure that amenities are adequately protected. It is therefore considered that at the detailed stage the proposal could be designed so as to accord with policy BE3 of VALP policy, HQD1 of the ACNP, policy H2 of the WTNP.

Building sustainability

VALP: C3 (Renewable Energy), T8 (Electric Vehicle Parking)

- 5.439 Policy C3 encourages the use of renewable energy development and the achievement of greater efficiency in the use of natural resources, including measures to minimise energy use, improve water efficiency and promote waste minimisation and recycling. It seeks to achieve an energy hierarchy and feasibility assessment for district heating, cooling technologies such as combines heat and power and biomass on developments of 100 residential dwellings or more. It also seeks to secure at least 10% of energy from decentralised or renewable or low carbon sources.
- 5.440 The NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.
- 5.441 A Predicted Energy Demand (PED) model has been developed for the proposed development and this model estimates the heating and electricity requirements of the development along with the associated carbon emissions. The energy model

shows that the Predicted Energy Demand of the proposed development is approximately 12,660 MWh of electricity (regulated and unregulated) and 22,523 MWh of heat. The total annual carbon emissions associated with the PED is approximately 11,436 tonnes CO₂, of which approximately 7,100 tonnes are associated with regulated use.

- 5.442 The Energy Statement confirms that the development proposals will adopt the nationally recognised energy hierarchy of reducing demand, using energy more efficiently and, only then, providing clean, renewable energy, if required. In conjunction with the energy hierarchy approach, a series of design principles have been adopted within the master- planning process and in building design to both passively and actively reduce energy demand and increase energy efficiency. The sustainability statement and energy statement confirm that the proposed development will comply with the requirements in Part L of the Building Regulations .
- 5.443 The Energy Strategy states that the masterplan incorporates measures to passively reduce the energy demand of the development, including through the incorporation of extensive green infrastructure network. At the detailed stage, the applicant confirms that passive and active measures will be considered in the design of buildings to further reduce energy requirements and carbon emissions. The Energy Strategy identifies the site-wide energy generation proposals could include wind, gas powered turbines, electrical storage, district heating at Combined Heat and Power (CHP). The applicant has also identified building specific renewable energy technologies including photovoltaic panels, solar water heating, Air Source Heat Pumps (ASHPs), Ground Source Heat Pumps (GSHPs) and Biomass, which would comprise design measures which would enable the housing to deliver a sustainable design. The full details can be conditioned to ensure that the proposed development is carried out in accordance with an approved energy statement.
- 5.444 The gas mains medium pressure network will serve the site and the overhead cables crossing the site will be diverted underground as part of the development which will contribute to power grid reinforcement which will bring town-wide benefit.
- 5.445 The development would be required to include electric charging points to comply with policy T8, in addition details of high water use efficiency will be required. These would be secured by conditions as such the development would accord with Policy C3 and of the VALP and with the NPPF in this regard.

Infrastructure and Developer Contributions

VALP: D-AGT3(Aylesbury north of A41), H1 (Affordable Housing), H6b (Housing for older people), BE2(Design of New development), BE3 (Protection of the amenity of residents), NE1(Biodiversity and Geodiversity), NE8(Trees, Hedgerows and Woodlands), S5(Infrastructure), T1 (Delivering the sustainable transport vision), T3 (Supporting local Transport Schemes), I1 (Green Infrastructure), I2(Sports and recreation), I3 (Community facilities and assets of community value).

ACNP: H3(Affordable Housing), H4 (Housing for Older people) H5 (mix of Housing), B3(Business – New employment opportunities), HQD 1(High Quality Design), HQD 2(High Quality Design), T1(Transport – Traffic mitigation), T2(Transport-Encourage walking& cycling), L2(Leisure -Public open spaces, footpaths, cycle & bridleways).

WTNP: HE1(Weston Turville Settlement Boundaries), HE2(Development Design in the Neighbourhood), H4 (Housing mix and Tenure), T1 (improvements to road safety and ease traffic congestion), T2 (Strategy for improving pedestrian and cycle connections within the Parish and to surrounding areas), T3 (Encourage better planning of public transport), E3 (Biodiversity).

5.446 Having regard to the statutory tests in the Community Infrastructure Levy regulations and the National Planning Policy Framework it is considered that the following planning obligation(s) are required to be secured as set out above within a section 106 agreement: namely financial contributions towards provision of land for on site primary education facilities and financial contribution towards primary and secondary education facilities (including a deferral/reduction of the secondary level contribution and review mechanisms to secure an increase in education contributions subject to viability), on-site provision of land to be made available for use as sports village facilities, athletes accommodation and hotel/conference, on-site provision of affordable housing, custom built/self build housing and extra care units, (including review mechanisms to secure an increase in affordable housing subject to viability), SUDS provision and maintenance, design codes, on-site provision of land for a health centre, provision and maintenance of on site public open space, recreation and play areas and landscaping, on site and off-site biodiversity enhancement scheme, on-and off-site highways works/road infrastructure works, travel plans and sustainable transport measures (and/or financial contributions thereto) on-site provision of land for employment use, local centre and canal side leisure facilities, together with a phasing strategy, bonds and monitoring fees.

5.447 It is considered that such requirements would accord with The Community Infrastructure Levy (CIL) Regulations 2010. Regulation 122 places into law the Government's policy tests on the use of planning obligations. It is now unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development of this nature if the obligation does not meet all of the following tests: necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

5.448 In the context of this application the development is in a category to which the regulations apply. The requirement for all of the above named measures being sought, if the proposals were to be supported, would need to be secured through a

Planning Obligation Agreement and this is assumed in the planning balance. These are necessary and proportionate obligations that are considered to comply with the tests set by Regulation 122 for which there is clear policy basis either in the form of development plan policy or supplementary planning guidance, and which are directly, fairly and reasonably related to the scale and kind of development.

5.449 The applicant has confirmed that he is willing to enter into a legal agreement.

6.0 Weighing and balancing of issues / Overall Assessment

- 6.1 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
 - a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
 - c. Any other material considerations.
- 6.2 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 6.3 VALP is an up to date adopted local plan and the proposal accords with VALP policies and the NPPF.
- 6.4 Special regard has been given to the desirability of preserving the setting of nearby listed buildings and the conclusion is that the proposal would preserve the setting of those listed buildings and structures.
- 6.5 The development would meet policy D-AGT3 specific requirements relating to a landscape led approach, landscape buffer, open space requirements, drainage and flood mitigation, walking and cycle links, community infrastructure, and biodiversity including a biodiversity net gain. The proposals comply with VALP policy and the NPPF relating to trees and hedgerows, parking and access, promoting sustainable transport relating to cycling, walking and public transport, public rights of way, meeting the challenge of climate change, and conserving and enhancing the natural environment, flood risk, archaeology, well-designed places and design, healthy and safe communities, contamination, air quality, and residential amenities.

- 6.6 Although, there would be harm to the character of the landscape and visual impacts, the proposal includes mitigation measures that minimise the impact of the development and ensure the development is sensitive to the site context in accordance with VALP policy D-AGT3. The development would result in loss of BMV agricultural land which was considered at the VALP allocation stage.
- 6.7 The proposal would deliver a very significant level of new homes and make a valuable and significant contribution to the Council's medium to long term housing land supply, and affordable housing with a proportion of self/custom build according to demand. It would deliver the enterprise zone, create significant economic benefits as a result of population growth and investment in construction and the local economy/businesses.
- 6.8 The proposal is acceptable on highway grounds, subject to a number of mitigation works to be secured as part of the S106 and conditions. The Highway Authority is satisfied that the development will not have a severe cumulative residual impact on the highway network and not have an unacceptable impact on highway safety and as such, whilst it is recognised there would be some adverse impact from the development, with appropriate mitigation the harm would not only be addressed but create some betterment on a standalone and cumulative basis. The provision of the Eastern Link Road (ELR) at Woodlands is a fundamental part of the long-term vision to deliver a partial orbital route around Aylesbury completing the link from the A418 via Kingsbrook to the A41, and link to the SLR. The development would make financial contributions towards the SEALR and deliver major strategic benefits to the town highway network.
- 6.9 Special regard has been given to the desirability of preserving the setting of nearby listed buildings and the conclusion is that the proposal would preserve and not harm the nearby listed buildings and structures. Having regard to this there is no reason for refusal on this ground.
- 6.10 The site lies in flood zone 1, 2 and 3 as existing and the proposal would create a new flood zone profile for the site and flood management measures to mitigate the impact of the development and would not increase flood risk elsewhere or to third parties. Whilst the EA had objected to the 2020 submission, there has been considerable scrutiny of the modelling and information provided in the ES and FRA over the intervening period and these matters are now addressed and the EA raise no objection, and the proposal passes the sequential and exception tests in accordance with VALP requirements
- 6.11 This assessment identifies that various s106 planning obligations would need to be secured to make the scheme acceptable and mitigate its impact in accordance with relevant Development Plan policy and guidance as well as the NPPF if the council was minded to approve the application. These obligations are set out in section 5 below.
- 6.12 It is considered that the proposal accords with the up to date Development Plan and there are no material considerations to indicate a decision other than in accordance with the Development Plan.

- 6.13 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society.

Prematurity

- 6.13 Since the representations were made on prematurity and predetermination, VALP has now been adopted and the issue of prematurity and predetermination has been overtaken and is no longer relevant in the context of VALP.

7.0 Working with the applicant / agent

- 7.1 In accordance with paragraph 38 of the NPPF the Council approaches decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and works proactively with applicants to secure developments.
- 7.2 The Council works with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 7.3 In this instance:
- The agent and applicant were updated of issues and consultee concerns and provided opportunities to submit further information to address these
 - The application was considered by the Strategic Sites Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

8.0 Recommendation

- 8.1 The officer recommendation is that the application be Deferred and Delegated to the Director of Planning and Environment for APPROVAL subject to the satisfactory completion of a S106 agreement to secure the requirements as set out in the report and subject to conditions broadly in accordance with the details set out in the report and as considered appropriate by Officers, or if these are not achieved for the application to be refused for such reasons as officers considers appropriate.

Suggested Conditions

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
 - a. Site Location Plan: edp2524_02j
 - b. College Road North Highway Access drawing: 32113_2015_001C

Reason: To ensure a satisfactory form, layout, scale and appearance to the development and to comply with policies HQD 1, HQD 2 , T1, T2, LC2 of Aston Clinton Neighbourhood Plan, policies H2, T1, T2, T3 of the Weston Turville Neighbourhood Plan, policies D-AGT3,

D1, D6, T1, T2, T3, BE2, BE3, I1, I2,I3, T1, T2, T3 of the Vale of Aylesbury Local Plan , the National Planning Policy Framework, the Environmental Statement and Addendum.

2 The development hereby permitted shall be carried out in substantial accordance with the following plans and documents:

- a. Parameter Plan 1 Land Use and Amount: edp2524_52n
- b. Parameter Plan 2 Access and Movement: edp2524_54k
- c. Parameter Plan 3 Residential Density: edp2524_55h
- d. Parameter Plan 4 Maximum Heights: edp2524_56j
- e. Parameter Plan 5 Minimum Heights: edp2524_57h
- f. Parameter Plan 6 Phasing: edp2524_98e
- g. The Environmental Statement March 2016 Volumes 1, 2 and 3 and the Environmental Statement Addendum April 2017 and further Environmental Statement Addendum November 2020 .

Reason: To ensure a satisfactory form, layout, scale and appearance to the development and to comply with policies HQD 1, HQD 2, T1, T2, LC2 of Aston Clinton Neighbourhood Plan, policies H2, T1, T2, T3 of the Weston Turville Neighbourhood Plan, policies D-AGT3, D1, D6, T1, T2, T3, BE2, BE3, I1, I2,I3, T1, T2, T3 of the Vale of Aylesbury Local Plan ,the National Planning Policy Framework, the Environmental Statement and Addendum.

3 An over-arching phasing plan for the development shall be submitted to and approved by the Local Planning Authority prior to the first reserved matters application being submitted for any phase beyond phase 1, as shown on the approved phasing parameter plan edp2524_98e. The phasing plan will identify the location of all phases and sub-phases , including the Sports Village Land and permanent landscaping/amenity areas. Thereafter, no development shall take place other than in accordance with the approved over-arching phasing plan.

Reason: To ensure a satisfactory form, layout, scale and appearance to the development and to comply with policies HQD 1, HQD 2, T1, T2, LC2 of Aston Clinton Neighbourhood Plan, policies H2, T1, T2, T3 of the Weston Turville Neighbourhood Plan, policies D-AGT3, D1, D6, T1, T2, T3, BE2, BE3, I1, I2,I3, T1, T2, T3 of the Vale of Aylesbury Local Plan the National Planning Policy Framework, the Environmental Statement and Addendum.

4 Approval of the details of the access (except the access from College Road North), layout, scale, appearance of any part of the development and the landscaping associated with it within each phase or sub phase of the development hereby permitted, ('the reserved matters') shall be obtained in writing from the local planning authority before that part of the development is commenced within that phase or sub phase. The development shall not be carried out otherwise than in accordance with the approved details relating to that phase or sub phase.

Reason: To comply with Article 5 of the Town and Country Planning (Development Management Procedure Order 2010).

Reserved Matters and Implementation

- 5 Application for approval of the reserved matters in respect of the first phase or sub-phase (as shown on the Phasing Plan to be submitted and approved under condition 3) of the development hereby permitted shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and to prevent an accumulation of unimplemented planning permissions.

- 6 Application for approval of the reserved matters in respect of all subsequent phases and sub phases of the development hereby permitted shall be made to the Local Planning Authority before the expiration of 15 years from the date of this permission.

Reason: To prevent the accumulation of planning permissions; to enable the Council to review the suitability of the development in the light of the altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 7 The first phase or sub phase of the development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved in respect of that phase or sub phase, whichever is the later.

Reason: To prevent the accumulation of planning permissions; to enable the Council to review the suitability of the development in the light of the altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 8 Subsequent phases or sub phases of the development hereby permitted shall be begun either before the expiration of 17 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved in respect of that phase or sub phase, whichever is the later.

Reason: To prevent the accumulation of planning permissions; to enable the Council to review the suitability of the development in the light of the altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 9 Plans and details submitted for each phase or sub phase of the development pursuant to Condition 4 shall include the following details and shall only be carried out in accordance with the approved details relating to that phase or sub phase to which it relates unless otherwise agreed in writing by the Local Planning Authority:

- a) Any proposed access road(s) including details of horizontal and vertical alignment;
- b) Any existing access points within the application site that are not required for the development and which are proposed to be closed when new accesses forming part of the development are brought into use;

- c) The layout, specification, drainage and construction programme for
 - (1) any internal roads not covered by a) above,
 - (2) footpaths and cycleways,
 - (3) parking, turning and loading/unloading areas, visibility splays, (4) cycle parking areas,
 - (5) cycle storage facilities and
 - (6) access facilities for the disabled and
 - (7) individual accesses;
- d) The materials to be used on the external faces of all the buildings to which the details relate;
- e) The positions, design, materials and type of boundary treatment (including all fences, walls and other means of enclosure) to be provided;
- f) Details for all hard landscaped areas, footpaths and similar areas, including details of finished ground levels, all surfacing materials, and street furniture, signs, lighting, refuse storage units and other minor structures to be installed thereon;
- g) Contours for all landscaping areas, together with planting plans and schedules of plants, noting species, sizes and numbers/densities, details of all trees, bushes and hedges which are to be retained and a written specification for the landscape works (including a programme for implementation, cultivation and other operations associated with plant and grass establishment);
- h) A waste strategy including details of bin and recycling storage;
- i) Details of any external lighting to any building(s), parking loading/unloading or manoeuvring areas, roads, footpaths, green ways and open space areas, including outdoor sport facilities;
- j) Housing mix delivery plan / scheme providing details of the housing unit mix for the relevant development parcel.
- k) a scheme for the provision of dedicated electric charging points including type and location. As a minimum, the details shall include confirmation of the electrical supplies to be used (a minimum of 3.7kw 16A is required) and type of EV charger (fast or slow charging)

Reason: To ensure a satisfactory form, layout, scale and appearance to the development and to comply with policies HQD 1, HQD 2, H5, LC2 of Aston Clinton Neighbourhood Plan, policies H2, H4, T1, T2, T3, E3, C3, of the Weston Turville Neighbourhood Plan, policies D-AGT3, BE2, BE3, I1, I2, I3, I4, NE2, NE4, NE8, C4, T6, T7, T8, H6a of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Design Codes

10. Design Codes shall be submitted for the following components/phases of development:

- The Woodlands Roundabout Improvements
- The Eastern Link Road South (ELR(S))
- Employment Zone (covering the areas within Phase 1 and Subsequent Phases)
- Residential Area including associated landscape, open spaces and amenity areas;
- Local Centre
- Sports Village
- Canal-side Leisure Uses

Prior to the submission of the first reserved matters application for the relevant phase or sub-phase, a plan showing the extent of the relevant detailed Design Code Area for that phase/sub-phase shall be submitted and approved in writing by the Local Planning Authority. No reserved matters application in respect of any development parcel within each detailed Design Code Area shall be submitted until a detailed Design Code for that Area has been submitted to and approved in writing by the Local Planning Authority. The detailed Design Code shall demonstrate how the objectives of the Design and Access Statement will be met and shall take account of the drawings referred to in Conditions 1 and 2 above. The development hereby permitted shall be carried out in accordance with the approved Design Codes. The Design Codes shall where appropriate include the following:

- a) principles for determining quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;
- b) principles for accessibility to buildings and public spaces for the disabled and physically impaired;
- c) principles for sustainable design and construction, in order to achieve a high standard of environmentally friendly and energy efficient design for all buildings, maximising passive solar gains, natural ventilation, water efficiency measures and the potential for home composting and food production;
- d) measures which show how energy efficiency is being addressed to reflect policy and climate change, and show the on-site measures to be taken to produce a proportion of the energy requirements of the development hereby permitted by means of renewable energy sources, in accordance with the Energy Statement to be submitted and approved pursuant to condition 21 below ;
- e) principles for built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas;
- f) principles for hard and soft landscaping including the inclusion of important trees and hedgerows;
- g) structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
- h) design principles for the public realm, areas of public open space, areas for play, the allotments and orchards;
- i) open space needs including sustainable urban drainage;
- j) principles for conservation of flora and fauna interests;
- k) a strategy for a hierarchy of streets and spaces;
- l) principles for alignment, width, and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;
- m) principles for on-street and off-street residential and commercial vehicular parking and/or loading areas;
- n) principles for cycle parking and storage;
- o) principles for means to discourage casual parking and to encourage parking only in designated spaces;
- p) principles for integration of strategic utility requirements, landscaping and highway design.

Reason: To ensure a satisfactory form, layout, scale and appearance to the development and to comply with policies HQD 1, HQD 2, LC2 of Aston Clinton Neighbourhood Plan, policies H2, T1, T2, T3, E3 of the Weston Turville Neighbourhood Plan, policies D-AGT3, D1, D6, T1, T2, T3, BE2, BE3, I1, I2, I3, C3, NE1, NE4, of the Vale of Aylesbury Local Plan, the National Planning Policy Framework, the Environmental Statement and Addendums.

Landscaping and Trees

- 11 The landscaping scheme approved under Condition 9 for each phase or sub-phase of development shall be carried out in accordance with an implementation programme which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development of that phase or sub phase.

Reason: In the interests of the visual amenities of the locality and to comply with policies HQD 1 of Aston Clinton Neighbourhood Plan, policy H2 of the Weston Turville Neighbourhood Plan, policy BE2, NE8 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

- 12 Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and to comply with policies HQD 1 of Aston Clinton Neighbourhood Plan, policy H2 of the Weston Turville Neighbourhood Plan, policy BE2, NE8 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

- 13 The particulars submitted pursuant to Condition 9 above shall include:
- a) a plan showing the location of, and allocating a reference number to, each existing tree on a relevant phase or sub-phase of development which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, or in the case of woodlands or substantial groups with a stem diameter exceeding 150mm showing which trees are to be retained and the crown spread of each retained tree, and hedgerows to be retained;
 - b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the relevant Phase and to which paragraphs (c) and (d) below apply;
 - c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the relevant Phase or sub-phase of development;
 - d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any

retained tree or of any tree on land adjacent to the relevant Phase or sub-phase of development;

e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree and hedgerow from damage before or during the course of development of that relevant Phase or sub-phase of development.

In this condition “retained tree” means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above. The protection measures referred to above shall be maintained throughout the whole period of site clearance, excavation and construction in relation to the relevant Phase or sub-phase of development; to which it relates.

The protection measures for a referred to above shall be maintained throughout the whole period of site clearance, excavation and construction in relation to that Phase or sub-phase of the development to which it relates.

Reason: In order to ensure that damage does not occur to the trees during building operations and to comply with policies HQD 1 of Aston Clinton Neighbourhood Plan, policy H2 of the Weston Turville Neighbourhood Plan, policies BE2, and NE8 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

- 14 No building within the development hereby permitted shall be occupied until the boundary treatment relating to it, as indicated on the plans which shall have been approved under condition 9 above, has been constructed/erected. Such boundary treatment shall thereafter be retained.

Reason: In the interests of the visual amenities of the locality and to comply with policies HQD 1, HQD 2 of Aston Clinton Neighbourhood Plan, policy H2 of the Weston Turville Neighbourhood Plan, policies BE2, BE3 and NE8 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Slab Levels

- 15 Prior to the commencement of development on each phase or sub-phase of the development, details of the finished floor levels for that phase or sub-phase of the development shall be submitted concurrently with the reserved matters application that it relates to and approved in writing by the Local Planning Authority and shall include full details of finished floor levels for each building and finished site levels (for all hard surfaced and landscaped areas) in relation to existing ground levels. The development shall thereafter be carried out in accordance with the approved level details.

Reason: To accord with policies HQD 1, HQD 2 of Aston Clinton Neighbourhood Plan, policy H2 of the Weston Turville Neighbourhood Plan, policies BE2, BE3 and I1 of the Vale of Aylesbury Local Plan and the principles of the National Planning Policy Framework

Drainage and SUDS

16 The reserved matters application(s) shall include a detailed surface water drainage strategy based on the agreed Flood Risk Assessment (PBA, 32113/4006 Rev.1, March 2016), Flood Risk Assessment Addendum (ref. FRA Addendum E dated November 2021). The scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall be maintained thereafter. The scheme shall include:

- Discharge rate for the western catchment will be limited to 69.7l/s (3.28l/s/la) or less;
- Discharge rate for the central catchment will be limited to 42.9l/s (2.5l/s/ha) or less;
- Discharge rate for the eastern catchment will be restricted to 31.2l/s (3.28l/ha) or less;
- Attenuation storage volume calculations should use the FEH rainfall method;
- Ground investigations including:
 - Infiltration rate tests in accordance with BRE365;
 - Groundwater level monitoring over the winter period of October to March, particularly in the locations of the surface water drainage network storage components as indicated on Outline Surface Water Drainage Strategy (drawing no. 32113/2016/001 Rev. B);
- Where necessary, ground investigations should inform the need for flotation calculations and where required these calculations should be based on observed groundwater levels;
- Detailed drainage layout including levels, gradients, dimensions, pipe reference numbers and storage volumes of all SuDS features;
- Full construction details of each SuDS feature including dimensions, design, water levels and gradients, as well as details of control structures;
- SuDS features such as (but not limited to) open drainage channels (swales and vegetated rills) and strategic attenuation basins along with an assessment of all SuDS components and their suitability for the inclusion in the surface water drainage strategy for the development with justification provided for their exclusion;
- Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS
- components;
- Surface water drainage features to be located outside of areas shown to be at risk from
- surface water flooding;
- Cross sections of linear storage features to show that features have a minimum of 1:2 slope gradient;
- Basins will be designed to have a minimum side slope of 1:3 and a vegetated shelf which is set to the 1 in 30 year water level. The basins will also include a 300mm freeboard for exceedance events;
- Details of any phasing of construction;
- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site;
- Details of overland flood flow routes in the event of exceedance or failure of the drainage system, with demonstration that such flows up to the 1 in 100 year storm plus

an appropriate climate change allowance can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;

- Drainage strategy must demonstrate how surface water is managed during fluvial flood events on the Bear Brook. It should demonstrate that surface water runoff from the proposed development can still be controlled and that the development does not flood from surface water flooding during fluvial flood events with a range of durations

Reason: To prevent the increased risk of flooding on the site and elsewhere as a result of the proposed development in accordance with the National Planning Policy Framework through the implementation of adequate surface water drainage, to maximise ecological gains in line with the National Planning Policy Framework, and to contribute towards water quality improvements. The reason for this pre-start condition is to ensure that there is a satisfactory solution to managing flood risk which prioritises the use of sustainable drainage systems in accordance with the National Planning Policy Framework.

- 17 The reserved matters application(s) for the strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road shall include a detailed surface water drainage strategy based on the agreed Flood Risk Assessment (PBA, 32113/4006 Rev.1, March 2016), Flood Risk Assessment Addendum (ref. FRA Addendum E dated November 2021). The scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall be maintained thereafter. The scheme shall include:
- Prioritise above ground SuDS measures where possible
 - Ground investigations including:
 - Infiltration rate tests in accordance with BRE365;
 - Groundwater level monitoring over the winter period of October to March, particularly in the locations of the surface water drainage network storage components as indicated on Outline Surface Water Drainage Strategy (drawing no. 32113/2016/001 Rev. B);
 - Where necessary, ground investigations should inform the need for flotation calculations and where required these calculations should be based on observed groundwater levels;
 - Discharge rates
 - Limited to existing greenfield runoff rates for all new impermeable areas
 - Existing impermeable areas associated with the A41 Roundabout should not exceed the existing discharge rate and where possible, must be as close as reasonably practicable to the greenfield runoff rate
 - Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index
 - Detailed drainage layout including levels, gradients, dimensions, pipe reference numbers and storage volumes of all SuDS features;
 - Cross sections of linear storage features to show that features have a minimum of 1:2 slope gradient;
 - Basins will be designed to have a minimum side slope of 1:3 and a vegetated shelf which is set to the 1 in 30 year water level. The basins will also include a 300mm freeboard for exceedance events;
 - Full construction details of each SuDS feature including dimensions, design, water levels and gradients, as well as details of control structures;

- Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site;
- Drainage strategy must demonstrate how surface water is managed during fluvial flood events on the Bear Brook. It should demonstrate that surface water runoff from the proposed development can still be controlled and that the development does not flood from surface water flooding during fluvial flood events with a range of durations
- Details of overland flood flow routes in the event of exceedance or failure of the drainage system, with demonstration that such flows up to the 1 in 100 year storm plus an appropriate climate change allowance can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;

Water and waste water networks

- 18 No development shall be occupied in a phase until confirmation has been provided to the local planning authority that the scheme and programming of any wastewater and water network upgrades required to accommodate the additional flows from the relevant phase have been agreed with Thames Water; or all wastewater and water network upgrades required to accommodate the additional flows from the relevant phase have been completed. The development shall be carried out in accordance with the approved details.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents in accordance with policy I5 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

- 19 No construction shall take place within 5m of the strategic water main in so far that it runs through the site. If the developer proposes to divert this asset, then information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority. Any construction comprising the diversion of this asset must be undertaken in accordance with the terms of the approved information. Unrestricted access to the strategic water main must be available at all times for Thames Water and its agents for purposes of the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure in accordance with policy I5 of Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Landscape and Ecological Management Plan

20. Before any phase or sub-phase (as defined in the approved overarching phasing plan to be approved under condition 3) shall take place (including demolition, ground works, vegetation clearance) of the development hereby permitted is commenced, a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be

approved in writing by, the local planning authority for that phase. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) An updated Biodiversity Net Gain Calculation which has regard to the individual phase of the development and overall net gain delivery on other phases being delivered across the whole of the development.
- c) Ecological trends and constraints on site that might influence management.
- d) Aims and objectives of management.
- e) Appropriate management options for achieving aims and objectives.
- f) Prescriptions for management actions.
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- h) Details of the body or organization responsible for implementation of the plan.
- i) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details and shall be based upon the mitigation and enhancement measures contained within the Environmental Statement and ES Addendums (2016, 2017 and 2020) and the Aylesbury Woodlands Biodiversity Strategy (dated 2nd November 2020). The LEMP shall thereafter be carried out as approved.

Reason: To address the ecological impacts of the development and to provide net biodiversity gains in accordance with policies S1, NE1 of Vale of Aylesbury Local Plan, with the National Planning Policy Framework.

Energy

21. Prior to the submission of the first reserved matters application for the development (excluding the Eastern Link Road South which for the avoidance of doubt includes the Woodlands Roundabout Improvements), the developer shall submit an energy statement for the associated development phase to demonstrate how the low energy sources will be utilised to meet both Part L Building Regulations Requirements and the energy target of 10% of the proposed development's energy demand being served using on-site renewable energy sources, shall be submitted and approved in writing by the local planning authority. The reserved matters application for each phase or sub phase of the development submitted pursuant to Condition 4 shall be in accordance with the approved energy statement for that phase or sub phase of the development and shall include details of physical works within that phase or sub phase of the development and a timeframe for their provision. The statement shall include and assess the feasibility of the following:
 - a) measures to reduce energy use in particular by the use of sustainable

- design and construction
- b) supplying energy efficiently and giving priority to decentralised energy supply
 - c) making use of renewable energy
 - d) making use of allowable solutions
 - e) use of rainwater harvesting measures

The development shall be carried out in accordance with the approved details and timeframe and subsequently retained in operation

Reason: To achieve a highly efficient and sustainable form of development and to accord with policy C3 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Archaeology

- 22 (1) Prior to the submission of any reserved matters applications for each phase or sub-phase of the development, the developer shall undertake an archaeological evaluation of that phase or sub-phase in accordance with a written scheme of investigation to be submitted and approved by the Local Planning Authority prior to commencement of any works within the relevant phase or sub-phase, and to be based on the recommendations of the MOLA report appended to the ES (March 2016) and ES Addendum (April 2017 as amended November 2020) and listed in condition 1 above.

(2) Following completion of the evaluation, if important archaeological remains are found, an archaeological mitigation strategy for that phase or sub-phase shall be submitted to the Local Planning Authority for its approval in writing and the detail of the reserved matters applications for that phase or sub-phase shall take into account the findings and recommendations of the approved strategy such as to minimise damage to the remains.

No ground disturbance or other development works shall take place, unless authorised in writing by the Local Planning Authority, each phase or sub-phase until a programme of archaeological work has been secured and implemented for that area in accordance with the approved mitigation strategy and/or written scheme of investigation.

Reason: To preserve archaeological remains and to conserve the historic environment in accordance with the provisions of Policy BE1 of the Vale of Aylesbury Local Plan and Section 12 of the National Planning Policy Framework.

High Speed Broadband

- 23 Prior to the commencement of development (excluding the Eastern Link Road South which for the avoidance of doubt includes the Woodlands Roundabout Improvements) on the highway network in each phase or sub phase of the development details of measures to facilitate the availability of high speed broadband connection to the occupants of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation of the buildings to which it relates.

Reason: For the avoidance of doubt and to support high quality communications in accordance policy I6 of the Vale of Aylesbury Local Plan and with the National Planning Policy Framework.

Noise Mitigation

24 Prior to the commencement of development on the Eastern Link Road South (ELR(S)), details of an acoustic barrier to be provided at the canal crossing on both sides of the road in accordance with the Environment Statement shall be submitted in writing to, and approved by, the Local Planning Authority. The approved details shall be installed prior to the Eastern Link Road South (ELR(S)) being brought into public use and shall thereafter be retained as approved unless otherwise altered for routine maintenance or repair purposes which do not change its details.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development and to comply with policy BE3 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

25 Prior to the commencement of construction of any dwelling in any phase or sub phase of the development, a written noise impact assessment, together with proposals for any necessary mitigation measures, for the dwellings in that phase or sub phase shall be submitted in writing to, and approved by, the Local Planning Authority. The report will demonstrate that with appropriate mitigation, where required, that internal and external noise levels specified below will not be exceeded in dwellings on, or directly affected by development on other phases or sub phases within, the development.

Location	Daytime	Night time
	07:00 to 23:00	23:00 to 07:00
Living Room	35db LAeq,16hr	
Dining Room	40dB LAeq,16hr	
Bedroom	35dB LAeq,16hr	30dB LAeq,8hr 45dB LAm _{ax} - no more than 10x per night.

Where it is necessary to rely on closed windows to achieve the above internal noise levels then an alternative adequate means of ventilation, meeting the requirements of building regulations approved document F, shall be provided that does not compromise the façade insulation or the resulting internal noise level.

Noise levels in external amenity spaces provided for the sole use of the occupiers of the dwellings shall not exceed 55dB LAeq,16hr.

Any agreed mitigation measures required to meet the internal and external noises standards specified above shall be fully implemented prior to the first occupation of the

dwellings to which the measures relate, and the mitigation measures shall be retained as such for the duration of the residential use of those dwellings.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development and to comply with policy BE3 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

26. Prior to the installation on non –residential buildings of any plant or equipment that either exhausts to, ventilates from or is located on, the outside of that premises an assessment will be carried out in accordance with the requirements of BS 4142:2014+A1:2019. This assessment will show that with appropriate mitigation, if required, the rating level (LARTr) of the noise emitted from any individual unit of plant or equipment as measured, or calculated at the nearest residential receptor, shall be at least 5dB below the background noise level (LA90T). Where multiple units of plant or equipment are to installed on any premise or collocated next to plant or equipment on adjacent premises, the assessment will show that the combined rating level of all the plant or equipment does not exceed the background noise level. Any mitigation required to meet this condition shall be installed prior to first use of that equipment and thereafter maintained.

Reason: To protect the amenity of the locality, especially for people living and/or working Nearby and to ensure a satisfactory form of development and to comply with policy BE3 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Contamination and Remediation

27. Prior to the commencement of any phase or sub-phase of development approved by this planning permission a contaminated land assessment and associated remedial strategy, together with a timetable of works, shall be submitted to and approved in writing by the Local Planning Authority. The agreed remediation works within that phase or sub-phase shall be fully completed before any other construction work commences.
- a) The contaminated land assessment shall include a Phase 2 intrusive ground investigation as recommended within the Ground Conditions Desk Study report, reference: 32113/3501, written by Peter Brett Associates LLP. This must include relevant soil, soil gas, surface and groundwater sampling and shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.
 - b) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the Local Planning Authority. The works shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment including any controlled waters. The Local Planning Authority shall approve in writing such remedial works as required prior to any remediation works commencing on site.

Reason: To ensure that the potential contamination of the site is properly investigated, the risks to the planned end user group(s) quantified, and its implication for the development approved fully taken into account in accordance with policy NE5 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework. This is required prior to the commencement of development to avoid any unnecessary risk of introducing new contamination pathways or enabling contamination to be disturbed and further distributed as a result of any works being undertaken on the site that may cause potential harm to human health, property and the wider environment.

28. Prior to the first occupation or use of any part of the phase or sub-phase of development, the agreed approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

If during the works contamination is encountered which has not previously been identified then this additional contamination shall be fully assessed in accordance with the requirements of Condition 26 (b) above and an appropriate remediation scheme shall be submitted to and agreed in writing by the Local Planning Authority.

Prior to the first occupation or use of any part any phase or sub-phase of development, a validation report shall be submitted to and approved in writing by the Local Planning Authority. The validation report shall include details of the completed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to demonstrate that the site has reached the required clean-up criteria shall be included in the validation report together with documentation detailing the type and quantity of waste materials that have been removed from the site.

Reason: To ensure that the potential contamination of the site is properly dealt with and the risks to the planned end user group(s) minimised in accordance with policy N5 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework

Construction Environmental Management Plan (CEMP)

29. Before each phase or sub-phase of the development (as identified on the relevant phasing plan approved pursuant to Condition 3 of the development (including demolition, ground works, vegetation clearance) hereby permitted is commenced, a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority for that Phase or sub-phase. The CEMP (Biodiversity) shall include, where applicable for that phase or sub-phase of the development, the following:

- a) an implementation programme
- b) Risk assessment of potentially damaging construction activities.
- c) Identification of “biodiversity protection zones”.

- d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- e) The location and timing of sensitive works to avoid harm to biodiversity features.
- f) The times during construction when specialist ecologists need to be present on site to oversee works.
- g) Responsible persons and lines of communication.
- h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- i) Use of protective fences, exclusion barriers and warning signs.

Each CEMP shall be in accordance with the mitigation measures set out in the Environmental Statement (March 2016), which includes the Environmental Statement Addendum (April 2020) and the Aylesbury Woodlands Biodiversity Strategy dated 2nd November 2020, The approved CEMP shall be adhered to and implemented throughout the construction period for that phase or sub-phase of the development strictly in accordance with the approved details, or any revised details which have first been submitted to and approved in writing by the Local Planning Authority pursuant to this condition.

Reason: In order to protect amenities, minimise damage to retained trees during building operations and to address the impact of the development on biodiversity and provide net gains where possible in accordance with policy BE3 of the Vale of Aylesbury Local Plan, the National Planning Policy Framework and with regard to article 10 of the Habitats Directive. Details must be approved prior to the commencement of the relevant phase or sub phase to ensure the development is undertaken in way which ensures a satisfactory standard of tree care and protection and safeguards biodiversity.

Construction Management Plan

30. Before each phase or sub phase of the development hereby permitted is commenced a Construction Management Plan in respect of that phase or sub phase shall have been submitted to and approved in writing by the Local Planning Authority. Construction of each phase or sub phase of the development shall not be carried out otherwise than in accordance with each approved Construction Management Plan to which it relates. Each Construction Management Plan shall include the following matters:
- A. Parking and turning for vehicles of site personnel, operatives, visitors and deliveries;
 - B. Loading and unloading of plant and materials
 - C. Piling techniques if necessary;
 - D. Storage of plant and materials;
 - E. Programme of works (including details of construction anticipated vehicle routing which is to be prescribed and measures to enforce its use; measures for traffic management and operating hours);
 - F. Provision of boundary hoarding and lighting;
 - G Details of proposed means of dust suppression and noise mitigation in line with the requirements of BS 5228-1:2009+A1:2014; ;
 - H. Details of measures to prevent mud from vehicles leaving the site during construction.

I. Details of the storage of spoil or other excavated or deposited material on the site, including the height of such storage above either natural ground level or the approved ground level.

J. Details of the routing of goods vehicles associated with the site and measures to enforce its use.

Reason: To minimise danger and inconvenience to highway users and to safeguard the amenities of neighbouring residents and to comply with policies H2 of the Weston Turville Neighbourhood Plan, policy D-AGT3, BE3, NE1 NE4, of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

31. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure, in accordance with the National Planning Policy Framework

Transport and Highways

32. No employment or commercial development shall commence on any phase or sub-phase until details of the access roads, footways, cycleways and turning areas that will serve these uses including an implementation programme for the access roads to be laid out and constructed to binder level and completion of the surface course are submitted to and approved in writing by the Local Planning Authority. Such details to include an implementation programme for completion of the surface course and the estate road surface course shall be completed in the relevant Development Parcel in accordance with the approved details and implementation programme. No part of the employment or commercial development, within any relevant phase or sub-phase shall be occupied until the associated access roads, footways, cycleways and turning areas within the relevant phase or sub-phase have been laid out and constructed in accordance with the details subsequently approved pursuant to conditions 9, 32, 33 and 34.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the National Planning Policy Framework.

33. Within one month of any new access being brought into use which makes existing field access not part of the development redundant, the existing field access points not incorporated in the development hereby permitted shall be stopped up in accordance with the details subsequently approved pursuant to condition 1. For the avoidance of doubt the applicants will be required to enter into a s247 Agreement with the Highway Authority in order to comply with the requirements of this condition.

Reason: To limit the number of access points along the site boundary for the safety and convenience of the highway user and to comply with the National Planning Policy Framework.

- 34 The details to be submitted for approval in writing of the Local Planning Authority in accordance with Condition 9 in relation to each phase and sub-phase of the development shall include a scheme of parking, garaging and manoeuvring (for all residential and non-residential uses within a phase or sub phase) in accordance with the Local Planning Authority's adopted Vale of Aylesbury Local Plan Appendix B Policy T6 Parking Standards and Policy T8 Electric Vehicle Parking or such other subsequent policy or guide which supersedes this document as adopted by the Local Planning Authority. The approved schemes shall be implemented and the parking, garaging and manoeuvring areas and electric charging point made available for use before the first occupation of the dwelling or dwellings or non residential building(s) to which the approved provision relates and those areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with policies T6, T8 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

- 35 The development within each phase or sub-phase shall not begin (within the relevant phase or sub-phase) until details of the adoptable estate roads and footways, within each relevant phase or sub-phase including an implementation programme for the access roads to be laid out and constructed to binder level and completion of the surface course have been submitted to and approved in writing by the local planning authority and no dwelling or non-residential unit shall be occupied until the estate roads which provide access to the relevant phase or sub-phase from the existing highway have been laid out and constructed in accordance with the approved details and implementation programme.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with policies T5, T7 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

Flood Risk, Water Resources and Ecological Buffer Zone

36. Prior to the approval of any reserved matters, updated detailed hydraulic modelling demonstrating that the proposed development is safe and flood risk will not be increased elsewhere based on the layout, scale and design proposed for the entire scheme or each phase shall be submitted to and approved in writing by the local planning authority. The submitted information will include appropriate design details of any watercourse crossings, watercourse realignment, flood conveyance culverts and detailed design of the preferential flow route/flood mitigation scheme. Where this is undertaken on a phased approach, each phase (or phase groupings brought forward at the same time) must be shown to be wholly self-contained and not reliant on mitigation measures contained in other future phases.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided

in accordance with policies D1, D-AGT3, I4 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

37. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment Addendum, Revision E, prepared by Stantec UK Ltd, dated November 2021 including the following mitigation measures stated in the document:

- All 'more vulnerable' and 'less vulnerable' elements of the development shall be located outside of the modelled 1% annual probability plus appropriate allowance for climate change flood extent and level.
- Proposed ground floor levels to be set a minimum of 300mm above the 1% annual probability plus climate change flood level.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants through a flood risk sequential approach to the site layout, appropriate flood resistant and resilient mitigation measures and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in line with the requirements of policies D1, D-AGT3, I4 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework

38. No development (excluding the Woodlands Roundabout Improvements) shall take place within 12 metres of the top of the river bank alongside the Rivers Burcott Brook and Bear Brook Broughton Stream until a scheme for the provision and landscape management of a 12 metre wide ecological buffer zone measured from the top of the river bank alongside the Rivers Burcott Brook and Bear Brook Broughton Stream has been submitted to and agreed in writing by the local planning authority and the Environment Agency. Thereafter the development shall be carried out in accordance with the approved scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal footpaths and landscaping; and could form a vital part of green infrastructure provision. The scheme shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during construction of the development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan (to include the management of land within the extents of the Woodland Roundabout Improvements).
- details of any new habitat created on site.

- details of any in-channel and riparian habitat enhancements.

Reason: To conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

in line with the requirements of policies D1, D-AGT3, NE1, I4 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

39. No development of the Woodlands Roundabout Improvements, the indicative extents of which are shown for reference on Drawing edp2524_d107, shall take place until a scheme for the protection of the Bear Brook and its 12 metre ecological buffer has been submitted to and agreed in writing by the local planning authority and the Environment Agency. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.

Reason: To ensure the development is safe over its lifetime and does not increase flood risk elsewhere in line with the requirements of policies D1, D-AGT3, I4 of the Vale of Aylesbury Local Plan and the National Planning Policy Framework.

40. With the exception of development works relating to the ELR(S) (which for the avoidance of doubt includes the Woodlands Roundabout Improvements), development on each phase or sub-phase should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. In the event that the study requires new capacity, the development shall be carried out in accordance with the approved details for each phase or sub-phase.

Reason: To ensure adequate water infrastructure is provided to support the development in accordance with policy S5, I5 of the Vale of Aylesbury Local Plan the National Planning Policy Framework.

Commercial Uses

41. The units forming the part of the development to be constructed for A1 retail shop , A2 financial and professional services (other than health or medical services), A3 café and restaurant uses shall only be used for retail shop, financial and professional services (other than health or medical services), or café and restaurant uses and for no other purpose(s) [including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification], and for the avoidance of doubt including Class E of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

Reason: To ensure that inappropriate uses do not take place in this locality and to comply with the National Planning Policy Framework

42. The units forming the part of the development to be constructed for B1 office use hereby permitted shall only be used for the use as an office or research and development of products or processes and for no other purpose(s) [including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended under Class E of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification].

Reason: To ensure that inappropriate uses do not take place in this locality and to comply with the National Planning Policy Framework

43. The units forming the part of the development to be constructed for B1c light industrial use hereby permitted shall only be used for the use as light industrial and for no other purpose(s) [including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended under Class E of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification]

Reason: To ensure that inappropriate uses do not take place in this locality and to comply with the National Planning Policy Framework

44. The units forming the part of the development to be constructed for D1 clinic/health centre/crèche/day nursery/day centre use hereby permitted shall only be used for the use as a clinic/health centre /crèche/day nursery/day centre use and for no other purpose(s) [including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended under Class E of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification].

Reason: To ensure that inappropriate uses do not take place in this locality and to comply with the National Planning Policy Framework.

Open space details

- 45 The details to be submitted under condition 9 relating to any phase or sub phase incorporating public open space shall be in accordance with Natural England's guidelines on suitable alternative natural green space and the development of that phase or sub phase shall be carried out in accordance with the approved scheme and implementation programme.

Reason: To ensure a satisfactory layout and natural green space provision to serve the development and to comply with policies D-AGT3, I1, and NE1 of the Vale of Aylesbury Local Plan, the National Planning Policy Framework, the Environmental Statement and Addendums.

INFORMATIVES

1. The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information:-
Development Management 6th Floor, Buckinghamshire Council offices,
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882
Email: highwaysdm@buckinghamshire.gov.uk
2. It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
3. No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
4. You are advised that Planning Obligations have been entered into in connection with this permission
5. Your attention is drawn to the specific requirements in the Planning Obligations and in particular those relating to education and the obligation of the Owner to transfer unencumbered the freehold interest of the Primary School Land (PSL) to the Council.
6. The planting season is from October through to the following March unless otherwise specified.
7. Your attention is drawn to the "Recycling and Waste: Advice Note for Developers 2019" to assist developers and planning applicants by highlighting Aylesbury Vale area's current management of refuse and recycling collections and what provisions will be expected when proposals for new dwellings and commercial premises come forward in the future and the adopted policy on waste container charges. Developers should contact the Council's Operations and Waste Management Section for specific advice on current recycling collection arrangements. See also -
https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Recycling%20and%20Waste%20Advice%20for%20Developers%20May%202019.pdf
8. Please read Thames Water's guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering

working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developinga-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

9. The developer can request information to support the discharge of the condition relating to water network upgrades by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.
10. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developinga-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk
11. The Crime Prevention Design may be contacted on (01628) 601554
12. Your attention is drawn to the Environmental Health Officers comments that the schools shall be designed such that daytime noise levels comply with the recommendations of BB93 and shall not exceed 60dB LAeq30min in external areas used for teaching or recreation and 40dB LAeq30 mins internally.
13. Environmental Permit - Advice to Applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal);
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal);
- on or within 16 metres of a sea defence;
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert;
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422

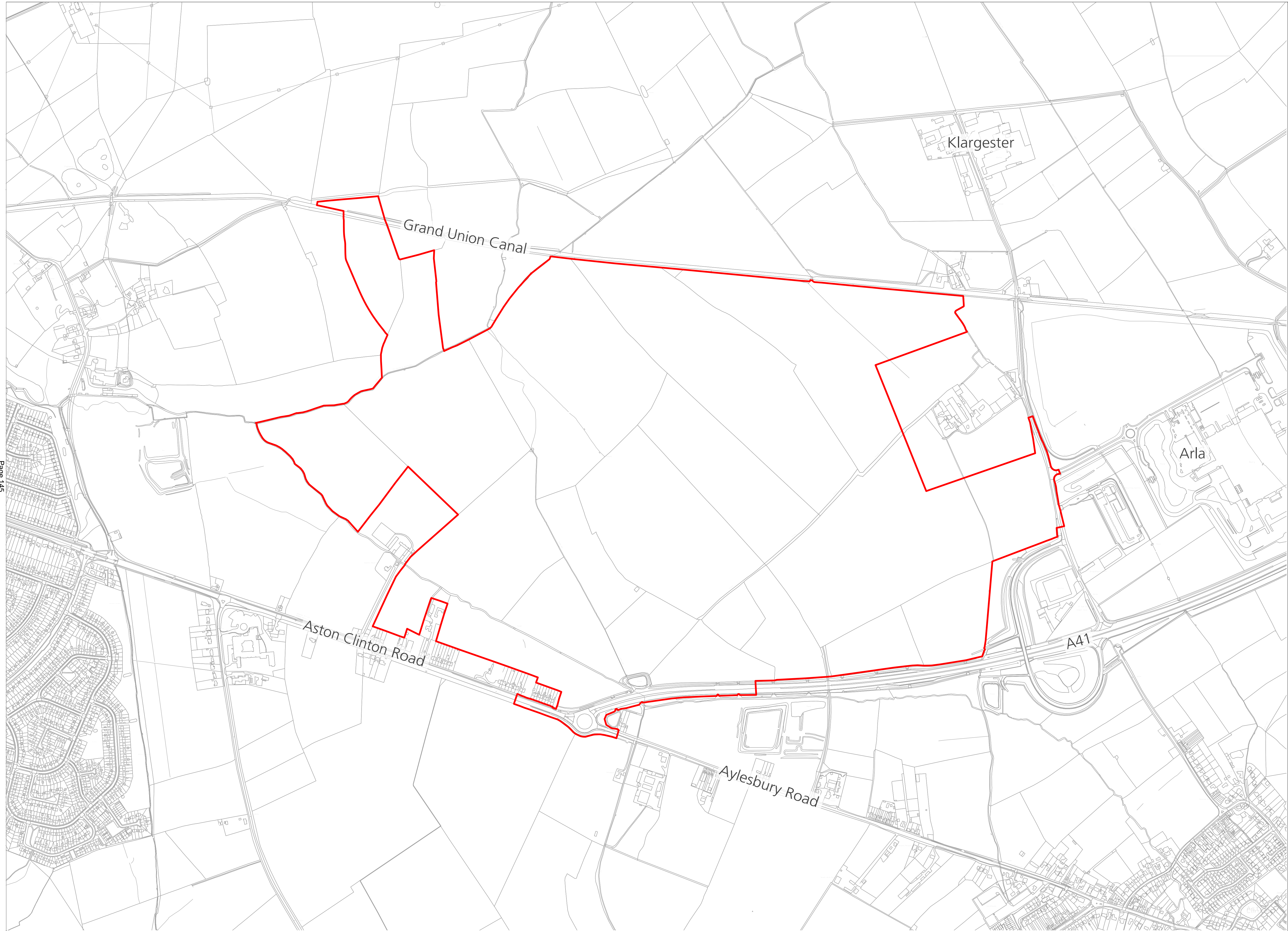
549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

14. Further general advice on consideration of protected species and other natural environment issues is provided at Annex A of Natural England Consultee response dated 14 December 2020. A copy is available on the [Council's Planning Portal](#).
15. Natural England provides a [Discretionary Advice Service](#) should the developer wish to discuss the detail of measures to mitigate the effects of the proposal on the natural environment.

List of Appendices

- Appendix A: Site Location plan
- Appendix B: Proposed Masterplan
- Appendix C: Parameter Plan – Land Use
- Appendix D: Access and Circulation
- Appendix D1: A41 Connector Road to College Roads General Arrangement Sheet 1 of 2
- Appendix D2: A41 Connector Road to College Roads General Arrangement Sheet 2 of 2
- Appendix E: Phasing Plan
- Appendix F: Green Infrastructure
- Appendix G: Consultee Responses
- Appendix H: General Representations
- Appendix I: Highways Comments dated 29th March 2022
- Appendix Ia: Highways Comments 8 January 2021
- Appendix Ib: Highways Comments dated 13 October 2017
- Appendix J: Habitat Assessment (Appropriate Assessment)
- Appendix K: Approved Judgment - R(HFAG Ltd) v Bucks Council and Others.

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Site Boundary
 Site Area = 200.2ha

Page 145

Rev	Description	Date

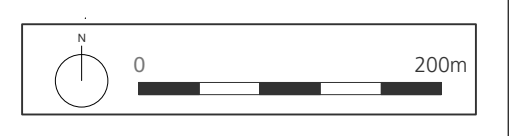
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Buckinghamshire Advantage Ltd

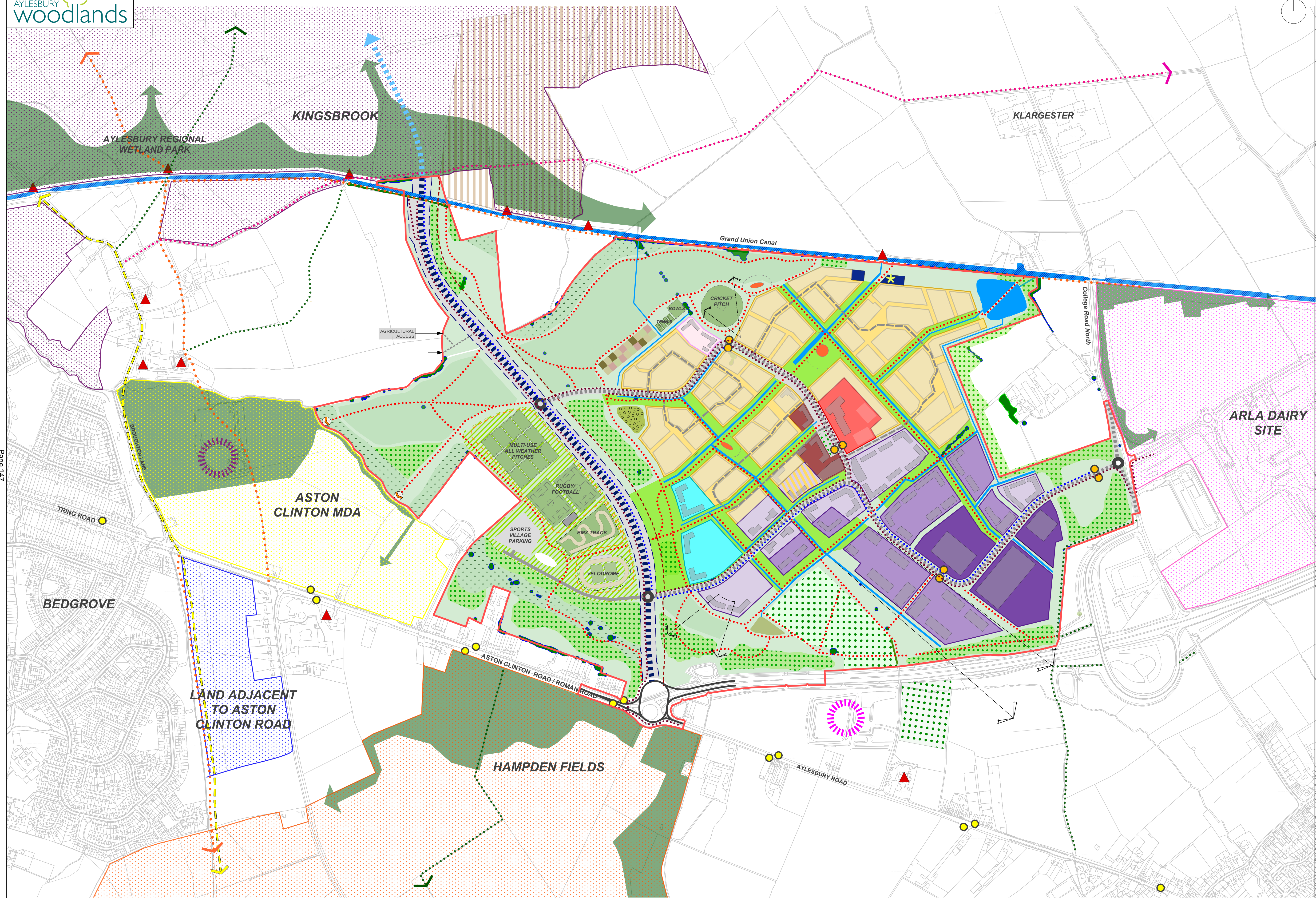
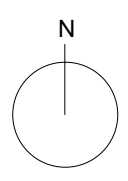
project title
Aylesbury Woodlands

drawing title
Site Location Plan

date	07/03/16	drawn by	TJ
drawing number	EDP2524/02	checked	DL
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- B1 Commercial
- B2 Commercial
- B8 Commercial
- Residential
- Leisure - Hotel & Athlete Accomodation
- Local Centre
- Commercial Leisure - Canalside Uses
- Two Form Entry Primary School
- Residential Extra Care
- Site Boundary
- Eastern Link Road (South)
- Eastern Link Road (North)
- Primary Road Network
- Secondary Road Network
- Sports Village Access Road
- Existing Public Right of Way (Footpath)
- Existing Right of Way (Promoted)
- Existing Right of Way (Bridleway)
- Existing Strategic Grand Union Triangle Cycle Path
- Illustrative on-site Pedestrian/Cycle Network
- Potential Future Pedestrian/Cycle Connections
- Shared Pedestrian/Cycle Route
- Footway
- Land reservation for potential future dualling of ELR(S) by others
- Canalside Leisure Destination Opportunity
- Formal Open Space
- Informal Open Space
- New Grassland planting
- Equipped Play Areas
- Allotments
- Community Orchard
- Planting (Existing Woodland)
- Planting (Proposed Woodland)
- Existing Trees
- Category A Trees
- Category B Trees
- Sports Village
- Sports and recreation
- 2km closed loop cycle track
- Scheduled Ancient Monument
- Listed Structures
- Bus Stop (Existing)
- Bus Stop (Proposed)
- 400m catchment of bus stop
- Grand Union Canal
- Watercourse: classified as 'Main River' by the EA
- Proposed Water/Attenuation - Wet
- Proposed Water/Attenuation - Dry
- Proposed Drainage Channels - Permanently Wet
- Consented Nature Reserve

ARLA DAIRY SITE

ASTON CLINTON MDA

HAMPDEN FIELDS

LAND ADJACENT TO ASTON CLINTON ROAD

BEDGROVE

KLARGESTER

TRING ROAD

ASTON CLINTON ROAD / ROMAN ROAD

AYLESBURY ROAD

Collinge Road North

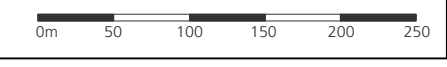
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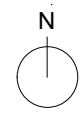
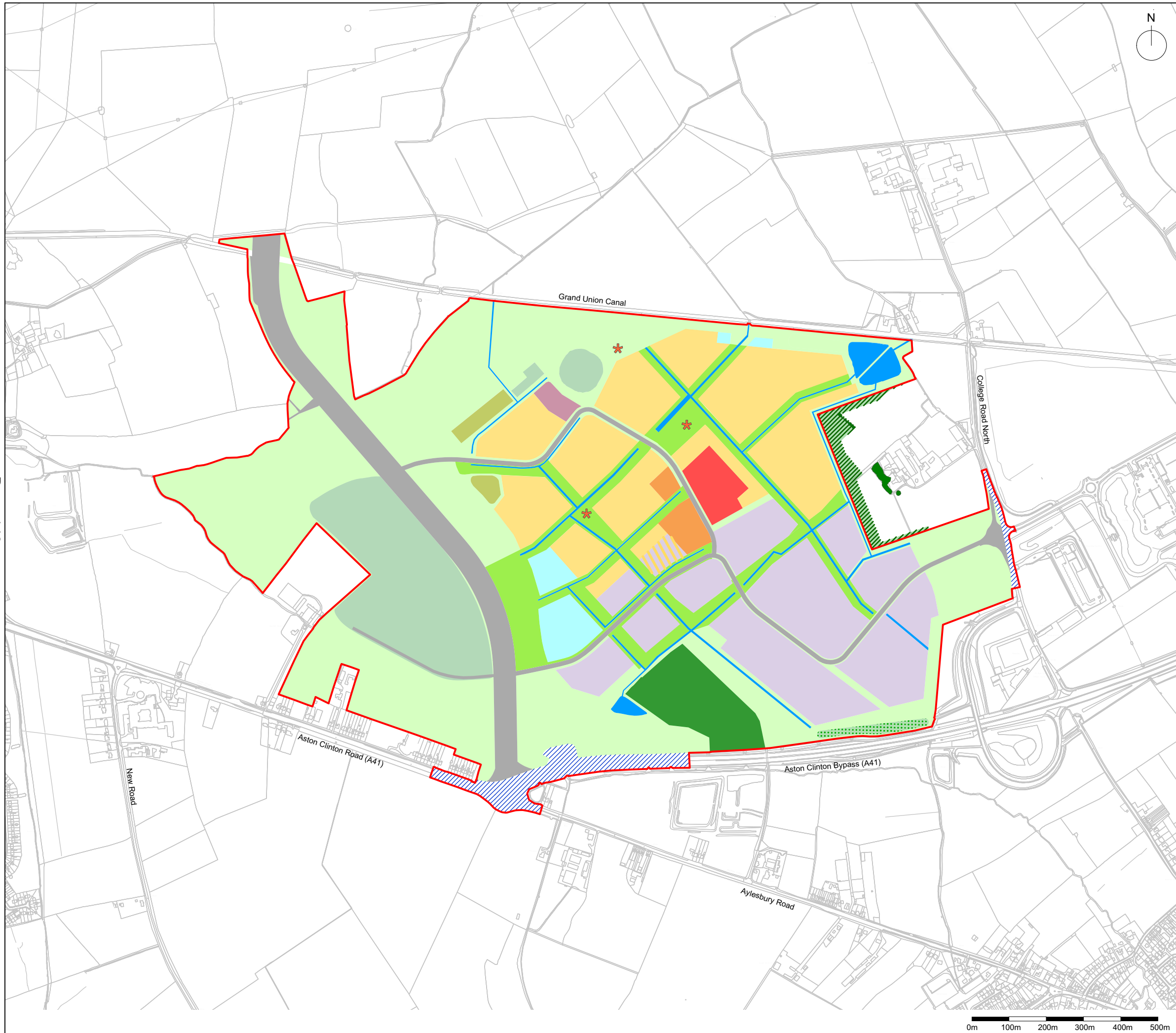
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










drawing title
Illustrative Masterplan

date 26 AUGUST 2020 drawn by TJ
drawing number es2524_0545w checked CL
scale 1:500 @ A1



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-  Site Boundary
- Land Use**
-  Residential
-  Residential Extra Care (C2 Residential)
-  School
-  Mixed Use Local Centre inc. Residential (A1, A2, A5, D1, GP Surgery, Creche)
-  Commercial (B1, B2 & B8 uses)
-  Commercial (B1) and Residential
-  Leisure (A1, A3, A4, A5, & C1 uses)
-  Highway
-  Sports Village and other Pitches
-  Play Areas
-  Informal Open Space
-  Formal Open Space
-  Allotments/Community Orchards
-  Existing Woodland
-  Proposed Structural Planting
-  Proposed Offsite Planting
-  Attenuation Features
-  Existing Public Highway

Rev	Description	Date
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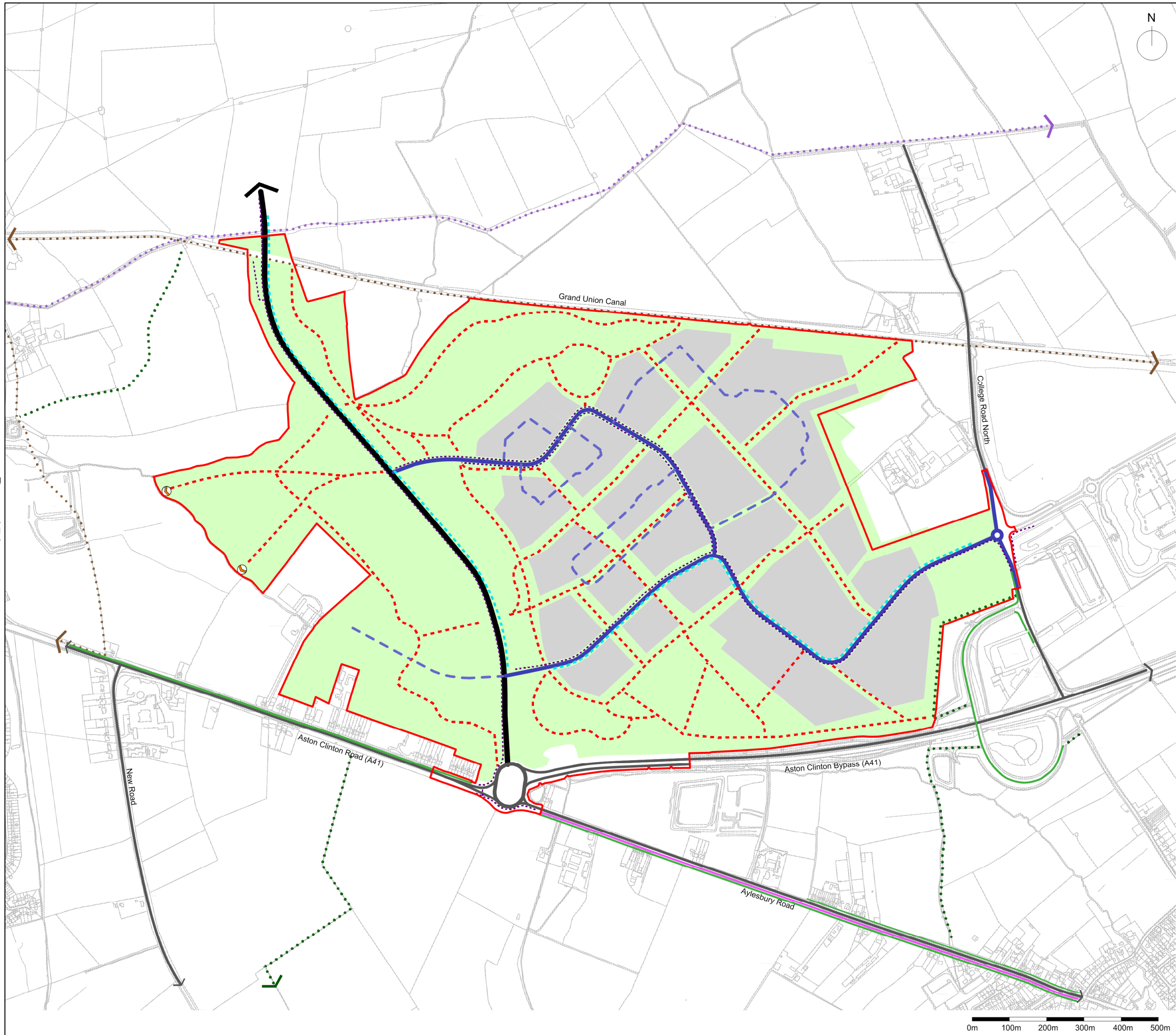
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project title
Aylesbury Woodlands

drawing title
**Parameter One:
 Land Use and Amount**

date	26 AUGUST 2020	drawn by	RMC
drawing number	edp2524_d052n	checked	TJ
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- Site Boundary
- Eastern Link Road (South)
- Illustrative Primary Road Network
- Illustrative Secondary Road Network
- Illustrative Pedestrian / Cycle Routes
- Pedestrian and Cycle Route (combined)
- Pedestrian only Route (footway)
- Potential Future Pedestrian/Cycle Connections
- Existing Public Right of Way (Footpath)
- Existing Public Right of Way (Promoted)
- Existing Public Right of Way (Bridleway)
- Existing Footway
- Existing on road Cycle Lane (both sides)

Rev	Description	Date
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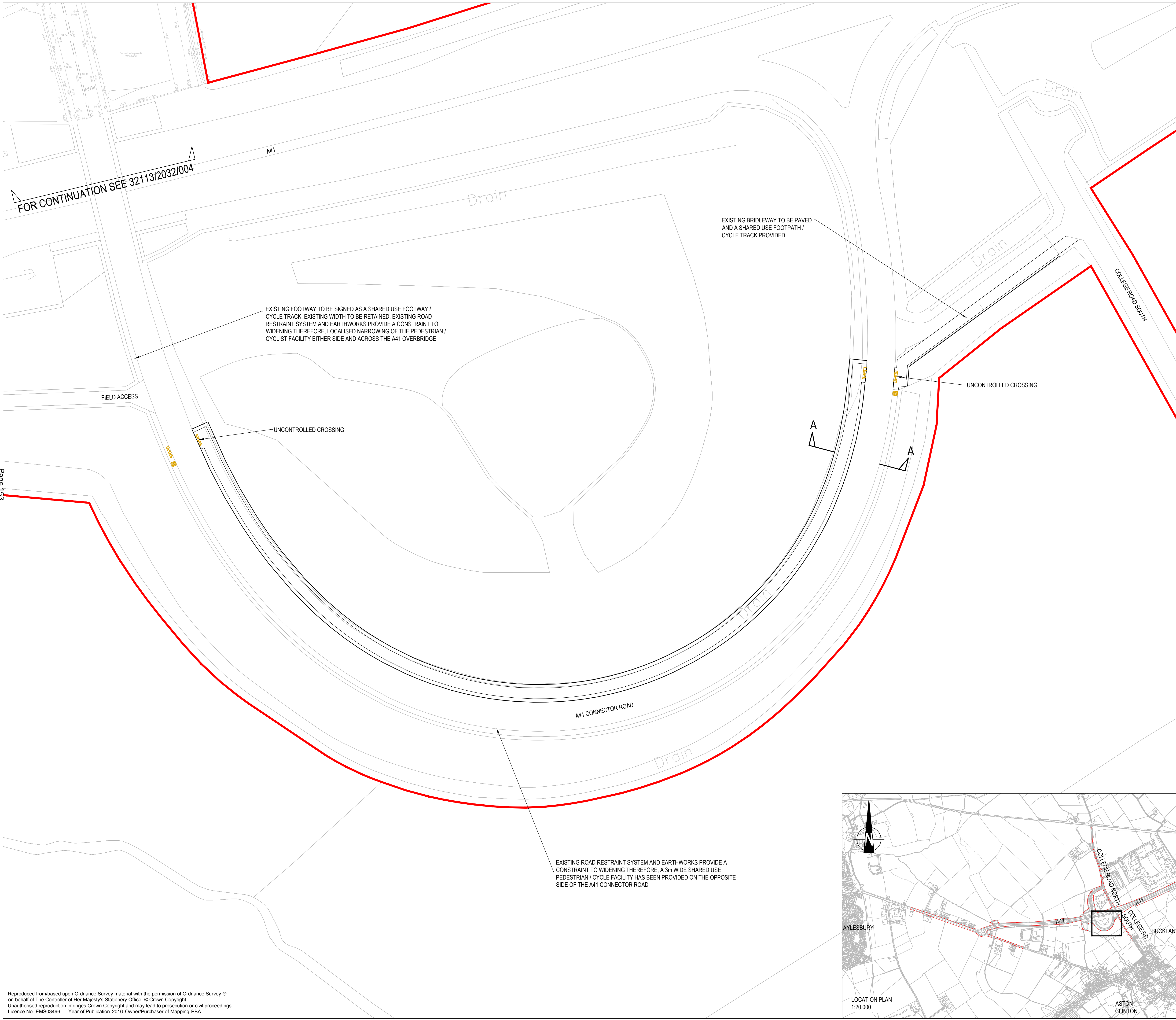
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project title
Aylesbury Woodlands

drawing title
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 Access and Movement**

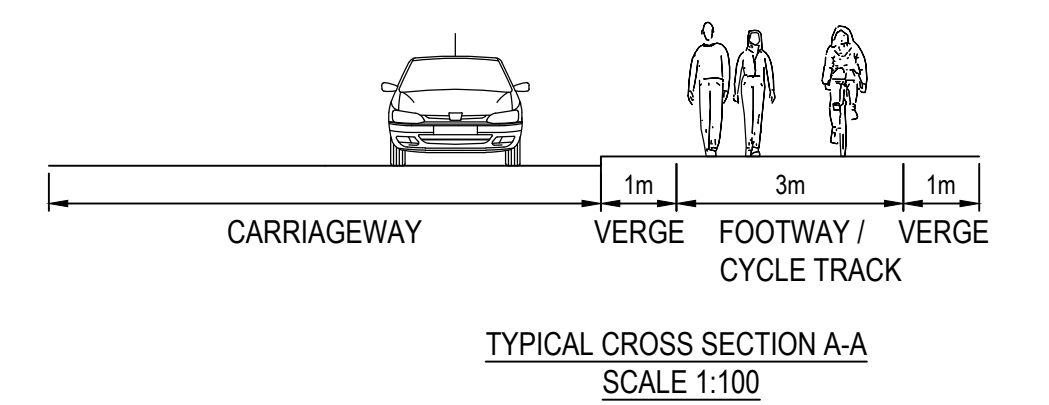
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FOR CONTINUATION SEE 32113/2032/004

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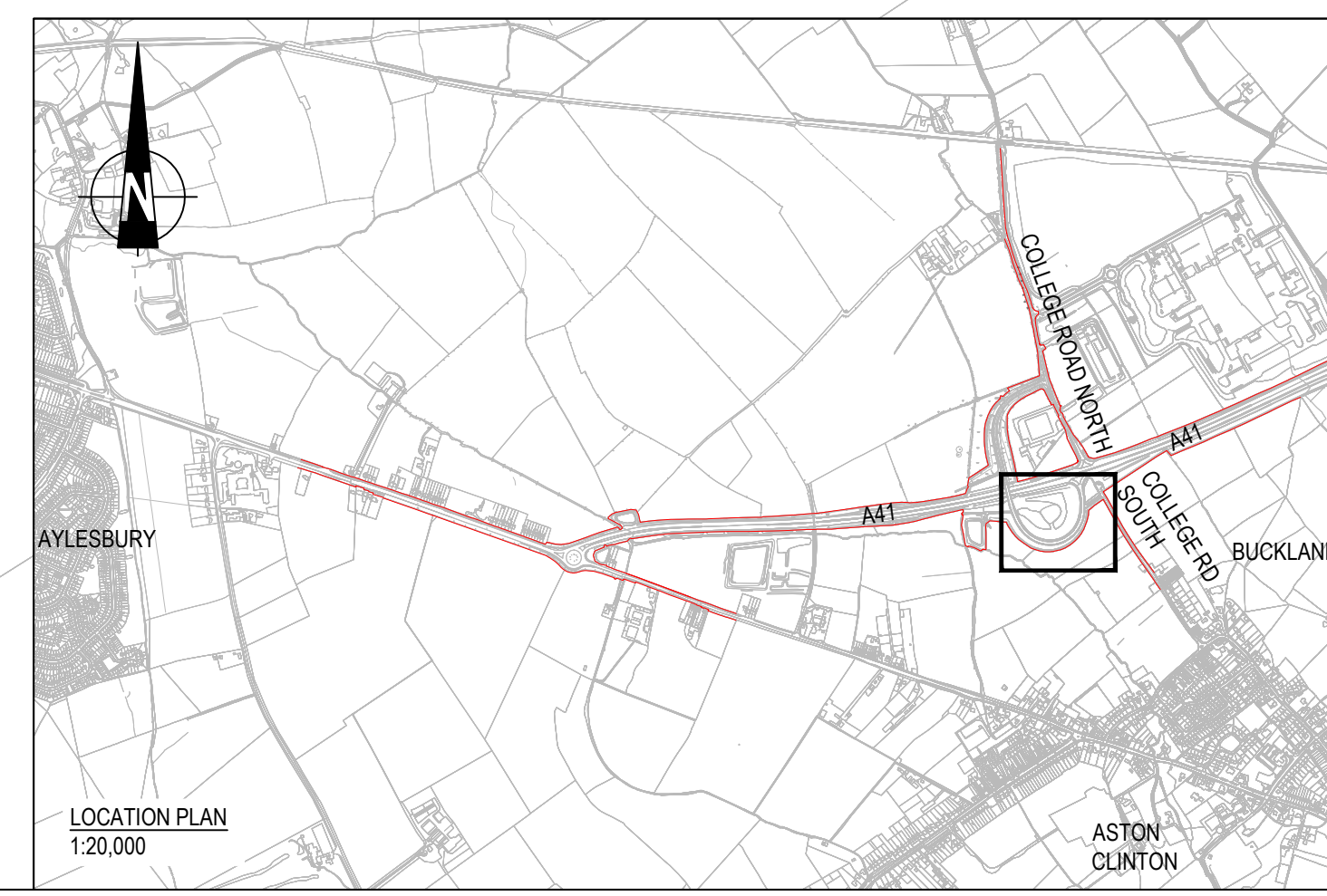
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Drawing Issue Status
OUTLINE PRELIMINARY DESIGN
 AYLESBURY WOODLANDS, A41 CONNECTOR ROAD TO COLLEGE ROADS
 GENERAL ARRANGEMENT
 SHEET 1 OF 2

Client
BUCKINGHAMSHIRE ADVANTAGE LIMITED

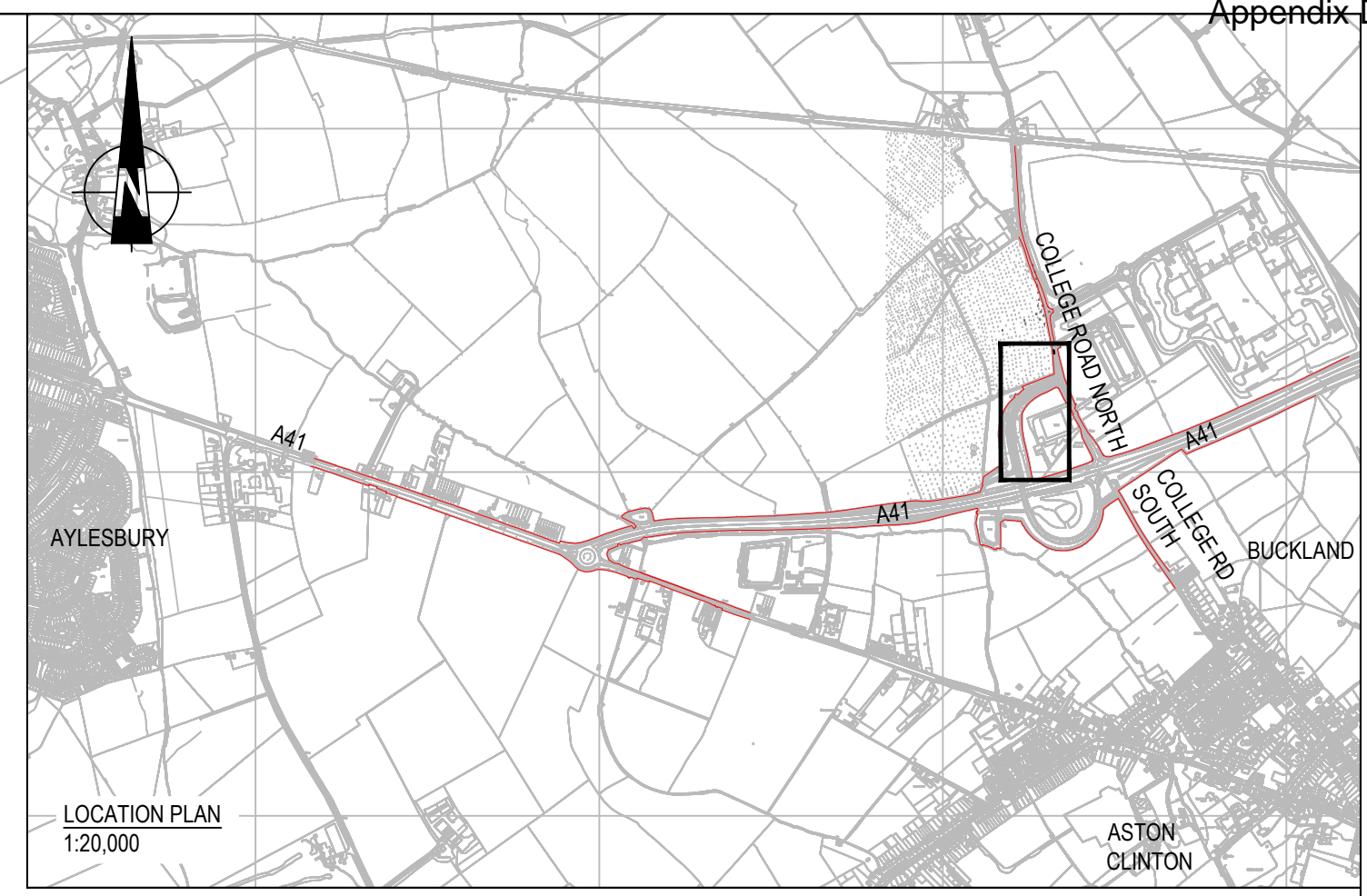
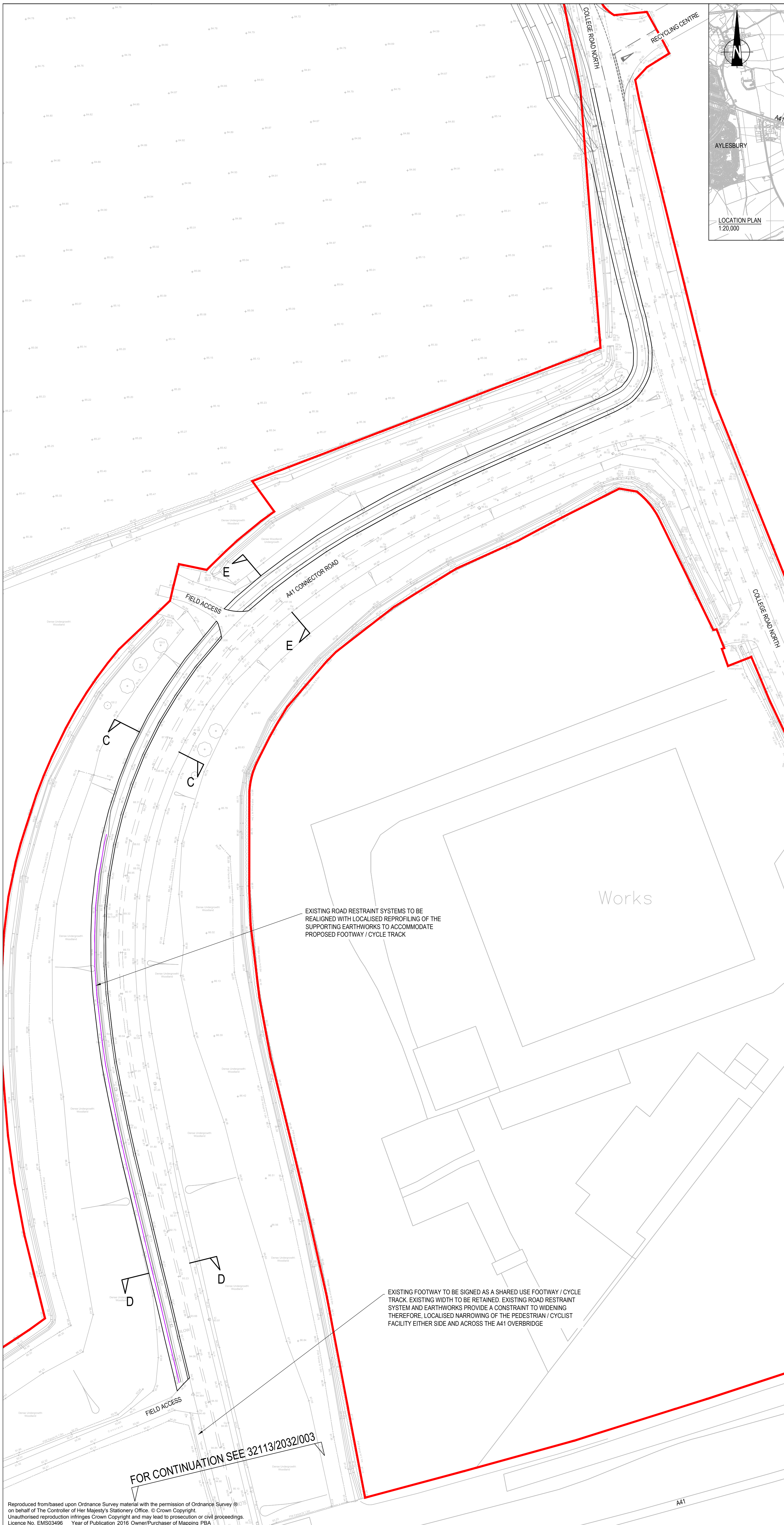
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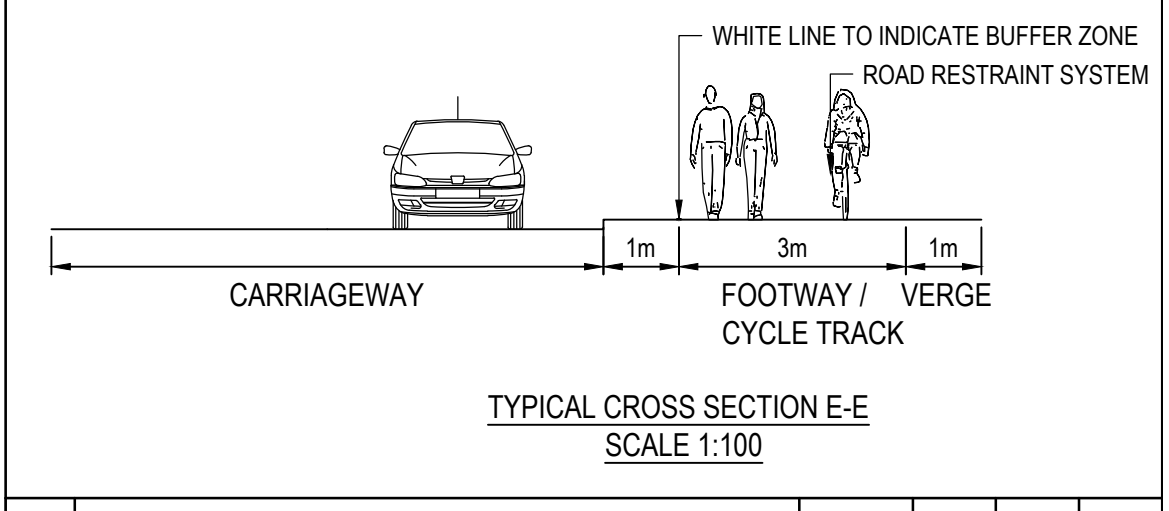
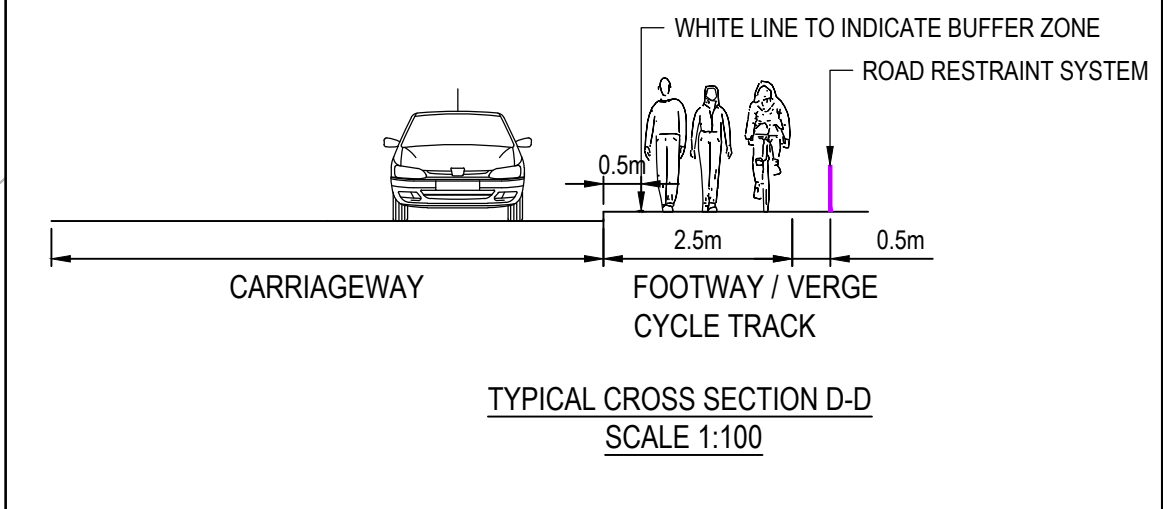
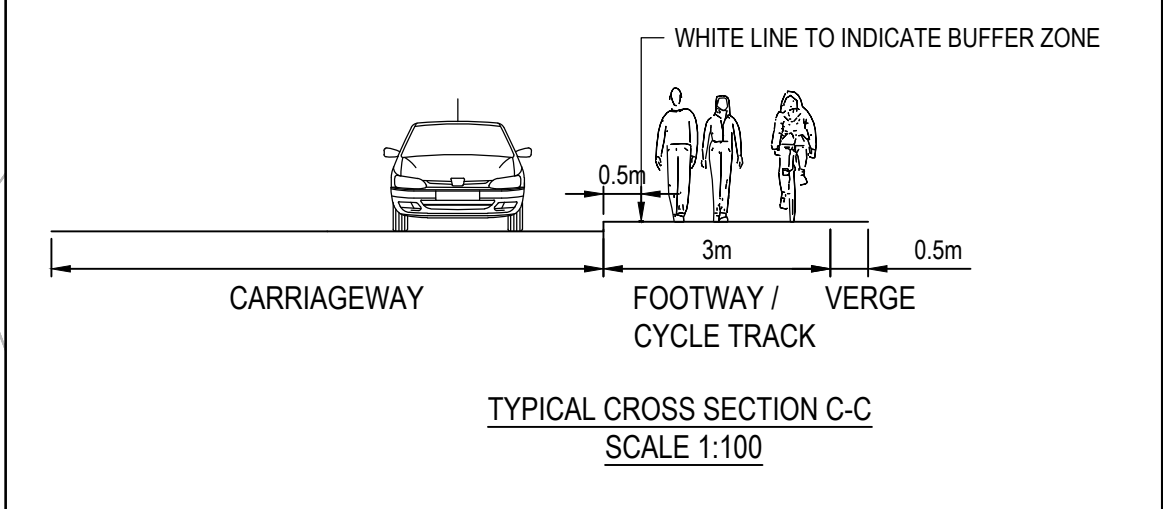


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OUTLINE PRELIMINARY DESIGN
AYLESBURY WOODLANDS, A41 CONNECTOR ROAD TO COLLEGE ROADS
GENERAL ARRANGEMENT
SHEET 2 OF 2

Client
BUCKINGHAMSHIRE ADVANTAGE LIMITED

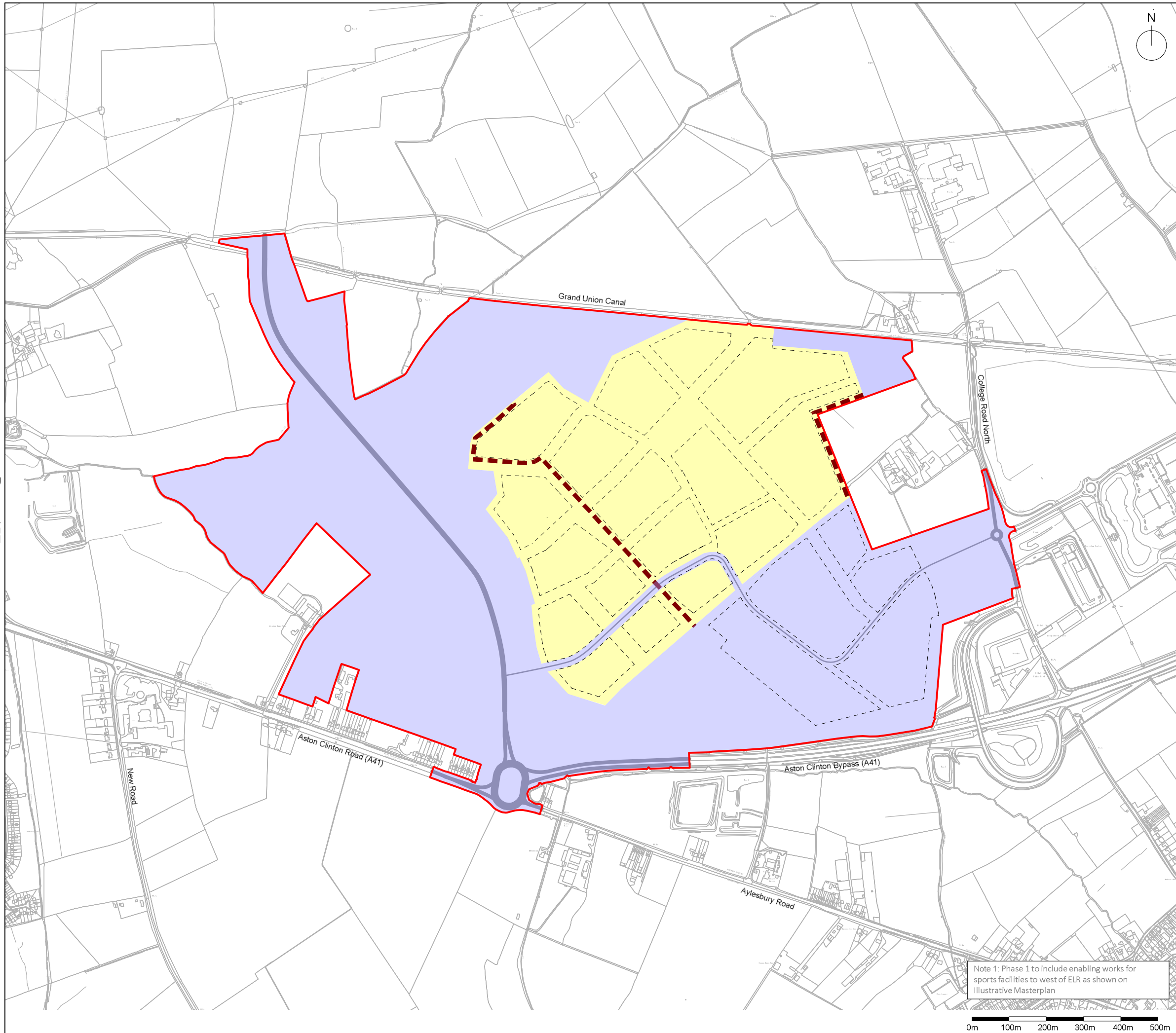
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Drawing Number 32113/2032/004	Revision -	

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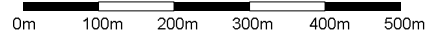
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Note 1: Phase 1 to include enabling works for sports facilities to west of ELR as shown on Illustrative Masterplan



-  Site Boundary
-  Phase 1
-  Later Subsequent Phases
-  Surface Water Drainage Channels (required for Phase 1)

Rev	Description	Date
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edp
 THE ENVIRONMENTAL DIMENSION PARTNERSHIP
 Tithe Barn, Barnsley Park Estate, Barnsley, Cirencester,
 Gloucestershire, GL7 5EG t 01285 740427 f 01285 740848
 e info@edp-uk.co.uk w www.edp-uk.co.uk

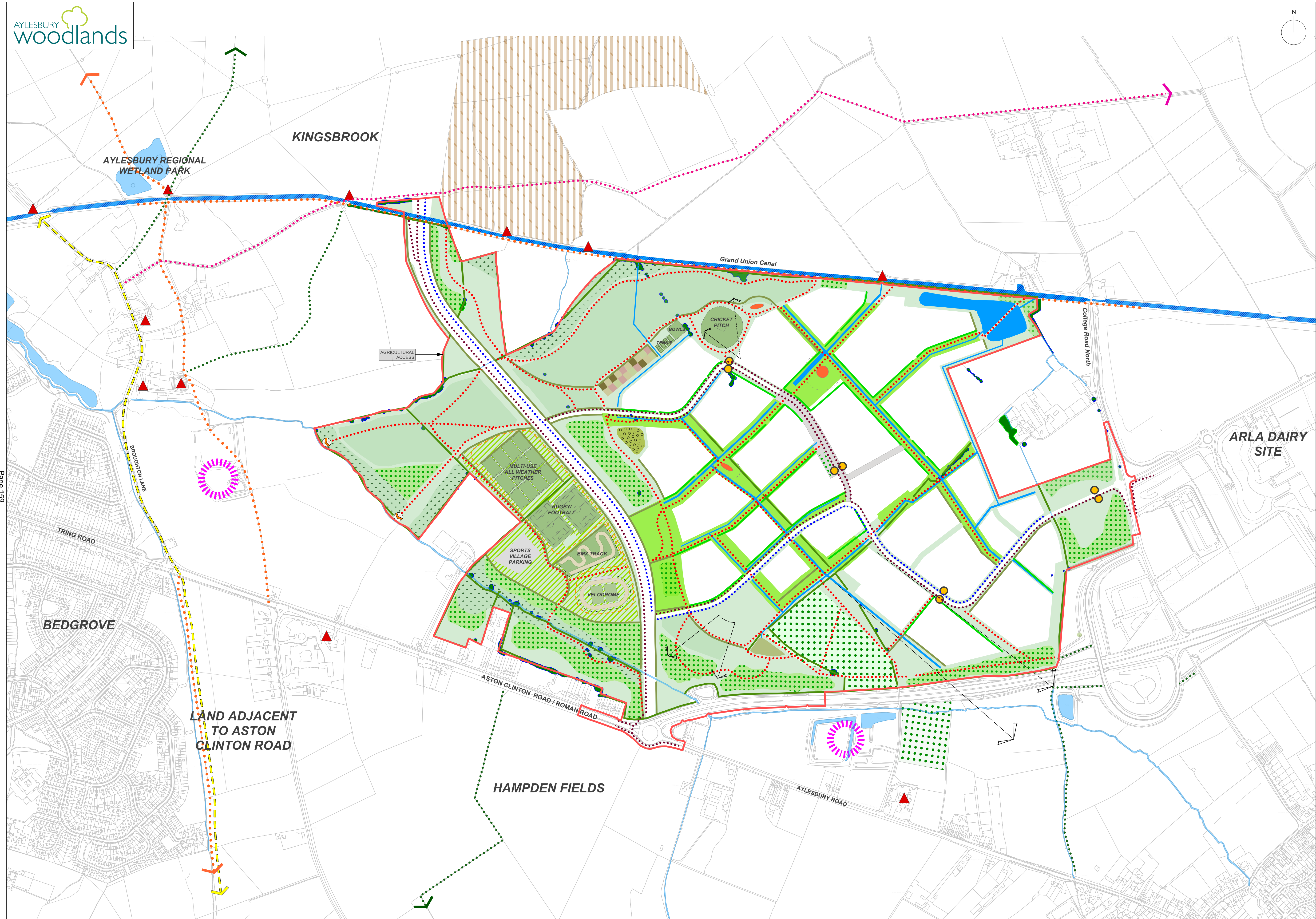
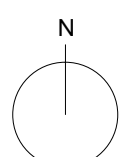
client
Buckinghamshire Advantage

project title
Aylesbury Woodlands

drawing title
Parameter Six: Phasing

date	22/12/16	drawn by	TJ
drawing number	EDP 2524/98e	checked	DL
scale	1:10,000 @ A3		

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- Site Boundary
- Existing Public Right of Way (Footpath)
- Existing Right of Way (Promoted)
- Existing Public Right of Way (Bridleway)
- Existing Strategic Grand Union Triangle Cycle Path
- Illustrative on-site Pedestrian/Cycle Network
- Potential Future Pedestrian/Cycle Connections
- Shared Pedestrian/Cycle Route
- Footway
- Formal Open Space
- Informal Open Space
- New Grassland planting
- Equipped Play Areas
- Allotments
- Community Orchard
- Planting (Existing Woodland)
- Planting (Proposed Woodland)
- Consented Nature Reserve
- Existing Trees
- Category A Trees
- Category B Trees
- Sports Village
- Sports and recreation
- Retained Hedgerow
- Proposed Mixed Native Hedgerow
- Proposed Ornamental Hedgerow
- 2km closed loop cycle track
- Scheduled Ancient Monument
- Listed Structures
- Grand Union Canal
- Watercourse: classified as 'Main River' by the EA
- Proposed Water/Attenuation - Wet
- Proposed Water/Attenuation - Dry

Rev Description Date

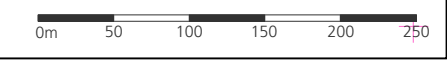
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client
Buckinghamshire Advantage

project title
Aylesbury Woodlands

drawing title
Green Infrastructure Masterplan

date 09/03/16 drawn by TJ
drawing number EDP2524/46e checked CL
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Appendix G: Consultee Responses

Councillor Winn 24.09.21

This application calls for unnecessary changes to the junction of Richmond and Tring road and erosion of green space public amenity land on Richmond road widely used by residents. This change with the eastern link road being built as part of this application is unnecessary. I would argue that these changes which would have a detrimental effect on residents in both Broughton and Bedgrove should be at the very least stalled until we see the effect of the Eastern link road to see if they are indeed necessary.

I would also argue that the Eastern link road that would go through this development should be dual rather than single carriageway considering the volume of traffic this road would take with Aylesbury being shown to be the 6th most congested place in UK. Both the SEARL road going through AGT Site 1 and the Southern section of the Hampden fields development are going to be dual carriageway I think it is completely perverse that we would look to then build a site that will be larger than AGT 1 and slightly smaller than Hampden fields in Woodlands with a single carriageway. The logic of this is not explainable.

Leaving a verge for later fitting of a dual carriageway is a much more expensive option than building a dual carriageway at this stage especially when traffic is so heavy at the moment is not logical.

Consideration also needs to be given to possible developer funding for bridging the gap in the link road or Aylesbury Orbital road between Bierton and Watermead. This is an overlooked part of the Orbital road scheme that needs to be addressed.

Also I would add in the gap in public transport provision which this further development will exacerbate in that we do not yet have the go ahead for the Aylesbury spur of East West rail.

Worries over medical provision in the area both via GP practices and hospital provision is also a big concern that this application needs to address. I am pleased that on these large developments after waiting a long time and even pushing them to put in comments our health services are finally doing so on these large applications.

I would as a local member like to speak at the Planning committee on these matters.

PARISH COUNCILS

Aston Clinton Parish – 23.11.2021 & 15.12.2021

Support re-routing of the Link Road as proposed by Hampden Fields Action Group. Traffic Mitigation Zones 1 & 2 must be implemented at the same time as the ELR.

Aston Clinton Parish – 23.11.2021

Support re-routing of the Link Road as proposed by Hampden Fields Action Group. Traffic Mitigation Zones 1 & 2 Must be implemented at the same time as the ELR.

Aston Clinton Parish Council 30.12.2020

While Aston Clinton Parish Council does not object to this application as accepted in the Aston Clinton Neighbourhood Plan, the parish council agrees with it's neighbouring parish council that it is imperative to complete the road first to mitigate the impact on increased traffic on the surrounding villages and current residents and has serious concerns about the impact that the ELR would have without the SLR particularly for Aston Clinton.

The Parish Council would like to see conditions placed on the earliest trigger for the S106 contributions to the Aston Clinton Traffic Calming measures as would expect to see an immediate impact from any development work for this site.

There are also concerns with regards to the lack of secondary education in the overall plans across the two proposed developments of Woodlands and Hampden Fields, with only primary schools proposed.

The Parish Council would like the opportunity to speak when the application is considered by Bucks Councils committee and be consulted with regards to any S106 agreements in relation to Aston Clinton.

Aston Clinton Parish Council 25.05.2017

Aston Clinton Parish Council objects to this application on the following grounds:

The increase in traffic from this development would cause severe congestion not only into Aylesbury but also throughout the surrounding villages of which Aston Clinton is the closest. We are already seeing an increase in rat running through the village particularly at peak times.

There are too many unanswered questions in the traffic proposals with the symbiotic relationship with Hampden Fields and Woodlands and the lack of any concrete plans for the A418 link gives great cause for concern that the assumptions concerning the ring road will not hold up without this vital of piece of the North-East link.

Sustainability under the NPPF Core planning principle (4), paras 34-38 requires improved transport links for a development of this size. The nearest railway stations are Wendover and Stoke Mandeville which have no direct bus links and therefore all people using these stations will inevitably drive to them. Tring which is the next closest station also has no

direct bus links along with the fact that it already suffers from a full car park at commuter times and therefore cannot be seen as a viable alternative.

There is no provision of either a doctors surgery or a primary school which will further congest the roads at peak times as residents from the development drive to existing surgeries and schools in the locality. The local schools and surgeries are also already overburdened.

There is already an oversupply of commercial space within Aylesbury. This is evidenced by the large amount of vacant commercial property advertised within the area. What evidence has been produced to illustrate the take up of the proposed properties? Especially in this geographic location there is already planning permission for large commercial units alongside the A41 and the surrounding Arla site.

Concerns over the loss of the flood plain which will result in increased strain on the existing network of streams and waterways within the area. Many of these have already seen their flood areas built upon.

However, if this application were to be approved we would expect to see the following: Provision of a primary school and a doctors surgery to relieve the already overburdened facilities within the village.

Aston Clinton traffic mitigation measures implementation up to and including at least zone 3 and to be in place prior to commencement of the first occupation of the housing element of the development. (in the current plans/proposals only zone 1 is featured which is insufficient mitigation for such a large development.)

The maintenance of our green buffer from the settlement boundary with the Aston Clinton Neighbourhood plan and the A41 becomes of paramount importance. As also proposed in the emerging Aylesbury Vale plan. Conformity to the British Standard BS42020, Biodiversity code of practice for planning and development.

If this application is considered by Committee, the parish Council will send a representative to speak.

Aston Clinton Parish Council 29.04.206

This is the initial response from Aston Clinton Parish Council. A more detailed response is to follow. For such a major and complex application as this, with the potential for a very significant impact on the Village of Aston Clinton and its residents, we feel it important and appropriate to take the time and due care required for providing a more detailed response. We are also a significant way into completing a Neighbourhood plan for Aston Clinton which will set out a framework for sustainable development for Aston Clinton and will include a clear strategy for housing and economic development. Without this we do not believe that a development of this size should be considered. ACPC objects to this application on the following grounds: The proposal conflicts with AVDC policy RA2 on loss of open gaps and consolidation of settlements and would result in coalescence with Aylesbury and Aston Clinton. We believe that the development would have a severe impact on traffic stress in and around the area and do not believe that there are sufficient plans in place to mitigate

this, particularly with the potential additional impact of the adjacent Hampden Fields development if it were to go ahead. A development on this scale and proximity does not fit with the village of Aston Clintons current infrastructure. The provision of school places is fundamental as the local primary and secondary schools are nearing capacity. There is only a provision for and not of a doctors surgery which needs to be addressed. If this application is considered by Committee, the parish Council will send a representative to speak.

Aylesbury Town Council - 23.12.2021

Aylesbury Town Council stand by their comment made on 11 November 2021 and continue to have the mentioned concerns. Aylesbury Town Council fully supports comments from the Environmental Agency and ask that these concerns be addressed before moving any further forward with this application. Aylesbury Town Council also wish to develop their comment regarding cycle ways by asking that the cycle paths should be part of a wider network that links all surrounding villages and amenities together.

Aylesbury Town Council - 11.11.2021

Aylesbury Town Council notes that the principle of this development is in accordance with the now adopted VALP but continues to have a number of concerns about the current proposals.

Flooding

Concerns for the impact of flooding on residential development particularly surrounding the canal. This revised application seems to reduce the level of flood mitigation which does not seem wise. ATC would like Buckinghamshire Council to ensure that there is significant any flood mitigation within the plan to take account of the increased frequency of flooding observed nationally in recent years and illustrated locally by recent flooding events within and around the town which have been at a much greater frequency than originally forecast.

Transport networks & cycle routes

Aylesbury Town Council support the need for the commercial units and link road being built before housing starts.

Aylesbury Town Council note the intention to have a widened single carriageway as the initial deliverable to allow for future dualling. Aylesbury Town Council are of the opinion that such a road encourages anti-social driving, as seen on Stocklake and the Wendover Bypass where roads of similar layout have been implemented. The Council would therefore like to see a dual carriageway road from the start and would question, if not done initially, would a dualling ever be completed? If the Committee is minded to approve the plan in its current design, then Aylesbury Town Council would like to see provision for wider cycle ways to improve Active Travel and to reduce the aforementioned anti-social driving.

Aylesbury Town Council feel it is extremely important for personal safety and safe travel that there is a cycle route from the development to Kingsbrook School in other words, a route that crosses the Canal utilising the route of the Link Road. Further, the plan for the cycle route of crossing the A41 is not fit for purpose. Asking a pedestrian/cyclist to cross a 4 lane busy road at surface level is not conducive to traffic flow or safety. An alternative safe and accessible route needs to be delivered, and Aylesbury Town Council would like to know whether an underpass has been considered.

Aylesbury Town Council would ask that the remaining section of the canal towpath is repaired properly and made wider, where possible, to ensure safe and accessible travel for pedestrians and cyclists. This a key route from Town to the employment units. The current Bus travel plan needs more consideration. One bus every 60 minutes especially through rush hour and not linking with Stoke Mandeville Train Station is not acceptable. The Council understands that the service will increase in frequency with time but it is not reasonable to expect people commuting to work to use a once an hour service. Similarly, travel to London is cheaper from Stoke Mandeville Station than Aylesbury and that will be the preferred station for the majority of residents. They will not be encouraged to use a bus to the station unless it goes to Stoke Mandeville.

The proposed changes to the Richmond Road junction is of great concern and Aylesbury Town Council support comments made by the local residents. In particular, we believe that the new junction will be dangerous for cyclists and will increase rat running along Broughton Avenue past the two Broughton Primary Schools

Infrastructure

It is imperative that the Primary school is completed and opened before the majority of houses are built. There are currently almost no spare places in any Primary school in Aylesbury or the neighbouring Parishes. If this school is not available to the residents of this development then there will be significant pressure on place allocation.

Local NHS provision, in particular doctors, surgeries, is already oversubscribed. There appear to be no plans in place to provide this amenity for future residents that is not acceptable

This development dates back to 2016 and is now out of step with current thinking of modal working, especially working from home and environmental mitigation in order for Buckinghamshire Council to meet its own targets for decarbonisation. There appears to be a lack of revision to ensure the plans meet current and future requirements. In particular Fibre Optic access to telecommunications, sustainability and space for home working need to be in initial planning. In addition Aylesbury Town Council would like to see more reference to sustainable methods of heating and powering homes and vehicles.

The Parks and Recreation comment regarding the lack of playing pitch strategy is supported by Aylesbury Town Council. Aylesbury Town Council would like to know when this strategy will be adopted as it has a material impact on the viability of the Sports provision on the site.

Aylesbury Town Council 14.09.2021

Aylesbury Town Council uphold their previous comment dated December 2020. Aylesbury Town

Council agree with both Weston Turville Parish Council and Kingsbrook Parish Council that it is

imperative to complete the road first to mitigate the impact on increased traffic on the surrounding villages and current residents. Aylesbury Town Council would welcome

consultation for design of the development and landscaping to ensure a future proof, sustainable development. Aylesbury Town Council are pleased and encouraged that the developers have worked closely with the Canal Trust and hope that this may continue to deliver further work along the canal.

Aylesbury Town Council support the need for affordable housing and ask that the minimum of 30% must be upheld. Aylesbury Town Council would also like to see provision of social Housing owned properties managed by the housing association. Land should be reserved for Health Care facilities and feel that large scale planning applications should always make this a consideration.

Aylesbury Town Council would want to see the completion of the secondary school be in line with

the development of houses to ensure places are available when needed.

Aylesbury Town Council would like the opportunity to be consulted in regard to S106 agreements

in relation to Aylesbury Town.

Aylesbury Town Council 24.12.2020

Aylesbury Town Council agree with both Weston Turville Parish Council and Kingsbrook Parish Council that it is imperative to complete the road first to mitigate the impact on increased traffic on the surrounding villages and current residents. Aylesbury Town Council would welcome consultation for design of the development and landscaping to ensure a future proof, sustainable development. Aylesbury Town Council are pleased and encouraged that the developers have worked closely with the Canal Trust and hope that this may continue to deliver further work along the canal.

Aylesbury Town Council 21.04.2016

Aylesbury Town Council OBJECT to this application. Although the committee feels there is much to recommend this application, in particular the focus on employment land and employment growth, also the potential for a different style of living accommodation as well as the potential sporting facilities, we do object on the following grounds. ROADS The committee feel that by adding the missing link road into the potential Hampden Fields development to the south and the current Kingsbrook development to the north is welcomed, but we wish to see the whole link road dual carriageway from the start, this would ensure that the increase in road volume is sufficient to meet current needs, reducing congestion and pollution within Aylesbury as well as coping with future vehicle growth in the area. EDUCATION The set aside of up to 2ha for primary education is welcomed, but the committee have to be certain that the required secondary education facilities will materialise, without a new secondary school to serve Woodland, Hampden Fields and Kingsbrook our current schools will be put under increasing pressure, this outcome is unacceptable. The committee urge all three developers and Bucks CC to work together to provide the secondary

Bierton Parish Council 09.12.2021

The Parish Council wish to support the comments made by Aylesbury Town Council.

Bierton Parish Council 21.09.2021

At its meeting on 20th September it was resolved that the Parish Council have No objections however would like to comment that the southern ELR is built as soon as possible, preferably prior to any housing.

Bierton Parish Council 16.12.2020

The Parish Council welcome the completion of the Eastern Link Road through the Kingsbrook Village to the A41 Woodlands Roundabout and would suggest this be completed and in use before construction begins on houses, and other facilities. It has always been recognised that this should be a dual carriageway and that the Northern section should also be made dual as part of this planned development.

Bierton Parish Council 5.05.2016

Bierton with Broughton Parish Council

Clerk: Margret Smith

10 Lammas Road, Cheddington, Leighton Buzzard, Beds. LU7 0RY

AVDC Planning Department
Gateway
Aylesbury

5 May 2016

For the Attention of the Case Officer

APPLICATION 16/01040 – WOODLANDS

Although Bierton with Broughton Parish Council (BwB PC) considers that the development could bring some significant benefits, **BwB PC OBJECTS** for the following reasons:

ROADS

Provision of an Eastern Link Road (South) [ELR(S)] to complete the connection between A418 East of Bierton to A418 is to be commended. However, BwB PC is concerned that insufficient attention has been given to the cumulative effects of the traffic generated by this development, particularly in terms of the capacity of the Stocklake Link Road [SLR] being provided as part of the Kingsbrook development (Land East of Aylesbury, App Ref 10/02649 and associated Reserved Matters).

The Highways Authority Transport Plan for, and the design philosophy for the design of, the SLR assumes that the road is a "strategic link in the traffic management system for Aylesbury". However, the SLR is a "developer-led" project designed **only** to carry traffic diverted from passing through Bierton (ie all traffic using A418 both east- and west-bound) as well as the traffic generated by the development itself (which includes a significant industrial/commercial area).

The Woodlands development will generate its own traffic; to comply with the HA's intentions, all north-/northwest-bound traffic will use ELR(S) and SLR. Further, HA's intentions, not least to relieve congestion on Tring Road, is that all traffic using A41(S) will also use ELR(S) and (for all north-/northwest-bound traffic) SLR. **The SLR has not been designed for this volume of traffic.**

Looking ahead to the potential Hampden Fields development, traffic from the south-west using A413 would join the A41 at Woodlands Roundabout; north/northwest-bound traffic will also be expected to use ELR(S) and SLR. **This would further exceed the design assumptions for SLR.**

Thus, if both Woodlands and Hampden Fields developments are approved, SLR will carry ALL TRAFFIC:

- To/from A41 (S)
- To/from A418 except that wishing to use ELR(S)
- To/from A413 via Hampden Fields except that wishing to use A41(S).

At various meetings of AVDC's Strategic Development Management Committee, it has been:

- Stated that land has been safeguarded to allow SLR to be widened if it is found necessary;
- Stated that any such widening would have to be paid for by those developers responsible for generating this increased need;
- Tacitly agreed by BCC that SLR would need widening if Woodlands were approved.

Bierton with Broughton Parish Council

Clerk: Margret Smith

10 Lammas Road, Cheddington, Leighton Buzzard, Beds. LU7 0RY

It should be noted that the Developers of Hampden Fields consider it necessary to design the A413/A41 Link to be a dual carriageway. This lends strength to the argument ELR(S) (and indeed (ELR(N)) should also be dual-carriageway, and confirms the need that the capacity of SLR be examined urgently.

Albeit that widening of SLR may be theoretically possible after it has been completed (although that is highly questionable in practice), it would be horrendously expensive and would cause unacceptable disruption; it seems unlikely that such work would be approved for many, many years when other development activities affecting the Strategic Highways Network are taken in to account (including the implications of the HS2 construction, East-West Rail, and other developments foreshadowed in the emerging Vale of Aylesbury Local Plan). Work has begun on SLR and it would seem sensible (economically, practically and politically) **to take action now** to "future-proof" the road for at least the major developments that are now being considered (ie Woodlands and Hampden Fields). It seems appropriate for both these developments to make off-site contributions, either through ALUTS or S106 (or similar agreements, to fund such work.

Under the current highway design and configuration, this does not represent sustainable development.

BwB PC therefore recommends that this Application is REJECTED on the grounds that the adverse traffic implications significantly outweigh any benefits unless and until the capacity of the Stocklake Link Road is increased.

EDUCATION

This Application identifies up to 2 ha for primary education, but there is no mention of provision for Secondary Education. BwB PC is concerned that the cumulative effect of this development with others in the Aylesbury area that are either already Approved or are under consideration (eg Kingsbrook and Hampden Fields respectively, neither of which include a secondary school) will put unacceptable pressure on existing Secondary education facilities. This is a fundamental consideration in assessing "sustainability" under NPPF criteria.

SOCIAL HOUSING

BwB PC would like to see greater clarity of the Developer's intentions towards Social Housing on this site, as it would be concerned if the intention were to seek to meet its obligations through off-site provision.

M Smith
Clerk

Broughton Hamlet Parish Meeting. 06.01.22

I did not receive notification of the amendments to these plans and I feel I should have done as the contact for Broughton Hamlet Parish Meeting. Therefore I would request that you add my comments to those already received, despite the late submission.

I would like to add that I support the comments made by my neighbouring parish councils, i.e. Kingsbrook, Bierton and Aylesbury Town Council.

It is imperative the Southern section of the ELR is constructed and in use before any houses etc are built. The hamlet of Broughton is constantly affected by the number of vehicles using it as a shortcut to the A418 from A41.

Buckland Parish 14.09.2021

Buckland Parish Council object to this application on the following points:-

1. The lack of infrastructure to cater for the additional population and workers
2. The land is a designated flood plain.

Kingsbrook Parish Council 24.12.2021

Kingsbrook Parish Council support the link road being built before housing starts. There are increasing traffic issues along Broughton Lane as this is used as a shortcut through Aylesbury as well as being one of the key routes out of Kingsbrook. If the ELR is not completed the Richmond Road proposal will only increase the current problems on Broughton Lane.

Kingsbrook Parish Council would ask that the towpath from the Canal Basin is improved to Woodlands inline with the improvements that were made from the Canal Basin into Aylesbury Town Center together with improvements to crossing the canal for pedestrians and cyclists. We note the provision for a primary school however this is not matched by any provision for a secondary school. If a secondary school is not included, it will put significant pressure on places at Kingsbrook Secondary School which will have two primary school to serve in the future. Current healthcare provisions are struggling to cope with existing patient numbers. With the growth of Kingsbrook and lack of healthcare provision being added, despite S106 obligations, the Parish Council feels that another development without healthcare provisions will make the situation untenable.

Weston Turville Parish Council 13.12.21

Weston Turville Parish Council objection to this application remains. The objection is repeated below for ease of reference: The Parish Council has previously objected to this application and remains opposed to development in this area which is a flood plain. The Council is concerned that the mitigation measures proposed will not be sufficient to prevent flooding. The development will lead to the coalescence of Aylesbury, Weston Turville, Broughton and Aston Clinton. The Parish Council believes that the road infrastructure cannot cope with the additional burden that a development of this size would put on the area, even with the proposed new roads. There needs to be better connectivity with Aylesbury town centre, not just a series of link roads around it. The Council has profound concerns about utilities supplies and whether the current gas, electric and water networks can cope with the additional demand from this site. Weston Turville regularly suffers power cuts and the Parish Council is concerned that the additional pressure of the new

development will compound this issue. It will have a detrimental impact on residents of Aston Clinton Road, resulting in loss of amenity, privacy, noise and light pollution. On the A41 Aston Clinton Road, there appears to only be provision for a cycle path in one direction along this road. The Parish Council recognises that the Aylesbury Garden Town plans relies heavily on this development being approved and should Bucks Council approve it, the Parish Council would like to see further mitigation to protect the current residents of Weston Turville. Eastern Link road to be built first to take traffic, particularly construction traffic, away from existing residential areas Construction plan to include routes for construction traffic that avoids Weston Turville village Weight restriction for Main Street, Weston Turville New, fit for purpose cycle routes linking Aylesbury, Woodlands, Weston Turville and Wendover Improved bus service to include both ends of the village currently only Worlds End Lane and Marroway are served by buses. The Parish Council will send a representative to speak when the application is considered by Bucks Councils committee and would welcome an opportunity to be consulted when the s106 agreement is drawn up.

Weston Turville Parish Council 21.12.2020

The Parish Council has previously objected to this application and remains opposed to development in this area which is a flood plain. The Council is concerned that the mitigation measures proposed will not be sufficient to prevent flooding. The development will lead to the coalescence of Aylesbury, Weston Turville, Broughton and Aston Clinton The Parish Council believes that the road infrastructure cannot cope with the additional burden that a development of this size would put on the area, even with the proposed new roads. There needs to be better connectivity with Aylesbury town centre, not just a series of link roads around it. The Council has profound concerns about utilities supplies and whether the current gas, electric and water networks can cope with the additional demand from this site. Weston Turville regularly suffers power cuts and the Parish Council is concerned that the additional pressure of the new development will compound this issue. It will have a detrimental impact on residents of Aston Clinton Road, resulting in loss of amenity, privacy, noise and light pollution. On the A41 Aston Clinton Road, there appears to only be provision for a cycle path in one direction along this road

The Parish Council recognises that the Aylesbury Garden Town plans relies heavily on this development being approved and should Bucks Council approve it, the Parish Council would like to see further mitigation to protect the current residents of Weston Turville. Eastern Link road to be built first to take traffic, particularly construction traffic, away from existing residential areas Construction plan to include routes for construction traffic that avoids Weston Turville village Weight restriction for Main Street, Weston Turville New, fit for purpose cycle routes linking Aylesbury, Woodlands, Weston Turville and Wendover Improved bus service to include both ends of the village currently only Worlds End Lane and Marroway are served by buses. The Parish Council will send a representative to speak when the application is considered by Bucks Councils committee and would welcome an opportunity to be consulted when the s106 agreement is drawn up.

Weston Turville Parish Council 08.05.217

Whilst the Parish Council welcomed the traffic calming scheme proposed for Weston Turville village, it maintains its objection to this application. The Parish Council will send a representative to speak when the application is considered by AVDC's committee.

Weston Turville Parish Council 03.05.2016

Weston Turville Parish Council OPPOSES this application for the following reasons: 1. Transport - the traffic modelling appears to rely on new roads being built across Hampden Fields and from the A413 to A4010, however there is currently no commitment or approval for these roads to be built. The additional houses and commercial buildings proposed would therefore put unacceptable additional strain on already congested routes around Aylesbury. 2. A large part of the site is a flood plain. 3. The new development will put additional pressure on existing overstretched facilities such as schools and healthcare. 4. Impact of the development on residents of Aston Clinton Road (loss of amenity, privacy, noise and light pollution). 5. Coalescence of Aylesbury, Weston Turville and Aston Clinton. If the application is considered by Committee, the Parish Council will send a representative to speak.

Consultation Response (Summaries)

Affordable Housing

The applicant will need to submit details of the Affordable Housing Scheme at each residential (or sub residential) phase of the development, which shall reflect the percentage and tenure split of the affordable housing applicable at that time. It will need to illustrate the amount, location, distribution, tenures, sizes and mix of affordable units that will be supplied taking in to account the points mentioned in the consultation response letter.

Affordable Housing Provision: Schemes of 25 units or over (or 1ha or more) are currently expected to have 30% affordable housing, unless a Neighbourhood Plan indicates a greater percentage, or the level of affordable housing is deemed unviable.

The applicant has advised that 30% affordable housing is unviable. The Financial Viability Appraisal, submitted in support of the application, has been independently assessed by the District Valuer Service. A baseline 20% affordable housing provision has been agreed with a tenure split of 60% affordable rent and 40% shared ownership. This will however, be subject to regular reviews whereby a mechanism will be built into the s106 to enable a higher provision of affordable housing (up to a maximum of 30%), and an alternative tenure split of 75% affordable rent and 25% shared ownership, if the scheme viability improves.

Affordable dwellings should be reflective of the overall housing mix whilst also taking in to account the local needs of the district. There is currently a greater need for 3 bed 5 and 6 person and 2 bed 4 person houses, slightly less for 1 bed 2 person and 4 bed 7 to 8 person houses. Houses are preferred over flats. We find that 2 and 3 bed houses are preferred for shared ownership.

There is a need for more affordable units to be accessible and adaptable recommending that they meet Category 2 (accessible and adaptable) of Approved document M of the Building Regulations 2010 with a proportion of those (15%) to meet category 3 (wheelchair user) of the same document. We would therefore ask that this need be reflected where possible. We would be keen to see unit sizes broadly in line with the Nationally Described

Space Standards. In terms of overall design details, build quality and materials the affordable units should be indistinguishable from market housing.

Affordable housing should be well distributed throughout the whole site. Consideration should also be given to the types of property the site will abut as placing new affordable housing adjacent to that on another site or phase could be considered clustering. In any event clusters must not exceed 15 houses or 18 if including flats. A road or garden boundary does not separate clusters.

No more than 60% of the private units on a residential or sub-residential phase are to be occupied until all the affordable units on that residential or sub-residential phase have been completed and transferred to a Registered Provider. The Council works in partnership with registered providers in the district and can supply details of these to support the delivery of the affordable homes.

Archaeological Service

Archaeological evaluation has taken place on the site (Simmonds, C. 2016. Archaeological Trial Trenching: Aylesbury Woodlands, Buckinghamshire. Phase 1. August to October 2016. Issue 3. MOLA Northampton). The Phase 1 evaluation has confirmed that the proposed development site contains a number of archaeological sites relating to late prehistoric and Roman settlement. This is not unexpected given the context of the development area and the known archaeological sites in the vicinity.

The Phase 1 archaeological trial trenching carried out by MOLA has successfully characterised and assessed the archaeological remains within the majority of the development area. A total of 146 trenches were excavated, with archaeological remains present in 106 of the trenches. The trial trenching confirmed the results of the geophysical survey with regards to Sites B (Roman enclosures and burial), C (Bronze Age pit and Roman enclosures), D (Roman settlement) and F (Iron Age enclosure). Following the abandonment of the Roman settlement and enclosures, the land was under cultivation from at least the medieval period onwards. Site A was not investigated in the Phase 1 works but will form part of the agreed Phase 2 evaluation.

The evaluation identified a number of archaeological sites of regional importance, ranging in date from the late Bronze Age to the 4th century AD. Development on this site could damage the significance of the heritage assets identified through the evaluation. Accordingly, we recommend a number of conditions to secure further evaluation and appropriate mitigation of the archaeological remains within the development area in conformity with NPPF.

Clinical Commissioning Group (CCG): February 2021

CCG provided financial calculation for contribution towards the health facility to mitigate the impact of the new proposed development ref 16/01040/AOP. A contribution of £783,037.34 is requested based on 16.67sqm per person requiring 149.97m² (NIA) , 164.97m² (GIA) additional floor space required to support new population.

The GP surgeries are already full in the area and therefore this request is required on commencement of the development.

In relation to primary care, Buckinghamshire Healthcare Trust (BHT) commented in relation to Hampden Fields which has been submitted in relation to Woodlands that the S106 obligation to mitigate the primary care impact is not deliverable for the following reasons:

- The land offer is open to the private sector in addition to the NHS
- It will be impossible for the CCG to take over the land as it is in a fixed place, not big enough and the NHS has very limited financial resources. The contribution is limited to £1.5m. This would not mitigate sufficiently the impact.
- The current Section 106 offer does not align with the Buckinghamshire health and care system's strategic vision for the delivery of health and care.
- There are also significant concerns relating to the CCG's ability to commission and providers to operate services from a site at this small scale
- There are also concerns around the viability of the proposed primary healthcare facility when considered in the context of the wider Westongrove Surgery contractual boundary.

Clinical Commissioning Group (CCG): November 2020

BCCG commissioned a Strategic Outline Case (SOC) from Turner Townsend (July 2020) to identify a viable way of addressing the future constraints of the primary care estate in South Aylesbury. This study has identified that delivery of a multi-specialty Primary Care Facility would address the significant increase in population expected over the next 15 years due to various local housing developments, whilst simultaneously improving the robustness of the incoming Primary Care Network (PCN).

A detailed study of the existing services, current and future patient numbers and planned service delivery through the PCN in the community has established that a significantly larger primary care estate is needed to enable adequate healthcare to be offered to local residents. Having reviewed the existing estate and the need to provide up to 1,500sqm more primary care space in South Aylesbury, it has been confirmed that none of the existing surgery sites in Bedgrove, Wendover and Aston Clinton, are suitable, or able to be expanded / modified to meet the current and future needs of patients and staff.

The SOC has confirmed that the existing Primary Care health estate is not able to provide the future residents of south Aylesbury with sufficient clinical space to fulfil their healthcare needs. Left unresolved between 12k and 17k patients would have inadequate access to healthcare services. Financially this will cost the health service around £720k per annum as patients seek to fulfil their healthcare needs through drop-in centre and A&E attendances. Whilst offering poor value for money to the health service, individuals in the long-term will suffer a poorer quality of life without access to the coordinated care that can be provided through GP led care.

A number of estate options were developed that ranged from providing the minimum space needed for the smallest number of properties that might be built, through to an estate solution that aligned with the full aspirations of the local plan and the potential of the PCN able to commission a range of services and provide access within a community setting.

The preferred way forward is clearly that which maximise the healthcare benefits of patients whilst complying with the budgetary constraints of the CCG. For this reasons Option D (the largest building) has been identified. It is able to accommodate the medium and long-term GMS needs of the population whilst also ensure the wider PCN has the space to deliver a full range of services within the community. Although currently more costly than the BAU position, sensitivity analysis and the costs savings illustrated in Option F, suggest that with detailed design and competitive tendering the proposals overall project budget can be reduced. Implementing 40% of the cost saving measures identified in this document will therefore allow Option D to outperform the BAU position, making this the preferred way forward for the project.

The accompanying site selection process has identified three viable and deliverable sites for further exploration during the OBC. The highest scoring site – Stoke Mandeville Hospital has access to sufficient space already within public sector ownership. Furthermore the Healthcare Trust supports the principals of introducing a primary care element onto the hospital estate. Its primary detractor is its distance from future housing growth areas.

The housing masterplans have identified small GP surgeries, however these no longer align with the real estate goals of the NHS as they prevent the provision of healthcare at scale. The masterplan also identifies employment land which would be well placed geographically to serve the local community. Exact plot sizes and locations are still being developed, however the preferred building option has ready demonstrated that the proposal is viable even if land is bought at open market value. The housing masterplans will continue to develop over time, with specific plots being identified. It will be essential that the OBC reviews the site selection process and assess if Stoke Mandeville remains the preferred site once this additional information is provided.

As a consequence of these factors, the preferred way forward will be for the Westongrove Partnership to exit the Aston Clinton site and secure a lease at a new purpose built facility, big enough to accommodate all growth identified in the Local Plan as well as expected through the PCN. Although the preferred site is currently at Stoke Mandeville, this should remain under reviewed during the OBC process.

The preferred way forward will ensure that the residents of south Aylesbury have access to a range of primary care services within a community setting whilst offer the practice and the CCG the ability to fulfil these needs at scale and in an affordable way that minimise the estate costs and maximise both organisations ability to commit funding to frontline services. The proposal will also avoid the need to expand other buildings within the PCN in the foreseeable future.

Next Steps

The SOC has identified a preferred way forward which will now need to be ratified by the Westongrove Practice, CCG. The CCG will also need to update the ICS on this proposal as well as relevant bodies within the NHS. Once adopted it will be possible to move onto the OBC.

The OBC will explore in further detail those requirements identified in the SOC by developing a design and using this detailed space assessment to refine

Clinical Commissioning Group (CCG): February 2019:

It was identified by the CCG and understood by both developers, that the current Section 106 offers for primary healthcare provision are inadequate to deliver the national and local vision. Furthermore, there are significant concerns relating to the viability, operability, and sustainability of service delivery from the current proposals. Consequently, the CCG is concerned about the healthcare experience and population health outcomes for incoming patients.

Allocations, tariffs and CCG funding arrangements

The CCG is unable to purchase or own assets, and funding comes to the CCG based on a per-capita tariff of **existing** population to deliver primary care services. Whilst there are funding mechanisms available from NHS England to **expand** existing services (namely grants to facilitate extensions of operational practices), these are very limited and there is no provision within the CCG's powers to deliver new infrastructure as a result of forecast population growth on this scale.

With reference to the CIL Regulations 2010, the CCG acknowledges that developers across each of the four schemes will have varying abilities and requirements to contribute to the proposals. The CCG is also aware that any contribution from developers must pass the CIL regulation 'tests' (relatable, proportionate and necessary), and will continue to work closely with the LPA to demonstrate this in an acceptable format.

It is noted that both Hampden Fields and Woodlands have a resolution to grant permission, pending agreement of the Section 106 contributions. As set out above and previously, the current provision does not align with the requirements of the CCG; there are fundamental concerns relating to the operability and viability of multiple, smaller sites across the south Aylesbury area. The CCG has made considerable efforts to engage with the LPA throughout and held ongoing discussions with developers with a view to delivering the kind of health centre proposals of value. CCG are therefore disappointed to be in a position at this late stage where the current offer from Section 106 does not reflect CCG's need.

Nonetheless, CCG acknowledge the Council's desire and developers' commercial need to conclude these applications at the earliest opportunity to enable works to commence. CCG accept that to revisit the Section 106 discussions and planning applications at this stage would take time and result in significant delay and so, in the spirit of goodwill and collaboration, we will continue to work closely with these two developers to achieve our ambitions.

Initial discussions with both developers resulted in a willingness to consider a 'letter of intent', making a commitment to work closely with the CCG after planning has been granted. The expectation is that both developers sign the Section 106 agreements as they currently stand, with a view to obtaining a 'deed of variation' from the LPA to amend their

respective offers once a mutually agreed solution has been reached. It is likely that this will also require minor alterations to the planning permissions.

Section 106 contributions for future expansion and consolidation of existing services

In advance of the contributions from developers at AGT1 and RAF Halton being described, CCG would look to support the proposed health centre's continued expansion. It was agreed that the CCG and LPA will continue to work closely over the coming months to agree on this provision and clearly attribute any proportional contributions to future developers

Clinical Commissioning Group (CCG): December 2018:

There is no existing capacity amongst local GPs to accommodate the population growth from these developments. Whilst it is acknowledged that the current offer provides for the immediate residents of the Woodlands and Hampden Fields developments, it goes against the strategic estates vision set out by NHS England and leaves no flexibility for residents of ATG1. The proposal from AVDC adds pressure to the rent liabilities to the NHS whilst denying both existing and incoming residents the benefits of primary health care delivered at scale.

The funding for building or acquiring GP surgery premises does not normally come from CCGs directly, and traditionally will follow a model of private individuals and companies', which is in fact how almost all primary care services are delivered throughout England. GPs are awarded a contract to deliver primary health care services from the building(s) they occupy.

Currently on offer is a 600m2 site serving both sites. Whilst this would be sufficient to meet the required minimum, in theory, it would be delivered in a way that does not align with the future provision of primary health care. We would at this stage encourage further conversations with both developers and the Council to consider the potential of delivering a single, larger building to accommodate the **uplift** in population growth across both developments.

It may be appropriate to utilise the offer of land at Woodlands, for example, but have a shell and core building delivered by Taylor Wimpy on this site, which sits more centrally amongst emerging developments to the north and south, rather than within the Hampden Fields boundary. An appropriate architectural solution could provide the NHS with the opportunity to expand

Additional information has been provided at various stages including but not exclusively the above.

Clinical Commissioning Group (CCG): October 2018:

The proposed growth for the developments south of the A41 in Aylesbury will require a significant investment in general practice infrastructure. The CCG strategy for this area is to encourage one successful local practice, which already supports 30,000 patients, to take on all the new patients but it is unable to do so in existing landlocked premises. New investment will need to be found to support service transformation with particular emphasis on delivering healthcare 'at scale' and integrating general practice with acute, community, mental health and social care services to serve the population increase of circa 17,280 patients that the three approved developments and others in the pipeline will

generate. This will enable the single practice to operate as its own cluster and provide suitably resourced integrated teams. In order to achieve this objective, the CCG requests a pooling of the S106 contributions from each of the three approved developments to create one facility serving the patients of all three in the first instance, and which can then be extended with further contributions if other proposed developments are approved.

Development Houses Population Growth

Hampden Fields 3100 7440

Woodlands 1100 2640

RAF Halton 1000 2400

Aston Clinton 1000 2400

ATG1 Garden City 1000 2400

Totals **7200 17,280 patients**

Assuming the 'pooling' arrangement of all three developments' (in italics) S106 monies was agreed, there would need to be a consolidation of some of the existing surgery sites within the practice in the area to the new facility. 7,000 patients currently registered with the existing practice would be assumed to move to the new location. On this basis, a patient population at the new facility will eventually be in the region of 25,000 patients (17,280 plus 7,000) which would require a building of 1,458m².

It is acknowledged that at this point in time, only the three developments with current obligations will contribute i.e. 12,480 new patients (plus the 7,000 existing patients relocating funded by the practice). Any facility will need to be built smaller than 1,458m² but will require land and outline permission to grow as other new developments are supported and contributions are made by these new developers.

S106 contributions based on guidance from the NHSE space recommendations. **Woodlands 1100 homes @ 2.4 patients per home = 2640 increased population**

NHSE recommended space = 250sq Metres

Construction costs at £2500 per sq. metre + VAT = £750,000

10 Car Parking spaces @ £1100 per space = £13,200

Cost impact of Woodlands on general practice and integrated services: £763,200*

**The CCG understands Woodlands has been subject to a viability assessment and as a conclusion all S106 contributions have been significantly reduced. As a result of this, the CCG still requires a financial contribution in place of a "land gift" and will continue to negotiate the level of this contribution, based on the financial viability and increase in land value, of the total development with AVDC.*

The CCG does not receive any capital funding from NHS England to develop infrastructure from growth and is unable to own or hold leases on behalf of general practice providers. Furthermore, the CCG will not be able to afford the increase in rent reimbursement required for the new infrastructure without significant S106 contributions. These S106 contributions, paid to the CCG, enable a reduction in rent reimbursements made by the CCG to the practice for the period of the lease.

To allow for sustainable innovation and integrated healthcare provision, the CCG does not support the building of individual small surgeries on each of the three approved

developments. We therefore continue to propose a pooling arrangement to establish a single healthcare facility on the Hampden Fields development.

Clinical Commissioning Group (CCG): September 2017:

General Practice is starting to work in large “clusters” serving a 30-50k patient list size. Working with larger populations will transform the delivery of primary care by developing multi-skilled teams offering new models of joined-up care and address difficulties in recruiting and training GPs. However, the clinical leadership, professional supervision and staff training required means that team members and the wider community team need to be co-located. There is also a need for groups of patients to have joint education/physical rehabilitation sessions. This multi-disciplinary approach offers economies of scale and requires more space than current footprints usually offer. CCG appreciate further conversations will be needed further down the line to understand who will enter into a lease with an end user and exact specification of the build based on the agreed shell and core provided by the Developers.

In summary, the delivery of this development will put significant pressure on the existing primary care infrastructure. However, Aylesbury Vale CCG welcomes the opportunity to work with AVDC, the Planners and local GPs to determine more detailed health infrastructure requirements as part of developing the S106.

Berkshire Buckinghamshire Oxfordshire Wildlife Trust (BBOWT)

Objection. Insufficient evidence that a net gain in biodiversity will result from the development, contrary to the NPPF; insufficient evidence that populations of wild bird species, including priority species, will be maintained; excessive loss of hedgerows.

Buckinghamshire Healthcare NHS Trust 17.06.2021

A number of appeal decisions were submitted which BHT consider confirm the Trust’s legal and policy compliant position supported by the Secretary of State and his Inspectors. Additional information has been provided at various stages including but not exclusively the following:

Buckinghamshire Healthcare NHS Trust 11.02.2021

CIL 122 Compliance Statement relates to both Hampden Fields and Woodlands
The Trust submissions (1/4/2029) demonstrate that the Trust both community and acute services are operating at full capacity. The Trust (excluding COVID-19 health care) is already delivering services over the capacity. These two applications for up to 4,100 dwellings + 120 bed care home/extra care facilities will have a detrimental impact on the Trust’s ability to deliver services to the new population of the proposed development. The previous detailed submissions and subsequent updates set out the methodology that was used to calculate the contribution to mitigate the said impact. This was calculated on the actual cost of providing the healthcare services to the new population (based on the audited NHS reference costs of the Trust) and for which the Trust receives no funding.

The Council has now asked that the Trust's mitigation should go towards 'capital' rather than towards revenue. Whilst the Trust considers that the previous mitigation towards services was acceptable (also approved in the most recent appeal decision APP/P1805/W/20/3245111) the Trust is sympathetic to the request and has put forward a new mitigation calculation towards its three-year facilities programme.

The Trust has six key facilities projects that are directly related to increases in acute and community healthcare demand and the need for increased capacity arising from new population of these applications. The projects are the expansion of the Trust's Accident & Emergency Department at Stoke Mandeville Hospital, a new Paediatric A&E at Stoke Mandeville Hospital, building a new endoscopy suite at Stoke Mandeville & Wycombe, a new therapies unit at Stoke Mandeville, creating a new diagnostic and healthcare hub at Amersham Hospital, and expanding the Intensive Care Unit at Stoke Mandeville.

These projects have a total cost of £41m and the Trust has a funding gap of £13.5m which developer contributions will be required to mitigate. The contributions will be pooled towards the funding gap.

The capital cost contribution is calculated as £985,272

CIL 122 Test

The BHT consider that the evidence provided demonstrate that the acute and community health care is at its capacity in the Trust's catchment area. It also demonstrates that this proposed development will create a detrimental impact on the ability provide a safe level of services unless the impact is mitigated. The updated mitigation is carefully calculated and is fairly and reasonably related in scale and kind to the development.

Without the requested contribution, the access to adequate health services is rendered more vulnerable thereby undermining the sustainability credentials of the proposed developments due to conflict with NPPF and Local Development Plan policies as explained in the evidence provided by the Trust.

Finally, BHT note that the contribution requested towards the facilities programme will only partially deal with the impact created by these developments and as evidenced in the original submissions.

The Trust's responses make it clear that if the Council does not accept that the mitigation of the impact on the health infrastructure facilities is CIL 122 compliant, then the mitigation in relation to the services will stand.

Additional information has been provided at various stages on the general rather than site specific basis including but not exclusively the following:

Information on contract funding and CCG allocations, data used, assumptions and phased contributions.

A number of appeal decisions which BHT consider confirm the Trust's legal and policy compliant position supported by the Secretary of State and his Inspectors a) Growth reflects the increasing costs of delivering health care, including inflation, growth in demand for certain medical technologies;

b) Local population growth feeds nationally into CCGs' target allocations. This is derived from ONS data. However this process takes 3 years to affect growth allocations to the CCG;

c) Until this population growth is added to CCG allocations, it does not form part of the contracts between commissioners and the Trust;

d) The Trust does not receive funding retrospectively;

e) In terms of the 2019/20 contract, I have confirmed the following:

- 0.7% growth included based on population growth forecast per ONS (18/19 to 19/20)
- A further 0.47% of growth for additional growth expected in Buckinghamshire as per Buckinghamshire Country Council (value is £1-£1.1m). This relates to new dwellings which have already been occupied / are in the process of becoming occupied in 2019/20 and not in any way related to our applications for S106.

f) However, as the properties are occupied, the population growth manifests as a requirement on the Trust to treat more people and thus there is an overspend incurred in treating a larger population than that for which treatment is commissioned. This overspend is wholly within the Trust's balance sheet;

2. There is no option for the Trust to refuse to admit or treat a patient on the grounds of a lack of capacity to provide the service/s;

3. If the Trust fails to meet its performance targets it is penalised through withdrawal of the Provider Sustainability Fund (previously known as Sustainability Transformation Fund) and / or withdrawal of certain income received through the Commissioning for Quality and Innovation payment funding;

4. The increased activity level will affect the standard of service provided;

5. It is not possible for the Trust to predict when planning applications are made and delivered. The commissioning operates based on previous year's performance and does not take into account potential increase in population created by a prospective development. **It does not take into account housing land supply, housing need or housing projections;**

6. The Trust cannot influence this aspect of the way the commissioning contracts are created between CCG and the Trust.

7. The Trust's hospitals are now at full capacity;

8. The only way the Trust can maintain the "on time" service delivery without compromising quality of care and comply with NHS quality requirements is that the developer mitigates impact by contributing towards the cost of providing the necessary capacity for the Trust to maintain service delivery during the one to three years of occupation of each dwelling.

However the Trust considers that the request only for the first year keeps the levels of contribution reasonable.

9. The Trust is independent legal entity and the Trust is left bearing the cost of actions to mitigate the impact that the development creates until such times as the CCG funding allocation catches up and feeds through into contract values. CCG does not treat people and is not directly involved with the care of the people.

10. The Trust is not responsible to the other health providers and the impact calculation is only related to this Trust. As explained in the evidence the Trust has to treat those people who come through the door. It cannot turn patients away. The CIL test requires that the impact is direct and the calculation reflects the direct impact that this development will create to this Trust only.

The Trust is happy to discuss the multiplier for a specific housing development and consider the impact of the Council's own concealed housing percentage if it can be demonstrated this has an impact on the Trust's impact calculation.

The Trust holds statistics of each activity that takes place in the Trust. This activity is related to patient's address. Each activity will have a cost. The Trust has taken an average figure for each activity type. First column demonstrates the total activity and costs per annum in the Trust catchment area. The Trust has provided the figures from the close by area based on the previous year's activity rates.

The Trust can provide basic figures in relation to the catchment area subject to that it does not breach any patient confidentiality.

Payment system

1 The NHS Improvement sets the prices (called National Tariffs) for the majority of secondary care services. For each relevant activity undertaken, the Trust receives payment at the National Tariff price. For activity not covered by the National tariff, a Local price is agreed with the Commissioner. The tariff is broken down with 65% for staffing costs, 21% other operational costs, 7% for drugs, 2% for the clinical negligence scheme and 5% for capital maintenance costs.

2 The payment system for the Trust's catchment area for all patient activity is through a block contract. A block contract value is locally agreed, based on the previous year's activity x National Tariff price, plus expected growth. This means that for any activity above the level agreed within the block contract, the Trust receives nothing. This means that any patient coming through is not funded and created deficit is never recovered. This is the impact that the new development will create. In practical terms this means that the Trust's ability to provide the service is weakened and in most acute cases the funds have to be transferred from somewhere else to deal with the demand. This in turn will eat into the control total which means that the extra funding which otherwise would be granted is lost, creating a long term effect. Further this in turn will affect the Trust's ability to follow through its capital programme which includes improving and creating new facilities. As stated, none of the additional expenditure spent outside the current year's funding is ever recovered in the

following year's funding from commissioners. Any new funding will be related to the allocations received by the CCG; the CCG is free to decide how any new allocation is spent, across all of the services it commissions, including acute, mental health, community, Primary care and other sectors. CCG allocations are based on historic population forecasts, plus other indicators such as deprivation scores.

I hope that the above will assist. It would be really helpful to have a meeting to discuss face to face and see how the Trust and the Council could work together to deal with the impact that new major developments will create on the Trust.

Buckinghamshire Healthcare NHS Trust - 16 January 2020

A subsequent revised figure of £ 2,200,527 has been requested which BHT state takes into consideration the housing profile and in BHT updated evidence the Trust has deducted 1.8% of the total figure reflecting the population already in the system (source ONS data study 2014).

In addition BHT have reduced the average population per residential dwelling from 2.51 to the ONS national average figure of 2.4. This ensures consistency throughout our methodology.

Reference is also made to the education contribution calculation and note that it does not take into consideration of concealed housing, those who are potentially already in the system or a percentage of those students who will be educated privately or at home. The education contribution also pays professional charges.

BHT states that the Trust has calculated the mitigation of the impact that a development creates is detailed, directly linked and reasonable. Moreover the contribution when requested to mitigate the impact is absolutely necessary. Without the contribution the development on its own and cumulatively will create unsustainable development and has a detrimental social economic impact on the community.

Reference is also made to EI Assessment, and Regulation 4 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in assessing the direct and indirect significant effects of the proposed development on amongst other matters)population and human health.

Buckinghamshire Healthcare NHS Trust - October 2019

The Trust's position in summary is as follows:

1. The CCG commissions planned and emergency healthcare from the Trust via the NHS National Standard Contract, including activity volumes and values on an annual basis. Contract volumes are negotiated, **based on historical contract performance**. Each year's CCG allocation reflects last year's allocation as stated, with an uplift which is centrally determined for growth:
 - a) Growth reflects the increasing costs of delivering health care, including inflation, growth in demand for certain medical technologies;
 - b) Local population growth feeds nationally into CCGs' target allocations. This is derived from ONS data. However this process takes 3 years to affect growth allocations to the CCG;
 - c) Until this population growth is added to CCG allocations, it does not form part of the contracts between commissioners and the Trust;

d) The Trust does not receive funding retrospectively;

e) In terms of the 2019/20 contract, I have confirmed the following:

- 0.7% growth included based on population growth forecast per ONS (18/19 to 19/20)
- A further 0.47% of growth for additional growth expected in Buckinghamshire as per Buckinghamshire Country Council (value is £1-£1.1m). This relates to new dwellings which have already been occupied / are in the process of becoming occupied in 2019/20 and not in any way related to our applications for S106.

f) However, as the properties are occupied, the population growth manifests as a requirement on the Trust to treat more people and thus there is an overspend incurred in treating a larger population than that for which treatment is commissioned. This overspend is wholly within the Trust's balance sheet;

2. There is no option for the Trust to refuse to admit or treat a patient on the grounds of a lack of capacity to provide the service/s;

3. If the Trust fails to meet its performance targets it is penalised through withdrawal of the Provider Sustainability Fund (previously known as Sustainability Transformation Fund) and / or withdrawal of certain income received through the Commissioning for Quality and Innovation payment funding;

4. The increased activity level will affect the standard of service provided;

5. It is not possible for the Trust to predict when planning applications are made and delivered. The commissioning operates based on previous year's performance and does not take into account potential increase in population created by a prospective development. **It does not take into account housing land supply, housing need or housing projections;**

6. The Trust cannot influence this aspect of the way the commissioning contracts are created between CCG and the Trust.

7. The Trust's hospitals are now at full capacity;

8. The only way the Trust can maintain the "on time" service delivery without compromising quality of care and comply with NHS quality requirements is that the developer mitigates impact by contributing towards the cost of providing the necessary capacity for the Trust to maintain service delivery during the one to three years of occupation of each dwelling. However the Trust considers that the request only for the first year keeps the levels of contribution reasonable.

9. The Trust is independent legal entity and the Trust is left bearing the cost of actions to mitigate the impact that the development creates until such times as the CCG funding allocation catches up and feeds through into contract values. CCG does not treat people and is not directly involved with the care of the people.

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The Trust is happy to discuss the multiplier for a specific housing development and consider the impact of the Council's own concealed housing percentage if it can be demonstrated this has an impact on the Trust's impact calculation.

The Trust holds statistics of each activity that takes place in the Trust. This activity is related to patient's address. Each activity will have a cost. The Trust has taken an average figure for each activity type. First column demonstrates the total activity and costs per annum in the Trust catchment area. The Trust has provided the figures from the close by area based on the previous year's activity rates.

The Trust can provide basic figures in relation to the catchment area subject to that it does not breach any patient confidentiality.

Payment system

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2 The payment system for the Trust's catchment area for all patient activity is through a block contract. A block contract value is locally agreed, based on the previous year's activity x National Tariff price, plus expected growth. This means that for any activity above the level agreed within the block contract, the Trust receives nothing. This means that any patient coming through is not funded and created deficit is never recovered. This is the impact that the new development will create. In practical terms this means that the Trust's ability to provide the service is weakened and in most acute cases the funds have to be transferred from somewhere else to deal with the demand. This in turn will eat into the control total which means that the extra funding which otherwise would be granted is lost, creating a long term effect. Further this in turn will affect the Trust's ability to follow through its capital programme which includes improving and creating new facilities. As stated, none of the additional expenditure spent outside the current year's funding is ever recovered in the following year's funding from commissioners. Any new funding will be related to the allocations received by the CCG; the CCG is free to decide how any new allocation is spent, across all of the services it commissions, including acute, mental health, community, Primary care and other sectors. CCG allocations are based on historic population forecasts, plus other indicators such as deprivation scores. This requested a contribution of £2,200,527 (£2,240,862 adjusted for concealed housing average, population per household).

Buckinghamshire Healthcare NHS Trust 29.03.2019

Buckinghamshire CCG commission(s) the Trust to provide acute healthcare services to the populations of Buckinghamshire and surrounding Counties under the terms of the NHS Standard Contract. This commissioning activity involves identifying the health needs of the respective populations and commissioning the appropriate high quality services necessary to meet these needs within the funding allocated. These commissioners commission community, planned and emergency (activity arising from major trauma and A&E), acute hospital medical and surgical care and specialist and tertiary healthcare from the Trust and agree service level agreements, including activity volumes and values on an annual basis. The commissioners have no responsibility for providing healthcare services. They commission (specify, procure and pay for) services, which provides associated income for the Trust. The Trust directly provides the majority of healthcare services through employed staff but has sub-contracted some non-clinical services through its PFI arrangements.

Payment system

The Department of Health dictates the costs they think NHS health services should be priced at. The tariff is broken down with 65% for staffing costs, 21% other operational costs, 7% for drugs, 2% for the clinical negligence scheme and 5% for capital maintenance costs.

The non-elective admissions, A&E attendances and ambulatory / same day emergency care payment is covered by block contracts based on locally agreed planned activity which in turn is based on last year's activity levels. This means that any extra activity received by the Trust is not paid for. All elements of the planned care and community care payments, the funding is set on a block contract based on locally agreed planned activity, which is based on last year's activity levels only. The Trust does not receive additional funding for any additional activity in relation to the care that is contracted under block contract.

None of the additional expenditure spent outside the current year's funding is ever recovered in the following year's funding. The new funding is only based on the previous year's activity, with no provision for increases in population due to new developments. The commissioning is not related to Local Planning Authorities' housing needs, projections or land supply.

Additional funding- Provider Sustainability Fund (PSF): a fund that supplements the health provider's income, focused on supporting sustainability of NHS providers

In 2019/20, the Trust is due to receive additional PSF funding which supplements the income. In the contract negotiations, it is assumed that the Trust will plan to make a financial surplus. The amount of surplus to be achieved is agreed between the Trust and NHSI.

If the Trust meets its agreed surplus target then it will receive its PSF. If the Trust does not achieve its agreed surplus then the Trust will lose PSF. The total value of the PSF for the Trust for 2019/20 is £5.8m. Any new developments will increase the risk of the Trust not achieving its surplus targets. NB. The risk of the Trust not achieving its PSF due to the development has NOT been built into the financial calculations contained within this statement.

In addition the Trust has to achieve “52 week wait” for elective care. This means that each patient referred to the Trust for elective care should not wait over 52 weeks for treatment. If this happens then the Trust will be subject to financial sanctions. The potential amount lost is proportionate to the number of breaches.

The development will put extra pressure on the Trust’s ability to achieve the agreed surplus because each additional patient not part of the agreed contract will consume the available funding. In addition the development will put extra pressure on the Trust’s ability to reach the required 52 week wait. NB. The risk of the Trust not achieving its PSF due to the development has NOT been built into the financial calculations contained within this statement.

Improvement Goals

The Commissioning for Quality and Innovation (the “CQUIN”) payment framework makes a proportion of NHS healthcare provider income conditional on achieving certain improvement goals. In 2017/2018 the Trust’s CQUIN income was conditional upon achieving improvement goals. The conditional income available for 2017/18 was £7,277,295. The amount the Trust did not achieve for 2017/2018 was £1,194,520. An impact which interferes with the achievement of the CQUIN’s improvement goals will jeopardise the additional income received through the CQUIN. This residential development will have a detrimental impact on the Trust’s ability to provide those goals. . NB. The risk of the Trust not achieving its CQUIN income due to the development has NOT been built into the financial calculations contained within this statement.

Planning for the Future

The Trust understands that the existing population, future population growth and an increased ageing population will require additional healthcare infrastructure to enable it to continue to meet the increasing demands and complexity of the hospital healthcare needs of the local population.

It is not possible for the Trust to predict when planning applications are made and delivered and, therefore, cannot plan for additional development occupants as a result. The Trust has considered strategies to address population growth across its area and looked at the overall impact of the known increased population to develop a service delivery strategy to serve the future healthcare needs of the growing population. This strategy takes into account the trend for the increased delivery of healthcare out of hospital and into the community.

The funding from the CCG is negotiated on a yearly basis and this will eventually catch up with population growth, but cannot take into account the potential increased service requirement created by the increase in population due to development, including that from this development, in the first year of occupation. The funding is not dependant on Local Planning Authority’s housing land supply, housing need or housing projections.

Current Position (2019)

Emergency admissions and the direct impact on emergency health care services

Across England, the number of acute beds is one-third less than it was 25 years ago¹, but in contrast to this the number of emergency admissions has seen a 37% increase in the last 10 years². The number of emergency admissions is currently at an all-time high. The Trust growth is shown in Figure 1.

Emergency Admissions	Year
79,552	2014/15
81,401	2015/16
82,751	2016/17
82,514	2017/18

BHT state that the Trust is frequently experiencing major pressures and its inability to cope with the increasing patient demand and that current occupancy levels are highly unsatisfactory, and the problem will be compounded even further by an increase in need created by the development, which does not coincide with an increase in the number of bed spaces available at the Hospital. This is the inevitable result where clinical facilities are forced to operate at over-capacity.. New development within the regions will inevitably add to the already over-burdened NHS This development will have a direct impact on the Trust's performance and add a further strain on the current acute healthcare system.

The population and household increase associated with this proposed development will significantly impact on the service delivery and performance of the Trust until contracted activity volumes include the population increase. As a consequence of the development and its associated demand for emergency healthcare there will be an adverse effect on the Trust's ability to provide on-time care delivery without delay, this will also result in financial penalties due to the Payment by Results regime. The residents and other local people at potential risk.

Impact Assessment Formula

The Trust has identified the following:-

A development of **1,100 dwellings and a 60 residential extra care units**, equates to **2,821** new residents. Using existing 2017/18 demographic data as detailed in the calculations will generate **3,845** acute interventions (excluding diagnostics and other healthcare interventions) over the period of 12 months and **3,358** community interventions. This comprises additional interventions by point of delivery for:

685 A&E based on 24.28% of the population requiring an attendance, **32** Elective inpatient admissions based on 1.13% of the population requiring an admission, **266** Day-case admissions based on 9.42% of the population requiring an admission, **332** Emergency admissions based on 11.79% of the population requiring an admission, **2,530** Outpatient admissions based on an average of 0.8969 admissions per head of population, **3,358** Community episodes based on the average number of Community episodes per head of population.

Diagnostic Imaging (Radiology and Pathology services) and other healthcare services (Breast and Cervical Screening, Cancer MDTs, Palliative care, MSK, Patient Transport, Home Care

Drugs, Community Midwifery) are based on average cost per head of population of providing these services.

Total admissions:

- For the total acute admissions, representing 1.36 average acute admission per population of the residents
- For the total community episodes representing 1.19 average acute admission per population of the residents

Formula:

Development Population x % Development Activity Rate per head of Population x Cost per Activity = Developer Contribution

As a consequence of the above and due to the payment mechanisms and constitutional and regulatory requirements the Trust is subject to, BHT consider it is necessary that the developer contributes towards the cost of providing capacity for the Trust to maintain service delivery during the first year of occupation of each unit of the accommodation on/in the development. The Trust will not receive the full funding required to meet the healthcare demand due to the way contracts are negotiated based on previous year's performance and there is no mechanism for the Trust to recover these costs retrospectively in subsequent years as explained. Without securing such contributions, the Trust would be unable to support the proposals and would object to the application because of the direct and adverse impact of it on the delivery of health care in the Trust's area. Therefore the contribution required for this proposed development of Insert figure dwellings is **£2,118,427.00**. This contribution will be used directly to provide additional health care services to meet patient demand as detailed in Appendix 3

The BHT concluded that 'In the circumstances, it is evident from the above that the Trust's request for a contribution is not only necessary to make the development acceptable in planning terms it is directly related to the development; and fairly and reasonably related in scale and kind to the development. The contribution will ensure that Health services are maintained for current and future generations and that way make the development sustainable.'

The Canal & River Trust

The Canal & River Trust (the Trust) previously objected to this proposal because the towpath is not suitable, in its present form, to cope with the increased usage generated by this development, and any further degradation will render it unsuitable for all users or place additional burdens on the Trust who own and maintain it. We made it clear however that we would remove this objection if we could ensure that our concerns were considered as part of the application process and suitable mitigation measures were put in place. The Trust has continued to discuss mitigation measures with both the County Council and applicants and following those discussions we are now able to withdraw our objection, subject to the imposition of suitably worded conditions and a legal agreement.

Chiltern Conservation Board (CCB)

Setting of AONB would experience a significant effect, but will reduce overtime and subject to success of planting being carefully considered. Seek clarification on the relationship between the illustrative masterplan green infrastructure within the site and off-site

landscape receptors. Encourage lighting plans are embedded into the development to mitigate lighting intrusions into the AONB – CCB support a condition which requires a lighting management framework to deal with longer term lighting control. Consider a robust method of future proofing lighting plans. CCB notes that there would be no notable change to the special quality of panoramic views across the southern vale. CCB seek greater use of green roofs and the principles are incorporated into a design code. Views out of AONB need to be mitigated by avoiding continuous linear development.

Crime Prevention Design Advisor (CPDA)

Raises no objections to the proposals at this time, but advises that there are a number of opportunities to design out crime and promote personal safety at reserved matters stage. Reserved Matters need to address safety and security for the detailed proposals, within a Design Code.

Ecology

No Objections: The updated ecological statement is considered sufficient. The updated Biodiversity Impact Assessment demonstrates a 15% net gain in Biodiversity. Secure the Biodiversity Net Gains proposed on site though a planning condition requiring a Landscape and Ecological Management Plan.

Economic Development

ED welcomes and supports the approval of this application which provides 102,800 sq. of B1, B2 and B8 employment floor space as part of an important strategic Local Plan allocation in Aylesbury Garden Town and with Enterprise Zone status. The HEDNA has identified a shortage of employment space which this application would help with in a sustainable location which is well connected and is a prime location for employment development and growth to support the housing growth also around Aylesbury. The Aylesbury Garden Town, Bucks Local Industrial Strategy, Aston Clinton NP, and VALP have all identified Woodlands as a key employment site for the area. Information from local commercial agents confirmed that demand for industrial use had remained strong and delivery of this scheme would provide new commercial space into the market increasing economic growth and boosting local investment and providing up to 4396 jobs in and around Aylesbury which represents significant local and regional benefits to the economy and its recovery. The fact that the site has been identified in so many key documents shows that delivery of this site is of key strategic importance for the area.

Education

Based on current projections and housing growth, there is no school capacity in the relevant planning area to accommodate a development of this scale. The proposed on-site primary school (including nursery) would be provided in line with BCC policy i.e. site transfer should take place to enable new primary schools to be opened at the point in which admissions into reception from within the development reaches 15 pupils (which BCC estimates to be on occupation of the 350th home or four years from commencement, whichever is the earlier) sufficient to justify the opening of a new school balanced against the environmental and financial cost of transporting pupils to neighbouring schools. The primary school has been sized to accommodate all the demand generated from the Woodlands scheme. New secondary schools are currently planned on the former Quarrendon site and on the

Kingsbrook development to accommodate demand from these developments. BCC would look to expand existing special schools (i.e. Booker Park and Stocklake Park) to accommodate demand from the development.

The viability of Woodlands remains a significant challenge (as confirmed by the District Valuer) because of the site constraints. BCC is currently exploring measures to mitigate a potential reduction in the secondary contributions on the Woodlands development through a number of measures including:

- A review mechanism to revisit the viability of the scheme as it progresses (as agreed for the Kingsbrook development) which could allow the s106 contribution to increase should costs fall or land values rise;
- Pursuing cost-effective approaches to drive down costs (e.g. by utilising effective procurement frameworks; value engineering);
- Investigate potential opportunities to secure additional third party funding through government initiatives;

When considering viability mitigation measures, it is important to note that the government's policy (as set out in Paragraph 173 of the NPPF) states that development should not be subjected to such a scale of s106 obligations that the development becomes unviable. Accordingly, where an applicant has demonstrated satisfactorily through a tested viability appraisal that a planning obligation being required would cause the proposed development to be unviable, local authorities are advised to be flexible in seeking such planning obligations but at the same time ensuring that the adverse impacts from the proposed development are adequately mitigated.

Environment Agency

EA have reviewed the latest fluvial flood modelling submitted by the applicant and the following related flood risk documents that are available on Buckinghamshire Council's planning portal:

- Flood Risk Assessment Addendum, Revision E, prepared by Stantec UK Ltd, dated November 2021
- Aylesbury Woodlands Hydraulic Modelling Report 2021, Revision C, prepared by Stantec UK Ltd, dated November 2021

While these recent rounds of consultations have focused on the topic of flood risk, following the Regulation 22 Town and Country Planning EIA Regulations 2011 request by AVDC in March 2020, our position also reflects those other issues within EA's planning remit that were previously considered and noted in EA's letters to ADVC on 3 February 2017 (EA reference WA/2016/122289/02) and 19 February 2019 (EA reference WA/2016/122289/05). The proposed development will only meet the National Planning Policy Framework's requirements if planning conditions are included on any planning decision notice.

Without these conditions the proposed development would result in a risk to people and the environment and we would object to the scheme as submitted. An informative for the applicant relating to Environmental Permits and additional advice to the council relating to the flood risk sequential test are also noted.

The Flood Risk Assessment Addendum, Revision E, prepared by Stantec UK Ltd, dated November 2021 is informed by site specific hydraulic modelling. We have reviewed this modelling in accordance with current requirements. Following the latest model revisions and further clarifications by the applicant we have now concluded that the submitted fluvial flood model (updated following the March 2020 Regulation 22 (EIA Regulations) request by the council) is suitable for the purposes of informing a site specific flood risk assessment and related masterplan for this outline planning application.

The submitted fluvial flood model includes site specific hydraulic modelling of onsite watercourses in the current (baseline) situation. Post scheme modelling including the raised road embankment and creation of a preferential flood flow route and flood storage area to mitigate against the effect of the embankment on flood flows was also submitted. The modelling also considers appropriate allowances for the effects of climate change. We acknowledge that the proposed preferential flow route/flood mitigation scheme would not normally be considered as an appropriate form of mitigation against the impacts of built development within the floodplain. However, it has been satisfactorily demonstrated that in this instance, due to site specific flow constraints which control flood water exiting the site, that the impacts of built development within the floodplain are contained within the application site. Therefore, in this instance we consider that this approach is acceptable.

In the indicative post-development scenario the submitted fluvial flood modelling has also demonstrated that flood risk off site does not increase when compared to the baseline situation. Therefore, the proposed development does not increase flood risk to third parties in accordance with national and local planning policy. Furthermore the modelling indicates that there is a betterment along the Bear Brook, Burcott Brook and Drayton Mead Ditch downstream of the site resulting in some offsite betterment heading into Aylesbury to the west and north of the canal.

However, as this is an outline planning application with the majority of matters reserved, further detailed hydraulic modelling will be required before the site layout is agreed at the reserved matters stage. This is due to the design of the embankment, bridges, flood relief culverts, the preferential flow route and flood storage area being currently shown in an indicative design and layout. Consequently we have requested a specific planning condition relating to this matter.

As noted above, the post scheme modelling demonstrates that the impact of the Eastern Link Road will be appropriately mitigated to ensure flood risk is not increased elsewhere. Additionally, we would encourage the applicant to explore any opportunities to provide betterment for offsite flood risk at the reserved matter stage. The applicant has committed within their Flood Risk Assessment that elements within the proposed development classified as 'more vulnerable' and 'less vulnerable' development in terms of flood risk vulnerability classifications (Flood Risk Tables 1, 2 and 3 and the National Planning Practice Guidance [NPPG]) will be located outside the modelled 1% annual probability including an appropriate allowance for climate change flood extent. For clarity while this flood extent is location dependent, in the majority of instances this would usually result in these elements of the development being located within flood zone 1. However, in some locations this may mean that some of these development elements will be placed in flood zone 2 but outside

of the Government's design flood event (i.e 1% annual probability with an appropriate allowance for climate change).

If Buckinghamshire Council deem the proposed road 'Essential Infrastructure' then in planning and flood risk terms it may be located in the highest risk flood zones 3 and 3b once the flood risk sequential test has been passed and satisfactory flood risk mitigation measures have been proposed/implemented to ensure that these elements of the development are safe for the scheme's lifetime and that flood risk will not be increased elsewhere.

Finally, should the proposed development be brought forward in a phased approach, it is essential that each phase (or phase groupings if more than one phase is brought forward at the same time) can clearly demonstrate how it independently is safe and will not increase flood risk elsewhere. This is vital to ensure that the required flood risk mitigation measures (i.e. flood water storage compensation, flow routes, etc...) are implemented and operational before or at the same time as the relevant phase as to ensure that people and the environment are protected. It would not be acceptable for a phase of the development to proceed if the appropriate flood risk mitigation measures and compensation was not provided at the same time (or before) as this is likely to lead to an increase in flood risk elsewhere. This would be contrary to national and local planning policy.

Environmental Health (Noise Impacts)

With regard to noise impacts the significant effects identified in the original Environmental Statement remain substantially unchanged, however, since the production of the original ES there have been a number of updates to relevant standards and guidance.

Recommends that if approved the application should be subject to conditions on

- Construction Noise/vibration,
- Road Traffic Noise,
- Noise from proposed employment/industrial units/plant areas/mixed use local centre.
- Local school developments

Environmental Health (Pollution Control)

Contaminated Land Comments

The Environmental Statement (ES) originally submitted with the application was updated in November 2020 and as such an ES addendum has been submitted. Chapter 3.6 Ground Conditions of the ES Addendum – Non Technical Summary, reference: 32113/3013 dated November 2020, reiterates the findings of the previous Ground Conditions Desk Study Report in that the likelihood of significant contamination (in terms of soil or groundwater contamination or soil gas risk) being present at the site is very low. It goes on to say that this will be confirmed through further investigation and that further tiers of risk assessment will

also be carried out to quantify the risks. If necessary, remediation works will then be recommended to reduce or eliminate any identified risks to human health or the environment. After reviewing this chapter I agree that additional investigative works are required at the site and recommend they are completed.

Air Quality Comments

The methodology and baseline data adopted in conducting the air quality impact assessment for the proposed development meets approval.

During the construction phase no new or different construction effects to those previously reported have been identified. Therefore as stated within the Non Technical ES Summary, reference: 32113/3013 dated November 2020, the March 2016 ES and the April 2017 ES Addendum did identify that there is the potential for construction dust to affect existing and future receptors in close proximity to the site. However, through the implementation of mitigation measures, including compliance with the Construction Environmental Management Plan, the residual effects on receptors will be 'not significant'.

Recommends that mitigation measures are implemented to ensure there is no impact on existing and future receptors at the site during the construction phase

During the operational phase of the development it is acknowledged that the proposed development will generate additional traffic and that the emissions of nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and PM_{2.5}) from these vehicles have the potential to impact on human receptors. However, modelling completed within the air quality impact assessment predicts that pollutant concentrations generated from this additional traffic will not breach the National Air Quality Objectives (NAQOs) for existing and future residential locations. It is therefore concluded that as the proposed development will not cause any exceedance of the NAQOs the overall impact on human receptors from the development will be 'not significant' and as such no mitigation measures in relation to air quality are considered to be necessary. After reviewing the results of the modelling and the air quality impact assessment I agree with this conclusion

Heritage

The application would not raise any heritage objection. The proposed development will not harm the setting of the heritage assets; however further consideration should be given a heritage contribution as part of any future planning obligation to ensure the proper conservation of the identified listed canal structures.

Highways

The full and detailed assessments of the application both individually and cumulatively, have demonstrated that any adverse effects of the proposals can be appropriately mitigated through planning conditions and S106 obligations. The position reached in 2017 remains the same, and therefore the Council can confirm that it has no objections subject to Conditions and S106 Obligations to be advised.

Highways comments are referred to in the evaluation section of the report and the full consultee comment is provided in Appendix I including Highways response to Hampden Fields Action Group.

Historic England

On the basis of the information submitted, no comment. The views of the Council's specialist conservation and archaeological advisers should be sought as relevant.

Landscape and Urban Design: Notes that the landscape is made up of large fields with native species hedgerows and occasional trees and water courses with associated vegetation. It is generally an open landscape with Woodlands cover, except from the Woodlands area (5.5ha) close to the A41 to the south east. The majority of site permits openness with extensive views of the Chilterns AONB (approx. 2.5k to the south east). Arla site lies to the east of the boundary which is an intrusive element in the setting of the site. The site is within the Southern Vale LCA (8.10) and the condition of the landscape is noted as being poor with moderate sensitivity, with guidelines for the LCA looking to restore and enhance the local character of the existing landscape. The Applicant has submitted a Landscape Baseline as part of ES alongside a Landscape and Visual Impact Assessment (LVIA) as part of Chapter 14 of the ES. This identifies significant adverse landscape character effects on 3 receptors at year 1 and to year 15 (residual effects). It identifies significant adverse impacts on the visual amenity of 8 visual receptors at year 1 and on 4 receptors in year 15 (residual). It concludes there would be significant adverse effects on residential receptors at 7 locations in year 1 and 3 at year 15 (residual). The ES identifies the cumulative impacts of the development with other major schemes (such as Kingsbrook, Hampden Fields etc) would result in permanent significant adverse cumulative impacts on the Southern Vale and Hulcott Vale LCAs and on the larger Vale Landscape Character Type (LCT 8), as well as significant permanent adverse impacts on the setting of the AONB. The Landscape officer is in agreement with the conclusions in the ES.

LLFA

No objection to the proposed development subject to planning conditions being placed on any planning approval.

The LLFA comment relates only to surface water and groundwater flood risk, the Environment Agency (EA) are the statutory consultee for fluvial flood risk associated with Flood Zone 2 and 3.

Natural England: No Objections . Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and protected landscapes and has no objection. Natural England recommends conditions to be attached as follows:

Protected Landscapes, conditions should be secured to protect the landscape character of the area and views from the AONB in line with the mitigation proposed in the Landscape Phasing Strategy edp2524/89b dated 12 May 2017.

Biodiversity net gain, conditions should be secured around the proposed offsite mitigation outlined in the Aylesbury Woodlands ES Addendum Appendix G.1 Biodiversity Strategy V4 including;

- a biodiversity offset management plan;
- a monitoring and evaluation plan
- implementation milestones with time commitments and
- success criteria linked to the species and BMV agricultural land impacted.

Climate change and green infrastructure, conditions should be secured around the layout and connectedness of greenspace as outlined in the Aylesbury Woodlands Environmental Statement Addendum Appendix G.1 Indicative Ecological Masterplan.

Best and most versatile agricultural land, conditions should be sought around the proposed offsite mitigation outlined in the Aylesbury Woodland Environmental Statement Addendum Appendix G.4 Biodiversity Strategy V4 including mitigation for the impacts to BMV land.

Air Quality - Natural England notes that the updated Air Quality assessment provided in Aylesbury Woodlands Environmental Statement Addendum Chapters 6 and 9 dated November 2020 has screened the proposal to check for the likelihood of significant effects from aerial emissions on Chilterns Beechwoods Special Area of Conservation (SAC). The assessment concludes that the proposal is unlikely to result in any adverse effects on SAC integrity through air quality, either alone or in combination with other plans or projects. On the basis of information provided, Natural England concurs with this view.

Natural England response on the Appropriate Assessment - Based on the available plans, NE agree with the conclusion of the assessment that the application would not have any significant adverse effects on the integrity of the Chilterns Beechwood SAC. Following the publication of the new March 2022 evidence NE confirm that any development before 14 March 2022 forms part of the baseline development, and that no further information is requested at this stage. NE point out that any reserved matters applications will need further consultation with NE and consideration of the impact on recreational pressure at that stage.

Parks and Recreation: The proposed sports facilities should be in accordance with the latest Buckinghamshire Council Playing Pitch Strategy, which is currently in draft form but which will hopefully be completed by or early in 2022.

The current proposed Equipped Play Areas indicated on the Illustrative Masterplan are unacceptable as they fail to demonstrate minimum requirements, as per required Fields in Trust guidance.

The illustrative masterplan still does not include the required pavilion and car parking to serve the cricket, bowls, tennis and allotment provision, I have no other comments to make.

Recycling And Waste: No objection is raised at this time. A waste vehicle tracking plan is needed.

Rights of Way: No objection BCC would like to see the proposed development at Woodlands to support provision of the Grand Union Triangle scheme, which is highlighted within the Buckinghamshire GI Strategy and Delivery Plan. It is suggested that safe, segregated cycling and walking solutions need to be designed to take walkers and cyclists alongside the road that connects each side of College Road North across the A41 bridge.

Sports England: Sport England has raised questions previously about the proposed mix and type of sports facilities, albeit that they are illustrative at this stage, given the lack of evidence base or Playing Pitch Strategy (PPS). Since then the former Aylesbury Vale District Council has been developing a new Playing Pitch Strategy for their area. Currently, the assessment work has been completed and it is at the stage where there are emerging findings available in relation to the key issues for playing pitches/field within the Aylesbury Vale district, both in quantitative and qualitative terms. Sport England has sought to engage the council both on the planning and sport and leisure side to better understand the rationale and evidence base behind the planned sports provision and make the link between this and the ongoing work the council is doing to develop a new Playing Pitch Strategy (PPS). Unfortunately, we have had no response to our attempts to engage with them on these plans. Our view is that the sports provision proposals should be supported by and informed by the findings of the PPS. Sport England has consulted the national governing bodies for sport on the further information provided and we have received the following comments.

The Football Foundation on behalf of the FA comment that they support Sport England's position in relation to the need for the sports provision element of the proposal to be informed by the emerging Playing Pitch Strategy work.

England Hockey comment that there is no robust PPS available, so at present no strategic evidence base to draw from, so it is requested that the developer outlines how they have reached the proposed pitch provision? How has the proposed mix of facilities been factored in to existing provision and ongoing viability? In addition, what are the plans for RAF Halton and its existing facilities which is within 3 miles of the proposed development?

Below is a list of multi Sports facilities located within 5 miles of proposed Aylesbury Woodland Sports Hub:

- Stoke Mandeville Stadium (approx. 5 miles)
- Aylesbury Sports Club (approx. 4 miles)
- RAF Halton – what does the plan look like to enhance/develop existing sports provision? (approx. 3 miles)
- Halton Tennis Centre – aspiration to develop? (approx. 2.5 miles)

England Hockey comment that with one hockey club servicing the current needs for Aylesbury's population and with the rapid expansion of new developments along the A41, England Hockey would like to see consideration given to a multi-sport, sand based AGP

within the Sports Hub to create a 'home' for Aylesbury Hockey Club. The RFU has two Rugby clubs in close proximity to the proposed development:

- Aylesbury RFC – Weston Turville – approx. 2 miles (4mins) from the proposed development
- Tring RFC (This is Dacorum BC and in Hertfordshire) approx. 7 miles (9 mins)

The RFU comment that there is no need to develop a new rugby club site at Aylesbury woodlands as both clubs would be able to service the additional population, both clubs have ambitious facility plans and would be able to provide suitable projects for offsite contributions to support the additional Rugby footfall from the development. There is a 3G WR22 compliant artificial pitch at ARFC already. The RFU do not object to the development.

Sports England

In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development. Sport England have been in discussions with the Council to develop a Playing Pitch Strategy which, once completed, could inform the proposed playing pitch mix within the proposals. This approach would be robust and therefore Sport England are keen that the application allows the flexibility to change as the need is established. Sport England request that the provision of sports facilities and playing pitches are secured at the outline stage and ensure that proposed playing pitches meet Sport England's quality standard (to be conditioned).

The indicative layout proposes 12 small sided AGP's/courts, presumably for football. The FA's current approach, however, is to provide full size adult AGP's which can be subdivided into smaller sided pitches if needed. This results in a far more flexible space than individual small sided AGP's as it allows for senior 11 a-side matches as well as all levels of junior football and smaller sided adult football to be played. Strategically there is a need for an additional 6 full-size 3G AGP's in Aylesbury Vale to meet the current demand of the number of football teams within the area. This, of course, does not take into consideration the additional residents that the proposed housing at Aylesbury Woodlands would accommodate. Sport England strongly recommend that the AGP provision currently indicated is reconsidered and advise that the applicants liaise with The FA as the proposals develop.

Conclusion: Provided the term within the s.106, condition(s) and re-consideration of the AGP are incorporated within the scheme/decision, Sport England would not now not object to this application and would also like to work alongside the applicant/Council to develop the final sports facility mix that would be provided.

Thames Water

Waste Comments

Foul Water Network - Following initial investigations, Thames Water has identified an inability of the existing FOUL WATER network infrastructure to accommodate the needs of this development proposal. Thames Water has contacted the developer in an attempt to agree a position for foul water networks but has been unable to do so in the time available and as such Thames Water request that the conditions be added to any planning permission

Sewer Network - Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

SURFACE WATER - The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Existing Water Network - Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water has recommended conditions be added to any planning permission

Strategic Water Mains

- The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. No objections subject to conditions
- The proposed development is located within 15m of a strategic water main.- No objections subject to conditions

On other matters relating to construction of buildings with 3m of water mains and development located within 15m of underground water assets, Thames water has recommended an informative to be attached. Furthermore, a consortia led approach is advocated for so that cumulative detriment to the existing sewerage infrastructure can be avoided.

Trees

The tree survey data is now out of date and the majority of the concerns are intrinsic to the technical design stage, and all are potentially resolvable. Further information required at reserved matters stage. Recommends conditions to be attached to any permission.

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Appendix H: General Representations

Amenity Societies/Residents Associations

None

Representations

In total 191 representations have been received. 50 letters/emails of representation received in response to the first consultation exercise in March 2016. 49 letters/emails raised objections with 1 email in support. 70 further emails/letters of representation were received following the second consultation exercise in April 2017 following the submission of revised plans and additional supporting documentation. 69 respondents raised objection with one respondent offering support. The respondents who sent a second representation reiterated the objections raised during the first round of consultations. A further round of consultation took place in May 2017, due to the additional ES information being made available on line. Following the Committee meeting in 2017, further consultations have been carried out in December 2020 due to the Regulation 22 submission. Following receipt of additional information in response to the Environment Agency consultee responses, additional consultations were carried out in August 2021, October 2021 and December 2021.

Representations (Action Groups)

Hampden Fields Action Group (HFAG)

The HFAG were formed as a local group of residents seeking to resist development proposals on the Hampden Fields site to the south of the Aston Clinton Road for a major housing led urban extension that was first submitted to AVDC in 2012. The Action Group have submitted detailed representations to this application in 2017, 2018, 2021 and 2022. The submissions are summarised below.

Summary

- Prematurity :
- Alignment of Eastern Road (South) – Claims over sequential and exceptions testing for flood risk in the FRA Addendum are flawed.
- Flood risk (see section below)
- Phasing – The FRA addendum which states that Phase 1 (commercial) construction may progress in advance of the construction of the ELR(S) (para 5.1.63) is a change of approach from that stated in the Officer’s report presented to the SDMC . This change in approach was not known by the SDMC when they considered this application, Furthermore, it goes against the infrastructure -led intention of the VALP. The phasing of this development directly affects the assumptions and calculations on which the Standalone transport case is based.
- Financial Viability – BC Affordable housing confirmation that the proposal cannot meet the requirement for affordable housing challenges the financial viability of this scheme. It also sets precedent for other components of the Aylesbury Garden Town plan and will reduce the benefit to the local community across the whole town.

- Water Services Infrastructure: Issues raised in Thames water letter which states that they cannot accommodate this development without network upgrades to water, foul water and sewage treatment..., must be fully address and resolved before any planning permission could be granted.
- Coalescence, design and appearance.
- 5 year housing supply, large opportunistic schemes of this nature should not be needed to achieve housing targets
- proposals to be considered sustainable development if presumption in favour is triggered
- In its favour, the site provides employment and it may attract jobs to the area
- Primary school, leisure facilities (if built) and additional shops are welcomed and will contribute to the sustainability credentials of the new town.
- No plans for secondary school or doctors surgery which may add burden on local schools/surgeries
- Access to rail links and to town centre is overstated and it is anticipated vast majority of people will have to use the car
- Doubtful that application is an urban extension to Aylesbury as the flood plain drives majority of development to the east. It is more like a new town with no sense of place and its sustainability credentials are overplayed.
- Size and amount of development would encircle Weston Turville residents who live on Aston Clinton Road. In conjunction with Hampden Fields, this would lead to an unacceptable level of development that would form an amorphous mass engulfing the villages of Aston Clinton and Weston Turville.
- No longer a meaningful gap between settlements
- Residential development is squeezed onto the site due to the flood constraints
- Affordable housing provisions (unspecified at the time) should not be afforded as a factor weighing in the applicants favour
- Given other commitments (road funding/school/LEAPs etc), it should not fall on affordable housing to fall below 30% provision
- Doubt over deliverability of the site as there is an acknowledged funding gap to build the new link road. Promoter has no formal option over the site so the landowners could pull out at any time
- Phasing of the development not provided
- Given Sport England have objected, the proposal lacks detail on what will be delivered in respect of sports facilities
- Hampden Fields should not be considered until the deliverability of the ELR(S) is assured and guaranteed

A summary of the main Transport issues raised in HFAG response dated January 2021 are set out below:

- HFAG requests and concerns over Aylesbury Transport Model have gone unanswered. Significant issues remain over the change in peak hours and the lack of validation at the Walton Street Gyratory system
- Given the fact that the cumulative impact case includes four major road schemes associated developments, Jacobs' own recommendation is that it should be run back

through the Countywide Model. Key Garden Town Principles are not achieved. These proposals encourage the use of cars and in key locations create by far the busiest roads in the town, encouraging yet greater use of vehicular transport. Key modal shift initiatives as part of the Cumulative Assessment, like the Park and Ride scheme along the A41 corridor are now to be reviewed rather than brought forward.

- New roads, particularly the Southern Link Road operate at Volumes 250% higher than the average Urban A road would, based on Department for Transport data.
- There appears to have been no greenhouse gases (GHG) or CO2 calculations made as part of the Environmental Assessment. For a cumulative impact road scheme of this size, the Planning Authority should want to know what the impact of increased traffic will be on GHGs and CO2.
- The Transport Assessment Addendum contains significant omissions in data which prejudice the public; forecast traffic flows have not been published on key links
- Mitigation is proposed but these proposals have not been remodelled at key junctions. The complete model needs to rerun and republished with the full mitigation schemes in place.
- The standalone using 2022 as the base year is unrealistic even by the developer's own admission. It is so far outside of NPPG that it is almost certain open to challenge
- A 2036 Standalone assessment is essential.
- Broughton Lane mitigation, required in all scenarios, is subject to a separate consenting regime over which the Council and developer cannot guarantee success.
- The Richmond Road closure/mitigation scheme attracts more traffic to the Tring Road corridor when the stated aim of the scheme is to reduce use of the Tring Road. This will be a major concern for residents.
- The Walton Street gyratory remains considerably overloaded in all scenarios. Even in the best case cumulative scenarios it is considerably worse than the scenario rejected by the Secretary of State in 2015
- The claimed improvements in the gyratory performance are only achieved by adopting a wholly unrealistic earlier peak AM time of 07.00 to 08.00 when very few schoolchildren / parents /schools buses will be present.
- These points taken together need much closer scrutiny with more analysis as required. The Highways Authority will be aware they cannot allow a scheme to be approved with incomplete information, unrealistic and unreasonable scenarios demonstrating beyond any doubt that there are significant highways deficiencies associated with amended Transport Assessment.

Recent responses from HFAG relating to Flooding and Health provision

Four main reasons for concerns regarding Environment Agency Consultee Response to the Flood Risk Assessment.

1. Stantec's existing and post development modelling predicates upon a large area of Hampden Fields, consent 16/00424, not changing such that the existing flood plain demonstrated at 16/00424 is retained in perpetuity as it was at the time Hampden Fields was approved. This is a false premise. Flood plain at 16/00424 is to be converted to hold development surface water, so its availability for fluvial flood storage will cease. Accordingly, implementation of 16/00424 will cause flood levels

to be different to those modelled. This is a major flaw in the modelling that the Stantec FRA failed to mention, so it possible (or even probable) it would not have been known by Environment Agency reviewers. In light of this we urgently invite the Council to request Stantec to include permitted development in its fluvial models.

2. The EA has not confirmed that Aylesbury "Woodlands" has the capacity for the magnitude of development proposed by 16/01040, merely that it considers that the impact on off site flooding caused by changing land levels and introducing culverts as shown by the current post Aylesbury Woodland development flood model is satisfactory. Realistically because the development layout is reserved for later approval, nobody can say for certain that the quantum of development proposed by 16/01040 can be delivered meeting flood risk policy. This begs the question whether making an outline application for development of the scale proposed on such a flood sensitive site is appropriate, including trying to deal with such fundamental issues by way of condition. Realistically the outline application should be refused and a full application invited which appropriately assesses the flood risk.
3. "Flood Risk - Further Information" on pages 5 and 6 of the EA's letter refers to flood zones, but does not amplify whether these classifications of land are to be defined by a) today's flood map for planning, b) a revised flood map for planning based on Stantec's updated existing model, or c) the post development flood model". The view of HFAG is that choice b) is correct to comply with national and local planning policy provided that the impact of 16/00424 is taken into account.
4. Condition 05 and Reason 05 are mismatched. The former apparently refers to water supply, the latter to sewage treatment and treated effluent disposal.

Aylesbury "Woodlands" - 16/01040/AOP, should have taken Hampden Fields into account. Therefore, the current flood risk assessment must by definition be deemed unsatisfactory.

HFAG pointed out that contents of their letter dated 10 January 2022 supersedes comments made previously about flood risk and surface water drainage. The main points raised are as follows:

- Yet again the latest iteration of the flood risk assessment (FRA) as supplied with the updated EIA reveals a further increase in the risk of fluvial flooding to the natural land in the north eastern part of the site, impinging on the proposed development platform. Such flooding further undermines compliance of the proposed development with overarching VALP Policy AGT3 requirement k that "*Flood Zones 2 and 3 and 3a plus climate change ... should be preserved as green space with built development restricted to Flood Zone 1*". It also means that the current Sequential and Exception Tests, dated November 2020, are out of date and therefore must be redone to reflect the current assessment of risk of flooding.
- The newly amended flood mapping does not take into account the impact of the grant of planning consent to the Hampden Fields development, 16/00424, in

particular its reassignment of flood plain land immediately south of Aston Clinton Road for storing development surface water run-off. Accordingly, 16/01040 has lost the benefit of that part of the flood plain, the inevitable consequence of which is that flood levels will be higher everywhere compared with those shown by the latest FRA in both the extant and developed scenarios. Whereas the exact impact of the loss of flood plain on development 16/00424 is unclear, it is very clear that the current 16/01040 FRA must be changed to reflect the loss of that flood plain, likely to lead to an increase in flood compensation and flood defence works at 16/01040.

- Policy AGT3 requirement h states *“Town-wide 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”*. The latest FRA explains that the flood alleviation scheme is capable of reducing downstream flood levels by only a tiny amount, described as *“greater than five millimetres”*. Which is about the height of this line of text. This description of flood level reduction, which is not elucidated by FRA as the digital model is not published, points to the benefit of the development falling very short of this key VALP policy requirement.
- The absence of any ghost outline of the proposed MUGAs and sports pitches on the post development flood maps included in the FRA leads to suspicion that the post development digital terrain model (DTM) included in the flood model does not have sufficient resolution to forecast post development flooding to a five millimetre resolution. No sensitivity testing is supplied to establish how critical the post development DTM is on the flooding predicted. Whether or not the development actually achieves any off-site flood depth reduction is thus cast into doubt.
- The cross section of the proposed ELR(S) through the site is shown by the application is smaller than would be expected from proper application of highway design standards. His letter consolidates the view of HFAG that the post development DTM is inadequately defined and compounds our concern that the post development flood mapping is unreliable and could significantly under-predict future flood depths and extents.
- HFAG notes that excavations for flood compensation works and the filling to create the raised development platform is certain to annihilate large areas of existing vegetation including many trees and hedgerows, entirely contrary to AGT 3 requirements d and e, which state *“Existing vegetation should be retained where practicable, including existing woodlands and hedgerows...”* and *“The development must retain and enhance existing habitats where practicable, including linkages with surrounding wildlife sites”*. In practice such large loss of hedgerows and existing watercourses is not entirely the fault of the proposed flood compensation and defence works, as the master plan layout shows scant regard for conserving either of these important ecological assets.
- Policy AGT3 requirement j explains that the reservoir flood risk to the site should be investigated by the developer, including the impact of potential blockage of various

critical culverts. The FRA has not met this requirement, as it only considers the generic risk of reservoir failure and reproduces the existing Environment Agency risk of reservoir flooding map, rather than supplying a post development reservoir flood map including depiction of the results of culvert blockage. The missing map is essential to demonstrate the absolute flood safety of the proposed development. Whereas thankfully loss of life and major damage due to reservoir breach have not occurred in the UK for many years, there have been 'near misses' documented, most recently at Whaley Bridge reservoir, that serve as a reminder that proper assessment and elimination of reservoir flood risk are essential. Accordingly, the potential impact of reservoir flood risk on this development must be properly explored and demonstrated to be suitably controlled.

- It is common ground that at the heart of the National Planning Policy Framework (NPPF) treatment of flood risk lies the requirement to direct new development to sites having the lowest risk of flooding taking into account climate change. HAFG believes that for two principal reasons the developer's Sequential Test that seeks an exemption to build on Flood Zones 2 and 3 does not comply with the rules of NPPF and its Planning Practice Guidance (PPG):

1. The Environment Agency's Long Term Flood Risk mapping points to the application proposing residential and perhaps commercial development on parts of the site which properly are classified as Flood Zone 3b. As you know from NPPF as explained by the PPG such development is not allowed on land that is classified as Flood Zone 3b. Even though detailed modelling already created for the current FRA should be capable of establishing the extents of Flood Zone 3b, the current EIA does not identify where it is. The 2016 version of the FRA did show Flood Zone 3b, though of course that version is now out of date. Not showing Flood Zone 3b today is a major omission, as without it the development cannot demonstrate that it complies with fundamental national policy. Indeed, because the FRA does not show the elements of the development on any of its flood risk diagrams, it is very difficult to interpret what is the current flood frequency at any location within the proposed built development.

2. The Sequential Test done by the applicant comprises circular reasoning, a real 'Catch-22'. To show why this is true, the Test as currently presented can be paraphrased thus: VALP did not allocate a reserve site for the quantum of development at AGT3. Therefore, there is no alternative site available for the development. Thus, the Sequential Test is passed. Clearly if this principle were right, the Sequential Test would be passed irrespective of how high flood the risk is and how vulnerable to flooding the proposed development is, which cannot be right. To comply with NPPG and the PPG the correct approach to the Sequential Test is to work out how much development 16/01040 can accommodate on its Flood Zone 1, and seek an alternative site with lower flood risk for the difference between that figure and the amount of development applied for. The Sequential Test would be passed only if there is no alternative site available for the shortfall, which is highly unlikely given the Council have already embarked on a early call for sites for the new Buckinghamshire Plan. Only then, could development could take

place on Flood Zones 2, and if capacity there is exceeded, on Flood Zone 3. Even then residential development and other such flood vulnerable uses proposed on Flood Zone 3 would remain subject to passing the Exception Test.

- On the subject of sustainable drainage (SuDS), Buckinghamshire County Council Developer Advice for Surface Water Drainage Strategies is the standard in which the LLFA sets out what SuDS details are expected of outline planning applications such as 16/01040. Requirement i of the Developer Advice on outline application content is inclusion of *“Calculations to determine the size of attenuation and/or infiltration features, to show that what is in the layout is technically feasible”*. The application presented shows no more than a picture of a network of waterways across the development platform and a few small ponds outside the platform together with an estimate of the total rainwater storage needed to serve the entire development. There is no reference whatsoever to finished ground levels, to the volume of storage in individual elements or to the way in which the flow would cascade through the waterways. Clearly requirement i has not been met. It is quite extraordinary that the Lead Local Flood Authority has accepted such generalised evidence that the site can accommodate the quantum of development proposed and has simply asked for conditions.
- It is a further and significant concern to HFAG that storage locations identified for essential fluvial flood alleviation storage are the same as ones identified for essential rainwater run off attenuation storage. Separating those two functions at those locations could be problematic, and without the application showing how this is achievable, it is unsafe to reckon that the same land could be used for both purposes.
- On the basis of the foregoing comments, HFAG concludes that changes made to the application since September about which you are consulting have not ameliorated the clear adverse impact of flood risk to the development as proposed. Furthermore, there is no certainty that the quantum of development applied for can be drained to standards even if it can be defended and flood compensation can be supplied thereby benefitting the wider community.

Overall, there are clear and overwhelming reasons why the planning application should be refused today. If the Council chooses to grant the application without addressing the issues above, we believe it will put itself in clear breach of the NPPF in relation to flood issues and is thus likely to face legal challenge.

Flood Risk Assessment & Sequential Test (letter dated 3.02.21)

The developer's updated Sequential Test stemming from the flood risk assessment is very similar to the original one done in 2016. It can be found in the at Planning Statement Addendum at Appendix D. HFAG cannot detect that the Environmental Agency advice into this matter of January 2017 directed to the LPA (Clare Gray) has been addressed. Paragraphs 155 and 158 of the NPPF require the applicant to seek to direct development away from the

flood plain. Only when it is clear that another site is unable to be found can development be directed to the flood plain subject to the Exception Test being passed for development with high vulnerability to flood risk. In this case the developer has done the Sequential Test for everything except the ELR(S) based on the post development defended flood plain situation rather than on the existing situation. In fact, according to the Environment Agency "long term flood risk" fluvial flood plain mapping some of the residential development appears to be allocated to current Flood Zone 3B and therefore is deemed "inappropriate". Accordingly, it must fail the Exception Test. This is a quasi public scheme, promoted through Buckinghamshire Council's development arm, Buckinghamshire Advantage. What has happened here is the council have put the "cart before the horse" in that they decided the route of the road, which enables other aspects of the development (which in turn contribute substantially to the funding of the road). To overcome the fact that the ELR (S) is currently proposed to be routed through mapped Flood Zone 3 the council declared the road as "essential" infrastructure. The developer has routed the ELR (S) entirely within the 'red line' of the land over which it has direct control. In doing so it goes across the land most highly impacted by current flooding, not even taking the line within its site least impacted by flooding.

As the council deems the road to be essential infrastructure, compulsory purchase could be pursued, the road should have the best alignment based on both environmental impact and highway engineering in accordance with Department of Transport standards even if it does not lie entirely within the developer's land control.

It is remarkable that in the development of the whole of the Local Plan no alternative sites could be found for the sports areas, the employment areas or the residential development (1,100) homes. Indeed, the developer is advising that the Sequential Test is passed without showing a search for alternative sites for such development with lower risk of flooding from all sources. In 2014 we saw how sports fields in the flood plain became unusable, yet the view persists that here sports fields do not deserve allocation to land with a low risk of flooding.

There is a clear route for the ELR (S) which has a far less impact on the flood plain which can still link up to the Woodlands roundabout in the South and the Canal bridge in the north. In fact, it was originally published by the council's own consultants, Aecom, in 2017 as part of the Local plan process.

Given the extent of mapped fluvial flood plain on the site, the policy of NPPF, the clear advice of the PPG, the direction given by EA 2017 letter about Sequential and Exception Tests, the fundamental changes associated with the new flood risk assessment, but apparently no compliance by the developer, I ask you to please give these matters your consideration and reconsider the appropriateness of the Sequential Test/Exception test accordingly. Local residents are extremely concerned that Aylesbury's most important floodplain is about to be developed when we believe other alternatives should be objectively considered.

Healthcare Provision (summary of main issues)

- Objects to the application because of the current Healthcare proposals as set out in the application and the draft Section 106 document.

Health Impact Assessment

- The Environmental Statement does not appear to contain a specific health Impact Assessment.
- No evidence in the ES (2016) as to how the assessment identified the healthcare need. The only rational appears to accompany the application was provided by the environmental statement addendum of April 2017.

Primary Care

- The proposals do not adequately mitigate the impact on primary care/GP services. The CCG has made it clear in correspondence to the Council over several years that a contribution to a larger primary healthcare facility should be made from 16/01040/AOP site. The request from the Director of Finance at the CCG is based on the EIA population increase of 2,160 and is for £783,037.34. Provision for this or a similar amount must be made within the S106 along with a clear payment schedule.
- The NHS has expressed no desire or plan for a small GP surgery to be placed on the site of 16/01040/AOP. Thus, the only provision offered in the S106 (health centre land) is inappropriate.
- Even if the land were needed, the developer has to provide it, market it according to a council-agreed scheme, transfer or lease it to a health service provider and provide it in a serviced state within six months of the transfer or lease agreement. If no such agreement is reached, or there is no interest from a health service provider, then the developer's responsibilities cease except that they have to agree with the Health Commissioning Body and / or the council that an alternative mechanism to provide health facilities to mitigate the impact of the development is not required. Thus, under the terms of the S106, the Council could, of its own accord, decide that there was no need for any primary healthcare provision as part of the 16/01040/AOP. This possibility, baked into the current S106, is contrary to any planning policy and indeed good sense and completely unacceptable to the public.
- The current proposals are a departure from the VALP Local Plan. At point t) in relation to Policy AGT3 it states: "Provision for health facilities in consultation with the CCG". As shown in the previous paragraph, the S106 allows the Council to take a crucial decision about the provision of and for healthcare as part of this development without consultation from the CCG. The S106 needs to be significantly amended to provide contributions to both primary and secondary care arising directly out of the population impact of the proposed development. Should the Council decide to grant permission without the above issues being addressed, then it will leave itself open to legal challenge.

Secondary Care

- BHT request for mitigation is required and justified and should be provided as part of the s106.

- The Developer’s position as set out in the correspondence of 7th February 2021 is flawed and totally without merit. The developer has made no attempt to provide evidence that secondary care mitigation is not required.
- BHT have set out in numerous documents supported by legal opinion their justifiable requests for £2,118,427. Whilst the developer argues the request for mitigation carries “insufficient detail”, he does not argue that the mitigation is not required. As with the primary care request it is CIL compliant and legally due.
- Thus, if the LPA were to recommend approval it would be doing so in the full knowledge that the adverse impacts of the developments remain unmitigated in relation to secondary healthcare.

S106 Document

- The draft s106, published 26 January 2021 still pursues the prospect of a smaller standalone health facility on Woodlands. Although the size is not defined in the s106 this is presumably a 5 GP surgery in line with para 3.6.9 of the ESA. Regardless, this provision is both against approved VALP policy and the clearly defined CCG strategy.
- The s106 has not been updated to reflect the policy changes in the VALP. It does not make any provision for off-sites contributions. Paragraph 4 (Schedule 4, of the s106) discharges the developer of its obligations with no guarantee that an “alternative mechanism” is compliant with the CCG strategy, will even be implemented, nor that it will comply with CIL regulations.
- Should the health centre land not be taken forward by the CCG, which the Council is well aware it will not because of the mismatch with the CCG’s strategy, the acknowledged unmitigated adverse effect on primary healthcare provision will remain.
- The problem with the Council’s position is twofold
- The use of the words “and/or the Council” in para 4 (schedule 13) means that an alternative proposal or contribution significantly less than that requested by the CCG could be accepted solely by the council but would still fulfil the terms of the s106. It could mean that effectively no contribution to healthcare was made by the developer
- There is absolutely no provision for secondary healthcare within the s106. The unmitigated adverse impact on secondary care remains.

Collaborative working:

The issue is identical to the issues faced by the Hampden Fields 16/00424/AOP application. The minutes of 24 February 2021 directed “that officers continue to work collaboratively with the BHT and CCG on establishing a robust methodology for any future requests”. This application should be considered as falling under this direction because it is still open, the determination lies in the future, and it provides an early and substantial opportunity to demonstrate the officers’ willingness to follow the committees instruction.

Whilst the council does not have an obligation to publish every single document, it is required to allow the public sufficient information from which to understand how decisions are being taken. The council and its officers need to provide early evidence of that collaborative working and now they have engaged with both CCG and BHT to agree mitigation for Woodlands, rather than imposing the council's will on the public, if that direction is to be fulfilled.

Additionally, the council's own chief executive and other senior officers have committed to establishing a collaborative approach to mitigating secondary healthcare with development proposals.

The VALP has now been adopted with no specific proposals for secondary healthcare provision. It is therefore necessary for mitigation to be provided with each application as it comes forward.

Legal challenge

The threat of legal action is still present . Tim Seymour's email 23rd March concludes

“NB. In relation to the Trust’s request to mitigate the impact on healthcare through our original consultation response toward acute and community services, if the council continues to rely on the same reasoning as 16/ 00424 (Hampden Fields), our legal response will apply here as well.”

Whilst the council, erroneously, may believe that this position has subsequently changed for BHT in an “undertaking” for Hampden Fields, legal action has clearly not been ruled out for Woodlands.

Conclusion

It is the firm belief of this group that failure to adequately mitigate the needs for both primary and secondary healthcare provision in line with the CCG and BHT request would be in breach of both the NPPF and CIL regulations and will be robustly resisted on behalf of the public we represent.

Until and unless the six areas of concern sets out above can be fairly addressed and legally sound solution can be found HFAG will maintain its objection to this application.

Richmond Road Petition Group (09.09.2021)

Objections to proposed highway mitigation works:

1. Proposed alterations to Broughton Lane/A41/Bedgrove Junction.

1.1 The notices displayed on site and the description of works make no reference to the works proposed at this junction, thereby concealing from the general public the nature of what is intended and depriving them of the opportunity to submit representations.

1.2 The Highways Comments dated 8 January 2021 include on page 13 an aerial view of the existing junction but excluding the recently formed junction on the east side of Broughton Lane serving the Aston Reach development, currently under construction. A similar view, but clearly showing the proposed alterations, was included in the report for the South East Aylesbury Link Road (SEALR) scheme which the Strategic Sites Committee recently considered. However, the diagram used on page 16 of these Highways Comments is a smaller version of the incomplete and almost incomprehensible sketch used at the October 2017 meeting of AVDC Strategic Development Committee. That is inexcusable when a more workmanlike illustration is available.

1.3 The statement at the foot of page 15 and top of page 16 alludes to what was stated in the October 2017 report, which was a misrepresentation of the facts. The land concerned is not in the Council's ownership. It is public open space as defined in section 19(4) of the Acquisition of Land Act 1981, and is registered by the police as a "Designated Public Place" for the purpose of law enforcement. There are procedural measures to be followed, including consultations, before the land can be appropriated for any other purpose. That is a matter for the Planning Authority to initiate.

1.4 The proposal also requires a Traffic Regulation Order to prohibit vehicular traffic from using the existing access to A41. That is subject to statutory procedures to be initiated by the Highway Authority and is not a planning matter. If it is to be relied on as a mitigation measure, the Order needs to be in place before any alterations are begun.

1.5 The traffic analysis assumes a base year of 2017 which gives a false indication, insofar as substantially increased traffic had been attracted to Broughton Lane following the alterations at its northern end in late 2016 as part of the Kingsbrook development. Those alterations were supposed to act as a deterrent to rat-running.

1.6 The highways comments about Broughton Lane in April 2012 were that "It is essential that the lane remains lightly trafficked, with speeds commensurate with its use by cyclists and pedestrians". No Condition to that intent was imposed when Kingsbrook was granted consent. Consequently, the delays experienced by A41 traffic are made worse by the signal time allocated to substantially increased Broughton Lane traffic. It has been left to the Woodlands development, which is not the cause of the problem, to design and fund a traffic calming scheme for Broughton Lane, but not until after the Eastern Link Road (ELR) is open to traffic, which is several years away.

1.7 These circumstances, arising from inadequate provision as part of the Arla and Kingsbrook schemes, are now resulting in discomfort for Broughton Hamlet residents and a proposed junction alteration which adversely affects the amenity of Broughton Pastures residents, with regard to direct access to the highway network and their enjoyment of public open space. Two schools and a parade of shops are also affected by the access arrangements proposed. In contrast, the Vale of Aylesbury Local Plan emphasises that preservation of the amenity of existing residents is afforded considerable weight in the planning balance.

1.8 The 2017 report mentioned the number of side roads entering the junction as a reason for it being “problematic”. That number is no different from when the former roundabouts were replaced by signal control, but the installed design, approved in 2013 by BCC, made inadequate provision for right-turn movements. Whatever changes are made to this junction, there will be no increase in the capacity of the roads leading from it to town and elsewhere. The network is inadequate for the present traffic.

1.9 In August 2017, a few weeks before the junction alterations were included in the Woodlands and Hampden Fields reports, a S106 Agreement had been completed with the Aston Reach developer, with an approved junction design requiring no land outside the existing highway. That work has not yet been done. The consultants acting for the Woodlands and Hampden Fields consortia had proposed a modified version of that scheme but BCC Highways wanted the scheme now being considered, having misconstrued the information on which it was based. In the above circumstances it cannot be claimed that the scheme was specifically “agreed” in 2017. There was merely an implied intention.

1.10 Some of the traffic modelling, and the conclusions drawn from it, refer to the year 2022 when there will be no Eastern Link in place. That appears to invalidate the conclusions drawn.

1.11 Residents of Akeman Way have expressed concern about the possibility of traffic cutting through what is essentially a single lane road.

1.12 For the foregoing reasons the petitioners strongly object to the proposed mitigation, but have no objection to a scheme based on the design approved for the Aston Reach development and supported by the consultants advising the applicants. They are concerned, in addition, that the Council should have regard to the carbon footprint of proposed work and seek to minimise its impact, whoever carries it out.

2. The Eastern Link Road (ELR)

2.1. For many years, this road has been identified as a key element of the future Aylesbury road network, providing additional capacity to enable relief of traffic congestion in the town. The business community has strongly supported that, being aware of the extra costs incurred daily as a result of delayed delivery of essential supplies. Former Trunk Road A41 is acknowledged to be prone to frequent congestion. It carries a substantial amount of freight traffic, little of which has any business on A41 but has no alternative route available. Tests carried out by the Council have indicated that major work is necessary on the road. It is no longer structurally adequate for the volume and weight of the traffic using it.

2.2 Delivery of the ELR has been fraught with complexity. It has been processed in a piecemeal manner in the Kingsbrook estate north of the canal, with inconsistent planning Conditions applied where it crosses the boundary between phases of the estate development. That is despite the declared intention of the Council to create a strategic road of consistent standard throughout its length by 2024 and with provision for it to become a dual carriageway by 2026.

2.3 Additional information which has become available in 2021 shows that the Highway Authority has failed to appreciate, or has chosen to disregard, the logistical challenges in constructing a bridge over the Grand Union Canal when the only access to both canal banks is across more than 1km of waterlogged ground. That shows that there was no foundation for the optimistic statement in November 2014 by the former Transport Cabinet Member, and repeated in the paper *Aylesbury East* which was still available in 2020 and only recently withdrawn. Clearly, neither was there any credible evidence to support the 2014 grant application. The DfT approved grant has since been reallocated to other projects.

2.4 The original target date for completion of the initial single carriageway in 2021 is no longer attainable, although staff at the Garden Town exhibition in 2020 were still adhering to that date. The 2024 and 2026 dates are uncertain. The Council now intends to make use of Garden Town funding which will expire at the end of 2024 if the work has not been committed. However, the draft S106 Agreement for Woodlands contains the proviso “unless otherwise agreed in writing and in any case no longer than five years after commencement of construction”. This is a priority project on which the viability of Aylesbury’s planned growth and the relief of traffic congestion depends.

2.5 The Woodlands section of ELR has three main elements, the A41 roundabout, the canal crossing and the length in between. These will be discussed in the following sections.

3. Woodlands Roundabout A41

3.1. The proposed enlargements to the present roundabout are a widening of the existing highway and do not require planning consent. Providing there are no problems with access to the land, those works can be undertaken at any time. Access for constructing the whole of the ELR south of the canal needs to be taken from the widened section on the north side of the roundabout.

3.2 There is concern that the proposed design requires vehicles making right turns, including some buses, to pass through four sets of traffic signals. Bearing in mind that many drivers are familiar with the existing route into Aylesbury, the long detour from Aston Clinton bypass A41 to northbound ELR may discourage traffic from using it. Signage would need to be augmented by a 17t weight limit on the existing route (a) to divert heavy vehicles which have no business in Ting Road and (b) to protect Tring Road from continuing damage and consequent maintenance costs.

3.3 A suggested alternative to the present proposal is a “ring junction” like those in High Wycombe at the bottom of Marlow Hill and at Denham. A further example is at Hemel Hempsted. These junctions have been operating for many years without the need for traffic signals. They keep traffic moving and provide a much shorter route for right hand turns between adjacent arms of the junction.

4. Grand Union Canal Bridge

4.1 This is a critical element in the whole project but currently is not programmed until phase 1B. There is no detailed planning consent yet or any completed Agreement with the Canal & River Trust. Furthermore, there is no agreed alignment for the Kingsbrook section of the road. That remains in doubt following the planning consent issued on 12 March 2021 for application 20/00740/ADP. Working space and access for constructing the north side

foundations and supporting structure are limited to the highway reservation within Kingsbrook. It is likely that the site of the bridge is on soft ground and piled foundations will be needed. As far as is known, no site investigation has been carried out.

4.2 Until those works, including provision for the future dual carriageway bridge, have been completed, it will not be possible for the Kingsbrook developer to import and consolidate filling material for the northern embankment approach to the bridge. On soft ground it is often necessary to avoid the risk of long-term settlement by surcharging an embankment of this height (up to 6m) for several months before constructing the road. For that reason, the embankment for both carriageways should be completed in one exercise. There will be very limited, and therefore more expensive, means of access available if that is not done, and a high risk of long-term differential settlement.

4.3 Access to the southern side of the bridge will not be possible until the stream bridge north of the roundabout (or a substantial temporary bridge) has been built. The permanent bridge should be built to accommodate the future dual carriageway from the outset. The drawings submitted suggest that it would need to be widened soon after construction, resulting in a structure joint under the second carriageway. That is short-sighted and bad practice, as well as causing abortive work with increased carbon footprint and delay in completing that carriageway.

4.4 Other flood culverts will be needed between that bridge and the canal bridge because the ELR is sited almost wholly in flood zone 3 and the road will be on embankment. It is noted that the Stantec report refers to some culverts with dimensions smaller than 1m. In the interest of accessibility for inspection and maintenance, and avoiding the risk of blockage in culverts which will be over 25m long, there should be no culvert, either circular or rectangular in cross-section, with a height between invert and soffit of less than 1.2m.

4.5 The nature of the work described makes the target completion date look very ambitious, considering that there are legal and administrative activities which have yet to be completed.

5. The remainder of the ELR.

5.1 As previously mentioned, the embankment across the flood plain in zone 3 will have a risk of long-term settlement unless most of it is formed up to carriageway formation level from the outset. The deposit and compaction of imported fill would have to be done in sections between the flood culverts, unless the fill is re-excavated to enable the culverts to be installed in the partly completed embankment, which would be the preferred method.

6. Closing Comment.

6.1 The technical comment in the above has been compiled from professionally qualified sources. It is noted that the application is for outline consent only. If the application or any reserved matters application is referred to Committee, petitioners would wish to address the committee.

In July 2018 a petition containing nearly 500 signatures was presented to the Quarterly Meeting of Bucks CC. Petitioners were objecting to a proposal to downgrade the Richmond

Road eastern access from Broughton Pastures to the highway network. Broughton Pastures is a large 1960s housing development with two schools, a parade of shops and a frequent bus service.

To describe the proposed alteration as an improvement is wrong. It diminishes the amenity of many existing residents and is therefore contrary to a core principle of good planning. The proposal had been included without prior notice in two reports to the District Council's Strategic Development Management Committee in October 2017. It was presented as a mitigation measure for the adverse highway impact on A41 which it was claimed would result from the combined development of the Woodlands and Hampden Fields sites. It read as follows:-

The Bedgrove/Broughton Lane junction is a problematic junction on the network and this is in part due to the number of side roads competing for green time at the existing signals. A mitigation has been proposed making use of Council land which forms part of the public highway to the north of the junction. It is of interest to note that whilst researching the status of the land it was found that it was acquired in 1936 for a similar scheme to that now proposed by the developers. The scheme involves removing the northern arm of the Bedgrove junction (Tring Road local) linking it instead with Broughton Lane by way of a priority junction as shown on WSP drawing 1969/SK/150 Rev F.

The petitioners have recently learned of two planning proposals accessing Aston Clinton Road A41 in which consent was dependent on a contribution to what was described as the "agreed Tring Road service road improvement".

That description and the statement in the 2017 planning reports are not consistent with the facts. The proposed junction change requires a Traffic Regulation Order, the procedures for which have not been initiated by the Highway Authority. It also requires specific planning consent for a change of use and none of the required consultations have been initiated. The description of the road as a service road is *incorrect*. The service road, called Akeman Way, is unaffected by the proposal. It lies wholly to the west of the Broughton Pastures Richmond Road access which it is proposed to close to vehicles and divert to a less commodious position.

The signalised junction described as problematic had only been constructed four years previously, with Highway Authority approval. The number of side roads is the same as it has been for the past sixty years. Roundabouts were installed in the 1980s. The signalised junction installed in 2013 made inadequate provision for right-turning traffic. That was a fault of the approved design, unrelated to what has happened since then.

The land on which the proposed diversion is located was not "acquired" in 1936 and has never been part of a highway. The 1936 Agreement was for a Dedication, which does not convey title to the land, only a right to pass over it. The purpose of the Dedication was to enable the continuation of housing development along Tring Road, which had been halted by the Restriction of Ribbon Development Act 1935. The continuation eastwards to Broughton Lane was subject to prior action by the owner, which did not take place and no highway was built on that length. Therefore, that part of the dedication as highway was not implemented. The ownership of the land is irrelevant. A change of use to highway requires specific planning consent, as stated above.

It is incorrect to claim that the proposal was made by the developers. They had proposed a scheme within existing highway, based on what had already been agreed by the Highway Authority in December 2016, less than a year earlier, for the Aston Reach site east of Broughton Lane. The Highway Authority then asked for a different proposal as shown on an incomplete diagram, not a finished drawing, in the October 2017 reports.

The conclusion is that approval of the junction alterations has been based on a misrepresentation of the facts, and is dependent on statutory procedures the outcome of which cannot be guaranteed. Therefore, there are currently no grounds for any planning consents to rely on it by way of Condition or otherwise.

This objection is submitted by the Richmond Road Petition Group Committee, on behalf of the Richmond Road Petition Group

Representations (Individuals)

The following comments and observations have been reported and have been grouped into the main topic areas:

Transport and Traffic Impact

- Severe traffic impact on A41 and roads in/out of Aylesbury;
- Increased traffic in surrounding towns and villages, including HGVs;
- Current road network already at capacity. Roads cannot cope with more traffic and more congestion;
- Link road is single carriageway and would not deliver strategic benefits - New residents will need to use cars to travel to work
- This site is nowhere near the railway stations meaning more cars on overused cutthroughs which will be hazardous for school children
- Is the car parking provided adequate for the development?
- Development should not go ahead until local infrastructure is provided.
- Impact on bottleneck at junctions at Woodlands A41 roundabout
- Does not take into account the extra 600 dwellings in Aston Clinton, which would further overload the roads
- Question the appropriateness of the junction design of the A41 Woodlands roundabout
- Hampden Fields developers and Woodlands developers have shown a different design
- Hampden Fields and Woodlands developers should work together to co-ordinate the proposals and to avoid confusion and disruption at public expense
- Suggest amendment to the roundabout design with a right turn lane (similar to the Headington roundabout in Oxford)
- Question whether residents have been misinformed about how the link road is funded - End of A41 should contain three lanes to contain the level of traffic from the developments

- All smaller roads will be used as rat runs due to volume of cars
- Link road is not dual carriageway therefore there will not be sufficient capacity
- Broughton Road should be made a no through road so it is not used as a rat run
- Construction traffic causes a huge problem which will be made worse by the development
- No evidence of investment in canal towpath
- No road structure to support the development
- Aylesbury is gridlocked at present. Development will make this situation worse
- Traffic calming measures proposed at Aston Clinton are needless as traffic turns left and cuts through Western Turville to avoid the Woodlands roundabout bottleneck
- Serious errors in the transport assessment and the applicant has failed to demonstrate that the traffic on the road system will be relieved
- Development prejudicial to Vale of Aylesbury Local Plan, as it depends on speculative road through Stoke Mandeville.
- Transport strategy of the VALP is flawed
- Traffic calming through Weston Turville proposed is not guaranteed
- Unclear how any of the roads around Aylesbury can be delivered. Woodlands should not be approved until it is clear how and when the roads would be built and funded
- Development would add to the traffic problem in Weston Turville Main Street, as it is currently used as a rat run
- Unsustainable to add new houses, leisure facilities, school, hotel and conference centre to traffic flow
- Eastern link road will not solve the traffic issue from significant increase in traffic from the additional housing proposed in the Woodlands, Land South of Aylesbury, Hampden Fields, Aston Clinton Road and Kingsbrook developments
- Development will turn Aylesbury Town Centre into a ghost town as there will be traffic chaos
- Limited capacity on rail services to accommodate for this growth
- Traffic model irrelevant and inappropriate when assessing Hampden Fields
- Applicant has failed to show how the traffic at the gyratory system will be relieved
- Proposed traffic calming scheme in Weston Turville confirms that the developers acknowledge that there will be a major increase in traffic flow though the village
- Traffic modelling is false
- Increase in traffic in Bedgrove
- Additional traffic on roads will cost lives as the routes are used by Ambulances
- Too many junctions on the link roads
- No indications or evidence of the origins or destinations of traffic on the forecasts in the TA.
- TA results at odds with visual observations which indicate commercial traffic have business on the west while some are going further afield. No reason for substantial flow to be Tring Road as modelled
- Important to complete the ELR with or without the Woodlands development
- 90 degree turn a better solution than the hamburger style roundabout at Aston Clinton Rd/A41 which has too many signals

- Preferable to construct a small bridge on ELR north of the roundabout to the full width for dual carriageway. Could accommodate a pedestrian underpass beside the watercourse
- Development of this scale should be part of a major town plan designed with infrastructure
- Minor roads including the road in the development not designed for major traffic flow
- Developments planned would make people more likely to use cars rather than walking or cycling
- Transport report is incomplete and more work needs to be done.
- Sensitivity analysis shows dramatic increases in traffic through Aston Clinton and Weston Turville.
- Bring forward the delivery of key transport infrastructure to the east of Aylesbury
- Early delivery of the ELR to A41 link road is built before the houses to reduce the volume of traffic on Broughton Lane
- Closure of Richmond Road, access to Tring Road and Bedgrove

Landscape Visual Impact/Rural Countryside

- Loss of Open Countryside
- Loss of High Grade Agricultural Land
- Loss of habitat for wildlife
- Possible loss of nesting habitats for breeding resident and migrant birds
- Large area lost for wildlife to hunt in and live
- Coalescence between Aylesbury and Surrounding Villages
- All green space is being lost
- Loss of local habitats
- No provision of running paths
- Countryside should be left along and unspoilt
- Reduce the independent existence of Aston Clinton drawing it together as a suburb of Aylesbury
- Destroys character of Aston Clinton village
- Loss of large area of agricultural land
- Loss of rural landscape
- Eradicate borders of Weston Turville and Aston Clinton
- Proposals would urbanise the parish
- Large amounts of hedgerow will be destroyed
- Severe impact on Buckland village
- Development of this site so close to Grand Union Canal is not acceptable.
- Walkers want to see countryside not housing estate and office blocks
- Arla is already an eyesore on this rural environment.

Pressure on Infrastructure

- Pressure on community infrastructure
- Schools/Hospitals/Doctors already at capacity and would be over-subscribed
- Where is the extra hospital? Stoke Mandeville cannot cope with more people?

- No further development allowed until significant investment made into Buckinghamshire Healthcare NHS trust to cope with additional demand for services
- Pressure on existing healthcare facilities
- No doctors surgery proposed
- Increased pressure on local doctors surgeries
- All residents would use Aston Clinton
- No medical provision for 3000 new residents
- Bigger hospital is needed
- Aston Clinton does not have the amenities to support this kind of development - Recommended ambulance times at Stoke Mandeville hospital are not being met and are going to get worse
- Are police given more funding to deal with problems when areas become densely populated?
- Child protection and safety issues
- Infrastructure cannot cope with over-development
- Local Schools are full
- The plan does not detail a secondary school

Housing

- No need for additional housing
- Too many houses for a small village
Should preserve villages and keep development to a minimum. Too many approved developments in Aston Clinton and no coherent plan for how many houses which is not sustainable
- No one can afford housing in the new developments in Aston Clinton
- Aylesbury should not be turned into a city
- AVDC has sufficient housing need for 5 years and the Woodlands development is not needed

Environmental

- Development on Flood Plain
- Heritage Loss
- Unacceptable environmental Impacts from noise, light and air Pollution
- Impacts from noise of sports facilities after 6pm and from floodlighting which will cause
- light pollution
- How will the development effect the canal and canal pollution?
- We have had enough of all the building work around the vale.
- Noise, traffic, air pollution
- Undue sense of enclosure for homes along Aston Clinton road which overlook the fields
from the proposed road and sports area which would substantially reduce privacy in the homes and cause a security risk
- Noise from sports pitches would adversely affect residents of Aston Clinton Road properties

- Site floods every year and will get worse as a result of development
- Development built on most sensitive flood plain without proper tests carried out
- Children will not grow up in a safe and natural environment
- Additional noise from the infrastructure
- Increased noise from additional car journeys - Will increase flood risk elsewhere

Other Planning Matters

- Deliverability of the scheme is highly questionable
- No detail of deliverability plan
- Sport England have objected which demonstrates the insufficient detail in what is planned
- Building heights contrary to saved policies in AVDLP and are out of keeping with anything other than at the very centre of town at 4.5 storeys high
- Housing densities are 40-50 dwellings per hectare and therefore contravenes policy GP35 of the Local Plan
- Employment site will be in a unsustainable area in terms of rail travel and the link road will not off-set the increase in travel
- Not sufficiently connected to Aylesbury to be regarded as an urban extension
- Do we need a new stadium when there are adequate sports facilities in the area
- Height of development unacceptable, especially with HS2 carving up the area
- Proposed planting of light shrubbery to create privacy shielding is insufficient for its purpose
- Very dense woodland would need to be created in the field north of the Aston Clinton Road homes
- Site is in a poor location from sustainability perspective
- No evidence that the site will create employment.
- Risk that buildings would be underutilised and could lead to a deprived feel to the area
- Negative impacts of scheme severely and demonstrably outweigh the benefits of the scheme
- No higher than two storeys should be permitted for residential and office/industrial uses.
- How can scheme be promoted by AV when AV does not have a Local Plan? This is not a co-ordinated way to plan for growth
- Land owned by Bucks CC and has a vested interest in the development, over new houses and offices
- Recommend that an intense woodland management scheme is submitted to ensure residential properties are not overly enclosed. Field to the north of the residential properties on Aston Clinton Road should be planted with a large number of trees.
- Access road will need at least 2m high acoustic fence at its southern side to mitigate noise from traffic
- Sports Village should not occur beyond 9pm during the week and 6pm at the weekends
- More power cuts if more development
- No consideration for residents currently living in Aylesbury
- All developments are ruining small villages

- Aston Clinton has had to absorb too much development, contrary to the emerging neighbourhood plan
- New developments cause mass exodus of people commuting as not enough new jobs created. This is unsustainable
- Too many people being cramped into a rural site
- This development is not required by the development plan for the area
- Scale of development is inappropriate for the area
- Not enough local employment space created
- Too much paperwork to properly digest within the timescales allowed
- Woodlands development cannot be considered in isolation
- Brownfield sites (in Aylesbury and Wendover) should be considered before greenfield land is built on
- Waterlogged football pitches on the proposed site will be unfit to play on
- Second rate design

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Development Management
(Aylesbury Area)
Planning, Growth & Sustainability
Buckinghamshire Council

29th March 2022

F.A.O. Helen Fadipe

Dear Helen

Application Number: 16/01040/AOP
Proposal: Outline application with means of access (in part) to be considered for up to 102,800 sqm employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 bed apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage
Location: Aylesbury Woodlands, College Road North, Aston Clinton

I refer to the HFAG objection and attachments that were dated 8th January 2021. This response provides comments on that submission as considered necessary. It should be noted that the highways related attachments to the HFAG objection predate the last comprehensive highways response (8-1-21) which included detail as to why the updated strategic modelling is considered fit for purpose (page 1 of highways response). The reports appended to the HFAG objection are as follows;

- TPP Report on Local Model Validation Report, dated April 2020
- TPP Report commenting on SEALR TA, dated June 2020

Paragraph 19 of the objection suggests that the FRA states that the phase 1 employment development construction may progress in advance of the ELR(S).

The S106 Agreement is clear that the first phases of the development are Phase 1(a) Woodlands Roundabout, (b) ELR (S) and (c) up to 74% of employment land uses. It states on Page 113 that no development can be occupied until the ELR(S) is open to traffic or until such time that the Council has been provided with additional modelling that would seek to justify any alternative. At this stage it is fully expected that the ELR(S) would be open to traffic before the occupation of any development.

Page 7 of the HFAG objection provides commentary on the updated Strategic Transport model and raises a number of concerns regarding its composition. As stated earlier, the highways response dated 8th January 2021 provides commentary on why the model is considered fit for purpose. It also links to further reports that are in the public domain on the Councils website that have been prepared to explain how it validates against TAG guidance and why the model is suitable for use. The model that is used is the same model that was used for the assessment of SEALR and Hampden Fields which both have planning permission.

The model has also been assured and approved by the Department for Transport in connection with the SEALR business case. It should be noted that DfT are also responsible for the TAG guidance.

In terms of the AM peak hour within the model the LMVR confirms that it is 0800-0900. This will also be confirmed in the Committee report.

HFAG suggest that further validation should have been undertaken at the Gyratory including through the use of updated turning count data. Jacobs, who built the model for the Council, have advised that usually they do not validate using turning movements in strategic models. The issue with turning movements is that they are generally collected for a single day, and that is quite a small sample size. Instead, they validate against link counts, where automated methods (ATCs) are used to collect data over a longer period of time to provide a reliable average. With respect to the Gyratory, they have advised traffic data was collected on the approaches and model performance was reported on those arms. The performance is good and DfT were satisfied with its use for appraisal.

With regard to the 2022 standalone case for Woodlands, HFAG suggest that it is unrealistic given the passage of time. The highways response acknowledges this, as will the committee report, as follows;

“It is acknowledged that the first phase assessments for Woodlands based on a 2022 opening year may now be optimistic given the delay in reporting the application back to committee and it may now be more likely to be 2024. This issue is addressed in the Transport Assessment Addendum at paragraphs 2.2.7 and 2.2.8 which confirms that;

“2.2.7 Due to the delay in obtaining a planning consent for Woodlands, the construction phasing dates have been revised so that construction of the ELR(S) and its associated flood mitigation works are now due to commence in 2022, with completion expected by the end of 2024. The remainder of Phase 1 of Woodlands (consisting primarily of employment land) will commence in 2023 with completion scheduled for the end of 2024. Construction of the remaining elements of Woodlands are anticipated to commence in 2025, with completion anticipated by 2034.

2.2.8 In terms of Phase 1, although the transport model future year remains at 2022, and the revised completion dates are now 2024, this 2 year difference is unlikely to make any material change to the results and conclusions reached in this report. For example, the TEMPRO traffic growth factor for Aylesbury between 2022 and 2024 is only 3% which is minimal (and a proportion of this 3% growth incorporates Aylesbury Woodlands, so the growth factor would be lower).”

As such the 2022 Phase 1 assessments are still considered acceptable, particularly as Hampden Fields now benefits from planning consent and as such a phasing test without it, which is what the Woodlands 2022 Phase 1 assessments are, may not need to be relied on depending on phasing of infrastructure delivery associated with both developments, which is yet to be agreed”

HFAG also state that the Phase 1 assessment should include all of the Woodlands development. This is not necessary given that the Phase 1 development is restricted in the S106 Agreement to the Woodlands Roundabout Works, the ELR(S) and up to 74% of the employment floor space. This is what is assessed. Further development is restricted in the S106 Agreement until the SLR through Hampden Fields progresses. This scenario with the full development of Woodlands is assessed in the 2036 cumulative assessment.

HFAG raise concerns about a number of junctions that they contend are missing from various assessments. The criteria used to trigger the capacity assessment of junctions is explained in the TA, TAA and various highways responses as are the results. Each modelling scenario has different network impacts that result from differing development and infrastructure assumptions that mean that not every junction is assessed in every scenario. The Council remains satisfied that the network assessments undertaken are reasonable.

Stantec provided a response to the concerns regarding AADT traffic flows in their letter of 26th January 2021. It should be noted that Stantec confirm that the AADT information is not used in the highway assessments where the focus is on network peak hour performance.

In summary, whilst HFAGs concerns have been noted and considered, the Council remains satisfied that its model is fit for purpose and a suitable assessment of the impacts of development has been undertaken. The Council's highway recommendation therefore remains as set out in its response dated 8th January 2021.

Yours sincerely

Del Tester

**Consultant
Highways Development Management
Planning Growth & Sustainability**

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Development Management
 (Aylesbury Area)
 Planning, Growth & Sustainability
 Buckinghamshire Council

8th January 2021

F.A.O. Helen Fadipe

Dear Helen

Application Number: 16/01040/AOP
Proposal: Outline application with means of access (in part) to be considered for up to 102,800 sqm employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 bed apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage
Location: Aylesbury Woodlands, College Road North, Aston Clinton

Thank you for your consultation dated 4th December 2020 with regard to the above planning application.

You will be aware that the Highway Authority has previously provided comments regarding this application, which were dated 30th May 2017, 7th June 2017 and 13th October 2017. The final comments on the proposal at that time concluded that the impact of the proposed development could be appropriately mitigated through planning conditions and S106 Obligations.

The planning application was previously considered by the former Aylesbury Vale District Council Planning Committee on 25th October 2017 and a resolution to grant planning consent subject to the completion of a S106 agreement was passed.

Strategic Model Update

Since the resolution to grant planning consent, the Buckinghamshire Council; Aylesbury Transport Model (ATM) has been updated. The Aylesbury Transport Model is derived as a cordon model of the Countywide model for Buckinghamshire maintained by Jacobs on behalf of Buckinghamshire Council (BC). The Aylesbury Transport Model has been updated primarily to support a full business case that has been submitted to the DfT for the South East Aylesbury Link Road (SEALR), but with a secondary purpose of supporting other business cases in the area (if required in the future) and also for use in Development Management. DfT require a model developed in line with Transport Analysis Guidance (TAG) to a high degree of rigour in order to consider a full business case. As has been stated previously the level of rigour expected in a full business case exceeds that required for the assessment of planning applications. Whilst updating the model the opportunity has also been taken to extend the model coverage area further southeast to cover Wendover and Halton. This allows Local Plan allocation sites such as RAF Halton to be considered in detail using the updated model data if and when a planning application is developed in the future.

The model has been built to represent traffic conditions in the base year 2017 and utilises traffic counts and Automatic Number Plate Recognition (ANPR) surveys and journey time data collected using Traffic master for assignment calibration and validation. Two types of trip matrices were created: Observed, based on the Trip Information System (TIS) Mobile Phone Data procured through Telefonica; and Synthetic, using demographic data to synthesise likely movements through the study area. The two matrices were combined to provide the set of origin-destination movements to use in the model; the mobile phone data comprised the majority of the final matrices, but with synthetic matrices used to represent short-distance trips which tend to be under-represented in mobile data. Modelled flows and journey times were compared against independent data and data used as part of the model building process. In validating the model it was found that journey times exceeded the confidence criteria set out in guidance, and in the majority of time periods model derived traffic flows met or exceeded the confidence criteria set out in TAG.

The model therefore performs well against relevant standards and this provides confidence and reassurance that the model is representative of current conditions.

The updated Aylesbury Transport Model (ATM) is a VISUM based highway model that includes weekday AM Peak, inter-peak and PM Peak period data. The Future Forecast Year is 2036 with an interim year of 2022 for the purposes of the first phase of Woodlands have been developed to account for committed developments and infrastructure coming forward in the Aylesbury area and to account for the growth outlined within the emerging Vale of Aylesbury Local Plan (VALP). Full details of the updated model preparation and validation can be found in the Local Model Validation Report (LMVR) and Forecasting Report both of which are available using the following link;

<https://www.buckscc.gov.uk/services/transport-and-roads/transport-modelling/checking-the-transport-model-is-fit-for-purpose/>

Buckinghamshire Council is now requiring all major applications which do not yet have planning consent to utilise this new model to assess their impacts. Whilst this application did receive a resolution to grant consent in October 2017, formal planning consent was not issued. As such it is necessary for the transport modelling and impact evidence base that supported the application to be updated.

As a result, the applicant has submitted a Transport Assessment Addendum (TAA) dated November 2020. The TAA has utilised the new model data to update the previous traffic impact assessments. No other highway related changes to the application are understood to have been made since the resolution to grant was passed in October 2017 other than those discussed in the TAA, and therefore all other highway and transport aspects of the proposed development remain the same as previously agreed in 2017.

The comments hereon-in consider the additional information provided by the applicant and should be read in conjunction with the previous consultation responses issued in 2017.

Traffic Impact Assessment

Given the relationship of the Aylesbury Woodlands development with the Hampden Fields development (planning application no. 16/0424/AOP), as part of the updated submissions both the Hampden Fields and Woodlands developers have commissioned and undertaken a comprehensive assessment of the both the standalone and cumulative impacts of the development proposals on the operation of the highway network. The forecast years for the updated assessments for Woodlands are 2022 and 2036 and includes background traffic growth and other committed developments in the town.

The following model scenarios have been considered in the updated assessments for Aylesbury Woodlands:

- 2017 Baseline;
- 2022 Do Minimum (Future Baseline);
- 2022 Do Something 'stand-alone' (2022 Do Minimum + Proposed Aylesbury Woodlands first phase Development);
- 2036 Do Minimum (Future Baseline + Eastern Link Road (ELR) North + Stoke Mandeville Relief Road (SMRR));
- 2036 Do Cumulative 1 (2036 Do Something + Hampden Fields including Eastern Link Road (ELR) South + South East Aylesbury Link Road (SEALR));
- 2036 Do Cumulative 2 (2036 Do Cumulative 1 + All live planning applications, including South West Link Road); and
- 2036 Do Cumulative 3 (2036 Do Cumulative 2 + Other VALP sites).

The assessments were undertaken on a sifting basis using the outputs from the strategic traffic model for Aylesbury to identify likely areas and traffic flow scenarios where the proposals would individually or cumulatively have a material impact. On the basis of this information more detailed assessments of the operation of a total of 62 junctions across the town have taken place.

The following section discusses each of the junctions assessed and the results of the relevant assessments concluding whether they are acceptable or not to the highway authority. Where mitigation measures are required, they are identified and it is explained how they assist in offsetting the material impacts of the individual and cumulative development proposals. All mitigation measures are expected to be fully funded by the developments and subject to a S106 requirement for a Joint Delivery Strategy which will set out which developer will implement the scheme and when it will be implemented.

Junction 1 - A41 / Tring Hill / Aylesbury Road / B4009

This junction is a grade-separated dumbbell roundabout arrangement. Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 3036 Do Cumulative 2.

The assessments show that both the eastern and western roundabout junction operation is acceptable with the development individually and with cumulative development.

In 2017 mitigation was proposed and agreed at these two dumbbell roundabouts for the 2022 Do Something scenario. However, the updated model results demonstrate that this mitigation is no longer required. As such, no works to this junction are proposed and the impact of Aylesbury Woodlands individually and cumulatively is acceptable to the Highway Authority.

Junction 2 - A41 / Lower Icknield Way



The A41/Lower Icknield Way junction takes the form of grade-separated priority junctions with Junction 1 the slip road off the A41 dual carriageway and Junction 2 the slip road onto the A41 dual carriageway.

The junctions have been modelled with the Picady junction modelling programme. The geometry and data entry have been checked and are correct.

Assessments of the impact at these junctions were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The output files attached in the TAA appendix match the result tables.

Table 3.8.1 shows that the junction operates with spare capacity in both 2022 scenarios and that delay on some of the arms improves in the 2022 Do Something scenario.

Table 3.8.2 shows that the junction operates with spare capacity in the Do Cumulative 1 and 2 scenarios.

Table 3.8.1 – Summary of the A41 / Lower Icknield Way Priority Junction– 2022 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (Veh)	Delay (s)	Queue (veh)	Delay (s)
2022 Do Minimum				
J1				
A41 Overbridge	0	0	0	0
A41 Off-Slip	1	9	1	12
Lower Icknield Way (E)	0	0	0	0
Junction Delay (s)	1.33		3.19	
J2				
Lower Icknield Way (W)	0	0	0	0
A41 On-Slip	0	0	0	0
A41 Overbridge	0	2	0	1
Junction Delay (s)	1.19		0.35	
2022 Do Something				
J1				
A41 Overbridge	0	0	0	0
A41 Off-Slip	1	8	1	11
Lower Icknield Way (E)	0	0	0	0
Junction Delay (s)	1.58		3.24	
J2				
Lower Icknield Way (W)	0	0	0	0
A41 On-Slip	0	0	0	0
A41 Overbridge	0	1	0	1
Junction Delay (s)	0.82		0.54	

Table 3.8.2 – Summary of the A41 / Lower Icknield Way Priority Junction– 2036 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (Veh)	Delay (S)	Queue (Veh)	Delay (S)
2036 Do Minimum				
J1				
A41 Overbridge	0	0	0	0
A41 Off-Slip	1	10	1	11
Lower Icknield Way (E)	0	0	0	0
Junction Delay (s)	1.15		2.81	
J2				
Lower Icknield Way (W)	0	0	0	0
A41 On-Slip	0	0	0	0
A41 Overbridge	1	2	0	2
Junction Delay (s)	1.24		0.74	
2036 Do Cumulative 1				
J1				
A41 Overbridge	0	0	0	0
A41 Off-Slip	1	9	1	12
Lower Icknield Way (E)	0	0	0	0
Junction Delay (s)	1.71		3.99	
J2				
Lower Icknield Way (W)	0	0	0	0
A41 On-Slip	0	0	0	0
A41 Overbridge	1	3	0	3
Junction Delay (s)	1.77		1.21	
2036 Do Cumulative 2				
J1				
A41 Overbridge	0	0	0	0
A41 Off-Slip	1	10	1	13
Lower Icknield Way (E)	0	0	0	0
Junction Delay (s)	1.87		3.90	
J2				
Lower Icknield Way (W)	0	0	0	0
A41 On-Slip	0	0	0	0
A41 Overbridge	1	3	1	3
Junction Delay (s)	1.95		1.23	

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development. The results are acceptable to the Highway Authority.

Junction 3 - A41 / College Road North

This junction comprises of two left in/left out merge/diverge slip roads which serve College Road North from the eastbound and westbound carriageways of the A41. The junction has been assessed against the parameters set out in the Design Manual for Roads and Bridges (DMRB) document CD 122 'Geometric design of grade separated junctions' Revision 1 (formerly TD 22/06), to determine whether the existing junction layout is adequate to accommodate the predicted traffic. This approach is consistent with the previous assessment approach adopted in the April 2017 Addendum Transport Assessment for Aylesbury Woodlands.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The existing configuration of the merge/diverge slip roads is acceptable to accommodate the additional traffic with standalone and cumulative development, so no mitigation works to this junction are proposed.

Junction 8 - London Road/Weston Road/Aylesbury Road Roundabout

This junction takes the form of a mini roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction operates with spare capacity in the 2022 Do Something scenario as well as the 2036 Do Cumulative scenarios. No works are therefore proposed as the operation is acceptable with standalone and cumulative development.

Junction 9 - A41 Woodlands Roundabout

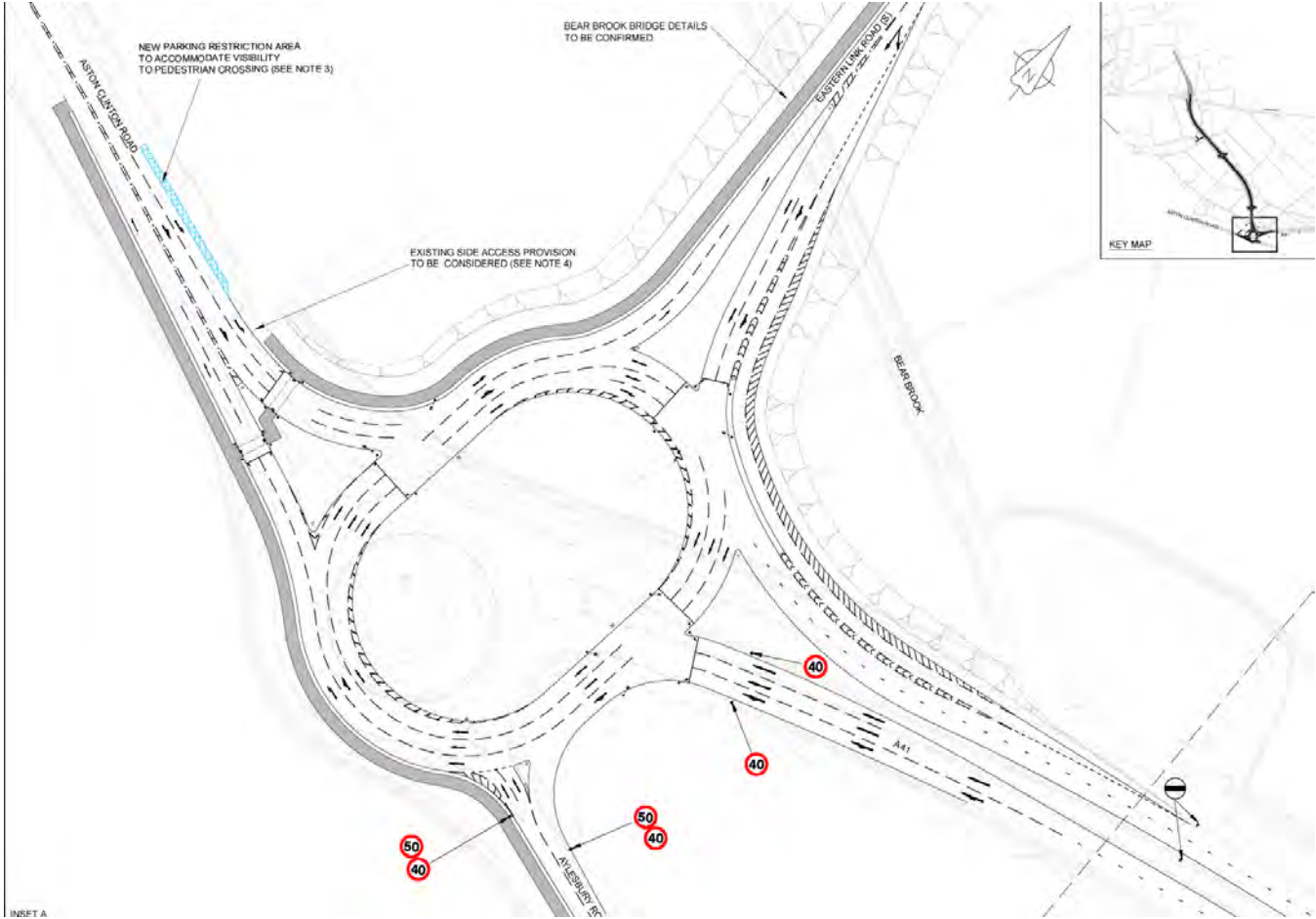
The existing Woodlands roundabout is a 3 arm roundabout connecting the A41 Aston Clinton Bypass with the A41 Aston Clinton Road which connects to the centre of Aylesbury. The third arm is a minor road known as Aylesbury Road, leading to Aston Clinton.



Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

To accommodate the Woodlands development the applicants propose to improve the junction as shown on drawing D-045 Rev 2 which is contained at Appendix D of the TAA and is the same as presented in 2017. This is an interim improvement pending a more comprehensive improvement to accommodate cumulative development. An extract from drawing 045 Rev 2 showing the interim scheme to accommodate standalone development is below for ease of reference;

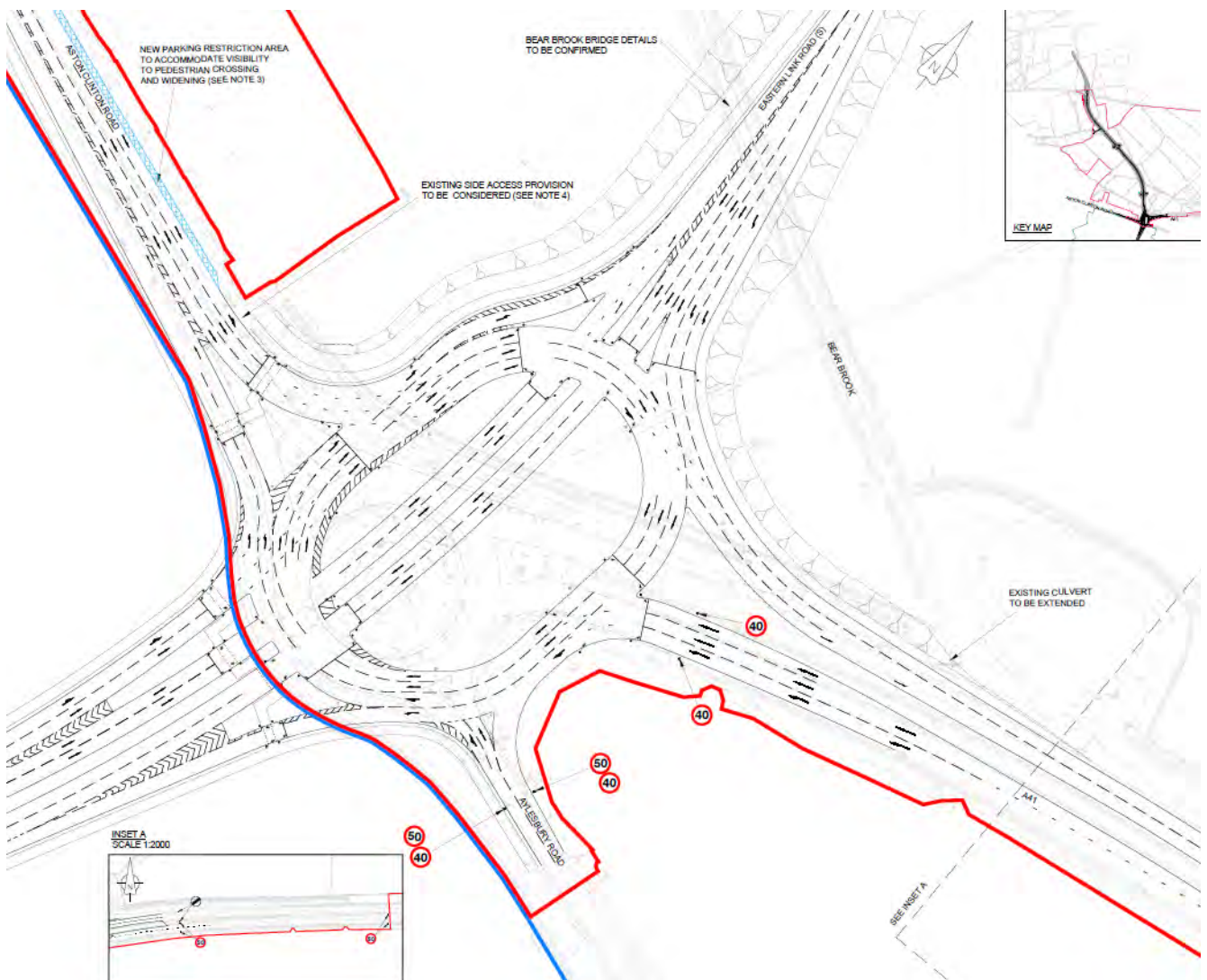


The results of the 2022 Do Something scenario based on the layout above are set out below and show that the junction would operate within capacity with the standalone Woodlands development.

Table 3.11.1 – Summary of the A41 Woodlands Roundabout – 2022 Do Something

Link	AM		PM	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2022 Do Something				
ELR North	39%	3	28%	3
A41 East	50%	5	83%	12
Aylesbury Road Southeast	28%	0	16%	0
A41 West	47%	7	45%	8
Circulatory at ELR North	42%	1	37%	1
Circulatory at A41 West	72%	5	35%	3
Circulatory at A41 East	52%	3	39%	3
Exit Crossing Southwest	42%	7	51%	4
A41 Westbound Exit	43%	7	63%	7
ELR North Exit	14%	4	10%	1
Total Delay (PCU/hr)	18.6		23.1	
Cycle Time (s)	52		56	

To accommodate cumulative development it is proposed to upgrade the existing junction further, as shown on Jacobs Drawing B12798C7-0000-D-0048 rev1, an extract of which is below. This junction arrangement is again the same as presented and considered in 2017.



Jacobs have updated the junction capacity tests using the forecast traffic flows from the 2020 Aylesbury Traffic Model. The results of the assessment show that the junction would operate better in all 2036 Do Cumulative scenarios when compared to the existing roundabout configuration in the 2036 Do Minimum scenario. For ease of reference the 2036 Do Minimum capacity assessment results of the existing roundabout are set out below;

Table 3.11.2 – Summary of the A41 Woodlands Roundabout – Existing Layout - 2036 Do Minimum Scenario

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
Aston Clinton Road	76	127	1.07	2	6	0.70
A41 East	264	1008	1.41	1444	5073	2.44
Aylesbury Road	1	9	0.52	0	6	0.30
Junction Delay (s)	427.86			2974.62		

In cumulative 3 with all of the VALP sites and infrastructure the proposed roundabout’s degree of saturation and mean maximum queues are predicted to be as follows;

Table 3.11.3 – Summary of the A41 Woodlands Roundabout – 2036 Scenarios

Link	AM		PM	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Cumulative 3				
ELR North	56%	10	100%	30
A41 East	77%	12	101%	54
Aylesbury Road Southeast	18%	0	15%	0
SLR South	75%	9	88%	12
A41 West	84%	9	34%	5
Northbound cut-through	52%	7	81%	11
Southbound cut-through	51%	1	80%	8
Circulatory at ELR North	59%	5	40%	8
Circulatory at A41 West	60%	6	50%	5
Circulatory at SLR South	43%	3	44%	4
Circulatory at A41 East	42%	7	62%	6
Exit Crossing A41 West	32%	1	37%	2
Exit Crossing SLR South	75%	4	84%	3
Total Delay (PCU/hr)	57.3		103.9	
Cycle Time (s)	60		88	

The results of the analysis are considered acceptable to the Highway Authority and show that the improvements to the junction offer benefits to the operation of the highway compared to the Do Minimum scenario. These junction improvements will need to be secured as part of a S106 Agreement in the event that planning permission is granted.

Junction 10 - College Road North / Woodlands/ Arla Access Roundabout

This new junction is a proposed 4-arm roundabout which will form an access to the Aylesbury Woodlands development. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction is forecast to operate within capacity in the 2022 Do Something scenario as well as the 2036 Do Cumulative scenarios. No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 13 - Eastern Link Road (ELR) / Stocklake Link East

This junction takes the form of a 4 arm roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 14 – Eastern Link Road (N) / Village 4 Roundabout

The ELR N/Site Road Village 4 junction is a consented 4-arm roundabout junction which forms part of the new Eastern Link Road (North), which the Kingsbrook development is facilitating. The junction has been modelled with Arcady and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction is forecast to operate within capacity in the 2022 Do Something scenario as well as the 2036 Do Cumulative scenarios. No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 15 - ELR (North) / A418

This junction takes the form of a 3 arm signalised junction. The junction has been modelled with the LinSig modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 16 – A418 / Burcott Lane / Brick Kiln Lane

This junction is a priority crossroad junction with Brick Kiln Lane a small cul de sac. The junction has been modelled with the Picady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction is forecast to operate within capacity in the Do Cumulative 1 and 2 scenarios. No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 19 – Bellingham Way / Burcott Lane

This junction takes the form of a priority junction. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 20a – Bellingham Way / Southern Site Access

The Bellingham Way / Southern Site access junction is a 3-arm priority junction providing access into the Kingsbrook development. The junction has been modelled with the Picady junction programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction is forecast to operate within capacity in the 2022 Do Something scenario as well as the 2036 Do Cumulative scenarios. No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 20b – Bellingham Way / Northern Site Access

The Bellingham Way / Northern Site access junction is a 3-arm priority junction providing access into the Kingsbrook development. The junction has been modelled with Picady and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction is forecast to operate within capacity in the 2022 Do Something scenario as well as the 2036 Do Cumulative scenarios. No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 21 - Bellingham Way / Broughton Lane / Stocklake

This junction takes the form of a priority junction. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 22 – A41 / Broughton Lane/Bedgrove



The A41 / Broughton Lane / Bedgrove junction includes 2 linked signalised junctions, forming a staggered road arrangement. It is a problematic junction on the network, and this is in part due to the number of side roads competing for green time at the existing signals.

The junction has been modelled as a linked junction in the Linsig modelling programme. Geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.21.1 summarises how the existing junction will operate under 2036 Do Minimum, 2036 Do Cumulative 1 and 2036 Do Cumulative 2 traffic conditions. It shows that in the 2036 Do Minimum Scenario, the junction is expected to operate significantly over theoretical capacity in the AM peak period, with mean maximum queues estimated to be c146 vehicles on the A41 westbound and c100 vehicles on the A41 Eastbound. In the PM peak period, the junction will also exceed capacity with mean maximum queues estimated to be c39 vehicles on the A41 westbound.

Table 3.21.1 shows that under the two 2036 Do Cumulative scenarios, there is slight improvement in the AM peak period, with the longest mean maximum queue now estimated to be c92 vehicles. However, there is a deterioration of performance in the PM peak period when compared with the 2036 Do Minimum results, with the A41 westbound showing an estimated mean maximum queue increase of c21 vehicles from 39 to 60 vehicles. The junction is expected to operate significantly above theoretical capacity in both 2036 Do Cumulative scenarios.

Table 3.21.1 – Summary of Bedgrove / Broughton Lane / A41 Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Minimum					
1/1	A41 EB Entry Left Ahead	85.8	15	40	8
1/2	A41 EB Entry Right Ahead	80.8	13	37.8	8
2/1	Tring Road Entry Right Ahead Left	36.8	2	83.2	6
3/1	A41 WB (Internal) Ahead Left	141.5	146	93.0	39
3/2	A41 WB (Internal) Ahead Right	142.1	140	91.1	36
6/2 + 6/1	Bedgrove Entry Left Ahead Right	134.1:134.1	75	91.1:91.1	10
8/1	A41 EB (Internal) Left Ahead	119.2	100	66.3	18
8/2	A41 EB (Internal) Ahead	96.8	25	54.8	16
10/2 + 10/1	Broughton Lane Entry Right Left	130.3:130.3	61	84.9:84.9	14
11/1	A41 WB Entry Ahead	57.2	7	75.9	23
11/2 + 11/3	A41 WB Entry Ahead Right	54.4:54.4	7	71.7:71.7	21
PRC (%)		-57.9		-3.3	
Cycle Time (s)		65		120	
2036 Do Cumulative 1					
1/1	A41 EB Entry Left Ahead	48.3	10	39.8	8
1/2	A41 EB Entry Right Ahead	45.5	10	37.6	8
2/1	Tring Road Entry Right Ahead Left	104.0	12	107.4	15
3/1	A41 WB (Internal) Ahead Left	64.9	17	61.6	17
3/2	A41 WB (Internal) Ahead Right	129.8	92	113.9	60
6/2 + 6/1	Bedgrove Entry Left Ahead Right	129.3:129.3	83	113.7:113.7	40
8/1	A41 EB (Internal) Left Ahead	58.8	17	61.0	17
8/2	A41 EB (Internal) Ahead	45.8	5	49.0	8
10/2 + 10/1	Broughton Lane Entry Right Left	119.6:119.6	29	74.1:74.1	8
11/1	A41 WB Entry Ahead	34.9	4	38.6	6
11/2 + 11/3	A41 WB Entry Ahead Right	35.3:49.4	4	56.4:88.0	7
PRC (%)		-44.2		-26.5	
Cycle Time (s)		116		118	
2036 Do Cumulative 2					
1/1	A41 EB Entry Left Ahead	48.8	11	38.8	8
1/2	A41 EB Entry Right Ahead	46.0	11	36.6	8
2/1	Tring Road Entry Right Ahead Left	95.4	8	112.2	17
3/1	A41 WB (Internal) Ahead Left	68.4	19	62.0	13
3/2	A41 WB (Internal) Ahead Right	123.9	82	112.2	57
6/2 + 6/1	Bedgrove Entry Left Ahead Right	122.2:122.2	75	112.3:112.3	38
8/1	A41 EB (Internal) Left Ahead	60.3	20	54.9	14
8/2	A41 EB (Internal) Ahead	45.1	5	44.3	13
10/2 + 10/1	Broughton Lane Entry Right Left	108.9:108.9	19	107.6:107.6	22
11/1	A41 WB Entry Ahead	34.4	4	36.0	5
11/2 + 11/3	A41 WB Entry Ahead Right	35.1:55.5	4	45.7:76.2	5
PRC (%)		-37.6		-24.8	
Cycle Time (s)		120		116	

A mitigation scheme has been proposed making use of Council land to the north of the junction. The scheme involves removing the northern arm of the Bedgrove junction (Richmond Road /Tring Road local), linking it instead with Broughton Lane to the east by way of a priority junction. The process of diverting Richmond Road would simplify the operation of the signal junction, thereby creating additional capacity. This proposed scheme, illustrated on WSP Drawing 1769-SK-150-F and shown below, has previously been agreed as acceptable mitigation for this junction between the applicant, BC and the applicant of Aylesbury Woodlands.

It should be noted that this scheme has also been agreed as proposed mitigation for two developments located on the A41 east of the junction; Westonmead Farm (19/00619/AOP) which received planning permission on 28th May 2020 and Land South of Aston Clinton Road (18/02495/APP) which has a resolution to grant permission pending a S106, should planning permission for this application or Aylesbury Woodlands Development not be granted. This scheme was also presented for this application back in 2017 and is not therefore new information.



The mitigation scheme has been modelled with Linsig. The geometry and flows have been checked and are correct. Table 3.22.1 demonstrates that the mitigated junction layout provides a significant level of betterment over the 2036 Do Minimum situation, with the junction operating within theoretical capacity in all scenarios and significant reductions in mean maximum queues.

It can therefore be concluded that the junction is acceptable with the development and the proposed mitigated junction arrangement. The scheme will be a requirement of the Joint Highways Works Delivery Programme for the proposal should planning permission be granted.

Table 3.22.1 – Summary of Bedgrove / Broughton Lane / A41 Signalised Junction – 2036 Scenarios + mitigation

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Cumulative 1 + Mitigation					
1/1	A41 WB (Internal) Left Ahead	71.7	18	60.2	11
1/2	A41 WB (Internal) Ahead	59.5	15	52.2	8
2/2+2/1	Bedgrove Entry Right Left	72.2:72.2	9	55.5:55.5	6
3/1	A41 EB Entry Ahead	49.8	11	42.4	9
3/2+3/3	A41 EB Entry Right Ahead	50.9:50.9	12	38.2:38.2	8
6/1	A41 WB Entry Ahead	33.5	6	32.3	6
6/2+6/3	A41 WB Entry Ahead Right	50.0:50.0	8	58.4:58.4	9
7/1	A41 EB (Internal) Left Ahead	60.0	16	63.0	17
7/2	A41 EB (Internal) Ahead	69.6	24	63.5	16
8/2+8/1	Broughton Lane Entry Right Left	70.1:70.1	10	62.8:62.8	10
PRC (%)		24.7		41.7	
Cycle Time (s)		120		120	
2036 Do Cumulative 2 + Mitigation					
1/1	A41 WB (Internal) Left Ahead	69.0	16	55.6	10
1/2	A41 WB (Internal) Ahead	71.7	18	47.8	9
2/2+2/1	Bedgrove Entry Right Left	71.3	10	62.7:62.7	7
3/1	A41 EB Entry Ahead	57.8	14	37.6	8
3/2+3/3	A41 EB Entry Right Ahead	47.3:47.3	11	34.9:34.9	7
6/1	A41 WB Entry Ahead	28.2	5	31.8	6
6/2+6/3	A41 WB Entry Ahead Right	53.9:53.9	9	58.5:58.5	9
7/1	A41 EB (Internal) Left Ahead	64.6	20	61.3	16
7/2	A41 EB (Internal) Ahead	63.2	23	62.2	15
8/2+8/1	Broughton Lane Entry Right Left	67.7:67.7	9	63.2:63.2	10
PRC (%)		25.5		42.3	
Cycle Time (s)		120		120	

Junction 23 - Bellingham Way / A4157 / Stocklake



This is a 4 arm traffic signalised crossroads. The configuration of the right turn lane facility from the A4157 Douglas Road northern arm into Stocklake urban is currently being considered following completion of a Stage 3 Road Safety Audit (RSA3) prepared in connection with the Kingsbrook development. At present this lane is hatched out with white paint and with bollards, pending satisfactory resolution of the matters raised by the RSA3. It has therefore been agreed that for the purposes of undertaking further assessments of the junction using LinSig, this right turn lane is removed from the model, to reflect the current arrangement.

It is noted that the LinSig model does not include the pedestrian crossing on the Stocklake left turn movement. However, having reviewed the staging diagram it would be possible for this crossing to run during Phase 4. This would have minimal impact on the operation of the junction, as it would not require any additional time to run.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results for 2022 Do Something extracted below show that the junction continues to operate within capacity in both the AM and PM peak hours in 2022 with the addition of the development traffic.

Table 3.22.1 – Summary of Bellingham Way / A4157 / Stocklake Signalised Junction – 2022 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2022 Do Minimum					
1/2+1/1	SLR Left Ahead	31.6%	2	37.5%	3
1/3+1/4	SLR Ahead Right	29.1%	3	36.3%	4
2/2+2/1	A4157 Oakfield Road (S) Left Ahead	49.3%	4	88.4%	17
2/3	A4157 Oakfield Road (S) Right	88.2%	10	48.0%	5
3/2+3/1	Stocklake Ahead Left	27.2%	2	68.0%	6
3/3	Stocklake Right	19.9%	1	56.4%	4
7/2+7/1	A4157 Douglas Road (N) Left Ahead	83.9%	10	56.7%	5
7/3+7/4	A4157 Douglas Road (N) Ahead Right	83.7%	11	46.3%	5
PRC (%)		2.1%		1.8%	
Cycle Time (s)		78		82	
2022 Do Something					
1/2+1/1	SLR Left Ahead	34.2%	3	51.8%	4
1/3+1/4	SLR Ahead Right	36.1%	4	56.3%	6
2/2+2/1	A4157 Oakfield Road (S) Left Ahead	52.8%	5	89.5%	18
2/3	A4157 Oakfield Road (S) Right	48.8%	4	26.6%	3
3/2+3/1	Stocklake Ahead Left	55.2%	4	77.0%	7
3/3	Stocklake Right	13.5%	1	45.2%	3
7/2+7/1	A4157 Douglas Road (N) Left Ahead	75.8%	5	56.9%	4
7/3+7/4	A4157 Douglas Road (N) Ahead Right	56.1%	6	32.1%	3
PRC (%)		18.8%		0.6%	
Cycle Time (s)		78		82	

The results of the 2036 assessments, extracted below, show that the junction would operate over capacity in the PM peak in the 2036 Do Minimum scenario. The operation of the junction worsens in the 2036 Do Cumulative 1 scenario in the PM peak, however the 2036 Do Cumulative 2 scenario is similar to Do Minimum. In the AM peak hour the operation of the junction improves in both the 2036 Do Cumulative scenarios.

Table 3.22.2 – Summary of Bellingham Way / A4157 / Stocklake Signalised Junction – 2036 Scenarios

		AM		PM	
Link	Lane Description	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Minimum					
1/2+1/1	SLR Left Ahead	60.3%	5	48.4%	4
1/3+1/4	SLR Ahead Right	52.9%	6	38.4%	4
2/2+2/1	A4157 Oakfield Road (S) Left Ahead	54.3%	9	93.8%	36
2/3	A4157 Oakfield Road (S) Right	84.1%	15	77.2%	15
3/2+3/1	Stocklake Ahead Left	56.4%	4	94.2%	16
3/3	Stocklake Right	34.3%	2	71.9%	8
7/2+7/1	A4157 Douglas Road (N) Left Ahead	82.8%	14	46.0%	4
7/3+7/4	A4157 Douglas Road (N) Ahead Right	80.8%	15	28.0%	6
PRC (%)		7.0%		-4.7%	
Cycle Time (s)		104		120	
2036 Do Cumulative 1					
1/2+1/1	SLR Left Ahead	70.7%	9	81.4%	11
1/3+1/4	SLR Ahead Right	72.8%	10	85.1%	12
2/2+2/1	A4157 Oakfield Road (S) Left Ahead	69.6%	14	103.5%	61
2/3	A4157 Oakfield Road (S) Right	73.5%	10	48.9%	7
3/2+3/1	Stocklake Ahead Left	72.4%	7	104.7%	40
3/3	Stocklake Right	21.9%	2	60.3%	8
7/2+7/1	A4157 Douglas Road (N) Left Ahead	72.6%	8	58.6%	4
7/3+7/4	A4157 Douglas Road (N) Ahead Right	49.3%	9	31.2%	6
PRC (%)		22.4%		-16.3%	
Cycle Time (s)		104		120	
2036 Do Cumulative 2					
1/2+1/1	SLR Left Ahead	71.7%	9	83.1%	12
1/3+1/4	SLR Ahead Right	73.3%	10	86.3%	12
2/2+2/1	A4157 Oakfield Road (S) Left Ahead	66.8%	13	94.4%	35
2/3	A4157 Oakfield Road (S) Right	72.5%	11	50.3%	7
3/2+3/1	Stocklake Ahead Left	69.2%	7	94.0%	18
3/3	Stocklake Right	16.3%	1	58.6%	7
7/2+7/1	A4157 Douglas Road (N) Left Ahead	73.1%	7	56.9%	4
7/3+7/4	A4157 Douglas Road (N) Ahead Right	49.0%	8	29.7%	6
PRC (%)		22.7%		-4.9%	
Cycle Time (s)		104		120	

Whilst the operation of the junction worsens in the 2036 Do Cumulative 1 scenario, it is recognised that this scenario is primarily to allow a direct comparison against the 2016 TA cumulative assessments but would be unlikely to exist in reality. Effectively that scenario has been replaced by the 2036 Do Cumulative 2 scenario which takes into account all live planning applications. This shows that Cumulative 2, when compared to the Do Minimum, does not show a significant impact and as such the Highway Authority can be satisfied that the operation of the junction is acceptable with standalone and cumulative development without the need for any mitigation scheme.

Junction 24 – A4157 Elmhurst Road / A418 Bierton Road



This junction is a 4 arm roundabout and has been modelled in Arcady in the 2036 Do Cumulative 1 and 2036 Do Cumulative 2 Scenarios. The flows have been checked and are correct. The geometry is also largely correct although, as we have pointed out previously, the inscribed circle diameter (ICD) is 63m at the entry points rather than 51-54m which is the narrowest part of the junction. This will not affect the results as a lower ICD will provide less capacity and therefore creates a robust result.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Tables 3.23.1 and 3.23.2 show that this junction operates within capacity in all scenarios. The operation of the junction will improve with the cumulative scenarios due to the introduction of the orbital route.

Table 3.23.1 – Summary of the A4157 / A418 Roundabout – 2022 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
A418 (NE)	1	3	0.47	0	2	0.24
A4157 Douglas Road (S)	1	8	0.50	2	10	0.71
A418 (SW)	1	5	0.33	2	10	0.65
A4157 Elmhurst Road (W)	1	5	0.55	2	6	0.59
Junction Delay (s)		4.91			7.51	
2022 Do Something						
A418 (NE)	1	3	0.48	0	2	0.25
A4157 Douglas Road (S)	1	9	0.55	3	12	0.76
A418 (SW)	1	5	0.33	2	11	0.68
A4157 Elmhurst Road (W)	1	5	0.57	2	7	0.60
Junction Delay (s)		5.25			8.39	

Table 3.23.2 – Summary of the A4157 / A418 Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
A418 (NE)	2	5	0.61	0	2	0.30
A4157 Douglas Road (S)	2	13	0.69	4	15	0.82
A418 (SW)	1	7	0.48	8	25	0.92
A4157 Elmhurst Road (W)	2	7	0.64	4	14	0.78
Junction Delay (s)	7.13			15.20		
2036 Do Cumulative 1						
A418 (NE)	2	5	0.61	1	3	0.35
A4157 Douglas Road (S)	4	16	0.79	5	18	0.86
A418 (SW)	1	7	0.42	3	15	0.76
A4157 Elmhurst Road (W)	2	7	0.65	3	10	0.74
Junction Delay (s)	8.28			11.86		
2036 Do Cumulative 2						
A418 (NE)	2	5	0.60	1	3	0.36
A4157 Douglas Road (S)	4	16	0.78	5	17	0.84
A418 (SW)	1	6	0.40	3	15	0.75
A4157 Elmhurst Road (W)	2	7	0.65	3	9	0.72
Junction Delay (s)	8.10			11.16		

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 26 – Park Street / A41 Tring Road / Walton Road / A41 High Street



This is a 5 arm roundabout with the 5th arm providing access to the Tesco superstore. The junction has been modelled with Arcady and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.24.1 shows that the roundabout will operate within capacity in the 2022 Do Something Scenario. Given the layout of the junction, this junction has also been tested using the Lane Simulation tool of Junctions 9. Table 3.24.2 shows that overall delay has increased to 24.88 seconds and the maximum queue has increased to 14 vehicles.

Table 3.24.1 – Summary of the A41 / Park Street Roundabout – 2022 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022 Do Minimum						
A41 Tring Road	1	3	0.43	1	3	0.39
Walton Road	1	7	0.50	1	5	0.41
A41 High Street	1	4	0.46	1	3	0.38
Park Street	0	4	0.23	0	3	0.24
Tesco Access	0	4	0.03	0	4	0.13
Junction Delay (s)	4.05			3.45		
2022 Do Something						
A41 Tring Road	1	3	0.43	1	3	0.39
Walton Road	1	7	0.56	1	5	0.42
A41 High Street	1	4	0.47	1	3	0.39
Park Street	0	4	0.20	0	3	0.21
Tesco Access	0	4	0.03	0	4	0.13
Junction Delay (s)	4.37			3.48		

Lane Simulation

Table 3.24.2 – Summary of the A41 / Park Street Roundabout – 2022 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (Veh)	Delay (S)	Queue (Veh)	Delay (S)
2022 Do Minimum				
A41 Tring Road	2	8	2	7
Walton Road	6	36	2	17
A41 High Street	4	18	3	11
Park Street	1	8	1	8
Tesco Access	0	9	0	10
Junction Delay (s)	16.88		10.24	
2022 Do Something				
A41 Tring Road	2	8	2	6
Walton Road	14	71	3	22
A41 High Street	4	17	3	12
Park Street	1	8	1	8
Tesco Access	0	8	0	10
Junction Delay (s)	24.88		11.42	

Table 3.24.1 shows that the roundabout is approaching practical capacity with a maximum RFC of 0.81 in the 2036 Do Minimum scenario although queues are still relatively low. With the 2036 Do Cumulative scenarios, the RFC and queue lengths reduce further.

Table 3.24.1 – Summary of the A41 / Park Street Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
A41 Tring Road	1	4	0.52	1	4	0.52
Walton Road	4	19	0.81	1	7	0.49
A41 High Street	1	6	0.58	1	4	0.45
Park Street	0	4	0.30	1	4	0.32
Tesco Access	0	5	0.04	0	5	0.17
Junction Delay (s)	7.96			4.34		
2036 Do Cumulative 1						
A41 Tring Road	1	4	0.55	1	3	0.32
Walton Road	1	8	0.55	1	5	0.39
A41 High Street	1	4	0.50	1	3	0.46
Park Street	1	4	0.34	1	4	0.32
Tesco Access	0	4	0.04	0	5	0.17
Junction Delay (s)	4.77			3.58		
2036 Do Cumulative 2						
A41 Tring Road	1	3	0.47	1	3	0.33
Walton Road	1	8	0.55	1	5	0.35
A41 High Street	1	4	0.45	1	3	0.41
Park Street	0	4	0.30	0	4	0.29
Tesco Access	0	4	0.04	0	5	0.16
Junction Delay (s)	4.36			3.33		

The operation of the junction improves with the Do Cumulative scenarios. No works to this junction are therefore proposed as the operation is acceptable with standalone and cumulative development.

Junction 28 – A418 / Stocklake / A418 Park Street / A418 Sapphire Way



This junction is a 4 arm roundabout and has been modelled with Arcady. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.25.1 shows that the roundabout will operate within capacity in the 2022 Do Something Scenario. Given the layout of the junction, this junction has also been tested using the Lane Simulation tool of Junctions 9. Table 3.25.2 demonstrates that this has minimal effect and the junction still operates with minimal delay.

Table 3.25.1 – Summary of the A4157 / A418 Roundabout – 2022 Scenarios

	AM			PM		
Approach	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
Sapphire Way	1	4	0.45	0	4	0.31
Stocklake	1	6	0.41	1	6	0.52
Park Street	1	4	0.32	0	4	0.29
Vale Park Drive	1	3	0.35	1	3	0.41
Junction Delay (s)	4.32			4.29		
2022 Do Something						
Sapphire Way	1	5	0.50	1	4	0.33
Stocklake	1	6	0.45	1	7	0.58
Park Street	1	4	0.31	1	4	0.32
Vale Park Drive	1	3	0.41	1	3	0.41
Junction Delay (s)	4.67			4.73		

Lane Simulation

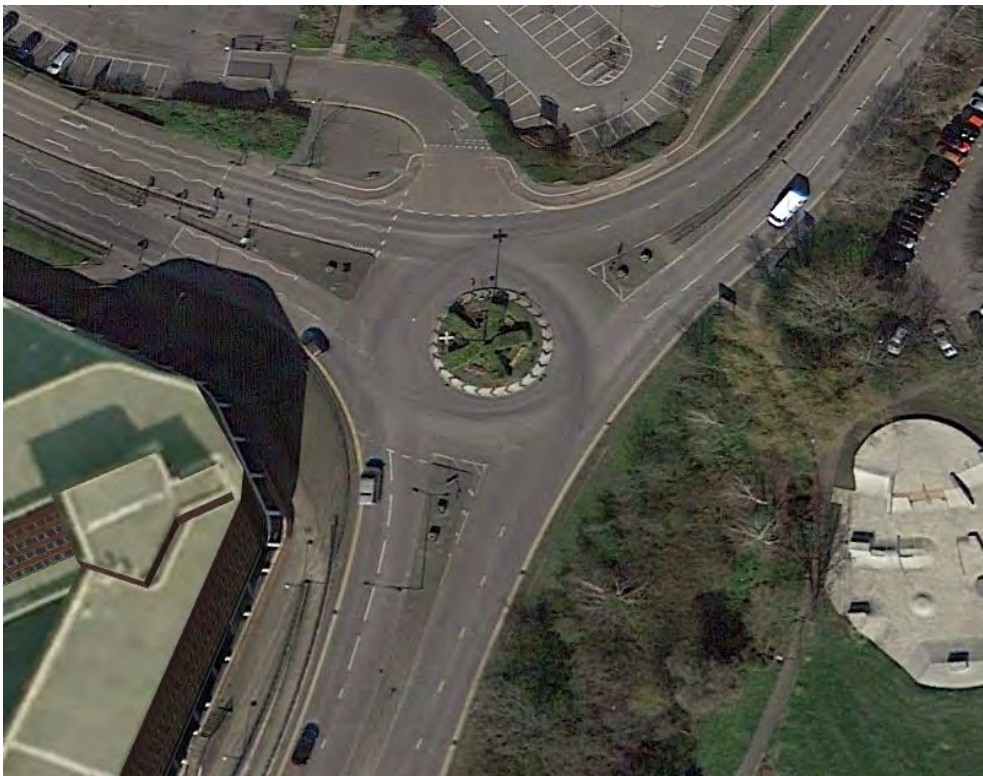
	AM		PM	
Approach	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2022 Do Minimum				
Sapphire Way	2	10	2	8
Stocklake	1	9	2	10
Park Street	1	8	1	8
Vale Park Drive	2	11	3	15
Junction Delay (s)	9.61		11.02	
2022 Do Something				
Sapphire Way	2	12	1	8
Stocklake	1	9	2	10
Park Street	1	9	1	9
Vale Park Drive	4	16	3	14
Junction Delay (s)	12.11		10.80	

Table 3.25.3 – Summary of the A4157 / A418 Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
Sapphire Way	2	7	0.61	1	5	0.46
Stocklake	2	11	0.69	4	14	0.78
Park Street	1	8	0.56	1	7	0.55
Vale Park Drive	1	4	0.47	2	7	0.69
Junction Delay (s)	7.34			8.60		
2036 Do Cumulative 1						
Sapphire Way	1	6	0.55	1	5	0.40
Stocklake	3	14	0.76	3	13	0.77
Park Street	1	5	0.39	1	4	0.31
Vale Park Drive	1	4	0.41	1	4	0.51
Junction Delay (s)	7.70			7.19		
2036 Do Cumulative 2						
Sapphire Way	1	6	0.57	1	5	0.39
Stocklake	3	15	0.77	4	15	0.80
Park Street	1	5	0.37	0	5	0.31
Vale Park Drive	1	4	0.42	1	4	0.53
Junction Delay (s)	8.00			8.03		

Table 3.25.3 demonstrates that the junction will operate within capacity in the 2036 Do Cumulative scenarios. No works to this junction are therefore proposed as the operation is acceptable with standalone and cumulative development.

Junction 29 - A418 Sapphire Way / A418 Upper Hundreds Way / A418 Vale Park Drive



This junction is a 3 arm roundabout junction in the strategic model. The model inputs are correct, with the exception of pedestrian flows not being taken into account at the signalised crossing point on A418 Upper Hundreds Way. To assess the impact of including pedestrian flows on the capacity of the junction, we have run the model with pedestrian flows of 30 and 60 in each of the network peak hours. The inclusion of the pedestrian flows did not impact the overall functionality of the junction.

As shown in the table extracted below, the results show that the junction would operate over capacity in the AM peak hour in 2036 Do Minimum, with an RFC of 1.01 and an estimated queue length of 30 PCU's on the A418 (NE) Upper Hundreds Way arm. However, the capacity of the junction improves in both 2036 Do Cumulative 1 and 2036 Do Cumulative 2 scenarios, with the RFC falling below capacity, and queue length and delay reducing.

Table 3.26.2 – Summary of the A418 Sapphire Way / Vale Park Drive Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
A418 (NE)	30	76	1.01	2	8	0.71
A418 (SW)	2	6	0.66	4	10	0.80
A418 (W)	3	6	0.71	2	6	0.68
Junction Delay (s)	29.45			7.89		
2036 Do Cumulative 1						
A418 (NE)	8	27	0.91	2	7	0.65
A418 (SW)	2	6	0.65	2	5	0.63
A418 (W)	3	6	0.74	2	5	0.66
Junction Delay (s)	12.47			5.44		
2036 Do Cumulative 2						
A418 (NE)	6	17	0.86	2	6	0.65
A418 (SW)	2	6	0.61	2	5	0.62
A418 (W)	2	5	0.66	2	6	0.70
Junction Delay (s)	9.07			5.85		

No works to this junction have therefore been proposed as the operation of the junction is shown to be acceptable with cumulative development. A standalone assessment of this junction was not required as the traffic flow changes were not material and it was therefore sifted out of assessment.

Junction 30 - A4157 / Broughton Avenue

This is a ghost island priority junction and has been modelled with the Picady modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;

The modelling shows that the roundabout will operate with spare capacity in the 2022 Do Something Scenario. No works to this junction are therefore proposed as the operation is acceptable with standalone development.

Junction 31 - A418 Upper Hundreds Way / Cambridge Street



This junction is a 4 arm roundabout and has been modelled using standard ARCADY methods and using the lane simulation option, to assess the impact of uneven lane usage. Given the high traffic flows at this junction and how it operates, lane simulation is considered to provide the most accurate reflection of how the junction would operate on the ground.

Whilst the results forecast capacity issues at the existing junction in the 2022 Do Minimum scenario, the results of both the 'standard' and lane simulation analysis show that the development would have a detrimental impact in the AM peak hour, but a betterment in the PM peak hour.

With the existing junction layout, the results show that the junction would operate over capacity in the 2036 Do Minimum scenario in both the AM and PM peak hours, and would deteriorate further with the addition of the development traffic in the AM peak in the 2036 Do Cumulative 2 scenario. Whilst it is noted that the junction operation deteriorates significantly in the 2036 Do Cumulative 1 scenario when compared to the Do Minimum, it is recognised that Do Cumulative 2 is the more likely cumulative scenario as it takes into account all current live planning applications for strategic development.

In 2017 mitigation works were proposed to this junction as a result of the cumulative impact. The mitigation proposals were shown on PBA Drawing 32113/5501/022 Revision E and involve changing the lane allocation on Upper Hundreds Way to allow ahead movements in both lanes, increasing the merge length on the A418 north exit, increasing the flare length on the A418 north approach and relocating bus stops on the A418 north. An extract of the drawing is given below.



The effects of this previously proposed mitigation scheme have been assessed using the updated model flows. The results of the ARCADY lane simulation model for the existing junction layout (table 3.28.2) versus the proposed mitigation scheme (table 3.28.4) in 2022 are extracted below.

Table 3.28.2 – Summary of the A418 / Cambridge Street Roundabout – 2022 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2022 Do Minimum				
Cambridge Street (N)	1	18	1	10
Upper Hundreds Way	200	813	311	792
Cambridge Street (S)	1	10	1	12
New Street	105	246	144	353
Junction Delay (s)	346.51		473.03	
2022 Do Something				
Cambridge Street (N)	1	17	1	9
Upper Hundreds Way	280	747	215	584
Cambridge Street (S)	0	9	2	14
New Street	210	463	20	69
Junction Delay (s)	508.46		267.04	

Table 3.28.4 – Summary of the A418 / Cambridge Street Roundabout – Mitigated Layout - 2022 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2022 Do Something + Mitigation				
Cambridge Street (N)	2	25	1	11
Upper Hundreds Way	6	17	4	12
Cambridge Street (S)	1	14	3	25
New Street	238	524	23	66
Junction Delay (s)	263.88		34.60	

When comparing the 2022 Do Minimum (existing layout) to the 2022 Do Something with mitigation, queues on New Street are estimated to increase from 105 to 236 PCU's in the AM peak hour. However, queues on Upper Hundreds Way reduce significantly as a result of the proposed scheme in both the AM and PM peak hours. There is also an overall betterment to the junction performance, with total junction delay reducing significantly, especially in the PM peak hour.

The effects of the proposed mitigation scheme the 2036 scenarios have also been assessed using the updated model flows. The results of the ARCADY lane simulation model for the existing junction layout (table 3.28.6) versus the proposed mitigation scheme (table 3.28.8) in 2036 are extracted below.

Table 3.28.6 – Summary of the A418 / Cambridge Street Roundabout – 2036 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2036 Do Minimum				
Cambridge Street (N)	2	20	1	10
Upper Hundreds Way	471	1173	406	971
Cambridge Street (S)	1	10	2	14
New Street	369	744	333	748
Junction Delay (s)	806.85		714.34	
2036 Do Cumulative 1				
Cambridge Street (N)	2	22	1	11
Upper Hundreds Way	684	1520	395	959
Cambridge Street (S)	0	9	2	15
New Street	574	998	470	918
Junction Delay (s)	1081.98		784.26	
2036 Do Cumulative 2				
Cambridge Street (N)	2	20	1	11
Upper Hundreds Way	552	1318	287	714
Cambridge Street (S)	0	9	2	15
New Street	384	769	270	630
Junction Delay (s)	892.06		550.66	

Table 3.28.8 – Summary of the A418 / Cambridge Street Roundabout – Mitigated Layout - 2036 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2036 Do Cumulative 1 + Mitigation				
Cambridge Street (N)	4	41	1	14
Upper Hundreds Way	122	245	8	21
Cambridge Street (S)	1	24	5	41
New Street	603	1047	447	847
Junction Delay (s)	608.37		409.05	
2036 Do Cumulative 2 + Mitigation				
Cambridge Street (N)	3	34	1	13
Upper Hundreds Way	40	94	5	15
Cambridge Street (S)	1	20	3	28
New Street	418	822	251	585
Junction Delay (s)	431.44		269.18	

When comparing the 2036 Do Minimum (existing layout) to the Do Cumulative 2 scenario with the proposed mitigation scheme, it can be seen that queues on New Street are estimated to increase from 369 to 418 PCU's in the AM peak hour. However, queues on Upper Hundreds Way again reduce significantly as a result of the proposed scheme in both the AM and PM peak hours. There is also an overall betterment to the junction performance, with total junction delay approximately halving. Therefore, on balance, the impact of the cumulative development on this junction is considered to be acceptable subject to the implementation of the improvement scheme.

Junction 33 - A418 / Fleet Street



This junction takes the form of a simple priority junction. The junction has been modelled with the Picady junction modelling programme, and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;

The operation of the junction is shown to deteriorate slightly in 2022 in the AM peak hour with the addition of the development traffic, although there is an improvement in the PM peak hour. An extract of the results is shown below.

Table 3.29.1 – Summary of the A418 / Aqua Way Priority Junction – 2022 Scenarios

Stream	Movement	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum							
B-AC	Fleet Street(N) – A418 (W) and A418 (E)	0	18	0.13	0	14	0.23
C-A	A418 (E) – A418 (W)	19	41	0.91	119	191	1.13
C-B	A418 (E) – Fleet Street (N)	0	34	0.88	3	130	1.08
Junction Delay (s)		19.19			106.78		
2022 Do Something							
B-AC	Fleet Street (N) – A418 (W) and A418 (E)	1	24	0.39	1	242	0.58
C-A	A418 (E) – A418 (W)	43	78	0.99	83	108	1.04
C-B	A418 (E) – Fleet Street (N)	1	55	0.93	1	73	0.98
Junction Delay (s)		36.57			65.21		

It is accepted that the impact of the development traffic on this junction is relatively small and would only be a short-term issue in reality. Overall, on balance, the impact is considered acceptable to the Highway Authority.

Junction 35 - A41 Tring Road / Limes Avenue

This junction takes the form of a priority junction with a ghost island right turn lane. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results show that the impact of the development on this junction is not material and as such no mitigation works are required or proposed to this junction.

Junction 36 – A41 Tring Road / King Edward Avenue / A4157 Oakfield Road



This junction takes the form of a 4 arm left right staggered signalised junction. The junction has been modelled with the Linsig junction modelling programme for signalised junctions. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.31.1 shows that the junction is forecast to operate over capacity in the 2022 scenarios, although the operation of the junction improves in the 2022 Do Something scenario with the PRC increasing by 0.6% in the AM and 3.9% in the PM.

Table 3.31.1 – Summary of the A41 / King Edward Avenue Signalised Junction – 2022 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2022 Do Minimum					
1/1	A41 Tring Road (EB) Ahead Left	84.8	24	113.7	89
1/2	A41 Tring Road (EB) Ahead	23.8	5	24.0	5
2/2+2/1	Oakfield Road Left Right	84.5:84.5	19	114.9:82.1	21
3/1	A41 Tring Road Internal (WB) Ahead	86.4	28	46.8	3
3/2	A41 Tring Road Internal (WB) Right	85.2	11	88.9	24
4/1	A41 Tring Road Internal (EB) Ped Ahead	44.5	1	38.0	12
4/2	A41 Tring Road Internal (EB) Ped Ahead	35.3	3	29.7	2
5/1	A41 Tring Road Internal (EB) Ahead	44.2	0	37.7	1
5/2	A41 Tring Road Internal (EB) Ahead Right	79.6	5	84.2	5
6/1	A41 Tring Road (WB) Ahead Left	84.5	28	57.6	13
6/2	A41 Tring Road (WB) Ahead	20.2	4	32.8	6
7/1+7/2	King Edwards Avenue Left Right	59.7:59.7	9	114.9:114.9	38
PRC (%)		5.6		-27.7	
Cycle Time (s)		120		120	
2022 Do Something					
1/1	A41 Tring Road (EB) Ahead Left	83.9	23	111.4	82
1/2	A41 Tring Road (EB) Ahead	23.4	4	24.4	4.5
2/2+2/1	Oakfield Road Left Right	84.6:84.6	12	110.9:100.0	24
3/1	A41 Tring Road Internal (WB) Ahead	88.3	28	45.6	5
3/2	A41 Tring Road Internal (WB) Right	84.8	12	89.5	19
4/1	A41 Tring Road Internal (EB) Ped Ahead	38.7	2	36.4	11
4/2	A41 Tring Road Internal (EB) Ped Ahead	30.8	7	28.8	1
5/1	A41 Tring Road Internal (EB) Ahead	38.4	0	36.1	1
5/2	A41 Tring Road Internal (EB) Ahead Right	84.3	14	65.8	3
6/1	A41 Tring Road (WB) Ahead Left	84.1	27	62.9	15
6/2	A41 Tring Road (WB) Ahead	17.0	3	26.5	5
7/1+7/2	King Edwards Avenue Left Right	72.8:72.8	10	109.4:109.4	32
PRC (%)		6.2		-23.8	
Cycle Time (s)		115		112	

Table 3.31.2 shows that the junction will operate significantly over theoretical capacity in the 2036 Do Minimum scenario, with mean maximum queues estimated to be c89 vehicles in the AM peak period and c201 vehicles in the PM peak period. Practical Reserve Capacity (PRC) is -21.8 in the AM and -104.8 in the PM.

The 2036 Do Cumulative 1 scenario shows a slight improvement in the AM compared to the 2036 Do minimum with estimated mean maximum queues of c77 vehicles. In the PM there is a significant improvement with the estimated mean maximum queue reducing from c201 to c113 vehicles. Overall, there is a slight improvement in the operation of the junction in the AM peak period as the PRC increases to -17.7. In the PM period there is a significant improvement in PRC as it increases to -31.6.

The 2036 Do Cumulative 2 scenario shows further improvements with the mean maximum queue estimated to reduce to c44 vehicles in the AM peak period and c92 vehicles in the PM peak period. The PRC is -8.2 in the AM and -25.5 in the PM and therefore a significant improvement in PRC over the 2036 Do Minimum scenario.

It can be concluded that the junction performs better in the 2022 Do Something Scenario compared to Do Minimum and all 2036 Do Something scenarios compared to the 2036 Do Minimum scenario.. The development does not worsen the operation of the junction and there is therefore no basis for a requirement of the previously secured improvements to this junction.

Table 3.31.2 – Summary of the A41 / King Edward Avenue Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Minimum					
1/1	A41 Tring Road (EB) Ahead Left	107.8	65	184.4	201
1/2	A41 Tring Road (EB) Ahead	38.2	8	56.2	4
2/2+2/1	Oakfield Road Left Right	106.2:106.2	48	61.3:61.3	3
3/1	A41 Tring Road Internal (WB) Ahead	70.4	31	29.3	0
3/2	A41 Tring Road Internal (WB) Right	89.0	12	87.1	10
4/1	A41 Tring Road Internal (EB) Ped Ahead	51.0	1	32.0	4
4/2	A41 Tring Road Internal (EB) Ped Ahead	40.7	3	35.2	5
5/1	A41 Tring Road Internal (EB) Ahead	50.6	0	31.7	0
5/2	A41 Tring Road Internal (EB) Ahead Right	89.9	16	39.2	0
6/1	A41 Tring Road (WB) Ahead Left	109.6	89	166.4	140
6/2	A41 Tring Road (WB) Ahead	21.9	4	173.7	166
7/1+7/2	King Edwards Avenue Left Right	50.5:50.5	8	45.6:45.6	4
PRC (%)		-21.8		-104.8	
Cycle Time (s)		115		56	
2036 Do Cumulative 1					
1/1	A41 Tring Road (EB) Ahead Left	84.1	24	118.4	113
1/2	A41 Tring Road (EB) Ahead	24.5	5	25.0	5
2/2+2/1	Oakfield Road Left Right	96.1:74.6	14	68.8:68.8	14
3/1	A41 Tring Road Internal (WB) Ahead	70.5	34	39.8	2
3/2	A41 Tring Road Internal (WB) Right	78.5	8	89.2	23
4/1	A41 Tring Road Internal (EB) Ped Ahead	43.9	1	40.8	10
4/2	A41 Tring Road Internal (EB) Ped Ahead	34.8	2	33.2	2
5/1	A41 Tring Road Internal (EB) Ahead	43.6	0	40.5	1
5/2	A41 Tring Road Internal (EB) Ahead Right	89.2	5	44.9	0
6/1	A41 Tring Road (WB) Ahead Left	106.0	77	57.1	14
6/2	A41 Tring Road (WB) Ahead	17.0	3	33.0	7
7/1+7/2	King Edwards Avenue Left Right	75.2:75.2	13	72.1:72.1	12
PRC (%)		-17.7		-31.6	
Cycle Time (s)		118		120	
2036 Do Cumulative 2					
1/1	A41 Tring Road (EB) Ahead Left	75.0	20	113.0	92
1/2	A41 Tring Road (EB) Ahead	20.3	4	23.5	5
2/2+2/1	Oakfield Road Left Right	94.5:84.3	17	72.7:72.7	16
3/1	A41 Tring Road Internal (WB) Ahead	71.8	34	37.3	2
3/2	A41 Tring Road Internal (WB) Right	89.5	17	89.7	22
4/1	A41 Tring Road Internal (EB) Ped Ahead	40.8	3	41.2	11
4/2	A41 Tring Road Internal (EB) Ped Ahead	34.7	11	33.7	1
5/1	A41 Tring Road Internal (EB) Ahead	40.5	0	40.9	1
5/2	A41 Tring Road Internal (EB) Ahead Right	93.8	17	44.3	0
6/1	A41 Tring Road (WB) Ahead Left	97.4	44	52.6	12
6/2	A41 Tring Road (WB) Ahead	17.4	3	31.3	7
7/1+7/2	King Edwards Avenue Left Right	83.9:83.9	15	69.9:69.9	12
PRC (%)		-8.2		-25.5	
Cycle Time (s)		116		120	

7/1+7/2	King Edwards Avenue Left Right	75.2:75.2	13	72.1:72.1	12
PRC (%)		-17.7		-31.6	
Cycle Time (s)		118		120	
2036 Do Cumulative 2					
1/1	A41 Tring Road (EB) Ahead Left	75.0	20	113.0	92
1/2	A41 Tring Road (EB) Ahead	20.3	4	23.5	5
2/2+2/1	Oakfield Road Left Right	94.5:84.3	17	72.7:72.7	16
3/1	A41 Tring Road Internal (WB) Ahead	71.8	34	37.3	2
3/2	A41 Tring Road Internal (WB) Right	89.5	17	89.7	22
4/1	A41 Tring Road Internal (EB) Ped Ahead	40.8	3	41.2	11
4/2	A41 Tring Road Internal (EB) Ped Ahead	34.7	11	33.7	1
5/1	A41 Tring Road Internal (EB) Ahead	40.5	0	40.9	1
5/2	A41 Tring Road Internal (EB) Ahead Right	93.8	17	44.3	0
6/1	A41 Tring Road (WB) Ahead Left	97.4	44	52.6	12
6/2	A41 Tring Road (WB) Ahead	17.4	3	31.3	7
7/1+7/2	King Edwards Avenue Left Right	83.9:83.9	15	69.9:69.9	12
PRC (%)		-8.2		-25.5	
Cycle Time (s)		116		120	

Junction 37 - Wendover Way / Turnfurlong Lane / King Edward Avenue

This junction takes the form of a mini roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 38 – Marroway / Worlds End Lane



The Marroway/Worlds End Lane junction is a 3-arm mini-roundabout and has been modelled with Arcady. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.33.1 demonstrates that the junction will operate above practical capacity in the AM in the 2022 Do minimum scenario but in the 2022 So Something scenario the operation of the junction will improve and the junction will be within practical capacity.

Table 3.33.1 – Summary of the Marroway / Worlds End Lane Roundabout – 2022 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022 Do Minimum						
Main Street	7	44	0.88	2	12	0.62
Worlds End Lane	0	9	0.21	1	11	0.35
Marroway	2	14	0.70	2	13	0.67
Junction Delay (s)	27.52			12.50		
2022 Do Something						
Main Street	5	30	0.83	1	9	0.51
Worlds End Lane	0	9	0.25	1	11	0.45
Marroway	2	14	0.69	1	10	0.55
Junction Delay (s)	20.60			10.13		

Table 3.33.2 shows that the junction will operate over theoretical capacity in the AM peak hour of the 2036 Do Minimum scenario with an RFC of 1.07 on Main Street and estimated queues of c55 vehicles. In the PM, the RFC exceeds practical capacity on Main Street, but queues are still low.

Table 3.33.2 – Summary of the Marroway / Worlds End Lane Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
Main Street	55	287	1.07	7	42	0.88
Worlds End Lane	0	9	0.20	1	14	0.43
Marroway	5	25	0.83	4	21	0.81
Junction Delay (s)	145.45			28.40		
2036 Do Cumulative 1						
Main Street	2	18	0.71	1	9	0.47
Worlds End Lane	1	10	0.43	3	22	0.78
Marroway	1	8	0.42	1	7	0.32
Junction Delay (s)	13.19			14.86		
2036 Do Cumulative 2						
Main Street	4	25	0.80	1	11	0.59
Worlds End Lane	1	9	0.38	2	16	0.66
Marroway	1	9	0.49	1	9	0.48
Junction Delay (s)	16.97			12.18		

In the 2036 Cumulative Scenarios the operation of the junction will improve significantly due to the introduction of the radial route with the queue on Main Street estimated to reduce from c55 vehicles to c4 vehicles in the AM peak period.

No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Junction 41 - Turnfurlong Lane / Westmorland Avenue

This junction takes the form of a priority junction. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 43 - Turnfurlong Lane / Camborne Avenue

This junction takes the form of a priority junction. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

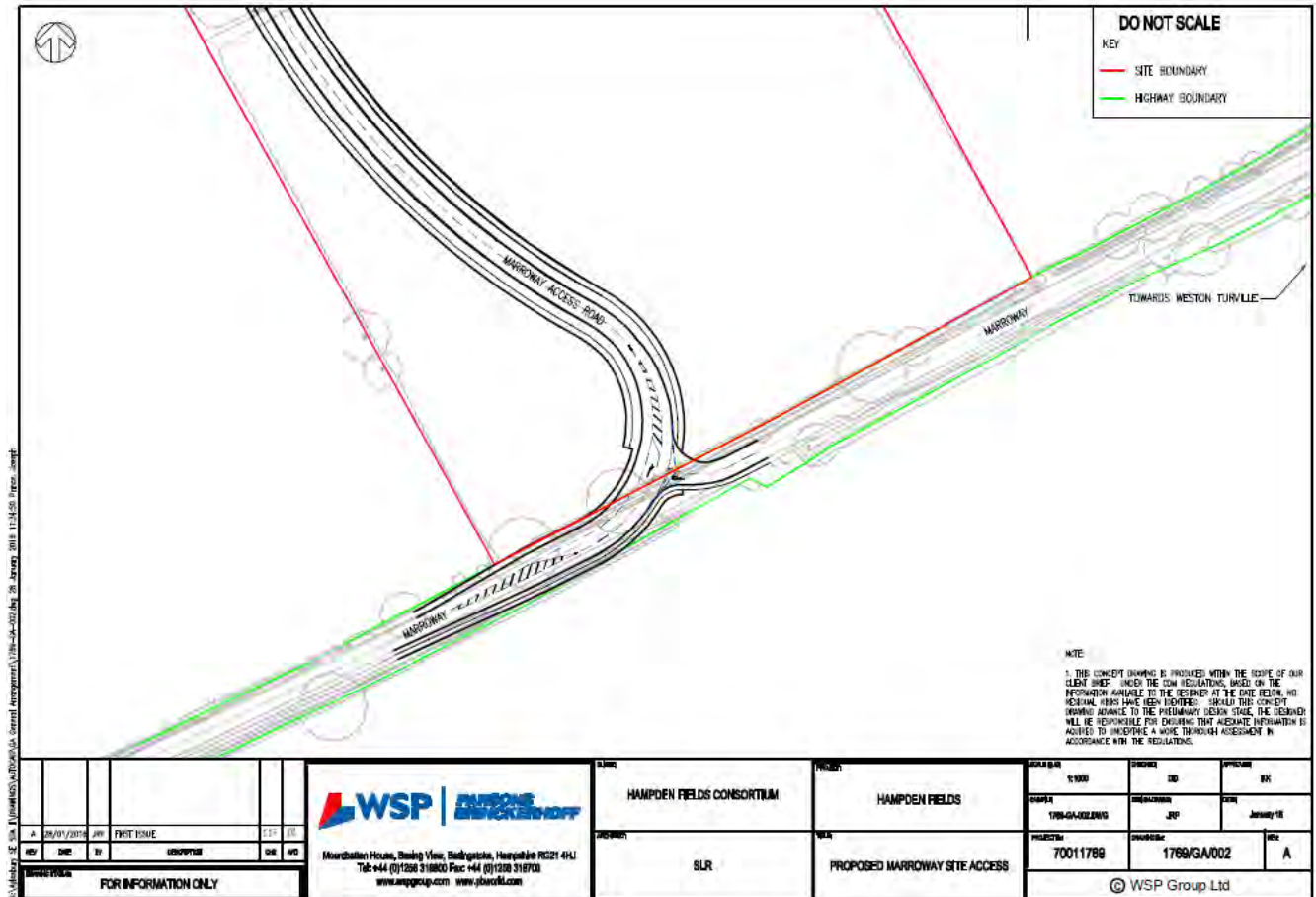
Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 44 – Marroway / Marroway Link Road

The Marroway / Marroway Link Road junction is proposed as a 3-arm 'reverse' priority junction with the primary route Marroway west– Marroway Link Road and the Marroway east arm the minor arm of a new ghost island priority junction. The proposed junction arrangement is indicated on WSP Drawing 1769-GA-002A reproduced below and is that same as that considered in 2017.



The junction has been modelled with the Picady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

Table 3.36.1 shows that the junction has been modelled for all three 2036 Do Cumulative scenarios. The junction is predicted to operate with a significant amount of spare capacity in all 2036 scenarios, with a maximum RFC of 0.69 in the 2036 Do Cumulative 2 scenario and a maximum queue estimated to be c2 vehicles.

The operation of the proposed junction is acceptable with cumulative development.

Table 3.36.1 – Summary of the Marrowway Link Road Priority Junction – 2036 Scenarios

Stream	Movement	AM			PM		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Cumulative 1							
B-C	Marrowway (E) – Marrowway (W)	0	6	0.12	0	9	0.06
B-A	Marrowway (E) – MLR	0	9	0.19	2	20	0.67
C-AB	Marrowway (W) – MLR/Marrowway (E)	0	9	0.18	0	9	0.22
Junction Delay (s)		3.15			10.17		
2036 Do Cumulative 2							
B-C	Marrowway (E) – Marrowway (W)	0	8	0.24	0	10	0.09
B-A	Marrowway (E) – MLR	0	7	0.09	2	23	0.69
C-AB	Marrowway (W) – MLR/Marrowway (E)	0	9	0.20	1	10	0.36
Junction Delay (s)		2.83			10.82		
2036 Do Cumulative 3							
B-C	Marrowway (E) – Marrowway (W)	1	9	0.33	0	10	0.07
B-A	Marrowway (E) – MLR	0	8	0.10	2	23	0.68
C-AB	Marrowway (W) – MLR/Marrowway (E)	0	9	0.24	1	9	0.32
Junction Delay (s)		3.51			9.43		

Junction 45 - Marrowway Link Road (MLR) / Southern Link Road (SLR)

In 2017 this new junction within the Hampden Fields development was proposed to be a roundabout. Having considered the suitability of this configuration based on the updated flows from the 2020 Aylesbury Transport Model outputs, the junction form has been revised to be configured as a 3 arm traffic signalised junction. The SLR itself continues to be specified as a dual carriageway link, the alignment of which has been revised locally to the junction to reflect its change from a roundabout to signals. The proposed junction arrangement is included on RPS Drawing JNY10535-DR-009. An extract of the drawing is given below.



The junction has been modelled with the LinSig modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

Table 3.37.1 – Summary of the Marrowway Link Road / SLR Roundabout – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Cumulative 1					
1/1	SLR (WB) Left	7.4	1	13.9	2
1/2	SLR (WB) Ahead	88.9	20	87.8	33
1/3	SLR (WB) Ahead	89.0	20	87.7	33
2/1	MLR Left	43.1	8	58.3	10
2/2	MLR Right	84.1	13	87.8	13
3/1	SLR (EB) Ahead	84.5	31	79.6	26
3/2+3/3	SLR (EB) Ahead Right	75.4:75.4	6	0.0:88.0	10
PRC (%)		6.5		2.3	
Cycle Time (s)		118		120	
2036 Do Cumulative 2					
1/1	SLR (WB) Left	8.4	1	16.5	3
1/2	SLR (WB) Ahead	80.3	24	91.6	36
1/3	SLR (WB) Ahead	80.4	24	91.6	36
2/1	MLR Left	26.4	5	51.2	9
2/2	MLR Right	79.1	14	91.0	14
3/1	SLR (EB) Ahead	80.1	26	79.9	26
3/2+3/3	SLR (EB) Ahead Right	80.3:80.3	12	0.0:90.5	12
PRC (%)		11.9		-1.8	
Cycle Time (s)		118		118	
2036 Do Cumulative 3					
1/1	SLR (WB) Left	8.7	1	29.3	5
1/2	SLR (WB) Ahead	81.2	24	87.0	31
1/3	SLR (WB) Ahead	81.2	24	87.0	31
2/1	MLR Left	25.2	4	45.7	8
2/2	MLR Right	81.3	15	87.4	14
3/1	SLR (EB) Ahead	79.2	26	85.5	32
3/2+3/3	SLR (EB) Ahead Right	80.6:80.6	12	0.0:86.3	9
PRC (%)		10.6		3.0	
Cycle Time (s)		117		117	

The results show that the operation of the proposed junction is acceptable with standalone and cumulative development.

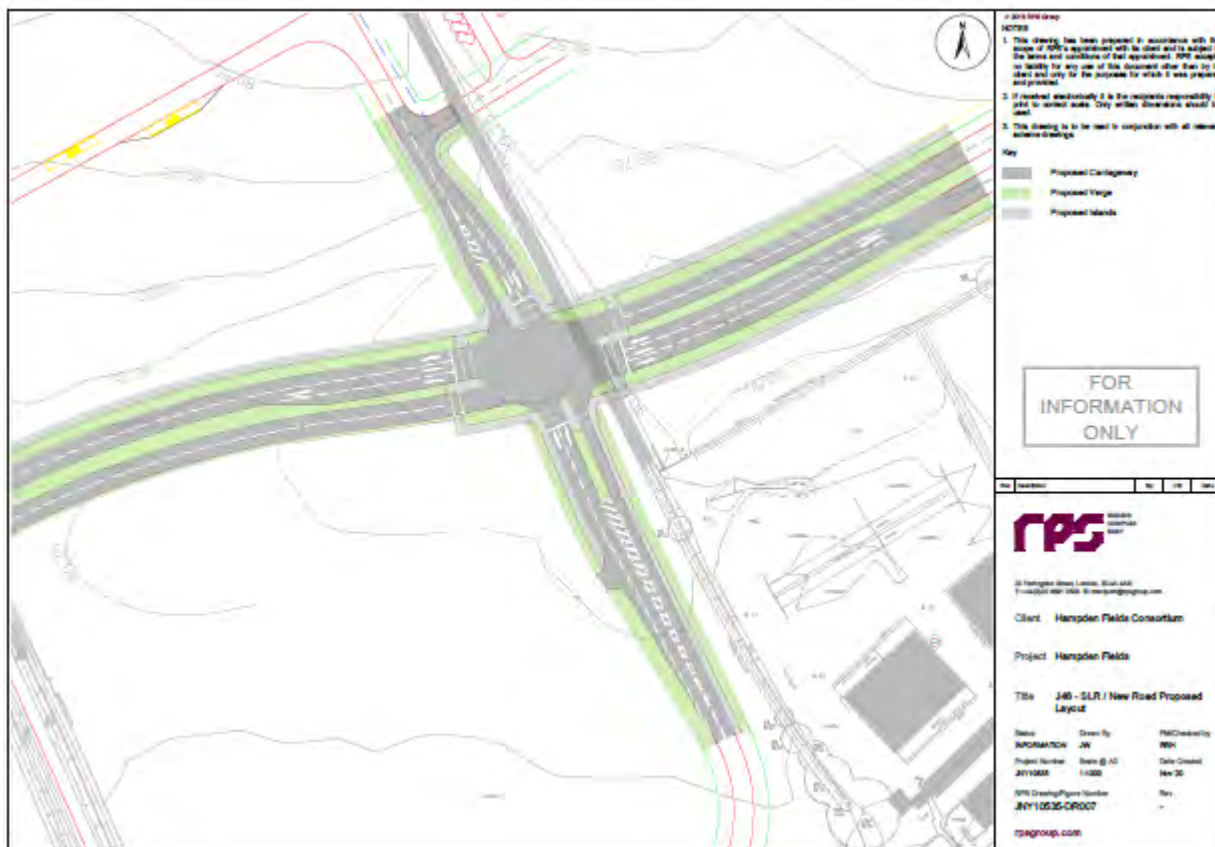
Junction 46 – SLR / New Road

The SLR / New Road junction is a proposed 4-arm signalised junction at the point where the new SLR dual carriageway crosses the existing New Road which is subject to re-alignment. The proposed layout is shown on RPS Drawing JNY10535-DR-007 and reproduced below.

The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.



The output files match Table 3.38.1 apart from 2036 Do Cumulative 1 AM where the PRC on the output file is 29.2 rather than 23.3 and the cycle time is 240.

Paragraph 4.153 states that “Junction performance under the 2036 Do Cumulative 2 (Reg 22) scenario at this location also shows slight betterment over the 2036 Do Cumulative 1 (HF+AW) during the AM peak, and a slight worsening during the PM peak with overall PRC levels of 11.9% and -1.8% respectively with corresponding maximum queue figures of 26 and 36 PCUs.” This is incorrect, PRC reduces from 29.2% in Do Cumulative 1 AM to 23.3% in Do Cumulative 2 AM. In the PM the PRC reduces from 8.2% in Do Cumulative 1 to 2.7% in Do Cumulative 2, not -1.8%.

The junction operates within capacity in all scenarios. The model assumes pedestrian crossings run every other stage, but it is likely to run less often and therefore the junction would have more capacity than shown in Table 3.38.1.

The operation of the proposed junction is acceptable with cumulative development.

Table 3.38.1 – Summary of the New Road / SLR Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Cumulative 1					
1/1	SLR (WB) Left Ahead	59.7	17	81.7	30
1/2+1/3	SLR (WB) Ahead Right	61.2	19	83.2	34
2/2+2/1	New Road South Right Left Ahead	64.9	9	83.2	11
3/1	SLR (EB) Ahead Left	67.6	21	59.6	16
3/2+3/3	SLR (EB) Ahead Right	69.6	24	61.4	18
4/2+4/1	New Road North Left Ahead Right	69.4	10	76.0	8
PRC (%)		23.3		8.2	
Cycle Time (s)		239		239	
2036 Do Cumulative 2					
1/1	SLR (WB) Left Ahead	62.9	18	86.5	33
1/2+1/3	SLR (WB) Ahead Right	64.8	21	87.6	37
2/2+2/1	New Road South Right Left Ahead	72.9	10	86.6	14
3/1	SLR (EB) Ahead Left	71.1	23	60.1	15
3/2+3/3	SLR (EB) Ahead Right	73.0	26	62.1	18
4/2+4/1	New Road North Left Ahead Right	61.4	8	85.0	8
PRC (%)		23.3		2.7	
Cycle Time (s)		239		240	
2036 Do Cumulative 3					
1/1	SLR (WB) Left Ahead	63.2	19	86.0	33
1/2+1/3	SLR (WB) Ahead Right	65.1	22	88.3	37
2/2+2/1	New Road South Right Left Ahead	74.3	11	87.4	14
3/1	SLR (EB) Ahead Left	72.9	25	63.2	17
3/2+3/3	SLR (EB) Ahead Right	74.6	29	64.8	19
4/2+4/1	New Road North Left Ahead Right	60.1	8	68.1	7
PRC (%)		20.6		1.9	
Cycle Time (s)		240		240	

Junction 47 - Halton Village Road / Brook End

This junction takes the form of a priority junction. It has been modelled with the Picady junction modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 48 - Halton Village Road / Chestnut Avenue

This is a ghost island priority junction with Halton Village Road North to Chestnut Avenue the main carriageway. The junction has been modelled with the Picady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The junction will operate above practical capacity in the PM in the 2022 Do Minimum scenario but improves in the 2022 Do Something scenario and will operate within practical capacity.

Table 3.40.1 - Summary of the Halton Village Road / Chestnut Avenue Priority Junction – 2022 Scenarios

Stream	Movement	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum							
B-C	Halton Village (W) – Halton Village (N)	0	17	0.14	3	233	0.93
B-A	Halton Village (W) – Chestnut Avenue (S)	3	36	0.77	10	90	0.95
C-AB	Halton Village (N) – Chestnut Avenue (S) and Halton Village (W)	0	9	0.23	0	8	0.17
Junction Delay (s)		9.23			34.82		
2022 Do Something							
B-C	Halton Village (W) – Halton Village (N)	0	11	0.05	0	12	0.21
B-A	Halton Village (W) – Chestnut Avenue (S)	2	25	0.63	2	23	0.62
C-AB	Halton Village (N) – Chestnut Avenue (S) and Halton Village (W)	1	10	0.37	1	10	0.34
Junction Delay (s)		6.06			6.96		

The junction will operate within capacity in the Do Cumulative Scenarios with a maximum queue estimated to be c2 vehicles in the PM peak period.

No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Junction 50 - Aylesbury Road / Halton Lane



This junction takes the form of a mini roundabout and has been modelled with the Arcady modelling programme. The geometry and flows have been checked and are correct. However there is an error in Table 3.41.1 where the modelling output files show that the queue on Halton Lane in the 2022 Do Minimum should be 209 vehicles not 279.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.41.1 demonstrates that the junction is forecast to operate above theoretical capacity in the AM peak on the Halton Lane arm with an RFC of 1.47 and corresponding estimated queue of c209. In the 2022 Do Something scenario this increases to an RFC of 1.52 and queue of c238 vehicles.

The TAA explains that total flow through the junction in 2022 is forecast to increase from 1,782 to 1,809 PCUs which is a 1.5% increase which is not considered to be significant.

Table 3.41.1 - Summary of the Aylesbury Road / Halton Lane Roundabout– 2022 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022 Do Minimum						
Aylesbury Road (S)	1	7	0.43	1	9	0.58
Aylesbury Road (N)	3	18	0.78	3	15	0.73
Halton Lane	279	1491	1.47	5	41	0.84
Junction Delay (s)	557.46			20.02		
2022 Do Something						
Aylesbury Road (S)	1	7	0.47	1	7	0.50
Aylesbury Road (N)	2	14	0.71	2	10	0.61
Halton Lane	238	1660	1.52	6	49	0.87
Junction Delay (s)	646.12			21.12		

Table 3.41.2 shows that in the 2036 Do Minimum scenario, the junction operates above theoretical capacity, with a maximum RFC of 2.0 on the Halton Lane arm during the AM peak hour and a corresponding estimated queue of c347 vehicles. In the PM peak hour, the junction also exceeds theoretical capacity with an RFC is 1.06 and queues of c38 vehicles.

The operation of the junction improves slightly with the Do Cumulative scenarios with the RFC on Halton Lane in the AM peak hour reducing to 1.87 in Do Cumulative 1 AM and 1.89 in Do Cumulative 2 AM. There is also a slight improvement on Halton Lane in the PM with the RFC reducing to 0.98 in Do Cumulative 1 and 0.95 in Do Cumulative 2.

Halton Lane is the subject to a degree of short-cutting at present, by drivers choosing to access the A413 corridor at this location. The Council would not wish to encourage these movements by seeking to improve the performance of the junction that would serve to encourage this driver behaviour.

The two Do Cumulative scenarios show a slight improvement in the operation of the junction compared to the 2036 Do Minimum scenario. As such no additional mitigation is therefore being identified for this junction. This is considered acceptable as mitigation measures to improve capacity at the junction would further encourage short-cutting, which would undermine traffic calming efforts locally.

Table 3.41.2 - Summary of the Aylesbury Road / Halton Lane Roundabout– 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
Aylesbury Road (S)	1	7	0.48	2	11	0.63
Aylesbury Road (N)	4	21	0.81	5	23	0.83
Halton Lane	347	3146	2.00	38	283	1.06
Junction Delay (s)	1135.05			88.45		
2036 Do Cumulative 1						
Aylesbury Road (S)	1	7	0.54	3	13	0.71
Aylesbury Road (N)	3	15	0.74	2	14	0.69
Halton Lane	324	2748	1.87	17	141	0.98
Junction Delay (s)	987.29			45.83		
2036 Do Cumulative 2						
Aylesbury Road (S)	1	6	0.47	2	12	0.71
Aylesbury Road (N)	4	20	0.79	3	16	0.75
Halton Lane	304	2802	1.89	12	112	0.95
Junction Delay (s)	974.09			36.26		

Junction 51 - Aylesbury Road / Grenville Avenue

This junction takes the form of a priority junction with a ghost island right turn lane. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 52 - A413 / Wendover Road



This junction is a 3 arm roundabout and has been modelled with the Arcady modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The modelling shows that the roundabout will operate within capacity in the 2022 Do Something Scenario.

Table 3.43.1 shows that in the 2036 Do Minimum scenario the junction is expected to operate slightly above practical capacity in the AM peak with an RFC of 0.9 on the Wendover Road East arm.

In the two Do Cumulative scenarios the junction performance improves and the junction operates within capacity with a maximum RFC of 0.75 on the Wendover Road East arm and an indicated queue of c3 vehicles.

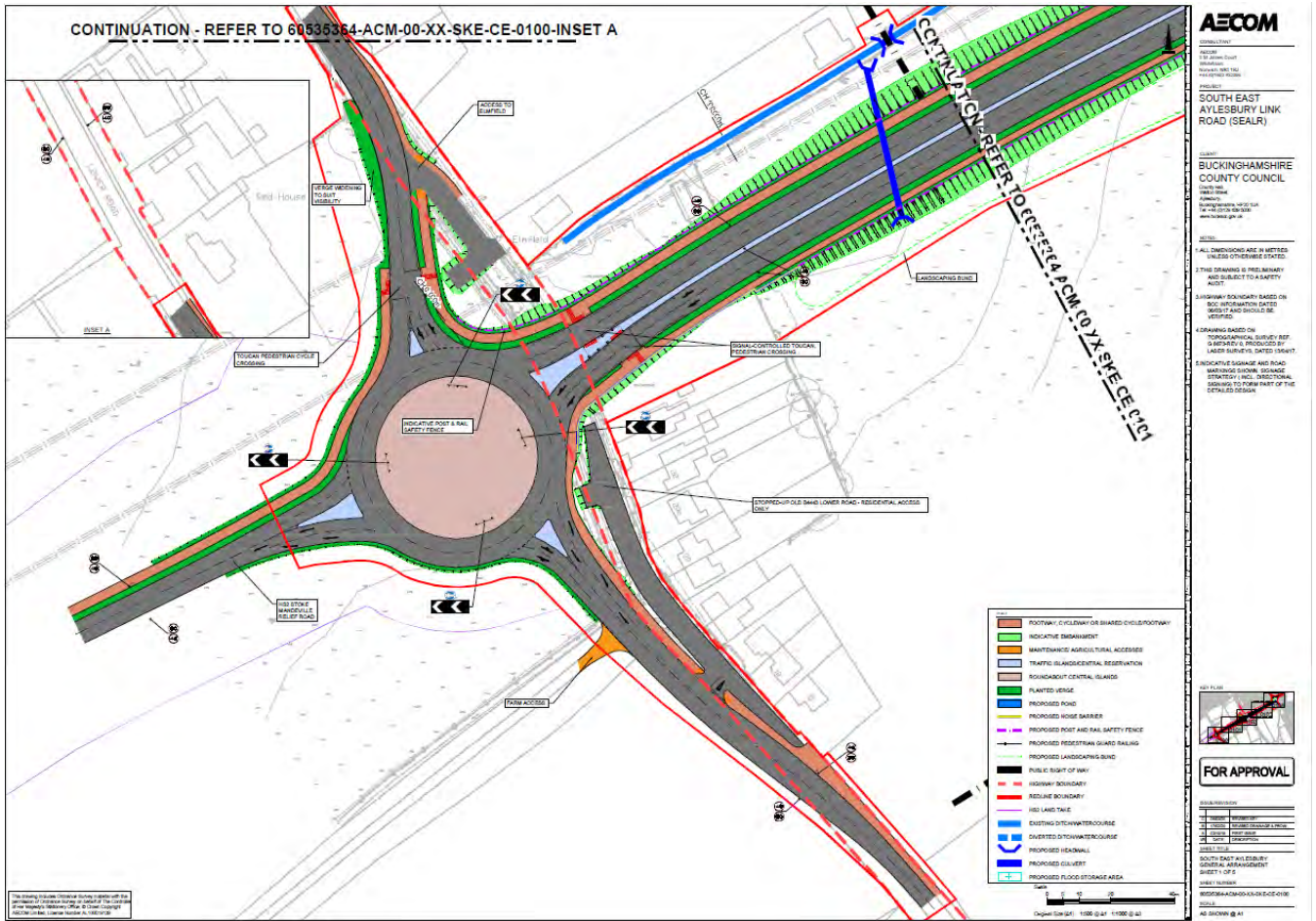
No works to this junction are therefore proposed as the operation is acceptable with standalone and cumulative development.

Table 3.43.1 - Summary of the A413 / Wendover Road Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
Wendover Road (E)	8	28	0.90	1	6	0.59
A413	1	3	0.47	2	5	0.69
Wendover Road (W)	2	6	0.68	1	4	0.42
Junction Delay (s)	12.10			4.90		
2036 Do Cumulative 1						
Wendover Road (E)	2	9	0.70	1	4	0.42
A413	1	3	0.46	2	4	0.60
Wendover Road (W)	1	4	0.52	1	3	0.36
Junction Delay (s)	5.09			3.52		
2036 Do Cumulative 2						
Wendover Road (E)	3	10	0.75	1	4	0.47
A413	1	3	0.50	1	4	0.58
Wendover Road (W)	1	5	0.58	1	3	0.42
Junction Delay (s)	5.86			3.67		

Junction 55 - South East Aylesbury Link Road (SEALR) / Lower Road

This junction is a proposed new 4 arm large diameter roundabout, and is currently the subject of a live planning application for SEALR. The proposed junction design is indicated on AECOM Drawing 60535364-ACM-00-XX-SKE-CE-0100, an extract of which is shown below.



The proposed junction has been modelled with the Arcady modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

The results, copied below, show that the junction would operate within practical capacity with cumulative development, and is therefore acceptable to the Highway Authority.

Table 3.44.1 - Summary of the SEALR / Lower Road Roundabout – 2036 Scenarios – Standard Assessment

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
1 – SEALR	0	0	0.00	0	0	0.00
2 – Lower Road South	1	6	0.53	1	5	0.51
3 – SMRR	1	4	0.42	1	5	0.47
4 – Lower Road North	2	6	0.70	1	4	0.55
Junction Delay (s)	5.81			4.65		
2036 Do Cumulative 1						
1 – SEALR	2	5	0.83	2	6	0.70
2 – Lower Road South	1	9	0.55	2	16	0.71
3 – SMRR	5	19	0.83	2	14	0.70
4 – Lower Road North	4	10	0.78	3	9	0.75
Junction Delay (s)	10.35			9.18		
2036 Do Cumulative 2						
1 – SEALR	4	9	0.80	3	8	0.77
2 – Lower Road South	7	41	0.89	5	29	0.85
3 – SMRR	5	21	0.84	6	23	0.85
4 – Lower Road North	5	15	0.84	3	11	0.77
Junction Delay (s)	17.95			14.91		
2036 Do Cumulative 3						
1 – SEALR	2	5	0.63	4	8	0.80
2 – Lower Road South	3	15	0.75	7	39	0.89
3 – SMRR	3	11	0.73	5	21	0.84
4 – Lower Road North	6	16	0.85	3	11	0.77
Junction Delay (s)	11.35			16.23		

Junction 56 - SLR / A413 Wendover Road / SEALR

The proposed junction layout which is proposed as part of the SEALR planning application is a 4-arm roundabout which lies at the eastern end of the SEALR and provides a connection point to the A413 Wendover Road and the SLR. The proposed roundabout is indicated on AECOM Drawing 60535364-ACM-00-XX-SKE-CE-0104 contained in Appendix D and reproduced below.

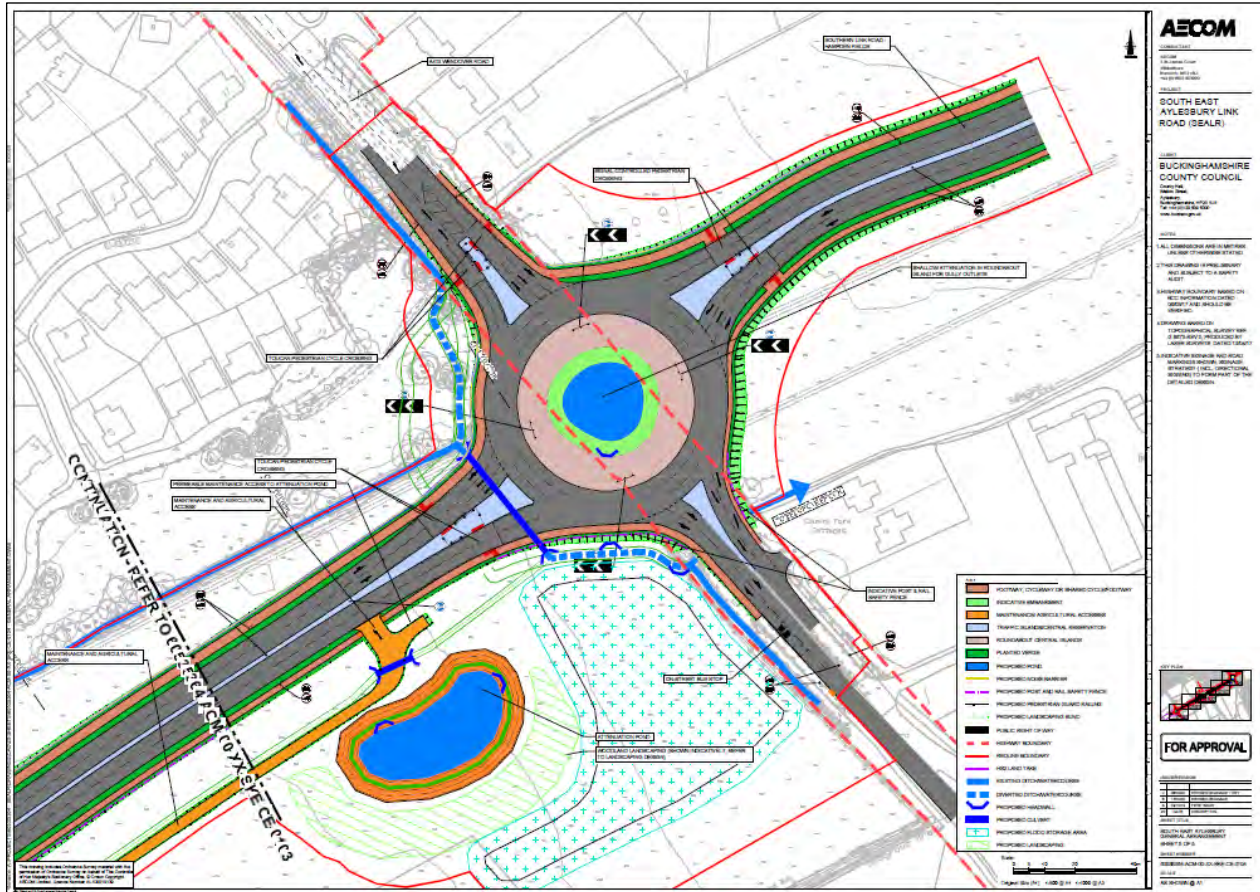


Figure 1: A413 Wendover Road / SLR / SEALR Roundabout Layout

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

The roundabout junction has been modelled with the Arcady modelling programme. The geometry and flows have been checked and are correct and the results are shown in Table 3.45.1 below;

Table 3.45.1 - Summary of the SEALR / Wendover Road Roundabout – 2036 Scenarios – Standard Assessment

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Cumulative 1						
Wendover Road South	5	17	0.84	5	20	0.83
SEALR	2	6	0.65	2	6	0.67
Wendover Road North	6	14	0.86	3	7	0.74
SLR	3	6	0.73	8	13	0.90
Junction Delay (s)	10.25			11.25		
2036 Do Cumulative 2						
Wendover Road South	5	15	0.84	6	26	0.87
SEALR	2	7	0.71	2	6	0.67
Wendover Road North	5	13	0.83	3	8	0.76
SLR	2	5	0.68	12	18	0.92
Junction Delay (s)	9.50			14.38		
2036 Do Cumulative 3						
Wendover Road South	5	16	0.84	4	17	0.82
SEALR	2	7	0.71	2	6	0.66
Wendover Road North	4	12	0.82	4	10	0.79
SLR	2	5	0.68	7	11	0.87
Junction Delay (s)	9.42			10.40		

Table 3.45.1 shows that in the 2036 Do Cumulative 1 scenario there is a maximum RFC of 0.9 in the PM peak hour with an estimated maximum queue of c8 vehicles on the SLR arm. The results for the 2036 Do Cumulative 2 scenario show that the junction slightly exceeds practical capacity with an RFC of 0.92 on the SLR arm in the PM peak and an estimated maximum queue of c12 vehicles.

In the 2036 Do Cumulative 3 (VALP) scenario the operation of the junction improves and remains below practical capacity with an RFC of 0.87 in the PM Peak with a corresponding maximum queue of c7 vehicles.

The junction has also been modelled with Lane simulation as shown in Table 3.45.2. This shows that overall delay improves with cumulative development and the delivery of additional infrastructure.

The operation of the proposed roundabout junction is acceptable with cumulative development.

Table 3.45.2 - Summary of the SEALR / Wendover Road Roundabout – 2036 Scenarios – Lane Simulation Assessment

	AM		PM	
Approach	Queue (Veh)	Delay (S)	Queue (Veh)	Delay (S)
2036 Do Cumulative 1				
Wendover Road South	7	22	6	22
SEALR	18	56	18	50
Wendover Road North	69	147	28	65
SLR	7	13	85	100
Junction Delay (s)	59.48		70.18	
2036 Do Cumulative 2				
Wendover Road South	8	21	8	32
SEALR	48	116	14	39
Wendover Road North	36	86	57	130
SLR	5	12	39	54
Junction Delay (s)	55.86		65.01	
2036 Do Cumulative 3				
Wendover Road South	7	21	6	22
SEALR	29	73	9	26
Wendover Road North	28	72	39	89
SLR	6	11	30	46
Junction Delay (s)	42.09		48.41	

Junction 57 - Lower Road / Southern Hospital Access

This junction is configured as a 3 arm priority junction arrangement. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 58 –Lower Road / Kyneston Avenue

This is a ghost island priority junction and has been modelled with the Picady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

This junction is indicated to operate within capacity with a maximum RFC of 0.15.

No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Junctions 60 & 61 - Lower Road / Churchill Avenue & Lower Road / Hospital Access



The Lower Road/Churchill Avenue and Lower Road/Hospital Access junctions are both 4 arm roundabouts. As the two junctions exhibit an interaction with one another they have been modelled as linked junctions so that their interaction with one another can be fully understood and assessed. This approach is consistent with that adopted and agreed in the 2017 assessment.

The junctions have been modelled using standard ARCADY methods and using the lane simulation option, to assess the impact of unequal lane usage. Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results of the 2022 standard ARCADY and lane simulation assessments are copied below in tables 3.48.1 and 3.48.2 respectively. Both results suggest that the junction would experience improved capacity in the 2022 Do Something scenario when compared with the 2022 Do Minimum scenario.

Table 3.48.1 - Summary of the Lower Road / Hospital Roundabout and Lower Road / Churchill Avenue Roundabout – Standard Assessment – 2022 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	2	11	0.67	1	5	0.42
Stadium Approach	9	405	1.02	0	12	0.19
Lower Road (S)	1	5	0.56	9	21	0.90
Churchill Avenue (W)	3	9	0.75	1	6	0.52
Junction Delay (S)	20.82			13.83		
Lower Road / Hospital Roundabout						
Winterton Drive	0	16	0.15	1	57	0.43
Lower Road (N)	8	19	0.89	1	3	0.45
Hospital Access (E)	0	6	0.18	1	5	0.41
Lower Road (S)	5	15	0.83	17	53	0.96
Junction Delay (s)	16.56			27.71		
2022 Do Something						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	2	9	0.61	1	5	0.41
Stadium Approach	3	95	0.73	0	11	0.19
Lower Road (S)	1	5	0.53	6	14	0.85
Churchill Avenue (W)	3	9	0.73	1	5	0.50
Junction Delay (S)	10.52			10.01		
Lower Road / Hospital Roundabout						
Winterton Drive	0	13	0.13	0	30	0.28
Lower Road (N)	4	11	0.81	1	3	0.41
Hospital Access (E)	0	6	0.15	1	5	0.37
Lower Road (S)	3	10	0.75	6	21	0.86
Junction Delay (s)	10.44			12.12		

Table 3.48.2 - Summary of the Lower Road / Hospital Roundabout and Lower Road / Churchill Avenue Roundabout – Lane Simulation Assessment – 2022 Scenarios

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2022 Do Minimum				
Lower Road / Churchill Avenue Roundabout				
Mandeville Road	159	609	3	14
Stadium Approach	1	14	0	9
Lower Road (S)	2	9	5	14
Churchill Avenue (W)	459	1344	3	12
Junction Delay (S)	721.77		13.47	
Lower Road / Hospital Roundabout				
Winterton Drive	0	12	0	13
Lower Road (N)	11	40	6	24
Hospital Access (E)	0	8	3	25
Lower Road (S)	170	440	488	1347
Junction Delay (s)	242.72		644.48	
2022 Do Something				
Lower Road / Churchill Avenue Roundabout				
Mandeville Road	95	465	2	10
Stadium Approach	1	16	0	9
Lower Road (S)	3	9	7	15
Churchill Avenue (W)	395	1165	2	1210
Junction Delay (S)	585.79		12.39	
Lower Road / Hospital Roundabout				
Winterton Drive	0	12	0	12
Lower Road (N)	11	40	4	17
Hospital Access (E)	0	8	3	19
Lower Road (S)	88	240	380	1112
Junction Delay (s)	135.73		522.45	

The results of the 2036 standard Arcady and lane simulation assessments are copied below in Tables 3.48.3 and 3.48.4 respectively.

Table 3.48.3 - Summary of the Lower Road / Hospital Roundabout and Lower Road / Churchill Avenue Roundabout – Standard Assessment – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	14	68	0.98	1	6	0.51
Stadium Approach	98	599999	99999	0	16	0.27
Lower Road (S)	2	5	0.60	23	53	0.97
Churchill Avenue (W)	6	17	0.86	2	7	0.60
Junction Delay (s)	1759079.20			30.74		
Lower Road / Hospital Roundabout						
Winterton Drive	1	24	0.38	3	200	0.78
Lower Road (N)	194	363	1.12	1	4	0.53
Hospital Access (E)	0	8	0.24	1	7	0.52
Lower Road (S)	7	19	0.87	167	448	1.13
Junction Delay (s)	210.47			210.66		
2036 Do Cumulative 1						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	2	13	0.69	1	6	0.45
Stadium Approach	47	6598	3.14	0	21	0.25
Lower Road (S)	2	6	0.64	6	16	0.87
Churchill Avenue (W)	4	12	0.81	3	8	0.70
Junction Delay (s)	164.04			11.68		
Lower Road / Hospital Roundabout						
Winterton Drive	0	32	0.26	1	56	0.43
Lower Road (N)	58	121	1.02	2	6	0.66
Hospital Access (E)	0	7	0.17	1	7	0.46
Lower Road (S)	135	297	1.08	447	1044	1.33
Junction Delay (s)	198.76			537.58		
2036 Do Cumulative 2						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	3	13	0.71	1	6	0.49
Stadium Approach	40	2862	1.91	0	16	0.21
Lower Road (S)	1	4	0.52	5	13	0.84
Churchill Avenue (W)	4	10	0.78	1	6	0.59
Junction Delay (S)	95.72			9.57		
Lower Road / Hospital Roundabout						
Winterton Drive	0	18	0.19	1	57	0.46
Lower Road (N)	38	84	1.00	1	5	0.58
Hospital Access (E)	0	8	0.22	0	5	0.31
Lower Road (S)	6	18	0.87	54	139	1.02
Junction Delay (s)	53.08			71.60		

Table 3.48.4 - Summary of the Lower Road / Hospital Roundabout – 2036 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2036 Do Minimum				
Lower Road / Churchill Avenue Roundabout				
Mandeville Road	313	1186	33	148
Stadium Approach	1	16	0	13
Lower Road (S)	3	19	6	19
Churchill Avenue (W)	724	1754	33	124
Junction Delay (S)	1065.33		81.27	
Lower Road / Hospital Roundabout				
Winterton Drive	1	15	0	15
Lower Road (N)	11	40	10	39
Hospital Access (E)	1	8	18	98
Lower Road (S)	256	638	689	1709
Junction Delay (s)	340.50		825.48	
2036 Do Cumulative 1				
Lower Road / Churchill Avenue Roundabout				
Mandeville Road	123	605	7	41
Stadium Approach	0	13	0	13
Lower Road (S)	3	10	4	15
Churchill Avenue (W)	621	1651	212	620
Junction Delay (S)	885.17		264.14	
Lower Road / Hospital Roundabout				
Winterton Drive	0	13	0	12
Lower Road (N)	11	40	11	37
Hospital Access (E)	0	8	2	12
Lower Road (S)	556	1110	1033	1769
Junction Delay (s)	659.65		967.19	
2036 Do Cumulative 2				
Lower Road / Churchill Avenue Roundabout				
Mandeville Road	192	830	29	140
Stadium Approach	0	13	0	12
Lower Road (S)	2	8	3	11
Churchill Avenue (W)	583	1657	34	125
Junction Delay (S)	911.91		80.10	
Lower Road / Hospital Roundabout				
Winterton Drive	0	15	0	12
Lower Road (N)	11	43	10	37
Hospital Access (E)	0	8	1	12
Lower Road (S)	141	355	581	1395
Junction Delay (s)	206.96		713.10	

The assessments both concluded that the junctions would operate better in the 2036 Do Cumulative 2 scenario when compared to the 2036 Do Minimum scenario. This is because the level of traffic through the junctions is forecast to reduce in the 2036 Do Cumulative 2 scenario due to the addition of the South West Link Road (SWLR) as part of the South West Aylesbury planning application. Therefore, no mitigation is considered necessary for 2036 Do Cumulative 2 scenario.

The standard ARCADY assessment forecasts the 2036 Do Cumulative 1 to operate with significant betterment in the AM peak, although there would be a deterioration in conditions in the PM peak when compared to the 2036 Do Minimum scenario (Lower Road / Hospital roundabout). The lane simulation results also forecast the Hospital Roundabout to operate worse than the 2036 Do Minimum scenario in the AM peak hour, with both roundabouts operating worse in the PM peak hour.

Table 3.48.5 - Summary of the Lower Road / Hospital Roundabout – 2036 Scenarios – Standard – Mitigation Review

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum – Existing Layout						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	14	68	0.96	1	6	0.51
Stadium Approach	98	599999	99999	0	16	0.27
Lower Road (S)	2	5	0.60	23	53	0.97
Churchill Avenue (W)	6	17	0.86	2	7	0.60
Junction Delay (s)	1759079.20			30.74		
Lower Road / Hospital Roundabout						
Winterton Drive	1	24	0.38	3	200	0.78
Lower Road (N)	194	363	1.12	1	4	0.53
Hospital Access (E)	0	8	0.24	1	7	0.52
Lower Road (S)	7	19	0.87	167	446	1.13
Junction Delay (s)	210.47			210.66		
2036 Do Cumulative 1 – Mitigation Layout						
Lower Road / Churchill Avenue Roundabout						
Mandeville Road	2	9	0.61	1	5	0.41
Stadium Approach	1	24	0.33	0	9	0.12
Lower Road (S)	1	4	0.56	3	7	0.74
Churchill Avenue (W)	4	12	0.81	2	8	0.70
Junction Delay (s)	9.01			6.95		
Lower Road / Hospital Roundabout						
Winterton Drive	0	10	0.10	0	12	0.13
Lower Road (N)	9	21	0.91	1	4	0.59
Hospital Access (E)	0	7	0.18	1	7	0.46
Lower Road (S)	136	299	1.08	447	1044	1.33
Junction Delay (s)	149.67			536.46		

Table 3.48.6 - Summary of the Lower Road / Hospital Roundabout – 2036 Scenarios – Lane Simulation – Mitigation Review

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2036 Do Minimum – Existing Layout				
Mandeville Road	280	1047	24	115
Stadium Approach	1	17	0	15
Lower Road (S)	3	10	9	25
Churchill Avenue (W)	755	1787	42	152
Junction Delay (S)	1041.12		85.10	
Winterton Drive	1	15	0	14
Lower Road (N)	11	40	10	39
Hospital Access (E)	1	8	22	122
Lower Road (S)	242	607	700	1722
Junction Delay (s)	326.05		837.25	
2036 Do Cumulative 1 – Mitigation Layout				
Mandeville Road	255	1341	38	225
Stadium Approach	0	14	0	15
Lower Road (S)	3	10	11	28
Churchill Avenue (W)	446	1122	86	249
Junction Delay (S)	743.73		136.12	
Winterton Drive	0	19	0	22
Lower Road (N)	5	17	5	15
Hospital Access (E)	0	9	3	17
Lower Road (S)	197	398	549	952
Junction Delay (s)	234.03		509.13	

In the 2036 Do Cumulative 1 scenario the results of the standard assessment show that the operation of the junctions improve in the AM peak hour with the proposed mitigation scheme, although the Lower Road / Hospital roundabout junction would worsen in the PM peak.

The results of the lane simulation assessment show that the junctions overall would improve in the 2036 Do Cumulative 1 scenario in both the AM and PM peak hours when compared to the 2036 Do Minimum scenario.

In summary, the proposed improvements continue to offset the impacts of the 2036 Do Cumulative 1 scenario. However, should the SWRR come forward (cumulative 2) then it is accepted that the mitigation scheme is not required and it is agreed that the funds will be diverted to the advancement of the link roads.

Junction 62 - Churchill Avenue / Ellen Road

This is a 3 arm roundabout junction and has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

This junction is predicted to operate within capacity in all scenarios.

No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Junction 64 – Ellen Road / Anton Way

This is a 3 arm roundabout junction and has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2;
- 2036 Do Cumulative 3.

The junction operates within capacity in all scenarios.

No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Junction 67 - A418 / Churchill Avenue



This junction is a signalised crossroad junction. It has been modelled with the LinSig modelling programme and the geometry and flows have been checked and are correct. Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results show that the junction performance would improve in the 2036 Do Cumulative 2 scenario when compared to 2036 Do Minimum. However, in the 2036 Do Cumulative 1 scenario, capacity and queue lengths worsen slightly in the PM peak hour on some arms.

Table 3.52.1 - Summary of the A418 / Churchill Avenue Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Minimum					
1/2+1/1	Oxford Road (N) Left Ahead	109.5%	38	100.4%	30
1/3+1/4	Oxford Road (N) Ahead Right	106.3%	38	100.7%	33
2/1+2/2	Churchill Avenue (E) Left Ahead	110.2%	63	98.5%	22
3/2+3/1	Oxford Road (S) Ahead Left	100.9%	30	80.9%	15
4/2+4/1	Fowler Road (W) Left Ahead Right	106.8%	39	97.3%	20
PRC (%)		-22.4%		-11.8%	
Cycle Time (s)		120		120	
2036 Do Cumulative 1					
1/2+1/1	Oxford Road (N) Left Ahead	76.7%	10	103.3%	41
1/3+1/4	Oxford Road (N) Ahead Right	87.5%	12	86.5%	14
2/1+2/2	Churchill Avenue (E) Left Ahead	101.8%	35	102.1%	28
3/2+3/1	Oxford Road (S) Ahead Left	101.6%	32	64.6%	10
4/2+4/1	Fowler Road (W) Left Ahead Right	102.8%	31	104.2%	29
PRC (%)		-14.2%		-15.8%	
Cycle Time (s)		120		120	
2036 Do Cumulative 2					
1/2+1/1	Oxford Road (N) Left Ahead	89.1%	15	100.5%	37
1/3+1/4	Oxford Road (N) Ahead Right	85.4%	14	78.5%	15
2/1+2/2	Churchill Avenue (E) Left Ahead	101.3%	31	99.8%	20
3/2+3/1	Oxford Road (S) Ahead Left	100.8%	32	72.6%	12
4/2+4/1	Fowler Road (W) Left Ahead Right	102.2%	29	98.4%	20
PRC (%)		-13.6%		-11.7%	
Cycle Time (s)		120		120	

Notwithstanding this marginal reduction in capacity on some arms, it is acknowledged that Do Cumulative 2 is the more likely cumulative scenario as it takes into account all current live planning applications for strategic development. The main purpose of the 2036 Do Cumulative 1 scenario is to allow a direct comparison against the 2016 TA junction cumulative assessments. The scenario is unlikely to exist in reality, and would only be an interim scenario in any event. The operation of the junction is therefore deemed to be acceptable with standalone and cumulative development, without the need for any mitigation scheme.

Junction 72 – A418 / Coldharbour Way



The A418/Coldharbour Way junction is currently a 3 arm roundabout, but it will become a 4 arm roundabout with the proposed South West Link Road (SWLR) which is being proposed as part of the South West Aylesbury Development that is currently subject to a live planning application. The proposed design including the SWLR is indicated on PFA Consulting Drawing G250-55-Rev A contained in Appendix D and reproduced below;



However, the applicants for that site are in the process of updating their strategic modelling and as such the layout of this junction will need to be retested and the design changed to reflect the updated traffic demands. As that has not yet happened the applicants for Hampden Fields can only test the previous design that was available in the public domain.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.53.1 - Summary of the A418 / Coldharbour Way Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
A418 (NW)	171	511	1.26	122	390	1.19
A418 (NE)	121	286	1.15	22	55	0.98
SWRR (S)	NOT OPEN IN THIS SCENARIO					
A418 (SW)	72	139	1.08	235	554	1.29
Junction Delay (s)	303.33			349.40		
2036 Do Cumulative 1						
A418 (NW)	154	482	1.26	110	344	1.17
A418 (NE)	126	303	1.16	41	90	1.03
SWRR (S)	NOT OPEN IN THIS SCENARIO					
A418 (SW)	45	94	1.03	187	439	1.23
Junction Delay (s)	283.38			287.47		
2036 Do Cumulative 2						
A418 (NW)	263	762	1.38	573	2170	1.95
A418 (NE)	59	133	1.07	2	9	0.70
SWRR (S)	264	897	1.43	311	831	1.42
A418 (SW)	1	4	0.51	5	12	0.84
Junction Delay (s)	472.03			810.14		

The results show that the existing roundabout in 2036 Do Minimum is forecast to be substantially over-capacity in both peak hours. The existing roundabout in 2036 Do Cumulative 1 is forecast to improve in both peaks, with overall junction delay reduced, except for the A418 (NE) entry arm in the PM peak which marginally worsens.

The proposed 4 arm roundabout with the SWRR in 2036 Do Cumulative 2 is forecast to operate significantly over capacity in both peaks. The operation of the roundabout has worsened compared to the 2036 Do Minimum scenario.

This junction has been assessed for completeness. The junction design will need to be updated by the SW Aylesbury development to accommodate all traffic demands arising from the VALP cumulative test, given that it forms the main point of access to their development site. Mitigation by the applicant for this application is therefore not required.

Junction 77 - Wendover Road / Eascote Road



This junction is a 3 arm priority junction with a ghost island right turn lane off the main A413 Wendover Road arm. It has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct. Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

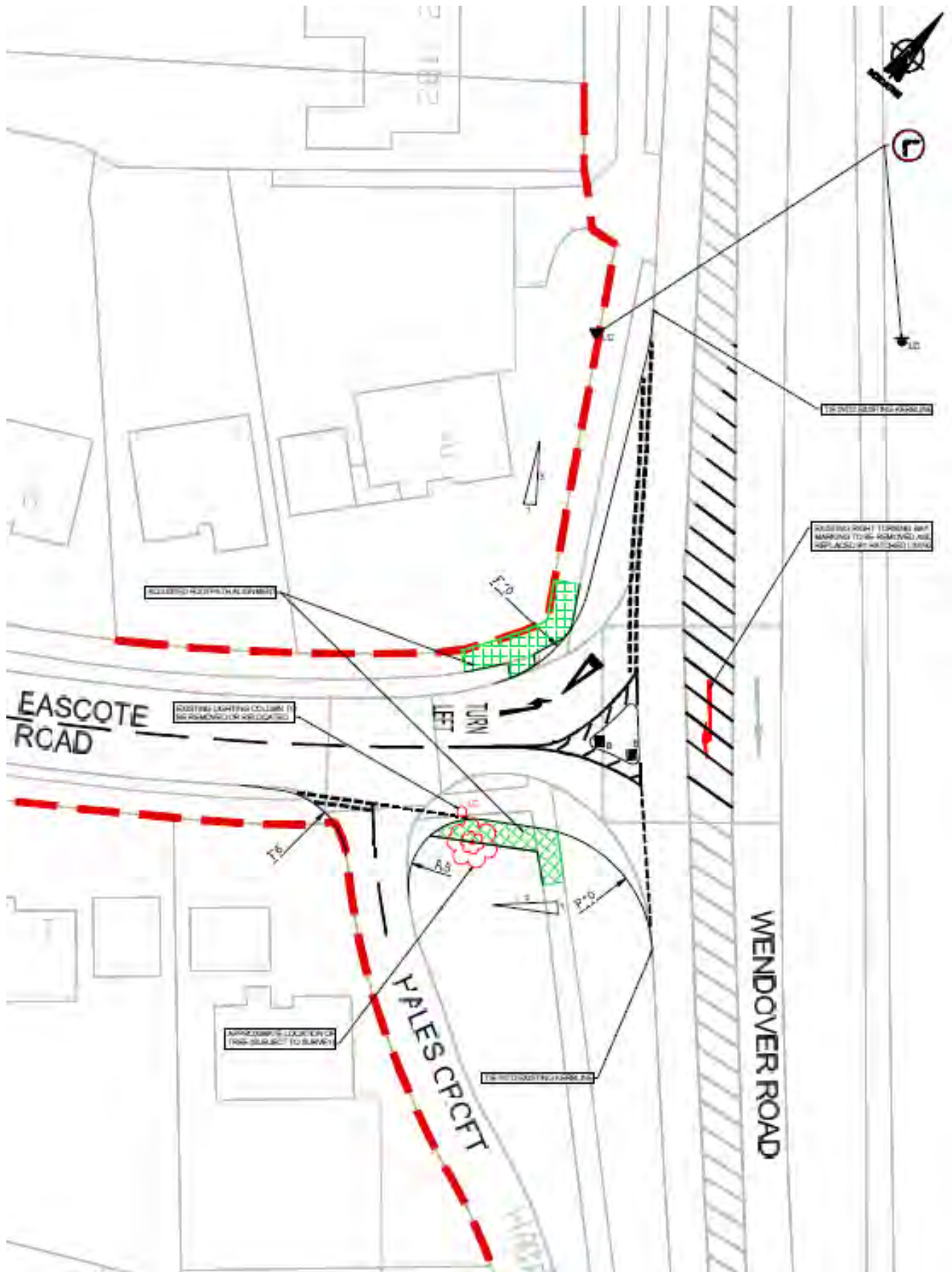
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results, extracted below, for the 2036 Do Minimum scenario indicate that the junction is expected to exceed capacity during both the AM and PM peak hours, with significant queuing predicted to form along Eascote Road, the minor arm. The results for the 2036 Do Cumulative 1 and 2036 Do Cumulative 2 scenarios predict a further deterioration of junction performance, with increased queuing on Eascote Road.

Table 3.54.1 - Summary of the Wendover Road / Eascote Road Priority Junction – 2036 Scenarios

		AM			PM		
Stream	Movement	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum							
Stream B-C	Eascote Rd – Wendover Rd (N)	176	59999	99999	59	996	1.29
Stream B-A	Eascote Rd – Wendover Rd (S)	200	59999	99999	0	0	0.00
Stream C-AB	Wendover Rd (N) – Wendover Rd (S)/Eascote Rd	0	11	0.10	1	18	0.33
Junction Delay (s)		6774817.45			76.20		
2036 Do Cumulative 1							
Stream B-C	Eascote Rd – Wendover Rd (N)	26	59999	99999	11	59999	99999
Stream B-A	Eascote Rd – Wendover Rd (S)	486	59999	99999	340	59999	99999
Stream C-AB	Wendover Rd (N) – Wendover Rd (S)/Eascote Rd	0	14	0.01	0	20	0.04
Junction Delay (s)		9210550.46			6051892.04		
2036 Do Cumulative 2							
Stream B-C	Eascote Rd – Wendover Rd (N)	19	59999	99999	12	59999	99999
Stream B-A	Eascote Rd – Wendover Rd (S)	374	59999	99999	339	59999	99999
Stream C-AB	Wendover Rd (N) – Wendover Rd (S)/Eascote Rd	0	13	0.01	0	17	0.04
Junction Delay (s)		7504128.08			6292985.40		

The Transport Assessment submitted as part of the SEALR planning application (currently awaiting determination) has proposed an alternative junction arrangement to provide a left-in and left-out only configuration which prevents right turn movements. This arrangement is illustrated on AECOM Drawing 60535364-SKE-C-0019-A, an extract of which is shown below.



Whilst the proposed junction arrangement reduces queuing at the junction compared to the existing junction arrangement, there remains significant queuing on the side road in all scenarios, as shown in the results extracted below.

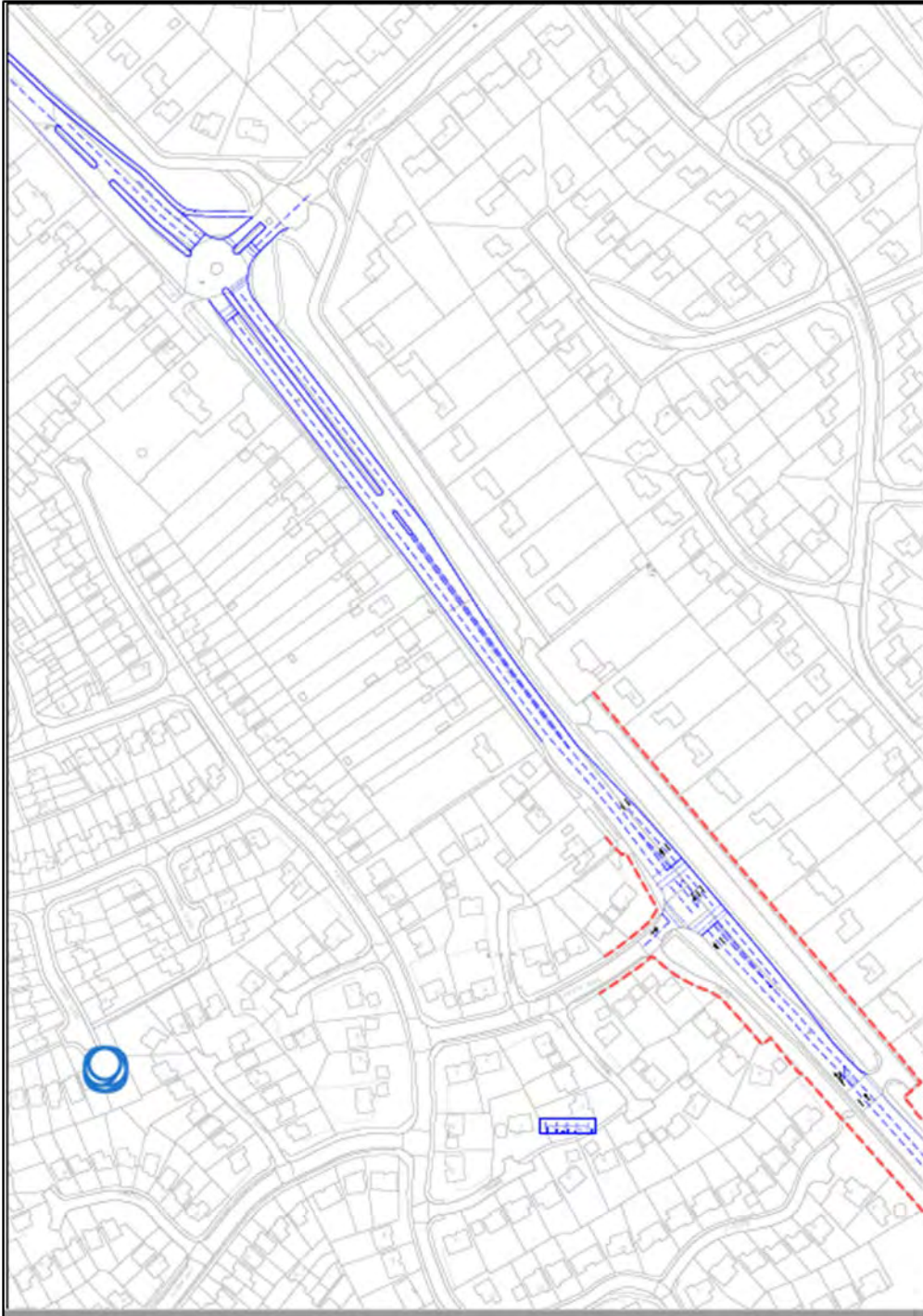
Table 4.55 – Junction 77 – Wendover Road / Eascote Road – Proposed Configuration (SEALR TA)

Stream	Movement	AM			PM		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Something (HF)							
Stream B-C	Eascote Rd – Wendover Rd (N)	3	40	0.75	102	1693	1.52
Stream B-A	Eascote Rd – Wendover Rd (S)	0	0	0.00	0	0	0.00
Stream C-B	Wendover Rd (N) –/Eascote Rd	0	0	0.00	0	0	0.00
Junction Delay (s)		3.76			148.55		
2036 Do Cumulative 1 (HF + AW)							
Stream B-C	Eascote Rd – Wendover Rd (N)	308	4764	2.50	184	3460	2.08
Stream B-A	Eascote Rd – Wendover Rd (S)	0	0	0.00	0	0	0.00
Stream C-B	Wendover Rd (N) –/Eascote Rd	0	0	0.00	0	0	0.00
Junction Delay (s)		731.64			349.02		
2036 Do Cumulative 2 (Reg 22)							
Stream B-C	Eascote Rd – Wendover Rd (N)	168	2350	1.73	157	2556	1.80
Stream B-A	Eascote Rd – Wendover Rd (S)	0	0	0.00	0	0	0.00
Stream C-B	Wendover Rd (N) –/Eascote Rd	0	0	0.00	0	0	0.00
Junction Delay (s)		293.87			268.09		

The applicant suggests that this situation is unlikely to occur because such delays are likely to encourage drivers to seek existing alternative routes that are available to exit the housing area which Eascote Road serves. On balance, there is an overall improvement in queue lengths across both the peak hours. It is also noted that the restriction of the right turn movement would present a significant road safety improvement at this junction.

Buckinghamshire Council are also considering the potential for a signalised junction arrangement to be delivered at this junction as part of the SEALR proposals, in tandem with the signalisation of the Camborne Avenue / A413 Wendover Road junction.

The SEALR Transport Assessment has presented an indicative preliminary design for the linked signalised junctions. An extract of the potential junction drawing is shown below.



The applicants for SEALR have assessed the junction using the 2036 Do Something flows (which are the same as the Hampden Fields Do Cumulative 3 assessment), as shown below.

Table 32 – Junction 7 & 24: A413 Wendover Road / Camborne Avenue signalised three-arm junction and A413 / Eascote Road three-arm junction

Scenario	Junction 7				Junction 24			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Max DoS	Max Q	Max DoS	Max Q	Max DoS	Max Q	Max DoS	Max Q
2036 Do Nothing	77.5%	16.2	83.9%	21.6	73.0%	16.7	71.3%	15.0
2036 Do Something	85.8%	24.4	83.6%	20.8	87.5%	23.0	88.7%	24.4

The results illustrate that the indicative preliminary signalised junction design would be sufficient to cater for the level of traffic identified for the 2036 Do Cumulative 3 scenario and would therefore be an adequate mitigation should traffic flows reach the levels identified for 2036.

The delivery of any such scheme will be linked to a manage and monitor regime which is to be secured through an appropriate S106 Obligation, given that the justification for the scheme is a prediction arising from the revised model, rather than something that may be required.

As a result, it is considered that the proposed left-in/left-out arrangement is suitable to ensure the continued safe operation of the junction, but that a commitment to monitor and manage the performance of the junction is required. The junction will be monitored by BC, so a contingent financial contribution would need to be secured to fund the more comprehensive works at the junction in the event that they are required to mitigate the developments impact.

Junction 80 - A413 Wendover Road / Wendover Way mini roundabout



This junction takes the form of a mini roundabout. The junction has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.55.1 - Summary of the Wendover Road / Wendover Way mini-roundabout – 2022 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2022 Do Minimum						
Wendover Road (S)	93	242	1.06	28	79	0.99
Wendover Road (N)	81	260	1.07	126	382	1.11
Wendover Way	69	661	1.20	63	566	1.17
Junction Delay (s)	307.11			270.49		
2022 Do Something						
Wendover Road (S)	31	85	0.98	11	32	0.92
Wendover Road (N)	54	187	1.02	118	372	1.07
Wendover Way	126	1178	1.24	158	1456	1.30
Junction Delay (s)	305.11			274.73		

Table 3.55.1 shows that the junction operates above theoretical capacity in the 2022 Do Minimum scenario with an RFC of 1.20 in the AM and an estimated queue of 93 vehicles. In the PM the RFC is 1.17 with an estimated queue length of 126 vehicles.

In the 2022 Do Something scenario with just Woodlands first phase, the operation of the junction worsens slightly with the RFC increasing to 1.24 and an estimated queue length of c126 vehicles on Wendover Way in the AM peak although the Wendover Road arms improve with reductions of c62 and c27 vehicles. There is a slight reduction in overall junction delay from 307.11 seconds to 205.11 seconds. In the PM the operation of the junction worsens compared to the Do Minimum scenario with an increase in the largest estimated queue from c126 to c158 vehicles. There is a slight increase in overall junction delay from 270.49 seconds to 274.73 seconds.

Table 3.55.1 - Summary of the Wendover Road / Wendover Way mini-roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
Wendover Road (S)	271	675	1.21	382	894	1.28
Wendover Road (N)	80	256	1.07	256	785	1.24
Wendover Way	72	624	1.19	26	242	1.03
Junction Delay (s)	516.39			777.74		
2036 Do Cumulative 1						
Wendover Road (S)	108	283	1.08	4.3	14	0.82
Wendover Road (N)	30	112	1.00	100	296	1.08
Wendover Way	7	68	0.89	2	31	0.64
Junction Delay (s)	190.79			148.60		
2036 Do Cumulative 2						
Wendover Road (S)	100	267	1.07	4.3	14	0.82
Wendover Road (N)	13	53	0.94	136	414	1.12
Wendover Way	26	200	1.02	5	62	0.85
Junction Delay (s)	183.50			203.89		

The 2036 Do Cumulative scenarios show significant improvement in the operation of the junction with maximum estimated queues reducing from c271 vehicles in the AM of the 2036 Do Minimum Scenario to c108 vehicles in the 2036 Do Cumulative Scenario. In the PM the estimated queue length on Wendover Road south reduces from c382 to c4 vehicles.

It can be concluded that, although the junction still operates above theoretical capacity, the junction performs better in all 2036 Do Cumulative scenarios compared to the 2036 Do Minimum scenario. A short term abortive improvement to deal with minor 2022 impacts is not therefore considered appropriate given that cumulative development improves conditions. As such, the impacts of the development at this junction are considered acceptable.

No works to this junction are therefore proposed as the operation is acceptable with standalone and cumulative development.

Junction 82 - Walton Road / Turnfurlong / Highbridge Road



This junction is a simple priority crossroads junction and has been modelled with the Picady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.56.1 shows that the junction operates above theoretical capacity in the 2036 Do Minimum scenario with an RFC of 1.96 in the AM and an estimated queue of c168 vehicles. In the PM the junction operates just below theoretical capacity with an RFC is 0.97 and an estimated queue length of c10 vehicles.

In the 2036 Do Cumulative 1 scenario, the operation of the junction improves significantly in the AM Peak with the RFC reducing to 1.05 and an estimated queue length of c15 vehicles. However, in the PM the RFC increases to 1.34 with an estimated queue length of c58 vehicles.

In the 2036 Do Cumulative 2 scenario, the operation of the junction is improved compared to the 2036 Do Minimum scenario with the RFC reducing to 1.26 and an estimated queue length of c41 vehicles, which is a reduction of c127 vehicles. In the PM the highest RFC remains at 0.97 with an estimated queue length of c10 vehicles.

It can be concluded that there is generally an improvement in the operation of the junction in the cumulative scenarios when compared to the 2036 Do Minimum scenario, with the exception of the Do Cumulative 1 scenario PM.

As stated elsewhere in this response, the Cumulative 1 scenario is a tool to allow the applicants a direct comparison against the 2016 TA junction assessments and formed the cumulative assessment at that time. A number of other strategic applications have since been submitted that remain in the planning system and as such the updated cumulative position is most likely that shown in Cumulative 2. Junction capacity does not worsen in the cumulative 2 scenario and no assessment was required to deal with standalone impacts. As such the impact of Woodlands at this junction is considered acceptable.

Table 3.56.1 - Summary of the Walton Road / Turnfurlong Priority Junction – 2036 Scenarios

Stream	Movement	AM			PM		
		Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum							
B-ACD	Turnfurlong (E)	168	1686	1.96	10	129	0.97
A-BC	Walton Road (E) – Turnfurlong (S) and Walton Road (W)	1	7	0.29	1	7	0.36
A-D	Walton Road (E) – Highbridge Road (N)	0	7	0.30	0	7	0.36
D-ABC	Highbridge Road (N)	1	41	0.59	1	17	0.33
C-ABD	Walton Road (W)	2	11	0.59	1	6	0.22
Junction Delay (s)		498.26			30.44		
2036 Do Cumulative 1							
B-ACD	Turnfurlong (E)	15	201	1.05	58	611	1.34
A-BC	Walton Road (E) – Turnfurlong (S) and Walton Road (W)	1	7	0.34	1	3	0.33
A-D	Walton Road (E) – Highbridge Road (N)	0	7	0.34	0	0	0.00
D-ABC	Highbridge Road (N)	1	23	0.47	0	15	0.30
C-ABD	Walton Road (W)	1	10	0.48	1	8	0.33
Junction Delay (s)		43.24			169.98		
2036 Do Cumulative 2							
B-ACD	Turnfurlong (E)	41	434	1.26	10	123	0.97
A-BC	Walton Road (E) – Turnfurlong (S) and Walton Road (W)	1	7	0.30	1	3	0.29
A-D	Walton Road (E) – Highbridge Road (N)	0	7	0.31	0	0	0.00
D-ABC	Highbridge Road (N)	1	24	0.46	0	13	0.23
C-ABD	Walton Road (W)	1	10	0.49	1	8	0.35
Junction Delay (s)		103.79			31.98		

Junction 83 - A41 Friarage Road / Walton Street / Exchange Street

This junction takes the form of a 3 arm roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 84 – A41 / Station Way

This junction is a 3 arm roundabout and has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;

No works are proposed as the impact of the Woodlands development on the operation of the junction is acceptable with standalone development.

Junction 85 - Gatehouse Road / Gatehouse Way

This junction takes the form of a priority junction with a ghost island right turn lane. The junction has been modelled with the Picady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 86 - A418 Oxford Road / A41 Gatehouse Road



This is a 4 arm roundabout junction and has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.60.1 demonstrates that the junction is at theoretical capacity in the 2022 Do Minimum scenario with a maximum RFC of 0.97 in the AM and 1.11 in the PM on the A41 South arm and estimated queue of c58 vehicles.

In the 2022 Do Something scenario the operation of the junction deteriorates slightly with the maximum RFC increasing to 1 in the AM and in the PM peak from 1.11 to 1.15.

The TAA explains that the roundabout is forecast to have around 4,000 vehicles total junction inflow, and the 2022 Do Something scenario only adds 2 to 3% extra flow.

Table 3.60.1 - Summary of the A418 / Gatehouse Road Roundabout – 2022 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
A41 (N)	6	19	0.85	18	56	0.98
A418 (E)	2	9	0.68	1	7	0.57
A41 (S)	15	66	0.97	58	187	1.11
A418 (W)	14	40	0.95	13	38	0.95
Junction Delay (s)	35.82			81.97		
2022 Do Something						
A41 (N)	6	19	0.86	11	39	0.94
A418 (E)	2	10	0.68	2	7	0.61
A41 (S)	21	83	1.00	77	235	1.15
A418 (W)	26	67	1.00	24	62	0.99
Junction Delay (s)	49.51			101.74		

Table 3.60.2 shows that in the 2036 Do Minimum, the existing roundabout is forecast to be over capacity in both peaks, with an RFC of 1.17 an estimated queue of c80 vehicles in the AM and an RFC of 1.34 an estimated queue of c180 vehicles in the PM.

In the 2036 Do Cumulative 1 scenario the junction continues to operate above theoretical capacity with an increase in the largest queue length of c18 vehicles in the AM peak and c21 vehicles in the PM peak. Overall junction delay has increases in the AM but reduces in the PM.

In the 2036 Do Cumulative 2 scenario the operation of the junction improves in the AM peak compared to 2036 Do Minimum. In the PM peak hour, there is an estimated increase in the queue on the A41 north arm of c35 vehicles, but the overall junction delay reduces by 36.1 seconds.

Whilst there may be some relatively minor standalone and cumulative 1 impacts at this junction it can be seen that the link road strategy as it progresses to cumulative 2 leads to an overall improvement to delay at this junction. It is therefore considered on balance that no improvement works to this junction are required and the impacts are acceptable.

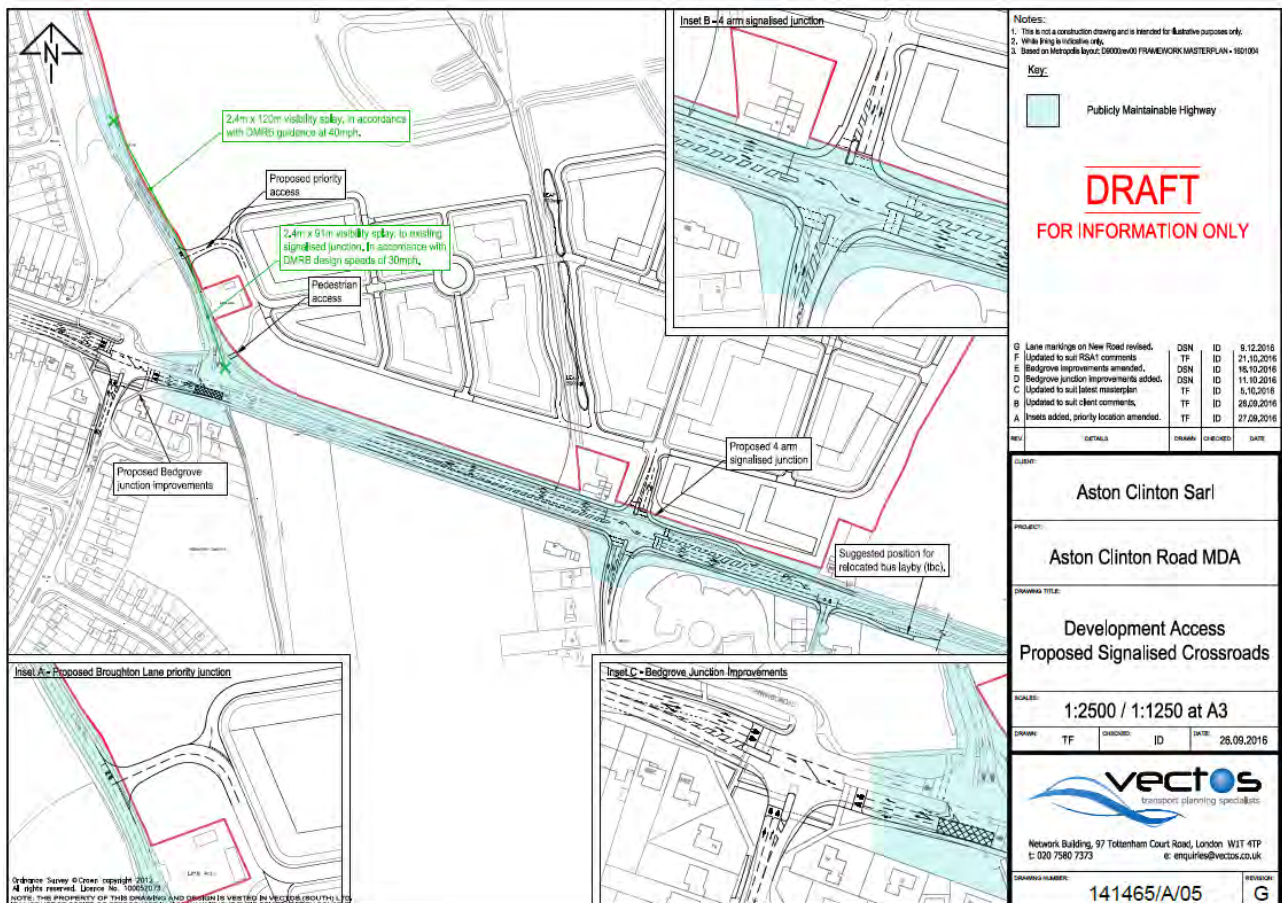
Table 3.60.2 - Summary of the A418 / Gatehouse Road Roundabout – 2036 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 Do Minimum						
A41 (N)	21	63	0.99	148	473	1.26
A418 (E)	3	12	0.72	2	8	0.66
A41 (S)	80	260	1.17	180	651	1.34
A418 (W)	36	89	1.02	68	145	1.08
Junction Delay (s)	106.70			335.42		
2036 Do Cumulative 1						
A41 (N)	13	41	0.95	201	534	1.32
A418 (E)	3	11	0.73	1	7	0.59
A41 (S)	98	322	1.21	108	367	1.20
A418 (W)	28	73	1.00	19	53	0.98
Junction Delay (s)	119.30			284.95		
2036 Do Cumulative 2						
A41 (N)	8	27	0.90	215	584	1.35
A418 (E)	3	11	0.75	2	8	0.67
A41 (S)	80	284	1.19	111	421	1.23
A418 (W)	13	37	0.95	11	32	0.93
Junction Delay (s)	89.69			299.32		

Junction 98 – New Road / A41 Aston Clinton Road



This is a signal controlled crossroads junction providing access to the new MDA residential development as well as New Road. The layout of the junction is shown on Vectos Drawing 15-03806-AOP-141465-A-05-REV-G reproduced below.



The geometry and flows have been checked and a number of intergreens were missing as well as some flows were entered as vehicles rather than PCUS. These errors have been discussed and the model was amended and provided to us on the 8th January 2021.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 3.61.1 demonstrates that the junction will be operating above theoretical capacity in the AM peak hour in 2036 Do Minimum scenario with a PRC of -4.9%. In the PM peak hour the junction approaches theoretical capacity with a PRC of 4.1%.

However, in the Do Cumulative scenarios the operation of the junction will improve significantly due to the introduction of the partial orbital route, with the PRC increasing to 35.1% in the Do Cumulative 2 AM and 44.5% in the Do Cumulative 2 PM. In both 2036 Do Cumulative scenarios the junction will now operate with spare capacity.

It can be concluded that with the Do Cumulative scenarios the operation of the junction improves significantly. No works to this junction are therefore proposed as the operation is acceptable with cumulative development.

Table 3.61.1 - Summary of the New Road / A41 Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Minimum					
1/1	A41 WB Entry Left Ahead	71.6%	19	85.7%	27
1/2+1/3	A41 WB Entry Right Ahead	72.6%	20	86.4%	29
2/1+2/2	New Road Entry Right Ahead Left	64.5%	9	63.8%	9
3/1	A41 EB Internal Ahead Left	91.1%	33	60.1%	15
3/2+3/3	A41 EB Internal Ahead Right	94.4%	37	65.7%	15
4/2+4/1	MDA Site Access Entry Left Ahead Right	34.8%	2	58.9%	4
PRC		-4.9%		4.1%	
Cycle Time		120		120	
2036 Do Cumulative 1					
1/1	A41 WB Entry Left Ahead	52.6%	11	61.5%	14
1/2+1/3	A41 WB Entry Right Ahead	53.9%	12	62.6%	15
2/1+2/2	New Road Entry Right Ahead Left	65.3%	11	60.6%	10
3/1	A41 EB Internal Ahead Left	56.7%	14	49.0%	11
3/2+3/3	A41 EB Internal Ahead Right	66.3%	15	61.5%	13
4/2+4/1	MDA Site Access Entry Left Ahead Right	45.4%	3	56.0%	4
PRC		35.8%		43.9%	
Cycle Time		120		120	
2036 Do Cumulative 2					
1/1	A41 WB Entry Left Ahead	48.7%	10	59.8%	13
1/2+1/3	A41 WB Entry Right Ahead	50.2%	11	60.8%	14
2/1+2/2	New Road Entry Right Ahead Left	66.0%	11	60.8%	10
3/1	A41 EB Internal Ahead Left	58.4%	14	50.7%	12
3/2+3/3	A41 EB Internal Ahead Right	66.6%	16	62.3%	14
4/2+4/1	MDA Site Access Entry Left Ahead Right	61.0%	4	58.8%	4
PRC		35.1%		44.5%	
Cycle Time		120		120	

Junction 99 - Walton Street Gyratory



The Walton Street Gyratory junction is a key junction in Aylesbury town centre. It is complex linked traffic signal-controlled junction with 4 main routes which join and circulate around a central area of residential and commercial properties.

The junction has been modelled with the LinSig modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;
- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

The results of the assessment, as copied below, show that the operation of the Gyratory in 2022 would remain similar to Do Minimum in the AM peak hour and slightly improve in the PM peak hour with the addition of the development.

Table 3.62.1 - Summary of the Walton St Gyratory Signalised Junction – 2022 Scenarios

		AM		PM	
Link	Lane Description	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2022 Do Minimum					
1/2+1/1	Walton Street Entry Ahead	85.8	14	104.5	55.6
1/3	Walton Street Entry Ahead	32.9	3	49.8	5
2/2+2/1	Walton Road Entry Left Ahead	79.8	7	83.7	5
3/1	Walton Road Entry Ahead	75.1	13	78.7	14
3/2	Walton Road Entry Ahead	42.0	5	33.9	4
4/1 + 4/2	Stoke Road Entry Left	134.3	201	109.3	70
9/1 + 9/2	Walton Street Stopline Right	78.7	5	75.3	5
10/1	Walton Road Stopline Left	28.7	2	24.5	1
10/2	Walton Road Stopline Ahead	92.1	23	106.8	87
10/3	Walton Road Stopline Right	30.0	4	44.2	7
11/1	Wendover Road Stopline Right	0.0	0	0.0	0
11/2	Wendover Road Stopline Right	56.4	7	67.3	7
12/2	Stoke Road Stopline Right	130.8	72	105.3	24
12/3	Stoke Road Stopline Right	131	72	105.6	24
13/1	Crown Court Entry Left Left2	15.7	0	17.3	0
15/1	Walton Street Connector Ahead Left	28.6	4	34.0	4
15/2	Walton Street Connector Ahead	44.0	4	38.0	4
15/3	Walton Street Connector Right	24.2	0	25.4	0
PRC Over All Lanes (%)		-49.3		-21.4	
Cycle Time (s)		64		64	
2022 Do Something					
1/2+1/1	Walton Street Entry Ahead	86.5	14	102.4	46
1/3	Walton Street Entry Ahead	30.5	3	40.3	4
2/2+2/1	Walton Road Entry Left Ahead	82.1	7	78.5	7
3/1	Walton Road Entry Ahead	78.2	13	76.3	13
3/2	Walton Road Entry Ahead	41.8	5	36.6	4
4/1 + 4/2	Stoke Road Entry Left	134.5	207	108.8	58
9/1 + 9/2	Walton Street Stopline Right	77.9	6	88.4	9
10/1	Walton Road Stopline Left	31.2	2	28.4	2
10/2	Walton Road Stopline Ahead	85.4	19	104.5	56
10/3	Walton Road Stopline Right	25.1	3	36.8	6
11/1	Wendover Road Stopline Right	0.0	0	0.0	0
11/2	Wendover Road Stopline Right	57.9	7	63.0	5
12/2	Stoke Road Stopline Right	130.0	70	80.9	7
12/3	Stoke Road Stopline Right	130.2	71	106.1	27
13/1	Crown Court Entry Left Left2	16.3	0	17.1	0
15/1	Walton Street Connector Ahead Left	25.6	4	22.1	3
15/2	Walton Street Connector Ahead	45.1	4	47.1	5
15/3	Walton Street Connector Right	27.6	0	26.3	0
PRC Over All Lanes (%)		-49.4		-18.7	
Cycle Time (s)		64		64	

In all 2036 scenarios the operation of the Gyratory would improve with the addition of the development traffic, as shown below. As such, no works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Table 3.62.2 - Summary of the Walton St Gyratory Signalised Junction – 2036 Scenarios

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Minimum					
1/2+1/1	Walton Street Entry Ahead	96.8	26	112.4	102
1/3	Walton Street Entry Ahead	41.3	4	49.8	5
2/2+2/1	Walton Road Entry Left Ahead	88.9	10	86.4	8
3/1	Walton Road Entry Ahead	83.8	17	85.6	18
3/2	Walton Road Entry Ahead	47.1	6	40.3	5
4/1 + 4/2	Stoke Road Entry Left	150.5	287	123.4	140
9/1 + 9/2	Walton Street Stopline Right	92.0	11	87.4	8
10/1	Walton Road Stopline Left	33.8	2	25.7	2
10/2	Walton Road Stopline Ahead	96.8	28	105.7	62
10/3	Walton Road Stopline Right	38.8	5	47.8	7
11/1	Wendover Road Stopline Right	0.5	0	0.0	0
11/2	Wendover Road Stopline Right	69.5	9	73.0	9
12/2	Stoke Road Stopline Right	146.0	102	125.0	60
12/3	Stoke Road Stopline Right	146.8	105	125.8	62
13/1	Crown Court Entry Left Left2	18.6	0	19.2	0
15/1	Walton Street Connector Ahead Left	41.1	5	30.4	4
15/2	Walton Street Connector Ahead	31.6	4	43.3	5
15/3	Walton Street Connector Right	24.0	0	22.3	0
PRC Over All Lanes (%)		-67.2		-39.7	
Cycle Time (s)		64		64	

2036 Do Cumulative 1					
1/2+1/1	Walton Street Entry Ahead	82.3	13	107.3	77
1/3	Walton Street Entry Ahead	28.5	3	34.2	3
2/2+2/1	Walton Road Entry Left Ahead	80.3	8	90.5	10
3/1	Walton Road Entry Ahead	62.7	9	56.7	8
3/2	Walton Road Entry Ahead	45.4	6	38.6	5
4/1 + 4/2	Stoke Road Entry Left	118.1	103	92.4	16
9/1 + 9/2	Walton Street Stopline Right	78.3	7	90.4	9
10/1	Walton Road Stopline Left	30.1	2	27.2	2
10/2	Walton Road Stopline Ahead	88.0	19	106.8	68
10/3	Walton Road Stopline Right	28.5	4	34.4	4
11/1	Wendover Road Stopline Right	0.0	0	0.0	0
11/2	Wendover Road Stopline Right	59.1	8	58.7	8
12/2	Stoke Road Stopline Right	114.6	48	82.1	10
12/3	Stoke Road Stopline Right	115.0	49	82.3	10
13/1	Crown Court Entry Left Left2	18.8	0	19.2	0
15/1	Walton Street Connector Ahead Left	36.9	6	36.6	5
15/2	Walton Street Connector Ahead	44.0	6	37.0	5
15/3	Walton Street Connector Right	20.4	0	0.0	0
PRC Over All Lanes (%)		-31.2		-19.3	
Cycle Time (s)		64		64	
2036 Do Cumulative 2					
1/2+1/1	Walton Street Entry Ahead	81.8	12	105.3	65
1/3	Walton Street Entry Ahead	27.0	2	41.4	4
2/2+2/1	Walton Road Entry Left Ahead	76.8	7	89.4	9
3/1	Walton Road Entry Ahead	60.0	9	55.5	8
3/2	Walton Road Entry Ahead	41.3	5	33.5	4
4/1 + 4/2	Stoke Road Entry Left	114.2	89	88.3	13
9/1 + 9/2	Walton Street Stopline Right	76.0	7	92.7	11
10/1	Walton Road Stopline Left	32.3	2	29.1	2
10/2	Walton Road Stopline Ahead	81.0	16	103.9	54
10/3	Walton Road Stopline Right	25.3	3	40.7	6
11/1	Wendover Road Stopline Right	0.0	0	0.0	0
11/2	Wendover Road Stopline Right	59.1	8	65.7	8
12/2	Stoke Road Stopline Right	111.7	40	75.3	8
12/3	Stoke Road Stopline Right	111.7	40	75.5	8
13/1	Crown Court Entry Left Left2	18.9	0	18.4	0
15/1	Walton Street Connector Ahead Left	33.9	5	32.8	4
15/2	Walton Street Connector Ahead	43.8	5	33.2	4
15/3	Walton Street Connector Right	22.4	0	20.8	0
PRC Over All Lanes (%)		-26.9		-17.0	
Cycle Time (s)		64		64	

Junction 101 - Wendover Road / Marroway



This junction takes the form of a 3 arm roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 116 – New Road / Brook End / Main Street



This is a 3 arm mini roundabout in Weston Turville and has been modelled with the Arcady junction modelling programme. The geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

Table 5.61.4 shows that in the 2036 Do Minimum scenario the junction will operate above practical capacity, with an RFC of 0.93 in the AM and 0.96 in the PM peak hour for the Main Street approach, with associated maximum queues estimates of 11 and 14 vehicles respectively.

In the Do Cumulative 1 scenario the operation of the junction improves and now operates within practical capacity, with a maximum RFC of 0.78 in the AM and an RFC of 0.79 in the PM on New Road.

In the Do Cumulative 2 scenario the junction exceeds practical capacity again and the operation in the AM peak hour worsens slightly compared to the 2036 Do Minimum scenario within the highest RFC increasing from 0.93 to 0.96 and an estimated increase in queue length of 1 vehicle. It is now New Road which shows the largest queue in the AM peak hour. In the PM the junction experiences an improvement compared to the 2036 Do Minimum scenario with the RFC reducing from 0.96 to 0.9 and an estimated queue reduction of 6 vehicles.

Although this junction will operate at capacity in 2036, mitigation is not desirable. Increasing capacity could attract more traffic to the village contrary to the aims of the link road strategy and based on previous discussions, the views of Weston Turville Parish Council. Another form of mitigation is therefore required, and it is considered most appropriate to attempt to reinforce the existing traffic calming to discourage traffic from using the routes through the village rather than increasing capacity.

Table 5.64.1 – New Road / Brook End / Main St mini-roundabout– 2036 Scenarios

Approach	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Do Minimum						
New Road	6	70	0.88	3	38	0.75
Marrow Way East (Brook End)	4	25	0.82	2	12	0.66
Marrow Way West (Main Street)	11	67	0.93	14	83	0.96
Junction Delay (s)	49.97			47.58		
2036 Do Cumulative 1						
New Road	3	38	0.78	4	36	0.79
Marrow Way East (Brook End)	1	11	0.57	1	7	0.35
Marrow Way West (Main Street)	3	22	0.74	3	20	0.72
Junction Delay (s)	22.65			21.92		
2036 Do Cumulative 2						
New Road	12	108	0.95	6	56	0.86
Marrow Way East (Brook End)	2	16	0.67	1	8	0.41
Marrow Way West (Main Street)	3	26	0.78	8	49	0.90
Junction Delay (s)	48.25			40.41		

The TAA explains that this location is subject to a traffic calming scheme which is being brought forward as part of the Aylesbury Woodlands and Hampden Fields developments to discourage the use of routes through Weston Turville. It is expected that the implementation of this scheme will lead to a reduction in traffic flows as drivers would seek alternative routes.

It should also be noted that as part of planning application for Land South of Aston Clinton Road (18/02495/APP) which received a resolution to grant planning permission on 01/10/2020 a traffic calming scheme is proposed for New Road north of the roundabout as shown on Cotswold Transport Planning drawing CTP-15-174 Sk11 A reproduced below.



No works to this junction are therefore proposed as the operation is acceptable with cumulative development subject to the committed traffic calming scheme as shown on drawing 2826-SK-133 and the commitments towards additional measures provided by the applicants.

Junction 117 - A413 Wendover Road / Station Road

This junction takes the form of a 3 arm roundabout. The junction has been modelled with the Arcady modelling programme and the geometry and flows have been checked and are correct.

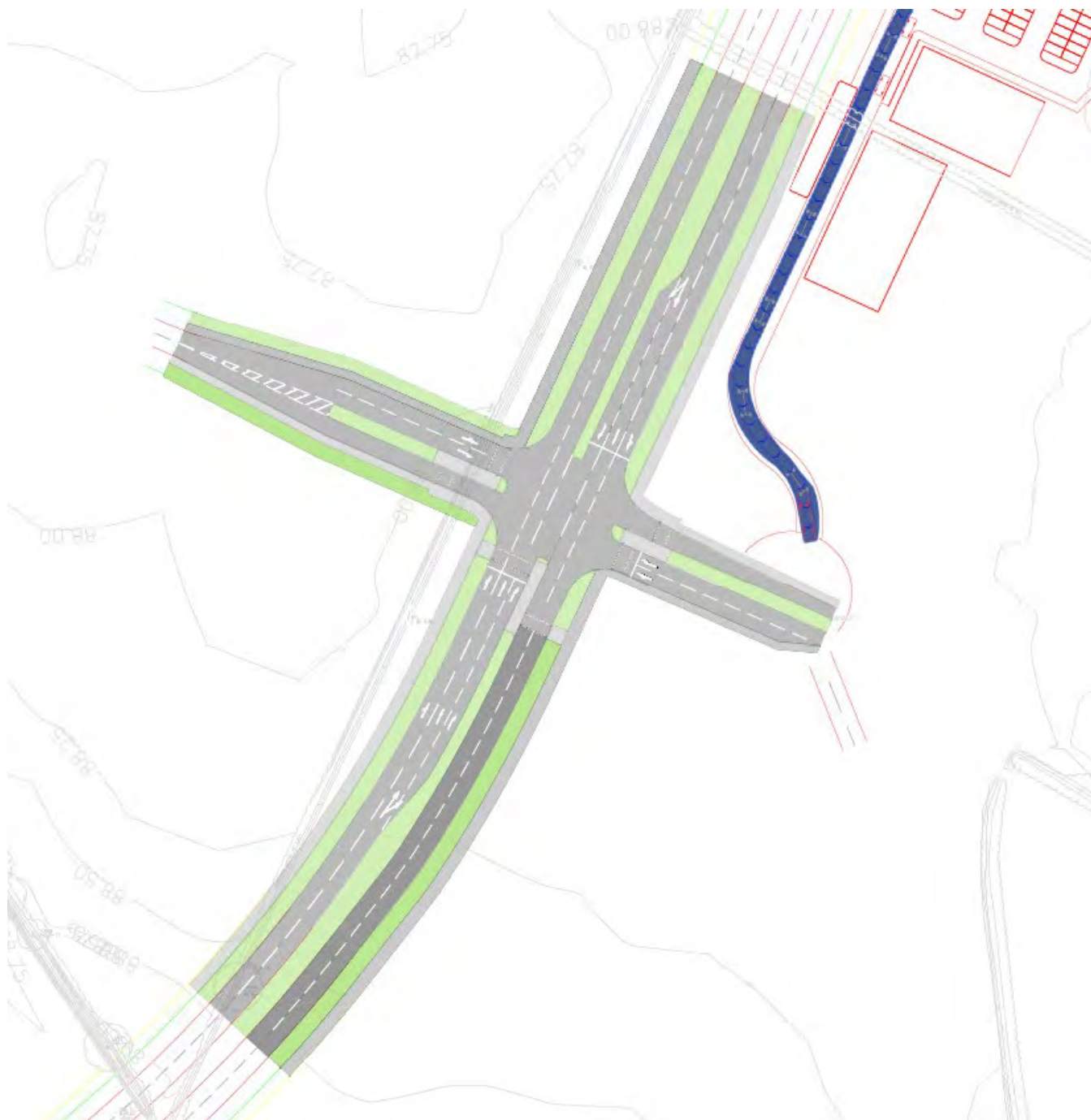
Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Junction 121 - Southern Link Road (SLR) / Employment Access

The SLR/Employment Access junction is a proposed signalised crossroads arrangement which connects the SLR with the main employment zone proposed within the Hampden Fields development. The junction is an internal part of the Hampden Fields development and is not an external access, therefore its exact configuration is likely to be the subject of a Reserved Matters application that will be submitted for the primary strategic infrastructure for Hampden Fields. The proposed junction is illustrated on RPS Drawing JNY10535-DR-010, an extract of which is shown below.



Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 3.

The results of the assessment copied below, show that the junction would operate within capacity.

Table 3.66.1 - Summary of the SLR / Employment Access Signalised Junction – 2036 Do Cumulative 3 Scenario

Link	Lane Description	AM		PM	
		Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
2036 Do Cumulative 3					
1/1	EW Link (WB) Left Ahead	73.5%	21	87.1%	31
1/2+1/3	EW Link (WB) Ahead Right	75.5%	24	87.8%	34
2/1+2/2	Employment Access Right Left Ahead	72.7%	4	88.6%	13
3/1	EW Link (EB) Ahead Left	68.3%	19	73.1%	20
3/2+3/3	EW Link (EB) Ahead Right	73.9%	8	75.2%	22
4/2+4/1	Residential Access Left Ahead Right	33.9%	2	35.9%	1
PRC		19.2%		1.5	
Cycle Time		120		120	

Junction 141 - Station Road / Risborough Road / Lower Road



This junction takes the form of a 3 arm roundabout junction. Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2022 Do Something;

It has been modelled using standard ARCADY methods and using the lane simulation option, to assess the impact of uneven lane usage. The results are copied below in tables 3.67.1 and 3.67.2 respectively.

Table 3.67.1 - Summary of the Station Road / Risborough Road / Lower Road Roundabout- 2022 Scenarios

Approach	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Do Minimum						
Station Road (E)	57	280	1.07	2	16	0.70
Risborough Road (S)	19	86	0.97	78	304	1.08
Lower Road (W)	4	13	0.79	2	8	0.69
Junction Delay (s)	107.59			121.35		
2022 Do Something						
Station Road (E)	13	72	0.94	1	11	0.57
Risborough Road (S)	8	41	0.90	14	61	0.95
Lower Road (W)	2	8	0.68	2	7	0.63
Junction Delay (s)	36.45			29.00		

Table 3.67.2 - Summary of the Station Road / Risborough Road / Lower Road Roundabout- 2022 Scenarios – Lane Simulation

Approach	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
2022 Do Minimum				
Station Road (E)	263	1134	129	688
Risborough Road (S)	270	1023	350	1225
Lower Road (W)	69	195	7	24
Junction Delay (s)	703.20		625.08	
2022 Do Something				
Station Road (E)	192	833	25	166
Risborough Road (S)	223	848	288	1051
Lower Road (W)	16	56	4	18
Junction Delay (s)	530.80		450.71	

The junction is shown to exceed capacity in the 2022 Do Minimum scenario in both the AM and PM peak hours. With the addition of the development, the junction would remain over capacity, but there is a clear improvement in the junction’s performance.

As part of the previous technical work in 2017, the Woodlands Phase 1 standalone was required to provide a signalisation mitigation scheme at this junction. However, in light of the revised modelling of this junction which shows that the operation is acceptable with standalone and cumulative development, the mitigation scheme is no longer required.

Junction 143 - Mandeville Road / Stoke Road

This junction takes the form of a 3 arm traffic signal controlled junction. The junction has been modelled with the LinSig modelling programme and the geometry and flows have been checked and are correct.

Assessments of the impact at this junction were required for the following scenarios based on the predicted traffic impact;

- 2036 Do Cumulative 1;
- 2036 Do Cumulative 2.

No works to this junction are proposed as the operation is acceptable with standalone and cumulative development.

Conclusion

It is concluded that full and detailed assessments of the application both individually and cumulatively, have demonstrated that any adverse effects of the proposals can be appropriately mitigated through planning conditions and S106 obligations.

The position reached in 2017 remains the same, and therefore the Council can confirm that it has no objections subject to Conditions and S106 Obligations to be advised.

Yours sincerely

Del Tester

**Highways Development Management Consultant
Highways Development Management
Planning Growth & Sustainability**

**Jo Thornton
Highways Development Management
Planning Growth & Sustainability
Buckinghamshire Council**

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www.buckscc.gov.ukDate: 13th October 2017

Your ref: 16/01040/AOP

Development Control
Aylesbury Vale District Council

DX4130 Aylesbury

FAO Neil Button

Dear Neil

**HIGHWAY AUTHORITY COMMENTS
TOWN AND COUNTRY PLANNING ACT 1990****Application Number: 16/01040/AOP**

Proposal: Outline application with means of access (in part) to be considered for up to 102,800 sq. m employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq. m (A1/A2/A5/D1), up to 5,700 sq. m hotel and Conference Centre (C1), up to 3,500 sq. m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage

Location: Aylesbury Woodlands College Road North Aston Clinton Buckinghamshire

I refer to the Council's previous comments regarding this application which were dated 30th May and 7th June 2017. You will be aware from those previous comments that there were a number of highways matters that required further consideration, particularly in relation to the cumulative impacts of this development alongside the Hampden Fields Development. You will also be aware of our recent additional comments in relation to both the Hampden Fields and Woodlands developments that provide a direct response to the critique of the use of the Aylesbury Transport Model by the Hampden Fields Action Group. This criticism seems to form the main basis for the Action Groups transport based objections to the applications and I trust that you have found that our response of the 4th October 2017 and the accompanying report by Jacobs deals with their comments fully and comprehensively.

Strategic Modelling

As set out in the Council’s consultation response dated the 4th October 2017 a review of the validity of the Strategic Model for the assessment of this planning application has been carried out. The Jacobs review has been undertaken by strategic modelling experts from their London office. The purpose of this was to ensure that the review was unbiased as the reviewers were not personnel that operate the strategic model in Buckinghamshire and are detached from the work undertaken for the planning applications currently being assessed.

Trip Generation

One of the main criticisms of the Action Group relates to the traffic generation inputs to the strategic model and alleged discrepancies between the agreed trip generation and the network matrix totals. Section 5.2 of the Jacobs “Forecast Methodology Review – Technical Note” dated 4th October 2017 sets out the trip generation for the Woodlands development as follows. It should be noted that the figures set out below do not include any allowances for the internalisation of some trips. The Technical Note states;

“The agreed trip generation estimates as supplied by the developers, and agreed by Buckinghamshire County Council, result in 2034 AM peak hour Woodlands trip generation of:

- **Origin:** 1,144
- **Destination:** 1,621
- **Total two-way:** 2,765”

The above figures relate directly to the Peter Brett Associates (PBA) LLP Technical Note dated 11th November 2015 (“32113 – Aylesbury Woodlands Development Transport Modelling Scoping – Revised Do Something Test – Issue 3”) which included at Appendix I the raw data used as the basis for calculating the trip generation for the individual land uses proposed on the Woodlands site. Table 9.2 of the Woodlands Transport Assessment Rev A dated March 2016 (TA) also repeats the unadjusted trip generation potential of the individual land uses that make up the Woodlands development as follows;

Table 9.2 – Gross Vehicular Trip Generation by Zone – Aylesbury Woodlands

Zone No.	Land-use	AM Peak (0800 – 0900)			PM Peak (1700 - 1800)		
		Arr	Dep	Total	Arr	Dep	Total
Zone 1	530 Dwellings	129	260	389	245	157	402
Zone 2	570 Dwellings	138	280	418	264	169	433
	Care Home (60 Bed – assume 90 residents)	9	7	16	10	8	18
	Zone 2 Total	147	287	434	274	177	451

Zone No.	Land-use	AM Peak (0800 – 0900)			PM Peak (1700 - 1800)		
		Arr	Dep	Total	Arr	Dep	Total
Zone 3	Primary School (420 pupils)	178	111	289	39	24	63
Zone 4	Shops and Convenience store	237	220	457	301	325	626
	Drive through Restaurant	39	35	74	57	52	109
	Zone 4 Total	276	255	531	358	377	735
Zone 5	27,600m ² B1(a) Employment	489	74	563	141	369	510
Zone 6	2,500m ² Restaurant / Bar	0	0	0	81	81	162
	Hotel (150 beds)	48	30	78	38	23	60
	Athletes Self-Catering Accommodation	1	0	1	0	1	1
	Conference Facility	8	1	9	1	11	12
	Zone 6 Total	57	31	87	120	116	235
Zone 7	46,800m ² B2	317	104	421	23	296	319
Zone 8	27,200m ² B8	23	20	43	13	29	42
Zone 9	Sports Pitch	5	2	7	27	11	38
Zone 10	2,500m ² Restaurant / Bar	0	0	0	81	81	162
	Total	1,621	1,144	2,765	1,321	1,637	2,958

It can be seen from the above table that the total arrivals (destinations) and departures (origins) for the AM peak hour are consistent with the data that was supplied to Jacobs for the purposes of Strategic modelling. However, as has been said above, these are unadjusted individual traffic generation totals for the site which assume that ALL trips will be external to the site, heading for destinations or originating from sites across Aylesbury and beyond.

In reality with strategic size mixed use development sites, some trips associated with the development will not leave the strategic site on to the wider highway network during the network peak hours. Examples of this are as follows:

- some onsite employment trips that originate from the dwellings on the site;
- local retail facilities which are provided to meet the day to day needs of residents and employees of the site; and
- schools which are provided to meet the additional educational demands associated with the residential development on the site.

PBA on behalf of the applicants proposed the following assumptions regarding internalisation as set out in the TA;

- **Residential to employment and Employment to residential** – based on analysis of 2011 Census data for the MSOAs around Aylesbury, 4.8% of residential Car Driver trips to employment occur to destinations within the same MSOA. Similarly, 10.4% of employment Car Driver trips in the MSOAs originate from residences within the same MSOA (this imbalance reflects the situation where there is general migration from the zone to work). These data are used as a proxy for internalisation in Aylesbury Woodlands.

- *As the residential / employment balance in Aylesbury Woodlands is different from the town of Aylesbury, some adjustment will be necessary. It is proposed that Jacobs provide the details of the number of residential and employment trips these respective percentages equate to for Aylesbury Woodlands. A figure between these two numbers will be adopted and used to reduce the origins and destinations within the residential and employment parcels. Based on the percentages above, it is likely that this would be similar to those agreed elsewhere - for example, Berryfields with 7.8% internalisation overall.*
- **Primary school** – assume 75% of car driver trips generated by the Primary School are internal to Aylesbury Woodlands
- **Shops and Convenience Stores** – this retail provision is local centre / convenience provided to meet on-site retail needs, it is assumed it will not attract any primary trips from off-site. On this basis it is assumed that trips associated with these land-uses will be entirely internal to the development. Any internal assignment of these trips will be addressed manually.
- **Remaining community leisure and retail land-uses** – whilst these will serve the local need within Aylesbury Woodlands, it is proposed to assume no internalisation of trips associated with these land-uses as a worst case in terms of trip generation.

This approach led to an external vehicular trip generation potential as summarised in Table 9.4 of the TA which is repeated below for ease of reference;

Table 9.4 – Vehicular trip demand matrices – Aylesbury Woodlands – AM and PM peak periods

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	In	Out	Total	In	Out	Total
External Residential Vehicular Trips	173	374	547	470	299	769
External Employment Vehicular Trips	814	198	1,012	177	682	859
External vehicular trips - other land-uses	110	65	175	267	232	499
Total External Vehicular Trips	1,097 (11)	637 (6)	1,733 (17)	914 (2)	1,213 (5)	2,127 (7)

Whilst the Council accepts that a mixed-use development of this type and scale will have some potential for trip internalisation associated with some of the land uses, its approach would have been slightly different to that set out above. Consistent with other major development areas, the Council has previously accepted that schools built for the demands associated with the development along with local retail and service facilities needed to serve the development are unlikely to generate external primary trips during the network peak hours and any external trips that would take place would be offset by the potential for some employment trips to originate within the site. This approach would have led to the following external traffic generation potential for the Woodlands development:

Woodlands	AM			PM		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
530 dwellings	129	260	389	245	157	402
570 dwellings	138	280	418	264	169	433
Care Home	9	7	16	10	8	18
Primary School	0	0	0	0	0	0
Shops	0	0	0	0	0	0
Drive through	0	0	0	0	0	0
Employment Z5	489	74	563	141	369	510
Bar /Restaurant	0	0	0	0	0	0
Hotel	48	30	78	38	23	60
Athletes Accommodation	1	0	1	0	1	1
Conference	8	1	9	1	11	12
46800 sq.m B2 z7	317	104	421	23	296	319
27200 sq.m B8 z8	23	20	43	13	29	42
Sports Pitch	5	2	7	27	11	38
Restaurant/Bar z10	0	0	0	0	0	0
Total External Vehicle Trips	1167	778	1945	762	1074	1835

Table 1 - BCC's approach to internalisation – sensitivity test.

With reference to Jacobs "Forecast Methodology Review – Technical Note", Tables 4 and 5 summarise the trip generation allowed for at Woodlands for the AM peak hour after taking in to consideration the internalisation of trips as follows;

- **Origin:** 907
- **Destination:** 1384
- **Total two-way:** 2291

It can be seen that the traffic generation allowed for within the strategic model exceeds what would be acceptable with the Council's internalisation assumptions and PBA's suggested internalisation approach. It is therefore considered that the traffic generation allowed for in the strategic model from this site is a reasonable and robust basis for assessment.

Matrix Total differences

Jacobs explain in detail in section 5.3 and 5.4 of their Technical Note the reasons why the matrix totals do not increase directly in line with the additional traffic associated with the development proposal. A summary of Section 5.4 of Jacobs Technical Note is set out below by means of a simplified explanation.

“With regards to apparent discrepancies in overall demand matrix totals, our review has noted that a proportion of some types of trip (including shopping and leisure) will be diverted from other similar destinations elsewhere. Whilst these trips will be included in the trip generation for the sites in question, they will not increase the overall size of the matrix. Furthermore, where the number of production and attraction trip ends differ, there needs to be some form of mathematical balancing which can also lead to apparent decreases (or increases) in the overall number of trips. The methodology used to do this is recommended by WebTAG, the industry-standard guideline for appraising schemes.

As outlined in Section 5.3 and 5.4, the perceived shortfall in trips within the Do Something scenario demand matrices is therefore due to the agreed trip-making assumptions outlined in Section 5.3 and not through any error in the production of the matrices as suggested by TPP.

It is therefore our conclusion that the methodology used to create the development matrices is in line with WebTAG advice for this type of model. We have subsequently concluded that the model forecasts are considered suitable for assessment of the development impacts and for proposing mitigation measures at key junctions.”

For the reasons given above, Buckinghamshire County Council (BCC) concludes that;

- That the traffic generation associated with Woodlands is consistent with that agreed with the Council;
- That the development zone loadings as modelled are consistent with the agreed traffic generation levels;
- The Council's appropriately qualified strategic model advisors are satisfied that modelling is consistent with best practices and that the model is fit for the purposes of assessing the strategic traffic implications of the planning application.

Planning Policy Context

LTP4 (2016-2036)

Buckinghamshire's 4th Local Transport Plan was adopted in April 2016 and sets out the Council's policies and strategies to address transport related issues and challenges over the plan period. A total of 19 policies have been proposed in LTP4 to address these transport challenges. Relevant for this application are policies 2 and 7.

Policy 2 relates to improvement in connectivity:

“We will work to improve the connectivity and reliability of Buckinghamshire's transport network, stimulate economic growth and promote safer more sustainable travel”.

Policy 7 discusses the importance of reliable road travel.

“We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire's people and businesses the certainty of journey times they need.”

“To provide a reliable road network we will:

- *Develop robust business cases for reducing congestion in areas and corridors that are most severely affected by delays.*
- *Work with developers and district councils to ensure that new developments are integrated with the existing road network and that potential congestion caused by the site is properly managed and mitigated (including through Section 278 and Section 106 agreements). “*

Aylesbury Transport Strategy (ATS) The Aylesbury Transport Strategy was commissioned in 2016 by BCC to set out the improvements needed to support the planned growth of the town between 2016-2033. The ATS was adopted by BCC on the 13th March 2017. This strategy is a key policy document for both the County Council and Aylesbury Vale District Council in order to address the current and future issues affecting the transport network of Aylesbury town centre and all its immediate urban areas.

The six objectives of the ATS are as follows:

- Improve transport connectivity and accessibility within Aylesbury town
- Improve accessibility to other urban centres and net growth areas outside Aylesbury town
- Contribute to air quality by minimising the growth in traffic levels and congestion
- Improve journey time reliability
- Reduce the risk of death or injury on the transport network
- Make it easier and more attractive to travel by active and public transport modes

The Transport Strategy clarifies the main transport issue affecting Aylesbury in paragraphs 4.2.1 to 4.2.3:

“Aylesbury is a focal point of BCC’s road network. The town is connected to the wider highway network via the A41, A418 and A413 and only the A4157 currently provides an internal semi-circular road around the north of the town. Due to this radial highway network structure, high volumes of through traffic are an issue through the town centre.

Arterial routes to/from Aylesbury are congested during the morning and evening peak hours, particularly along the A41 and the southern links, based on results from the Countywide model. This will continue to worsen if the significant amount of growth expected in new developments around the town goes ahead without any mitigation measures to the transport network.”

Paragraph 4.2.4 therefore acknowledges the need for the new infrastructure in order to support this growth and states that:

“Associated with this growth are already a number of new link roads proposed outside the town centre which would together form part of an external circular ring road and redirect through-traffic to peripheral routes rather than through the town centre, also providing the opportunity for a more pedestrian and cycle friendly town centre and space for additional bus priority and shared paths closer to the town centre.”

Emerging Vale of Aylesbury Local Plan

The draft plan for consultation was issued in 2016. The plan includes a Spatial Vision:

“By 2033 Aylesbury Vale will have seen an appropriate amount and distribution of sustainable growth, which will contribute to creating a thriving, diverse, safe, vibrant place to live, work and visit, and where all residents enjoy a high quality of life.”

Relevant for this application is Paragraph 1.18 of the emerging draft local plan:

“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 the district to function better in relation to national highway networks.

Section 4 of the Draft Plan discusses the strategic delivery action plan required for the town to meet its objectives of growth and development. Paragraph 4.8 includes a vision for an Aylesbury Garden Town by 2033 and states that:

“Road improvements linking new developments to the town, will create a series of link roads around the town. “

Paragraph 4.20 refers to the Aylesbury Transport Strategy and states:

“The Transport Strategy will build 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 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.*
- *implement an overarching strategy to connect new developments, with each other, to key destinations and to the town centre by active travel and public transport;*

Policy D1 relates to delivering Aylesbury Garden Town and states that:

“All development in Aylesbury should contribute to meeting the Aylesbury Transport Strategy.”

The proposals currently being considered therefore provide an essential part of the necessary infrastructure identified in the ATS to allow current traffic conditions in the Town to be managed, whilst meeting the emerging needs for housing growth identified in the draft VALP.

Link Road Design

The proposed Eastern Link Road South ELR(S) will be provided as a single two-way carriageway with land for dual carriageway provision safeguarded to allow the road to be widened at a later date should the need arise. It should be noted that the assessments supporting the Woodlands development have not identified a need for the road to be constructed as a dual carriageway at the outset. Whilst we are aware of public comments about building roads to dual carriageway standard, the Council must be mindful of the planning tests that we have to work to as set out in the NPPF. We cannot force a developer to build infrastructure that is not directly related to, and necessary, to accommodate the development being proposed.

First phase of development to 2022

The Addendum Transport Assessment submitted on 6th April 2017 confirmed a change in the approach to the development of the Woodlands site. Whilst the original submissions for the application considered the full implementation of the development by a future year of 2034, the Addendum Transport Assessment considered the implications of only a first phase of development in a design year of 2022 with the remainder to be restricted by Section 106 Agreement. The development proposals up to 2022 now include;

- Delivery of the Eastern Link Road South (ELR(S)) which is a key part of the Aylesbury Transport Strategy (ATS);
- Provision of high quality employment-led development within Aylesbury which is focused on meeting the needs identified in Buckinghamshire Thames Valley Local Enterprise Partnership's (BTVLEP's) evidence base for employment space provision and growth.

The remainder of the development including the residential element will now only proceed as part of a joint strategy with the delivery of the additional link road through the Hampden Fields site in order to mitigate the effects of traffic on the network. The Addendum TA states;

1.2.2 Further development beyond phase 1 at Aylesbury Woodlands will be progressed as part of the joint strategy with Hampden Fields. Therefore, the cumulative traffic impact of the full Aylesbury Woodlands development proposals and Hampden Fields development proposals have been considered jointly with WSP/PB on behalf of Taylor Wimpey. A separate report has been prepared with regards to the joint Do Cumulative impact of both the Woodlands and Hampden Fields development proposals, and this should be read in conjunction with this report.

1.2.3 It is proposed that a Joint Infrastructure Delivery Plan (JIDP) is produced prior to commencement of either development that will provide a fully coordinated approach to the delivery of joint infrastructure and off-site mitigation on a phased basis and identify proportionate financial contributions to wider improvements where appropriate.

1.2.4 For Aylesbury Woodlands "standalone" therefore, informal agreement has been reached with the highway authority on the standalone assessment – i.e. that relating solely to Woodlands without Hampden Fields – based on a restricted first phase of development but including 'upfront' delivery of ELR(s) and A41 / Woodlands signalised roundabout.

It can be seen from the above that no residential development will proceed until the link road through the adjoining Hampden Fields site is built. This approach limits the standalone impacts of Woodlands and allows the benefits of the early delivery of the ELR(S) which in turn will connect with the ELR(N) through the adjoining Kingsbrook site. The result will be a new link road between the A418 north of Bierton and the A41 at Woodlands roundabout. The completion of the ELR is an infrastructure priority that the Council wish to see delivered at the earliest opportunity and accords with the Aylesbury Transport Strategy.

The applicants have produced some key statistics which show that for this initial phase of development most of the traffic using the link road will be as a result of existing traffic movements reassigning from other parts of the network as highlighted in the insert from their report below.

5.4.6 Furthermore, the completion of the ELR (S) provides significant betterment to the overall highway network since the vast majority of trips assigning on the ELR (S) are not Aylesbury Woodlands development traffic. For example, this is outlined below in terms of the ELR (S) link between to the ELR (S) northern roundabout and ELR (S) southern roundabout:

- AM peak – 73 two-way trips Aylesbury Woodlands development
1,224 two-way trips total on the link
6% of the link flow is Aylesbury Woodlands
- PM peak – 41 two-way trips Aylesbury Woodlands development
992 two-way trips total on the link
4% of the link flow is Aylesbury Woodlands

Source: PBA Transport Assessment Addendum March 2017

Figure 5.8 – Difference in Flows – 2022 Do Minimum and 2022 Do Something – AM Peak

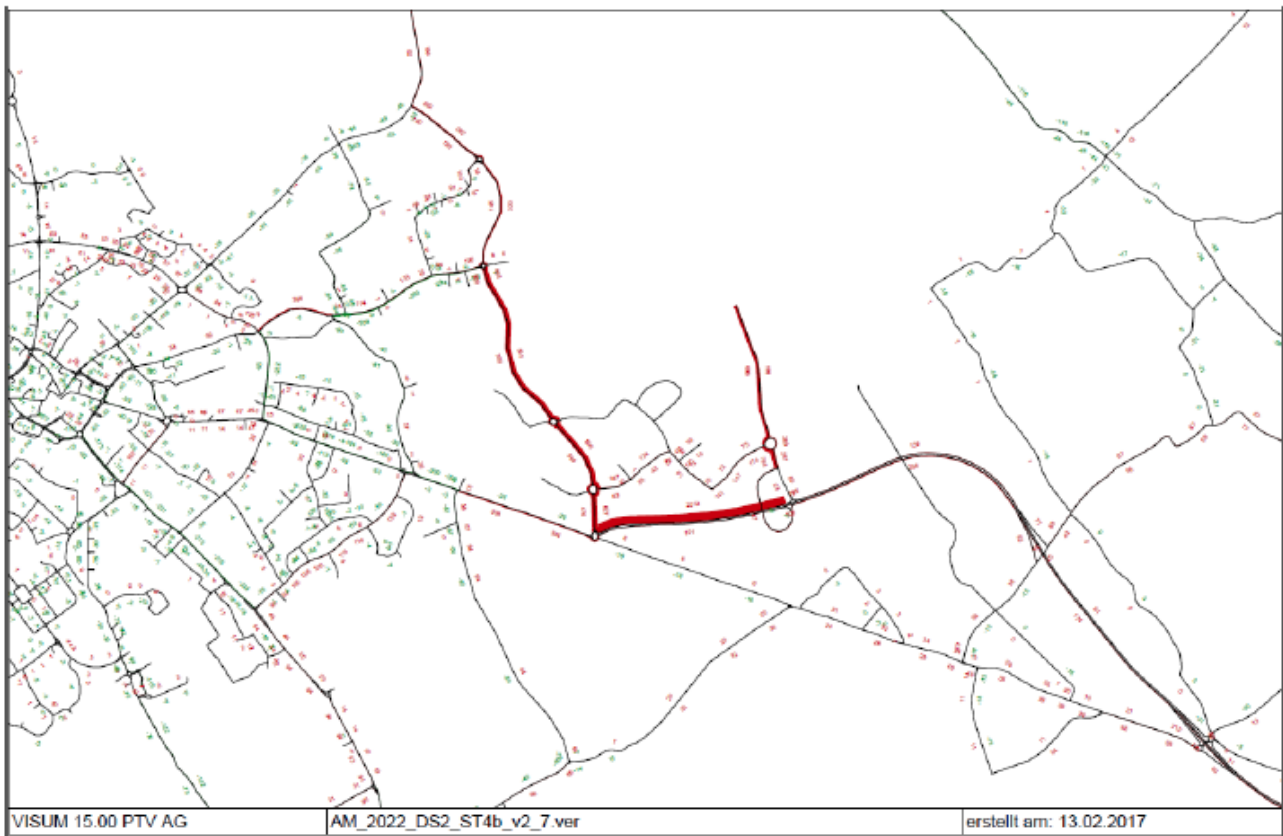
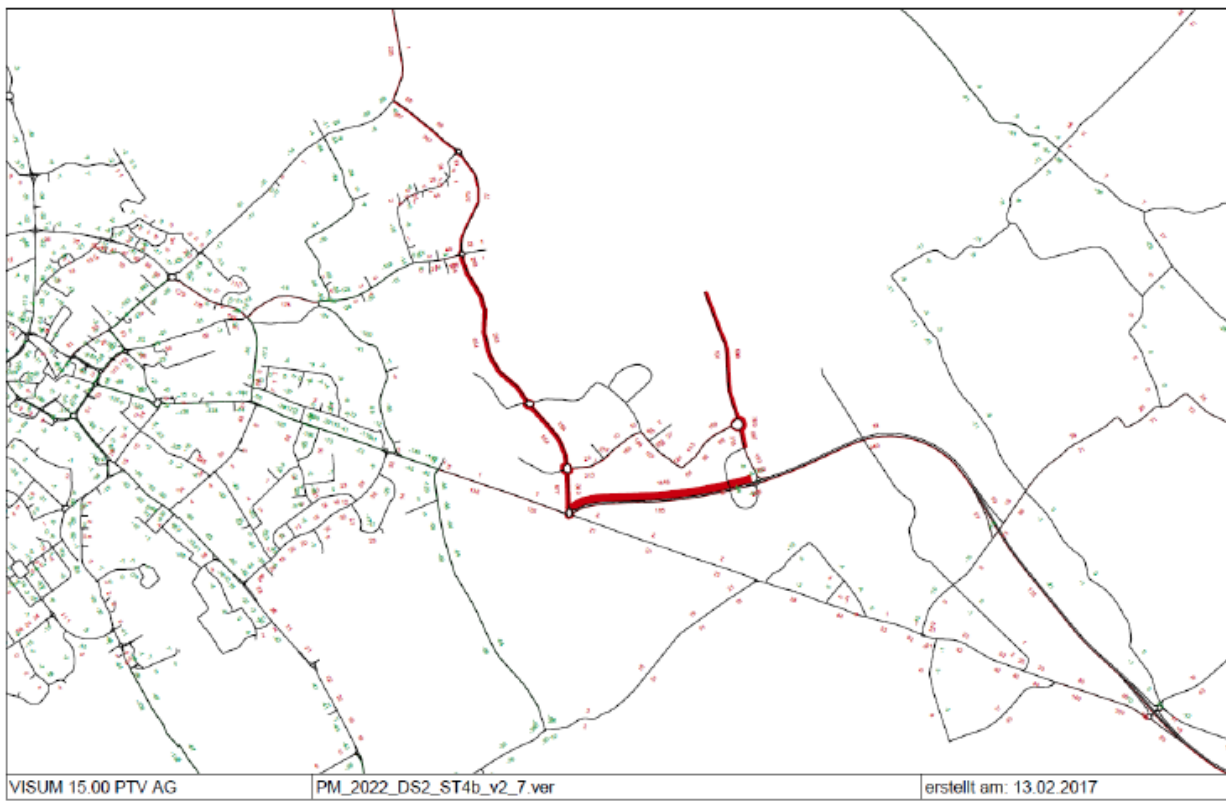


Figure 5.9 – Difference in Flows – 2022 Do Minimum and 2022 Do Something – PM Peak



Additional Submissions 2022 Standalone Assessment

With reference to the Council's previous comments PBA on behalf of the applicants submitted a Technical Note (TN2 dated 22nd June 2017) in response to the queries raised regarding the standalone assessment. Further submissions have been made in connection with the Woodlands standalone and cumulative assessments on 6th July 2017 and 25th September 2017.

Gyratory Impact

It is noted that many of the objections to recent strategic planning applications have identified the impact of the developments on the operation of the Walton Street Gyratory as a significant area of concern, particularly in light of the previous Planning Inspectors comments in relation to the Hampden Fields application (12/00605/AOP).

The Council is clearly fully aware of the Inspectors findings and the reasons for that application being unsuccessful. In the case of the Woodlands standalone assessment the impact on the Gyratory has been fully considered. The Addendum Transport Assessment produced by the applicants, which uses outputs from the Council's Strategic Transport Model for Aylesbury, shows the following traffic changes at the Gyratory as a direct result of the phase 1 Woodlands development and associated infrastructure proposals.

Table 5.1 – Comparison of 2022 Do Minimum and 2022 Do Something Transport Model Flows (PCU Actual Flows) – pre-mitigation

Key Link	Flow Differences between 2022 Do Minimum and 2022 Do Something (2-way)	
	AM Peak	PM Peak
Walton Gyratory (5 entry arms combined)	-195	-162

It can be seen from the above, that the first phase of development up to 2022 results in a reduction in traffic flows at the Gyratory. The applicants have however undertaken a capacity assessment with and without the first phase of development for a future year of 2022, reflecting a future year by which the employment element of development and the full provision of the ELR(S) will be complete. The results are summarised in section 6.22 of the Transport Assessment addendum as follows. We have highlighted green those links that show an improvement or are neutral in terms of development impact and orange those that show an increase in queuing or degree of saturation but remain within acceptable thresholds;

Table 6.22.1– Summary of LinSig Results – Walton Gyratory – 2022 Do Minimum and 2022 Do Something Scenarios

Link	Arm / Stream	2022 Do Minimum				2022 Do Something			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DOS	Max Average Queue (PCU)	DOS	Max Average Queue (PCU)	DOS	Max Average Queue (PCU)	DOS	Max Average Queue (PCU)
1/2+1/1	Walton Street entry	122%	77	91%	18	119%	66	96%	17
2/1+2/2	Walton Street internal	55%	2	99%	9	62%	6	96%	10
3/1+3/2	Walton Road entry	64%	5	61%	4	42%	5	52%	4
4/1+4/2+4/3	Walton Road internal	61%	2	76%	9	60%	3	75%	9
5/1+5/2	Wendover Road entry	67%	9	66%	10	77%	15	67%	9
6/1+6/2	Wendover Road internal	80%	7	85%	7	65%	9	76%	8
7/1+7/2	Stoke Road entry	110%	110	101%	49	107%	96	96%	25
8/2+8/3	Stoke Road internal	124%	55	102%	11	112%	36	93%	6
13/1	Walton Green	30%	0	28%	0	30%	1	26%	0
Total delay over all lanes (PCUhr-hr)		326		69		255		51	

It can be seen from the above, that overall the development impact on the Gyratory is positive, with notable improvements to the Stoke Road entry, which was of particular concern to the Inspector at the previous Hampden Fields Inquiry. This is because there is forecast to be 195 and 162 fewer trips through the Gyratory in the AM and PM peak hours respectively following phase 1 of the Woodlands development and the delivery of the ELR(S).

It should be noted that the National Planning Policy Framework, against which developments are considered states the following

Paragraph 32 requires;

- 32 *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

The third bullet point above is an important consideration when determining whether mitigation measures are required. The highlighted text suggests that improvements are appropriate to limit the significant impacts of development. As such if there is no evidenced significant impact associated with a development proposal at a given junction then it would not be reasonable to require mitigation measures as it would immediately fail to meet this test.

With reference to the traffic flow changes set out above at the Gyratory and comparisons of the Do Something (with development) vs Do Minimum (without development) modelling runs, it can be seen that the proposal does not have a significant impact on the Gyratory. This is also in the context of the previous Inspectors judgement as summarised in Paragraph 9.504 of his decision;

9.504 *Although the increased percentage total flow within the junction would be less than 5% in the morning peak and less than 1% in the afternoon peak, the significance of such seemingly minor increases would be heightened by the sensitivity of the junction in its already congested operation and its enhanced susceptibility to breakdown. This would have consequences for both private and public transport and it could result in some vehicles seeking out alternative, less desirable, routes. [4.153]*

The Inspectors decision was based on an increase in traffic through the Gyratory and what he considered to lead therefore to an unacceptable impact. In the case of the phase 1 Woodlands development and associated infrastructure proposals, there is not indicated to be an increase in traffic through the Gyratory. It is for this reason that the Council concludes that the development will not have a significant impact on the operation of the Gyratory and does not therefore run contrary to the Inspectors previous findings.

Other junctions in Aylesbury

The following section provides information of each of the individual junctions that have been assessed in the Phase 1 Woodlands standalone assessment and identifies where additional mitigation measures are required, explains what the mitigation works are and how they assist in offsetting the material impacts of the first phase of the Woodlands development.

Junction 2 - College Road North/A42 Westbound Overbridge

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 3 - College Road North/A41 Left In Left Out Junctions

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 4 – London Road/Weston Road/Aylesbury Road Roundabout, Aston Clinton

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 5a – A41 Westbound Slips/B4009/Overbridge Roundabout (Southern Dumbbell)

Do minimum queues on the Tring Hill approach at the existing junction are 40 in the morning peak hour (1.03 RFC) and 50 in the evening peak hour (1.05 RFC). The other approaches to the junction are within capacity.

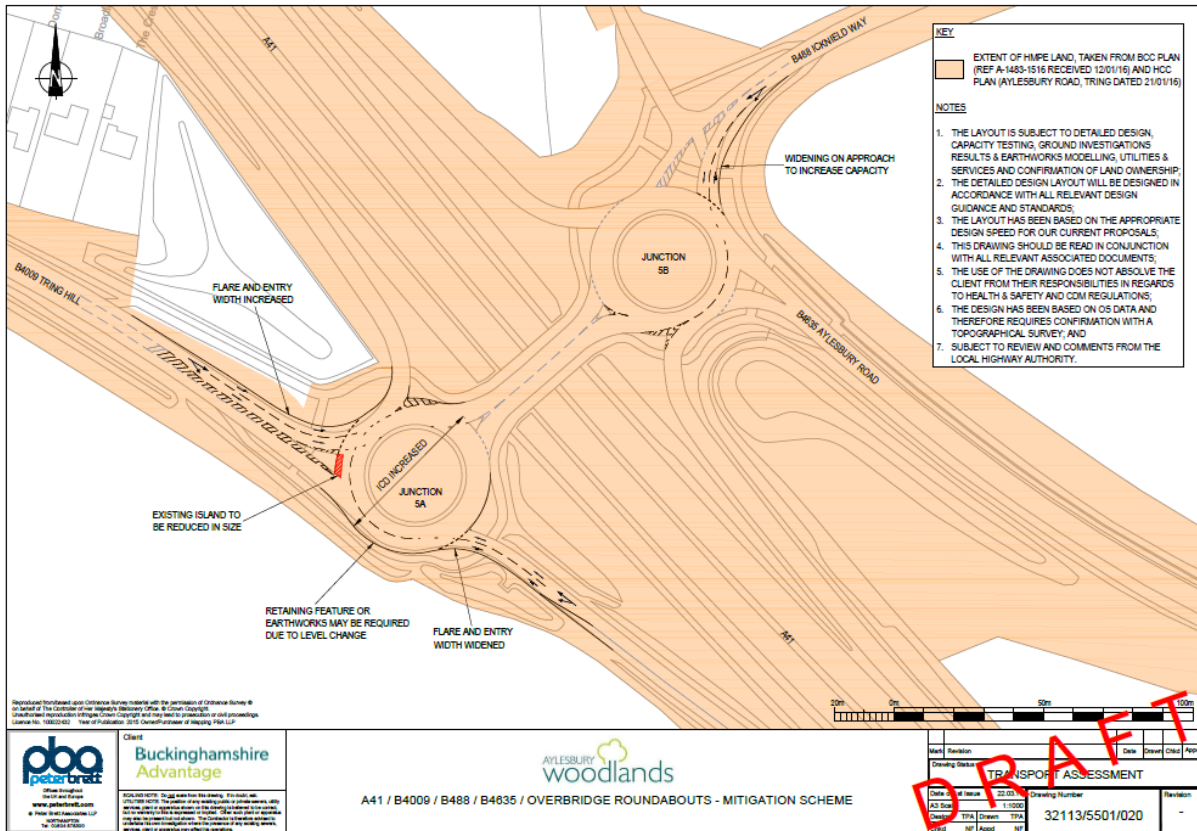
The mitigation scheme involves minor widening on the Tring Hill and A41 westbound off slip approaches to two formal flare lanes, and increasing the flares on the approach as shown in drawing **PBA 32113/5501/020**, below.

The mitigation measures reduce the queue with the development from 65 to 49 pcus in the morning peak, and from 131 to 46 pcus in the evening peak (with development without mitigation vs with development with mitigation). The junction is therefore less efficient in the morning peak with the development and the mitigation measure than in the existing situation. However, Table 1 compares the queues and delay at the junction in the do minimum situation with the do something situation with the mitigation measure. It shows that whilst there may be an increase in queueing in the morning peak hour, total delay at the junction reduces.

	2022 Do Minimum				2022 Do Something with Mitigation			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Max RFC	Max Av Queue (veh)	Max RFC	Max Av Queue (veh)	Delay (s)	Queue (veh)	Delay (s)	Queue (veh)
Overbridge (NE)	0.55	1	0.64	2	6.15	2	7.48	2
A41 WB Offslip	0.36	1	0.92	10	7.97	1	15.01	3
B4009 Tring Hill	1.03	40	1.05	50	169.61	49	182.91	46
A41 WB On Slip	EXIT ONLY				EXIT ONLY			
Junction Delay	80.51		96.94		76.17		65.02	

Table 2 Junction 5A Southern Dumbbell ARCADY Results

It should be noted that the inside lane from Tring Hill has been modelled as a left turn only, although no vehicles undertake this manoeuvre. The model would operate more efficiently if it were coded as an ahead/left lane. This is a matter that can be progressed through detailed design as overall the junction delay is shown to be reduced and the change to the lane allocations can only have a further positive affect.



Junction 5b - A41 Eastbound Slips/B488/B4635 Roundabout (Northern Dumbbell)

Do minimum queues on the B488 Icknield Way approach at the existing junction are 197 in the morning peak hour and 33 in the evening peak hour. The other approaches to the junction are within capacity. In the do something situation the queuing increases to 226 pcu in the morning peak hour and 66 pcu in the evening peak hour.

The proposed mitigation measure includes increasing the road width on the B488 approach to produce two formal lanes as shown in drawing **PBA 32113/5501/020** above. The mitigation measures reduce the queuing on the B488 to 22 pcu in the morning peak hour and 19 pcu in the evening peak hour. Table 2 summarises the operation of the junction in the 2022 do minimum situation and in 2022 with the development and mitigation measure. The table shows that the operation of the junction improves with the mitigation measure. The impact of the development on the operation of the junction with the mitigation measure is therefore acceptable.

2022 Do Minimum				2022 Do Something with Mitigation			
AM Peak		PM Peak		AM Peak		PM Peak	
Max RFC	Max Av Queue (veh)	Max RFC	Max Av Queue (veh)	Delay (s)	Queue (veh)	Delay (s)	Queue (veh)

B488 Icknield Way	1.02	197	1.02	33	80.55	22	76.74	19
B4635 Aylesbury Road	0.25	0	0.36	1	15.86	1	13.39	1
A41 Eastbound on-slip	EXIT ONLY				EXIT ONLY			
Overbridge (SW)	0.66	2	0.75	3	8.53	3	12.80	4
A41 Eastbound Off-slip	0.59	1	0.57	1	12.20	1	15.43	2
Junction Delay (s)	345.58		56.59		37.22		34.77	

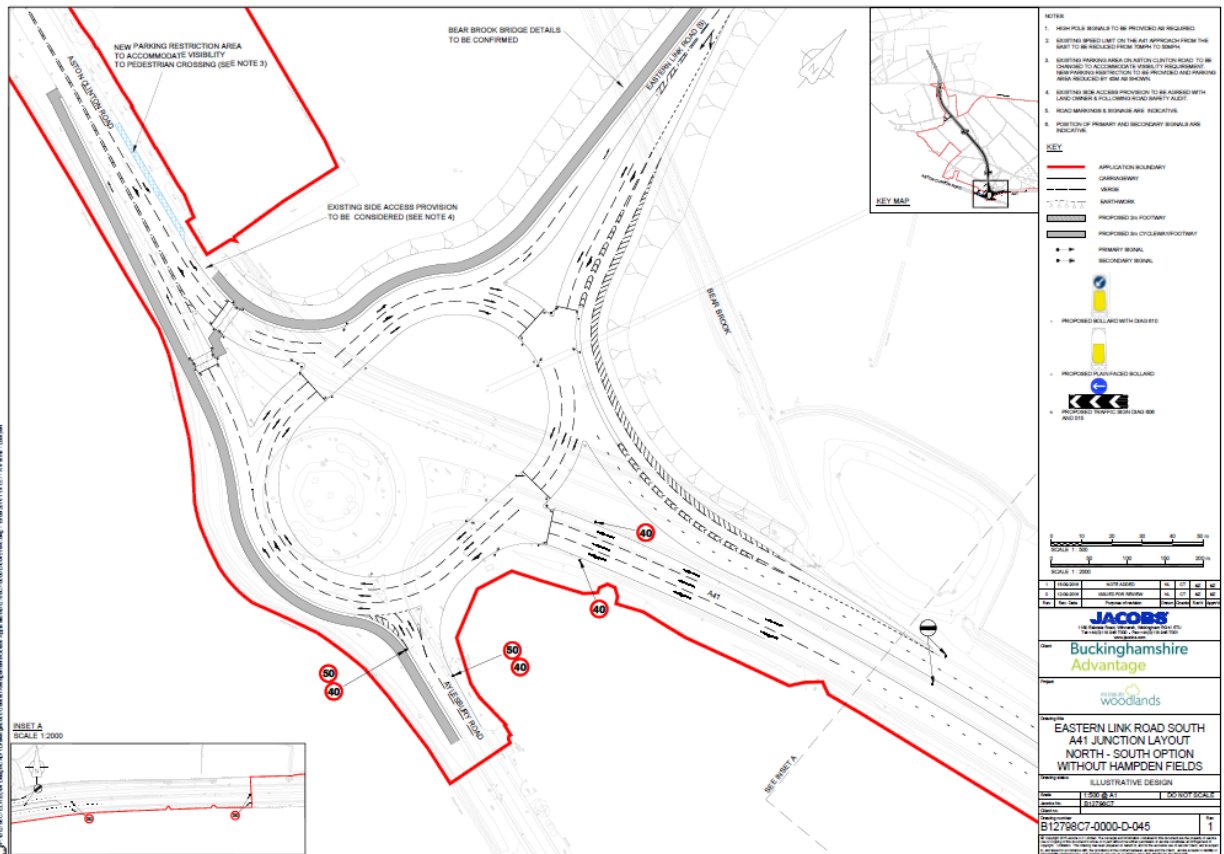
Table 3 Junction 5B Southern Dumbbell ARCADY Results

Junction 6 – A41/Aston Clinton Road/Woodlands Roundabout

A junction improvement scheme is proposed, included in drawing **B12798C7-000-D-0045 rev 1**. It comprises a four arm signalised roundabout junction with a new northern arm to accommodate the Eastern Link Road (ELR). All of the approaches are signalised apart from the Aylesbury Road eastern approach. A signalised pedestrian crossing is provided on the western side of the junction.

It should be noted that the footprint of the junction is consistent with that of the cumulative scheme which includes through lanes through the central island. This approach will ensure that abortive works in implementing the cumulative scheme are minimised, as is disruption to the public, should the cumulative scheme need to be implemented following completion of the Woodlands standalone scheme.

The model shows that the operation of the junction with the development is acceptable.



Junction 7/8 – A41/Aston Clinton Road MDA/New Signalised Crossroads and A41/Bedgrove/Broughton Lane

No works are proposed to this junction as its operation is acceptable both with and without development, as shown in Tables 3 and 4 below by the degree of saturation (%SAT) and Mean Maximum Queue (MMQ). The assessment of this junction includes the revised access arrangements and traffic loadings associated with the Aston Clinton Road MDA consent.

Approach	2022 Do Minimum		2022 Do Something	
	% Sat	MMQ	% Sat	MMQ
A41 W/B Entry Left/Ahead	65.4	16	74.6	20
A41 W/B Entry Right/Ahead	67.1	17	77.5	23
New Road	78.3	13	74.9	10
A41 E/B Ahead Left	80.1	12	74.5	17
A41 E/B Ahead Right	83.9	28	83.1	28
MDA Site Access	41.1	3	51.1	3

Table 4 A41 Bedgrove/Broughton Lane LINSIG Results, AM Peak

Approach	2022 Do Minimum		2022 Do Something	
	% Sat	MMQ	% Sat	MMQ
A41 W/B Entry Left/Ahead	80.5	21	90.6	28
A41 W/B Entry	85.3	26	91.9	31

Right/Ahead				
New Road	89.9	27	87.4	13
A41 E/B Ahead Left	74.1	17	76.8	12
A41 E/B Ahead Right	84.6	30	84.2	32
MDA Site Access	41.4	3	45.2	3

Table 5 A41 Bedgrove/Broughton Lane LINSIG Results, PM Peak

Junction 9 – A41/King Edward Avenue/Oakfield Road Junction

No works are proposed to this junction. Whilst the junction is currently over capacity conditions are not shown to deteriorate with the implementation of the first phase of the Woodlands development and associated infrastructure.

Junction 10 – A41/Park Street/High Street/Walton Road Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development

Junction 11 – A418/A4157 Roundabout

No works are proposed to this junction, as the impact of the first phase of the Woodlands development and associated infrastructure is not shown to have a material impact on this junction.

Junction 12 – A41/Vale Park Drive/Exchange Street Roundabout

No works are proposed to this junction, although there is peak hour congestion, the level of queuing reduces with the first phase of the Woodlands development and its associated infrastructure

Junction 13 – A41/A413/Exchange Street Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 14 – A4157 Douglas Road/A4157 Oakfield Road/Stocklake Junction

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 15 – A413/Camborne Avenue Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 16 – A418/Burcott Lane/Brick Kiln Lane Junction

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 17 – Tringford Rd/Bulbourne Road/Wingrave Road/Icknield Way Roundabout

This junction is within Hertfordshire and not within the remit of BCC.

Junction 18 - College Road North/Site Access/Arla Access Roundabout

No works are proposed to this junction as the assessment shows that the junction operates well with development.

Junction 19 – Eastern Link Road (N)/ Village 4 Roundabout

No works are proposed to this junction as the assessment shows that the junction operates well both with and without development.

Junction 20 – Eastern Link Road (N)/Stocklake (Rural) Roundabout

No works are proposed to this junction as the assessment shows that the junction operates well both with and without development.

Junction 21 – Proposed Eastern Link Road (N)/A418 Junction

The junction can operate within capacity and the impact of the scheme is therefore acceptable.

Junction 24 – Walton Gyratory

This is discussed in detail earlier in this response.

Junction 25 – A418 Bierton Road/Park Street/Cambridge Street mini roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 26 – A418 Sapphire Way/Stocklake/Park Street/Vale Park Drive Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 27 – Cambridge Street/Upper Hundreds Way/New Street Roundabout

No works are proposed to this junction. Whilst the junction operates over capacity both with and without development, there is no significant change in the operation of the junction with the first phase of the Woodlands development and associated infrastructure.

Junction 28 – A413 Wendover Road/A4010 Station Road Roundabout Stoke Mandeville

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 34 – New Road/Brook End/Main Street mini roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

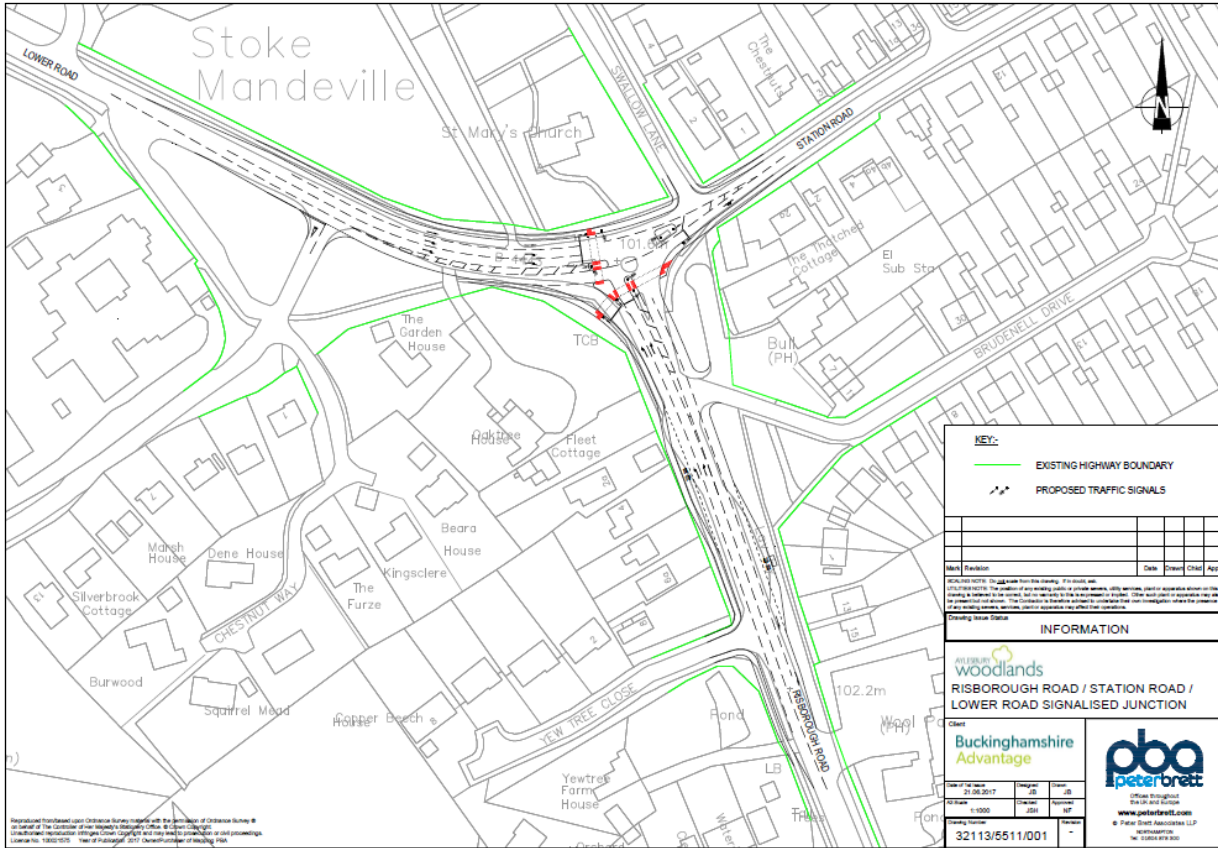
Junction 35 – A413 Wendover Road/Marroway Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 36 – A4010 Station Road/A4010 Risborough Road/B4443 Lower Road mini roundabout Stoke Mandeville

The do minimum modelling of the junction shows significant queuing on Station Road (174 pcu) and Risborough Road (130 pcu) in the morning peak and on Risborough Road in the afternoon peak (250 pcu).

A signalisation scheme has been proposed, shown on drawing **PBA 32113/5511/001** below.



The junction continues to operate over capacity with the mitigation measure, however queuing on Station Road reduces from 174 pcu in the morning peak hour without development to 73 with the development and the mitigation scheme. Furthermore, PM peak queuing on Risborough Road reduces from 250 to 20 pcu respectively. The operation of the junction with the development and mitigation measure is therefore acceptable.

	2022 Do Minimum			
	AM Peak		PM Peak	
	Max RFC	Max Av Queue (veh)	Max RFC	Max Av Queue (veh)
B4443 Lower Rd	0.93	12	0.84	5
A4010 Station Rd	1.34	174	0.97	17
A4010 Risborough Rd	1.13	130	1.28	250
Junction Delay (s)	417.51		380.36	

Table 6 Junction 36, A4010 Station Road/A4010 Risborough Road/B4443 Lower Road 2022 Do Minimum ARCADY Results

	2022 Do Minimum				
	AM Peak			PM Peak	
	DoS (%)	Max Queue	Max Queue (pcu)	DoS (%)	Max Queue (pcu)
Lower Rd Ahead	20	2		21	2
Lower Rd Right Turn	86	13		80	11
Station Road	113	73		85	16
Risborough Road Right Turn	100	37		86	20
Risborough Road Left Turn	100			88	
Cycle Time	84			84	
Total Delay (pcu/hr)	95.94			26.11	

Table 7 Junction 36, A4010 Station Road/A4010 Risborough Road/B4443 Lower Road 2022 Do Something with Mitigation LINSIG Results

Junction 37 – A413 Wendover Road/Silver Birch Way Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Junction 38 – A418 Wendover Road/Wendover Way Mini Roundabout

No works are proposed to this junction as its operation is acceptable both with and without development.

Summary Standalone;

The traffic impacts associated with the first phase of the Woodlands development have been adequately assessed and shown to be acceptable subject to mitigation measures where appropriate. Many of the junctions tested do not experience a significant impact as a result of the first phase of the Woodlands development. Where material impacts have been identified the mitigation measures proposed are considered sufficient to offset the significant adverse impacts of the development in accordance with the requirements of the NPPF. Furthermore the first phase of development brings with it the significant benefit of the delivery of the Eastern Link Road (S) a long standing aspiration of the Council and an integral part of the Aylesbury Transport Strategy. It is the Council's intention to place an obligation on the developer to deliver the link road by 2021, in line with the required completion date of the ELR(N). It is concluded that the standalone traffic impacts of the first phase of the Woodlands Development are acceptable subject to;

- The early delivery of the Eastern Road South to provide a connection between the ELR(N) at the Kingsbrook Development and the A41 at Woodlands Roundabout. The design of the ELR(S) is to be a single two-way carriageway road with sufficient land safeguarded throughout its length to allow it to be converted to a dual carriageway without land constraints. This will need to be a S106 obligation in the event that planning consent is to be granted.
- The enlargement and signalisation of the A41 Woodlands Roundabout as shown in principal on drawing **B12798C7-000-D-0045 rev 1**
- Mitigation works to the B4009/A41 Overbridge as shown in principal on drawing **PBA 32113/5501/020**;
- The signalisation of the A4010 Station Road/A4010 Risborough Road/B4443 Lower Road junction in Stoke Mandeville as shown in principal on drawing **PBA 32113/5511/001**.

Cycling and Walking

The pedestrian and cycle strategy in the TA proposes on-site and off-site provision that will be provided to ensure the proposed development has good pedestrian and cycle connections to Aylesbury town centre and Aston Clinton.

On-site provision includes:

- the provision of 3m wide combined footway / cycleways on the primary residential street network.
- the provision of a combined 3m wide footway / cycleway on the western side of the ELR(S) for its entire length, providing a continuous pedestrian and cycle connection between the A41 and the Land at East Aylesbury (Kingsbrook) development. Controlled crossing points will be considered on-site where required a part of detail design.
- the provision of a 2m wide footway on the eastern side of the ELR(S) between the Southern Woodlands Access Roundabout and the Land East of Aylesbury (Kingsbrook) Development.
- the provision of a controlled crossing across the A41 (W) arm of the A41 / Aston Clinton Road Roundabout.
- a connection to College Road North via the College Road North / Site Access / Arla Dairy Roundabout;
- Four pedestrian / cycle connections to the canal towpath.
- two footpaths offering the opportunity to integrate with the Aston Clinton MDA.

Off-site provision includes:

- A proposed 3m wide shared footway / cycleway that extends from the College Road North site access to the A41 overbridge on the western side. Due to the existing overbridge, there will be localised narrowing across the bridge for a short section.
- South of the A41 overbridge, a new shared footway / cycleway is proposed on the inside of the bend (north side of the road). Uncontrolled crossing points will be provided across the slip road. This provides a connection to the public right of way to College Road South in to Aston Clinton.
- The provision of dropped kerbs and tactile paving at the crossing points at the College Road North / Site Access roundabout to provide connectivity to the Arla Dairy development to the east.
- A financial contribution to re-paint the existing cycle lane markings on Aylesbury Road within Aston Clinton.
- Financial contributions towards the delivery of towpath improvements between Bridge 15 and Bridge 13.
- Financial contributions towards the surfacing of existing footpath AC/46/1 which currently connects College Road South with the overbridge over the A41.

- A proposed shared footway / cycleway on the southern side of the A41 from the enhanced A41 / Aston Clinton Road / Woodlands signalised roundabout. This provision will tie in to and connect with the approved Aston Clinton MDA site access design.

A good network of routes is to be provided within the development, with off and on road provision, and adequate links to the surrounding pedestrian and cycle network. As this is an outline application with all matters reserved except access, details of the cycle and pedestrian infrastructure within the site will need to form and be considered as part of any future reserved matters application. The following matters will however need to be progressed at detailed design stage and subject to conditions as appropriate:

- The shared footway / cycleway on the southern side of the A41 from the enhanced A41 / Aston Clinton Road / Woodlands signalised roundabout should continue and repeat the provision provided along and beyond the Aston Clinton MDA frontage. The footway / cycleway provision will need to be provided, even if the Aston Clinton MDA does not proceed.
- It is proposed for cyclists to use on road lanes within the development. These routes need to be designed to be attractive to cyclists by ensuring that traffic speeds are 85% below 20 mph and volumes are less than 1000 per day. If higher than this, off road provision or dedicated cycle lanes should be considered.
- Cyclist priority at junctions and crossings. Routes that cross side roads should be designed with raised crossings, and formal crossings with priority for cyclists.
- Towards the east, the footway /cycleway links to a footway on College Road North. There is therefore no continued cycle link from the proposed development to the Arla Dairy site. It is requested the existing footway on the eastern side of College Road North between the site access and the Arla Dairy site is upgraded to a footway/cycleway to provide a continues cycle link.

Public Transport Provision

The Public Transport Strategy in the TA proposes a new bus service to serve the proposed Woodlands development. It is envisaged that the bus service will be introduced in phases over the life of the development, as summarised below:

Early phases:

A new hourly bus service is proposed for the employment land-uses. The service would run along the A41 and would access and egress the development via College Road North, and complete a loop on-site. This service would be supported financially for a period of seven years.

Full Development:

Once the ELR(S) is complete and a through link is provided from the ELR(S) to the College Road North access, it is proposed that the service frequency is increased to 30 minutes.

The service would travel via the A41 / Aston Clinton Road roundabout, along the ELR(S), enter the Aylesbury Woodlands Development via the Northern Woodlands Access Roundabout and continue through the site towards College Road North where it would undertake a U-turn at the College Road North / Site Access Roundabout. It would travel back along the same route. Financial support would be provided for the services for a further two years. After this period it is anticipated that the service will be self-financing and no longer reliant on subsidy support.

It is proposed that four early services and four evening services would continue from the bus station to serve Stoke Mandeville Railway Station to provide for commuters wishing to travel in and out of London.

A total sum of £987,000 would be provided to the Council to provide the above services. The phasing of these payments will need to be agreed with the Council and set out in a Section 106 Agreement.

In addition the following infrastructure and contributions are proposed by the applicant;

- Eight bus shelters will be provided with Real Time Information
- The provision of on-site signage to these bus shelters will be provided.
- A financial contribution will be made towards the implementation of the measures proposed in the Aylesbury Transport Hub

The Public Transport Strategy is acceptable in principle taking in to account the comments below;

- It would be preferable to have flexibility in the service provision with regards to how it is delivered in terms of detailed route and timetables. The service will need to be flexible to respond to customer demand during the different phases of the development.
- It would be preferred to focus on Aylesbury Railway Station rather than Stoke Mandeville Railway Station as this would keep the timetable simpler.
- The proposed sum for the new bus service to the development would require indexing, using the CPT industry cost index (overall national result).
- Whilst we would expect ALL dwellings to be within 400m of a bus stop, we would expect a significant majority to be within 250m if the service is to be attractive enough to take significant modal share.
- We would expect all bus stops and shelters across the development to be equipped with appropriate Real Time Passenger Information screens. BCC would arrange installation of the bus shelters and RPTI equipment would need to be provided by BCC's supplier.
- Locations for bus shelters should be designed into the development. Experience shows that bus stops / shelters need to be installed early, or at least be clearly demarcated, to avoid complaints from nearby residents.
- Internal roads need to be suitable to take full sized buses and designed to avoid parking causing obstruction on bus route.
- A suitable point should be designated within the development for buses to "wait time" between journeys.

The Council is satisfied that these matters can be concluded through S106 obligations and more detailed work on service development in the event that planning permission is granted. If planning permission is granted for both the Woodlands and Hampden Fields developments, then the Public Transport Strategy will need to be reviewed accordingly to ensure that the most effective bus service is provided.

Internal Road Layout:

As this is an outline application with all matters reserved except access, details of the internal road structure and design will be considered at a later stage. It is recommended that a suitably worded condition or obligation be included to require the submission and approval of details in the event that planning consent is granted.

College Road North site access junction.

It is noted that the planning application seeks the detailed approval of the site access roundabout junction with College Road North and the Arla Dairy. The details of this junction arrangement are shown in principal on PBA drawing 32113/2015/001 Rev C and have been supplemented by swept path analysis of large goods vehicles. The junction is formed with a 55m ICD roundabout with 7.3m wide DMRB width carriageways leading in to it on all arms. Capacity analysis of the junction has shown it to operate acceptably and the detailed design of the junction will need to be separate design approval process with the County Council prior to construction.

As such the Council is satisfied with the details shown in the drawing for the purposes of the planning application subject to appropriate Conditions.

Traffic Calming Proposals for Aston Clinton and Weston Turville.

As part of the strategic modelling iterations undertaken for the Woodlands development, interventions to the link speeds within Zone 1 in Aston Clinton (Aylesbury Road between Weston Road and A41) (as identified in the Parish Council commissioned report Bancroft Consulting; Traffic Mitigation Opportunities, August 2016) were included to reflect traffic calming in the area. A similar exercise was carried out for Main Street through Weston Turville to reflect the traffic calming aspirations of Weston Turville Parish Council.

The purpose of this strategic model intervention was to reduce the attractiveness of these routes in the Strategic Model. In order to ensure that this reduced link speed assumptions occur, the Woodlands development team set out their commitment to the implementation of a traffic calming scheme in these areas in the Addendum Transport Assessment dated March 2017.

The Addendum Transport Assessment states at section 5.2.12 that;

Weston Turville

WSP/PB as part of the Hampden Fields proposals has already consulted with Weston Turville Parish Council and BCC regarding a traffic calming scheme on Main Street through Weston Turville (the same link length considered in the strategic modelling above). The Hampden Fields Consortium has committed to these traffic calming measures.

Therefore, it was agreed that to support the Aylesbury Woodlands application, PBA develop a similar design of traffic calming measures given consultation has already been made with the Parish on the form of traffic calming measures.

As a result, PBA drawing 32113/2033/001 contained in Appendix 5B outlines the proposed traffic calming scheme within Weston Turville. This outline preliminary design is similar to WSP/PB's drawing 2826-SK-135 Revision B.

Aston Clinton

In meetings with BCC it was brought to PBA's attention that BCC were being consulted on proposed traffic calming measures prepared by Bancroft Consulting (August 2016) on behalf of Aston Clinton Parish Council.

A series of drawings were prepared by Bancroft Consulting (Traffic Mitigation Opportunities, August 2016) which have been subject to consultation by the Parish Council. These drawings set out the type and location of traffic calming features that the Parish would like to see to reduce the attractiveness of routing through the village. This has also been confirmed by BCC.

Since a comprehensive review of possible measures for the Parish has already been undertaken, it was not necessary for PBA to review and prepare a separate traffic calming scheme for the link in question (Aylesbury Road – Zone 1) when one has already been considered and consulted upon.

As a result, PBA drawing 32113/2033/002 contained in Appendix 5C outlines the proposed traffic calming scheme on Aylesbury Road on the approach to Aston Clinton. This outline preliminary design is similar to Bancroft Consulting's drawing F16036/02 Zone 1 Creative Approach.

The traffic calming scheme for Weston Turville and Aston Clinton Aylesbury Road (Zone 1) will need to be secured by means of a Section 106 obligation in the event that planning consent is to be granted.

In relation to the proposals within Aston Clinton we are aware that the Parish Council would like to see the developer's commitment to traffic calming in the village extended beyond Zone 1. Whilst the direct need for additional traffic calming commitments as a result of the development traffic impact is not significantly evidenced, a letter from the applicant's highways consultant to AVDC dated 22nd September 2017 has given a further commitment to funding further traffic calming measures as follows;

Aylesbury Woodlands remain committed to providing traffic calming features within Aston Clinton, and it is recommended that further discussions are held with BCC in consultation with the Parish Council to agree the type and location of traffic calming features nearer the time at the detailed design stage.

Having discussed the matter further with the applicants they have again confirmed their commitment to consider further additional traffic calming within Aston Clinton. This is a matter that will need to be subject to a S106 obligation in the event that planning consent is to be granted.

Cumulative Assessment

As part of the submissions both Hampden Fields and Woodlands developers have commissioned and undertaken a comprehensive assessment of the cumulative impacts of the development proposals on the operation of the highway network. The design year for the cumulative assessment is 2034 and includes background traffic growth and other committed developments in the town. The assessment was undertaken on a sifting basis using the outputs from the Strategic Traffic model for Aylesbury to identify likely areas where the proposals would jointly have a material impact. On the basis of this information more detailed assessments of the operation on a total of 38 junctions across the town have taken place. It should be noted that the cumulative assessments include both the HS2 proposal for a Stoke Mandeville bypass given that HS2 received Royal Assent in 23rd February 2017.

Also included as an integral part of the Cumulative assessment is BCC's proposed South East Aylesbury Link Road (SEALR) (also known as the Stoke Mandeville Bypass extension) which will connect the B4443 at Lower Road, Aylesbury to the A413 at the Hampden Fields junction. This scheme also forms part of the adopted Aylesbury Transport Strategy and will provide a further section of strategic link road. The SEALR has been included as the Council have committed to its delivery following a Cabinet Member for Transportation Decision on 24th July 2017 which approved;

APPROVED progression of the South East Aylesbury Link Road project as a high priority, including further business case work, preliminary design and preparation of a planning application following successful award of £13.5m of Local Growth Funding from Buckinghamshire Thames Valley Local Enterprise Partnership

The accompanying Cabinet Member Report is appended to this consultation response for further information. However, in summary the report explained;

"The present requirement for the scheme has arisen through the HS2 realignment of the A4010 (Stoke Mandeville bypass). Extensive transport modelling has shown that the A4010 realignment causes significant congestion at the Aylesbury Gyratory caused by traffic reassignment at this junction that is already operating over capacity. This scheme is therefore required to relieve congestion and improve connectivity around Aylesbury.

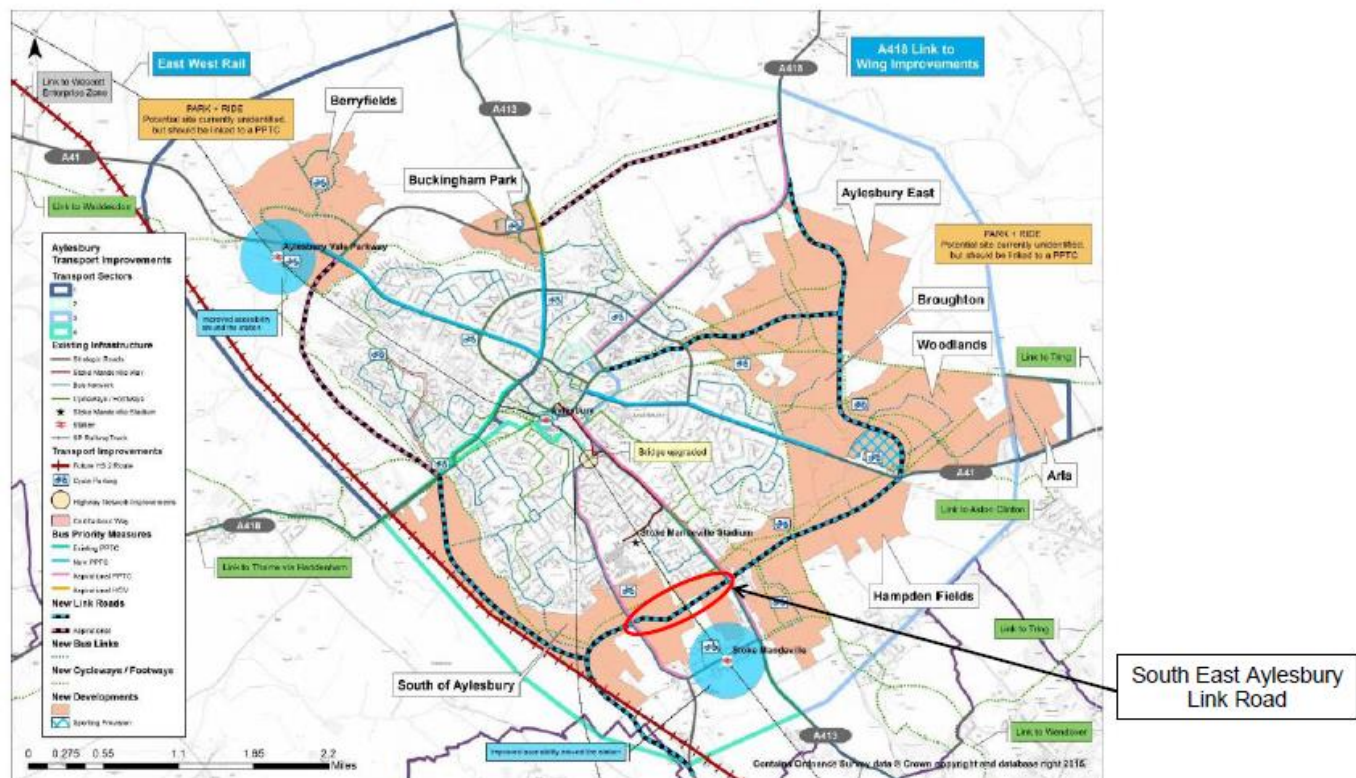
The link also contributes to the strategic ambition for a series of link roads providing a bypass for Aylesbury town centre, as featured in the adopted Aylesbury Transport Strategy (Report T05.17, see Appendix 1), and will help accommodate the planned housing and business growth across the town.

This report sets out the Council's commitment to deliver the scheme and seeks Cabinet Member approval to progress the scheme."

It goes on to explain that the project is subject to a tight delivery deadline "due to the need to align with construction of the A4010 Realignment by HS2. As such, some early works on the South East Aylesbury Link Road have already progressed". Given that the HS2 works to construct the Stoke Mandeville Bypass are currently programmed for 2020, it is the Council's intention to ensure that the construction of the SEALR is undertaken to a timetable to ensure that it is open at the same time. It is notable that this is in advance of the future years assessed by Hampden Fields and Woodlands planning applications and as such should ensure that it is in place to help mitigate their impacts. Both Woodlands and Hampden Fields have agreed to make significant financial contributions towards the SEALR scheme to assist in its delivery and given that it assists with mitigating the impacts of their developments. This will need to be secured by means of a Section 106 obligation in the event that planning consent is granted.

The following extract shows the Hampden Fields link road (SLR), the Woodlands link road (ELR(S)) and the SEALR proposed by BCC in the context of the link road strategy outlined in the Aylesbury Transport Strategy. It can be seen that all of these roads are essential components of the completed strategy for Aylesbury.

Appendix 1: Aylesbury Link Roads Programme (from adopted Aylesbury Transport Strategy)



The joint cumulative assessment reports submitted for both applications also helpfully summarise the strategic significance of the two development proposals and their infrastructure in meeting the housing and infrastructure needs for the town as follows;

The ELR(S) is a key piece of local infrastructure required to complete an orbital connection around the east of Aylesbury, and the draft ATS is supportive of the provision of the ELR(S) as part of overall transport improvements in Aylesbury. Therefore, the Woodlands development is a key facilitator in terms of this overall strategy. The completed ELR will link the A418 Birtton Road to the north with the A41 Aston Clinton Road to the south. More widely the provision of the ELR(S) also forms a key part of BTVLEP's wider economic objective to improve north-south connectivity between major settlements in the County, and particularly to improve connectivity between the M40 to the south and the M1 to the north.

As part of the Hampden Fields development, this will also directly facilitate the delivery of the Southern Link Road (SLR), which is a new dual carriageway proposed to link the A413 Wendover Road with the A41 Aston Clinton Road. The SLR will be serving as both the site access and as a cross-radial strategic link around the south of Aylesbury, again helping to fulfil BCC's vision re-stated in the ATS for orbital road connections around the town.

Whilst objectors are uncertain of the benefits of the link road strategy being developed by the County and District Council's to support the Aylesbury's growth, it is identified in the policy section of this response that they are an integral part of the Aylesbury Transport Strategy. Select link analysis of the ELR(S) and SLR from the strategic cumulative modelling undertaken indicates that the link roads will carry in excess of 1000 vehicles per hour during the peaks. This demonstrates the importance of the proposed infrastructure to the town which is consistent with the adopted Aylesbury Transport Strategy.

Junction Analysis of the Cumulative Assessment

The following section discusses each of the junctions assessed in the cumulative assessment and identifies where additional mitigation measures are required and explains what the mitigation works are and how they assist in offsetting the material impacts of the combined development proposals. All mitigation measures are expected to be fully funded by the developments and subject to a S106 requirement for a Joint Delivery Strategy which will set out which developer will implement the scheme and when it will be implemented. The results of the assessments are based on the comparison of the 2034 with cumulative development scenario against a 2034 without development scenario

Junction 2 - College Road North/A41 Westbound Overbridge

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 3 - College Road North/A41 Left In Left Out Junctions

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 4 – London Road/Weston Road/Aylesbury Road Roundabout, Aston Clinton

No works to this junction are proposed as the operation is acceptable with cumulative development.

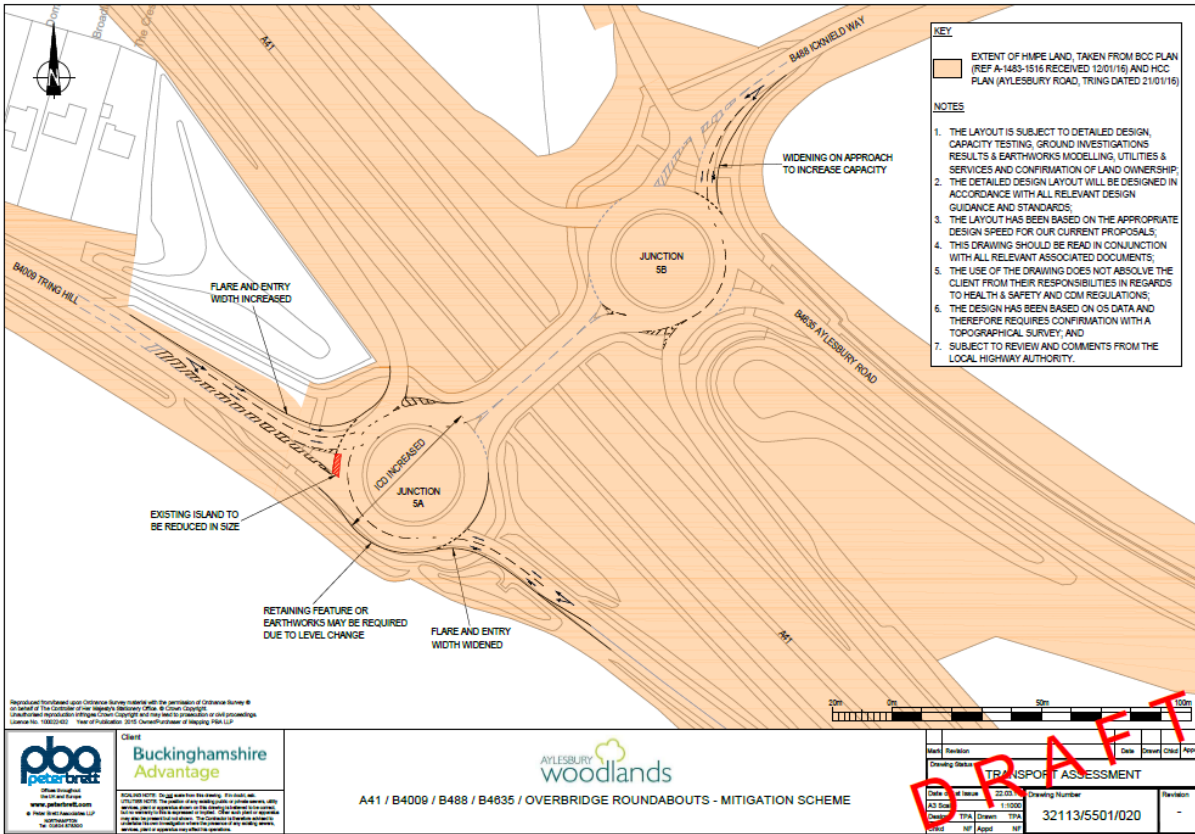
Junction 5a – A41 Westbound Slips/B4009/Overbridge Roundabout (Southern Dumbbell)

A mitigation measure is proposed at this junction to reduce the significant impacts of development. The scheme involves increasing the size of the junction, (ICD) to 52m, and providing two-lane approaches with increased flares on the A41 westbound off slip and the Tring Hill approaches, as shown on PBA Drawing 32113/5501/020, an extract of which is set out below. The scheme is the same as proposed in the Woodlands development standalone scenario.

Whilst the junction will continue to operate over capacity, the operation of the junction improves with the cumulative development, with queuing on Tring Hill reduced by 45 vehicles and by 129 vehicles on the A41 westbound off slip in the PM peak. The operation of the junction with the mitigation measures is therefore considered to be acceptable and mitigates the impacts of the cumulative development proposals.

	2034 Reference Case				2034 Do Cumulative with Mitigation			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Max RFC	End Queue (veh)	Max RFC	End Queue (veh)	Delay (s)	Queue (veh)	Delay (s)	Queue (veh)
Overbridge (NE)	0.6	2	0.72	3	9	3	12	4
A41 WB Offslip	0.44	1	1.2	135	8	1	26	6
B4009 Tring Hill	1.11	97	1.21	145	325	87	429	100
A41 WB On Slip	EXIT ONLY				EXIT ONLY			
Junction Delay (s)	175		413					

Table 8 Junction 5A Northern Dumbbell ARCADY Results



Junction 5b - A41 Eastbound Slips/B488/B4635 Roundabout (Northern Dumbbell)

A mitigation measure is proposed at this junction to reduce the significant impacts of development. The proposed mitigation measure includes increasing the road width on the B488 approach to produce two formal lanes, as shown on **PBA 32113/5501/020** above. The mitigation measure is the same as that proposed for the Aylesbury Woodlands standalone development.

The analysis suggests that whilst there will still be considerable queuing on the Icknield Way approach to the junction, the level of queuing and delay will be less than in the reference case (2034 without development) situation. In the AM peak queuing on the Icknield Way approach is found to reduce from 354 vehicles to 175 vehicles and overall junction delay reduces from 672 seconds to 214 seconds. Therefore the impact of the cumulative proposals on this junction, with the mitigation measure, is acceptable.

	2034 Reference Case				2022 Do Cumulative with Mitigation			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Max RFC	End Queue (veh)	Max RFC	End Queue (veh)	Delay (s)	Queue (veh)	Delay (s)	Queue (veh)
B488 Icknield Way	1.51	354	1.19	153	483	175	398	130
B4635 Aylesbury Road	0.28	0	0.41	1	24	1	18	1
A41 Eastbound on-slip	EXIT ONLY				EXIT ONLY			
Overbridge (SW)	0.71	2	0.88	7	8	2	17	6
A41 Eastbound Off-slip	0.55	1	0.66	2	13	1	30	4
Junction Delay (s)	672		225		214		153	

Table 9 Junction 5B Southern Dumbbell ARCADY Results

Junction 6 – A41/Aston Clinton Road/Woodlands Roundabout

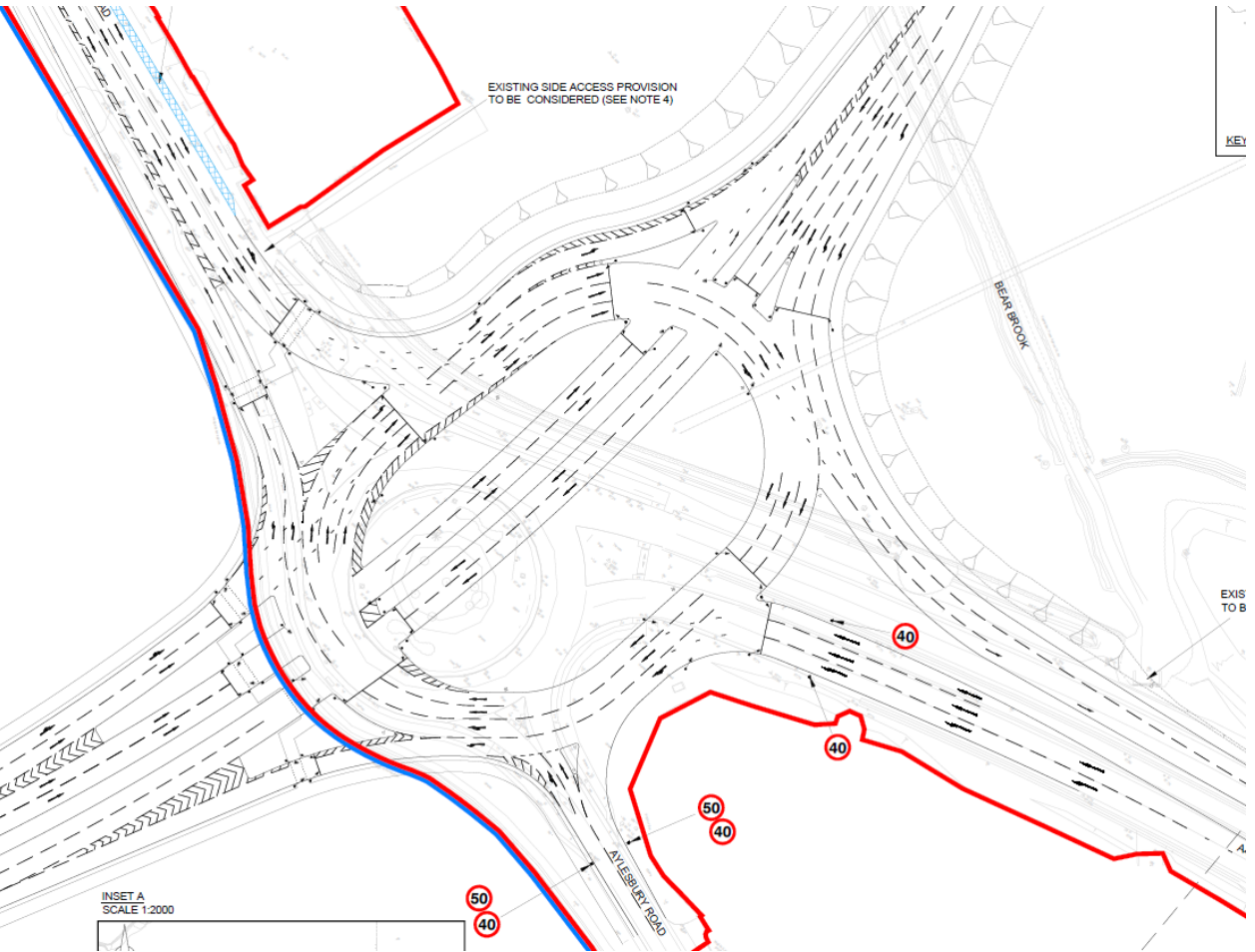
A junction design has been developed by Jacobs and is shown on drawing **B12798C7-0000-D-048 Rev 1**, an extract of which is included below. The proposal is for a signalised hamburger with five approaches, one to serve the Hampden Fields development and one to serve the Eastern Link Road and Aylesbury Woodlands development. The design incorporates pedestrian crossings on the A41 western approach and the Southern Link Road approach. Earlier concerns expressed by the Council have been addressed through the provision of an increased flare northbound on the ELR and an increased two lane exit on A41 westbound towards Aylesbury.

The results of the capacity assessment are set out below:

Table 3-3 2034 Do Cumulative A41 Bypass/Aylesbury Rd/A41 Aston Clinton Rd – TRANSYT 15 Summary

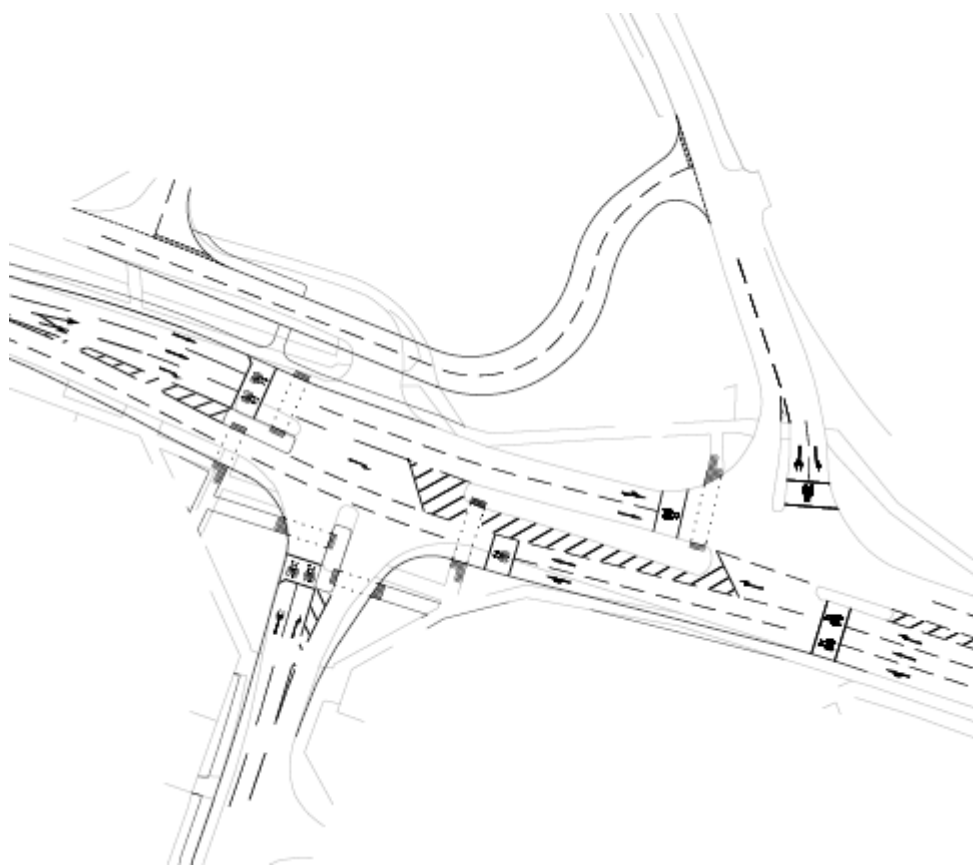
Road name	AM Peak		PM Peak	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
ELR (N)	84	8.73	76	6.68
A41 (E)	49	6.15	63	10.84
Aylesbury Road (SE)	13	0.01	7	0
SLR (S)	60	5.89	78	9.08
A41 (W)	81	13.54	60	9.77
North bound cut-through	37	2.58	84	5.42
South bound cut-through	75	1.16	60	1.54
Circulatory @ ELR (N)	61	4.36	49	4.25
Circulatory @ A41 (E)	29	2.64	23	1.68
Circulatory @SLR (S)	56	7.23	62	6.88
Circulatory @ A41 (W)	35	5.49	40	5.85
Exit crossing (A41W)	44	1.24	51	3
Exit crossing (SLR(S))	50	3.08	51	0.57
Total Network Delay (PCU hr.)		57.54		64.68
Cycle time (seconds)		74		84

The assessment shows that the proposed junction can accommodate the cumulative development and is therefore acceptable. The proposed layout is below;



Junction 7/8 – A41/Aston Clinton Road MDA/New Signalised Crossroads and A41/Bedgrove/Broughton Lane

The Bedgrove/Broughton Lane junction is a problematic junction on the network and this is in part due to the number of side roads competing for green time at the existing signals. A mitigation measure has been proposed making use of Council land, which forms part of the public highway, to the north of the junction. It is of interest to note that whilst researching the status of the land it was found that it was acquired in 1936 for a similar scheme to that now proposed by the developers. The scheme involves removing the northern arm of the Bedgrove junction (Tring Road local), linking it instead with Broughton Lane to the east by way of a priority junction as shown on WSP drawing **1969/SK/150 Rev F**.



The results of the LINSIG analyses are summarised below, obtained from WSP|PB Technical Note dated 28 September 2017.

Table 1-1 2034 Reference Case (Scenario 10) A41 Aston Clinton Rd/New Rd/Bedgrove/MDA Access (Vectos Method of Control) – LinSig 3 Summary

Arm/ Lane	Road name	AM Peak		PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
J1: A41 Tring Road/Bedgrove Road					
1/1	A41 WB (Internal) Left Ahead	74.5	7.4	128.7	228.7
1/2+1/3	A41 WB (Internal) Ahead Right	83.5	11.1	153.8	19.7
2/2+2/1	Bedgrove Left Ahead Right	177.1	228.2	137.1	59.6
3/1	A41 EB Entry Left Ahead	59.3	14.7	55.6	12.5
3/2+3/3	A41 EB Entry Right Ahead	61.5	16.4	56.8	13.9
4/1	Tring Road Ahead Right Left	83.5	5.9	105.8	12.2
8/1	A41 WB Ahead	39.8	2.5	84.6	36.3
8/2+8/3	A41 WB Ahead Right	61.8	7.2	52.7	2.1
9/1	A41 EB (Internal) Left Ahead	74.1	12.7	67.3	7.7
9/2	A41 EB (Internal) Ahead	67.9	10.8	68.4	9.0
10/2 +10/1	Broughton Lane Right Left	180.0	135.4	311.7	244.8
J2: Aston Clinton Road/New Road/MDA Access					
1/1	A41 WB Entry Left Ahead	77.0	19.9	66.0	17.4
1/2+1/3	A41 WB Entry Right Ahead	79.1	22.3	69.9	20.3
2/1+2/2	New Road Right Ahead Left	85.4	16.3	214.0	199.3
3/1	A41 EB Ahead Left	81.6	18.6	95.6	29.8
3/2+3/3	A41 EB Ahead Right	89.4	38.5	169.9	87.4
4/2+4/1	MDA Site Access Left Ahead Right	45.0	2.9	40.8	2.6
Overall PRC (%)		-100.0		-246.3	
Cycle time (seconds)		120		120	

Table 1-2 2034 Do Cumulative (Scenario 13c-V4) A41 Aston Clinton Rd/New Rd/Bedgrove/MDA Access, Priority junction at Broughton Lane (WSP Drawing 1769/SK/150 rev F) – LinSig 3 Summary

Arm/ Lane	Road name	AM Peak		PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
J1: A41 Tring Road/Bedgrove Road					
1/1	A41 WB (Internal) Left Ahead	74.2	12.4	69.7	9.0
1/2	A41 WB (Internal) Ahead	65.5	8.3	66.2	9.6
2/2+2/1	Bedgrove Left Ahead Right	135.4	127.4	134.5	55.0
3/1	A41 EB Entry Left Ahead	44.4	9.5	40.5	6.9
3/2+3/3	A41 EB Entry Right Ahead	56.8	14.2	44.1	8.1
8/1	A41 WB Ahead	38.8	3.7	45.4	3.2
8/2+8/3	A41 WB Ahead Right	84.6	30.5	77.7	37.2
9/1	A41 EB (Internal) Left Ahead	72.0	13.8	59.8	10.3
9/2	A41 EB (Internal) Ahead	73.4	13.5	58.9	10.9
10/2 +10/1	Broughton Lane Right Left	155.0	141.4	171.7	158.1
6/1	Broughton Lane Southbound	29.7	0.2	29.0	0.2
7/1	Link Road Eastbound	22.1	0.1	24.0	0.2
J2: Aston Clinton Road/New Road/MDA Access					
1/1	A41 WB Entry Left Ahead	64.4	15.2	84.5	23.9
1/2+1/3	A41 WB Entry Right Ahead	67.5	16.8	87.0	26.8
2/1+2/2	New Road Right Ahead Left	81.3	14.7	92.4	20.0
3/1	A41 EB Ahead Left	78.3	13.6	65.0	8.2
3/2+3/3	A41 EB Ahead Right	82.5	9.9	67.4	33.9
4/2+4/1	MDA Site Access Left Ahead Right	50.8	3.3	59.6	4.1
Overall PRC (%)		-72.2		-90.8	
Cycle time (seconds)		120		120	

Although there are some minor increases in queue length in the morning peak hour, particularly on the A41 Westbound ahead movements and on Broughton Lane, overall the results of the analysis show an improvement in the operation of the junction. Overall junction capacity is significantly improved in the PM peak hour and the reconfigured junction will allow for a more efficient operation. The junction is therefore acceptable with the development and the mitigation measure.

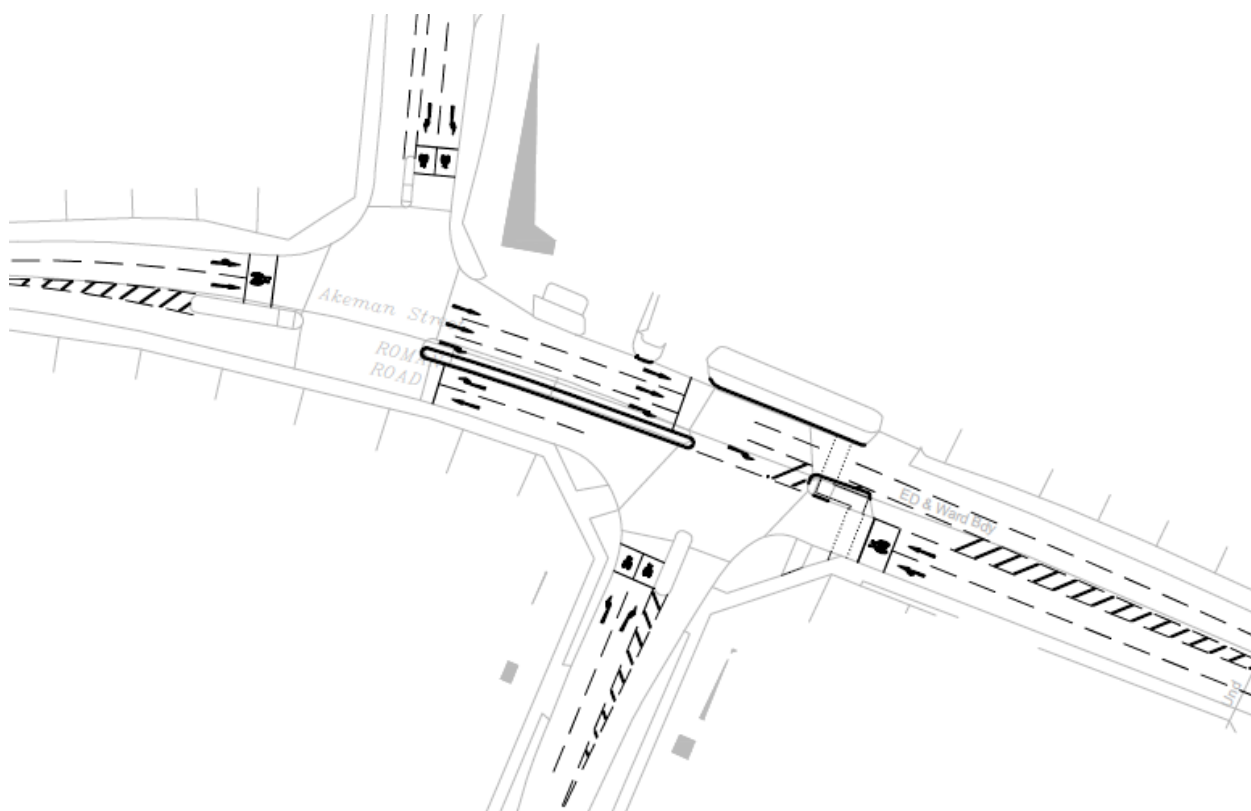
The County Council is aware of public concern about the rat running along Broughton Lane. Broughton Lane has been recently been severed by the Stocklake Rural, constructed as part of the Kingsbrook development. The junction with Stocklake Rural has been specifically designed to make the turning movements into and out of Broughton Lane difficult to avoid its use. Furthermore signals are to be constructed on Broughton Lane over the canal bridge, which will add further delay and discouragement to through traffic.

The Council is of the view the implementation of the link road system will be of benefit to Broughton Lane providing an alternative route for traffic travelling between the north and west and the A41/A418. As such we are committed to reviewing the continued use of Broughton Lane once the ELR and SLR are open to traffic with a view to considering additional measures to deter the use of the road by strategic traffic. However, we cannot consider further restrictions to the Lane until such time that link roads are fully open. The review of the use of Broughton Lane will be subject to the Joint Delivery Strategy, secured as a S106 obligation in the event that planning consent for both developments is granted.

Junction 9 – A41/King Edward Avenue/Oakfield Road Junction

A mitigation proposal involves the introduction of three full lanes eastbound between Oakfield Road and King Edward Avenue, with the outside lane for the right turn movement only. This is considered to be a significant benefit to the Council given the current imbalance between the use of A41 eastbound lanes 1 and 2 on the town side of the junction associated with the blocking of Lane 2 of the junction by vehicles waiting to turn right in to King Edward Avenue. The creation of a third dedicated and extended right turn lane in to King Edward Avenue is likely to have a real benefit on the ground given the blocking we regularly witness on site and through the Signal Control Centre CCTV system.

The pedestrian crossing between Oakfield Road and King Edward Avenue is also relocated to the east of King Edward Avenue and comprises a reverse stagger. The removal of this crossing from the centre of the junction will simplify the operation of the junctions and allow it to be staged more efficiently. The proposals are shown on WSP Drawing **70011769-SK-047**, an extract of which is provided below.



There have also been changes to the evening peak hour signal phasing, with the right turn from King Edward Avenue running every other cycle and the addition of an extra stage to allow the right turn from the A41 into Oakfield Road to run earlier .

The results of the analyses are summarised below, taken from WSP|PB Technical Note dated 22 September 2017.

Table 1-1 2034 Reference Case (Scenario 10) A41 Tring Rd/King Edward Ave/A4157 Oakfield Rd – LinSig 3 Summary

Arm/ Lane	Road name	AM Peak		PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	A41 Tring Road (EB) Ahead Left	375.6	387.7	105.1	77.7
1/2	A41 Tring Road (EB) Ahead	124.6	46.7	32.4	6.8
2/2+ 2/1	Oakfield Road Left Right	363.7	395.9	82.6	13.2
3/1	A41 Tring Road Internal (WB) Ahead	65.7	0.1	75.7	2.0
3/2	A41 Tring Road Internal (WB) Right	39.3	5.5	61.0	4.7
4/1	A41 Tring Road Internal (EB) Ped Ahead	20.2	0.0	71.6	4.0
4/2	A41 Tring Road Internal (EB) Ped Ahead	19.3	0.0	31.2	1.0
5/1	A41 Tring Road Internal (EB) Ahead	20.0	0.0	71.0	0.6
5/2	A41 Tring Road Internal (EB) Ahead Right	88.5	0.0	71.9	0.3
6/1	A41 Tring Road (WB) Ahead Left	86.2	31.3	91.5	36.8
6/2	A41 Tring Road (WB) Ahead	28.3	5.6	0.0	0.0
7/1+ 7/2	King Edwards Avenue Left Right	52.4	6.0	86.1	14.1
Overall PRC (%)		-317.4		-16.8	
Cycle time (seconds)		120		120	

Table 1-2 2034 Do Cumulative (Scenario 13c-V4) A41 Tring Rd/King Edward Ave/A4157 Oakfield Rd (BCC Preferred Mitigation) – LinSig 3 Summary

Arm/ Lane	Road name	AM Peak		PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/1	A41 Tring Road (EB) Ahead Left	115.3	49.6	77.3	20.5
1/2	A41 Tring Road (EB) Ahead	115.4	55.0	79.3	24.4
2/2+ 2/1	Oakfield Road Left Right	66.7	7.3	71.1	7.1
3/1	A41 Tring Road Internal (WB) Ahead	55.7	0.1	78.0	1.7
3/2	A41 Tring Road Internal (WB) Right	85.3	3.6	34.6	5.1
4/1	A41 Tring Road Internal (EB) Ahead	39.7	0.1	26.2	0.0
4/2	A41 Tring Road Internal (EB) Ahead	69.2	2.1	54.4	0.6
4/3	A41 Tring Road Internal (EB) Right	46.2	1.8	70.9	4.7
5/1	A41 Tring Road (WB) Ahead Left	197.7	293.6	86.6	34.7
5/2	A41 Tring Road (WB) Ahead	35.8	3.0	0.2	0.0
7/1+ 7/2	King Edwards Avenue Left Right	29.5	2.4	85.9	10.2
Overall PRC (%)		-119.7		3.9	
Cycle time (seconds)		64		240	

The junction operation shows an overall significant improvement in comparison with the reference case situation, with the practical reserve capacity at the junction increasing, however the queue on the A41 Tring Road westbound, increases from 32 (link 6/1 in reference case) to 294 pcu (link 5/1) in the evening peak hour. The advice of the Council's signals team is that this queue will actually be reduced given that the adjacent lane is running with significant reserve capacity and minimal queuing (3 pcu) and is also available for ahead traffic. On this basis the Council considers that the overall benefits to the junction are sufficient to offset the cumulative impact of the developments.

Junction 10 – A41/Park Street/High Street/Walton Road Roundabout

No works to this junction are proposed. Whilst the junction will operate over capacity with the cumulative developments, the level of queuing and delay is **reduced** in comparison with the reference case situation. The impact of the cumulative development on the junction is therefore acceptable.

Junction 11 – A418 Bierton Road/A4157 Douglas Road/A4157 Elmhurst Road Roundabout

No works to this junction are proposed. There is a discrepancy in the input data for the PM peak but the impact of the development at this junction is not considered sufficient to require further analysis.

Junction 12 – A41/Vale Park Drive/High St/Exchange Street Roundabout

No works to this junction are proposed. Whilst the junction will operate over capacity with the cumulative developments, the level of queuing and delay is **reduced** in comparison with the reference case situation. The impact of the schemes on the junction is therefore acceptable.

Junction 13 – A41/A418/Exchange Street Roundabout

Model not included in cumulative assessment due to reduced impacts.

Junction 14 – A4157 Douglas Road/A4157 Oakfield Road/Stocklake Junction

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 15 – A413/Camborne Avenue Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 16 – A418/Burcott Lane. Brick Kiln Lane Junction

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 17 – Tringford Rd/Bulbourne Road/Wingrave Road/Icknield Way Roundabout

This junction is within Hertfordshire and is not within the remit of Buckinghamshire County Council.

Junction 18 - College Road North/Site Access/Arla Access Roundabout

The College Road North/Site Access/Arla Access roundabout has been assessed for the do something situation using ARCADY in Junctions 9 and indicates that it will operate within capacity.

Junction 19 – Eastern Link Road (N)/ Village 4 Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 20 – Eastern Link Road (N)/Stocklake (Rural) Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 21 – Proposed Eastern Link Road (N)/A418 Junction

This junction operates within capacity and the impact of the cumulative development is therefore acceptable.

Junction 24 – Walton Gyratory

No works to junction are proposed. The junction operates over capacity in do minimum and do something situations, but there is an improvement with the cumulative development and therefore, the impact is acceptable. The following table sets out the comparative capacity assessment results and shows a material improvement in the cumulative situation. We have highlighted green those links that show an improvement or are neutral and orange those that show an increase in queuing or degree of saturation but remain within acceptable thresholds

Table 3-35 2034 Do Cumulative Walton St Gyratory – LinSig 3 Summary

Am/ Lane	Road name	AM Peak		PM Peak	
		DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
1/2+1/1	Walton Street Ahead	75.3	10.4	107.9	56.2
1/3	Walton Street Ahead	75.2	10.5	107.9	56.4
2/1+2/2	Internal - Walton Street Stopline Right	62.9	3.5	71.8	8.2
3/1+3/2	Walton Road Ahead Left	65.9	4.9	65.4	4.8
4/1	Internal - Walton Road Stopline Left	30.4	5.0	38.8	4.9
4/2	Internal - Walton Road Stopline Ahead	60.9	4.3	70.7	3.2
4/3	Internal - Walton Road Stopline Right Ahead	62.3	4.7	72.7	4.3
5/1	Wendover Road Ahead	81.9	11.9	84.3	12.3
5/2	Wendover Road Ahead	81.9	11.9	84.2	12.3
6/1	Internal - Wendover Road Stopline Right	50.6	3.0	55.4	5.2
6/2	Internal - Wendover Road Stopline Right	61.5	3.9	63.8	6.5
7/1+7/2	Stoke Road Left	124.6	186.7	91.1	16.4
8/2	Internal - Stoke Road Stopline Right	87.2	7.5	88.7	8.8
8/3	Internal - Stoke Road Stopline Right	87.4	6.5	89.1	8.8
13/1	Walton Green Left Left	34.1	0.4	27.4	0.3
Overall PRC (%)		-38.4		-19.9	
Cycle time (seconds)		64		64	

Table 3-36 Walton St Gyratory – Summary of 2034 Total Junction Demand Flow Delays

Scenario	AM Peak			PM Peak		
	Delay (PCU hr.)	Flows (PCU/hr)	Ave. Delay (s/PCU)	Delay (PCU hr.)	Flows (PCU/hr)	Ave. Delay (s/PCU)
Reference Case	337.6	5,568	218	413.9	5,733	260
Do Cumulative	208.4	4,795	156	135.2	4,968	98
Delay difference (s/PCU)	-62			-162		

Junction 25 – A418 Bierton Road/Park Street/Cambridge Street mini roundabout

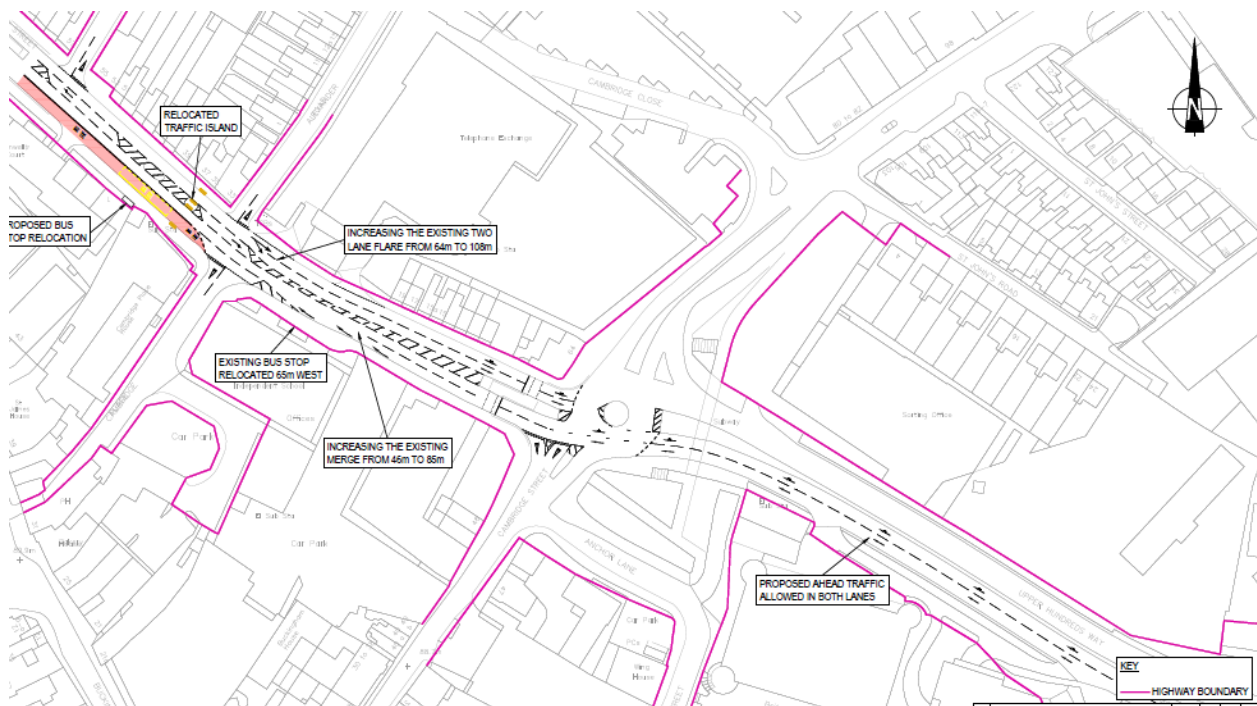
No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 26 – A418 Sapphire Way/Stocklake/Park Street/Vale Park Drive Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 27 – Cambridge Street/Upper Hundreds Way/New Street Roundabout

Mitigation works are proposed to this junction as a result of the cumulative impact. The mitigation proposals shown on PBA Drawing **32113/5501/022 Revision E** involves changing the lane allocation on Upper Hundreds Way to allow ahead movements in both lanes, increasing the merge length on the A418 north exit, increasing the flare length on the A418 north approach and relocating bus stops on the A418 north. An extract of the drawing is given below.



The model has been run using standard ARCADY methods and also using the lane simulation option, to assess the impact of uneven lane usage. The results are summarised below, as taken from WSP|PB Technical Note dated 6 July 2017. They show that there is an improvement in the operation of the junction with the mitigation measure, in comparison with the reference case situation. The impact of the cumulative development on this junction is considered to be acceptable subject to the implementation of the improvement scheme.

Table 4-1 2034 Reference Case (Scenario 10) Cambridge Street/Upper Hundreds Way/New Street – Junctions 9 Summary (Standard ARCADY Assessment)

Arm	Road name	AM Peak		PM Peak	
		RFC	End Queue (vehicles)	RFC	End Queue (vehicles)
A	Cambridge St (N)	0.77	3	0.50	1
B	Upper Hundreds Way	0.70	2	0.76	3
C	Cambridge St (S)	0.26	0	0.58	1
D	New St	1.26	328	1.55	661

Table 4-2 2034 Reference Case (Scenario 10) Cambridge Street/Upper Hundreds Way/New Street – Junctions 9 Summary (Lane Simulation Sensitivity)

Arm	Road name	AM Peak		PM Peak	
		End Queue (vehicles)	Delay (seconds)	End Queue (vehicles)	Delay (seconds)
A	Cambridge St (N)	5	44	1	15
B	Upper Hundreds Way	475	1,281	558	1,319
C	Cambridge St (S)	1	11	2	15
D	New St	412	838	763	1,374
Junction delay (seconds)		861		1,137	

Table 4-5 2034 Do Cumulative (Scenario 13c-V4) Cambridge Street/Upper Hundreds Way/New Street (Proposed Mitigation) – Junctions 9 Summary (Standard ARCADY Assessment)

Arm	Road name	AM Peak		PM Peak	
		RFC	End Queue (vehicles)	RFC	End Queue (vehicles)
A	Cambridge St (N)	0.76	3	0.49	1
B	Upper Hundreds Way	0.72	3	0.79	4
C	Cambridge St (S)	0.20	0	0.55	1
D	New St	1.25	328	1.45	561

Table 4-6 2034 Do Cumulative (Scenario 13c-V4) Cambridge Street/Upper Hundreds Way/New Street (Proposed Mitigation) – Junctions 9 Summary (Lane Simulation Sensitivity)

Arm	Road name	AM Peak		PM Peak	
		End Queue (vehicles)	Delay (seconds)	End Queue (vehicles)	Delay (seconds)
A	Cambridge St (N)	9	82	2	18
B	Upper Hundreds Way	18	45	62	133
C	Cambridge St (S)	1	19	7	69
D	New St	405	802	668	1,199
Junction delay (seconds)		413		623	

Junction 28 – A413 Wendover Road/A4010 Station Road Roundabout Stoke Mandeville

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 34 – New Road/Brook End/Main Street mini roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 35 – A413 Wendover Road/Marroway Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 36 – A4010 Station Road/A4010 Risborough Road/B4443 Lower Road mini roundabout Stoke Mandeville

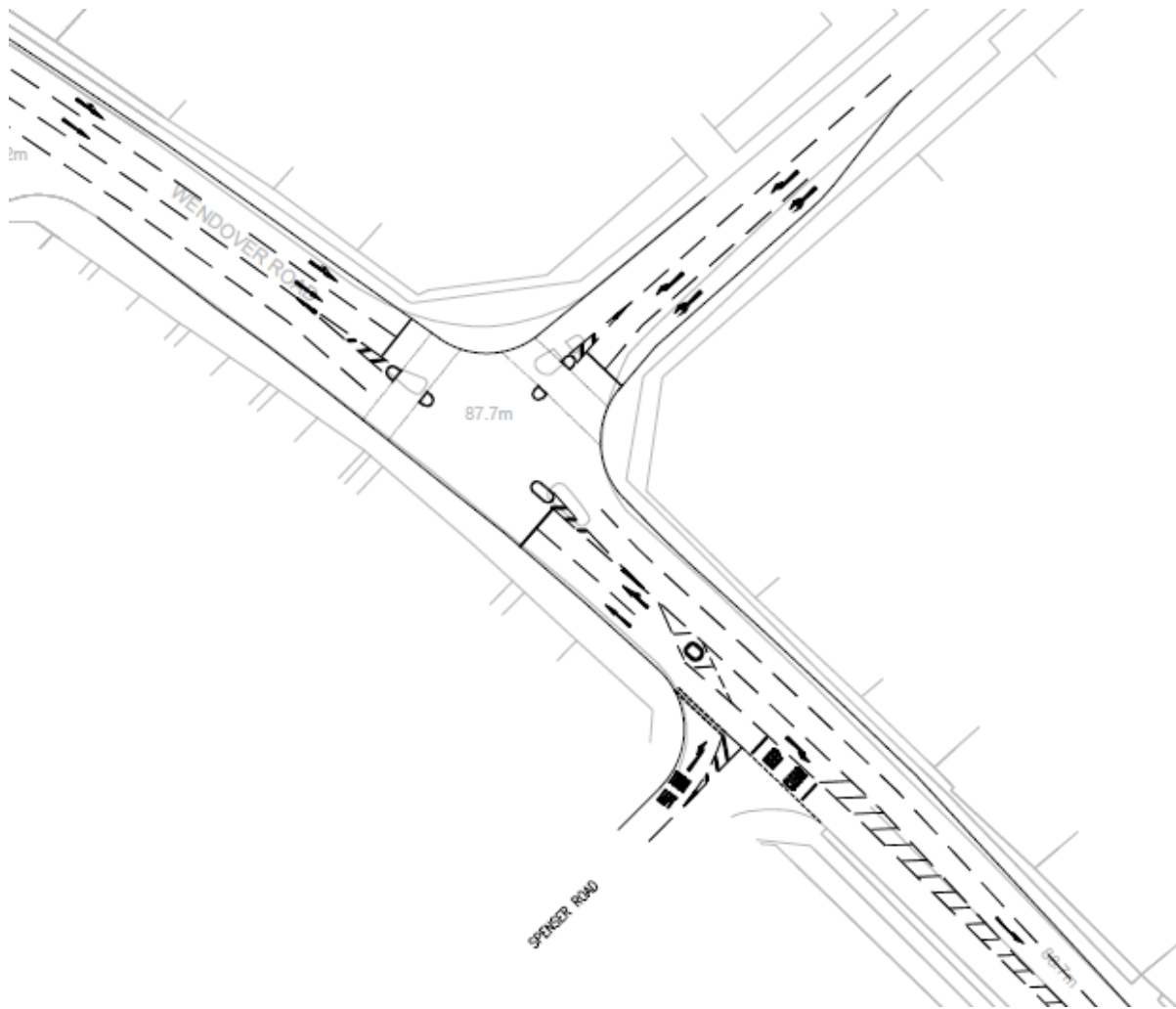
No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 37 – A413 Wendover Road/Silver Birch Way Roundabout

No works to this junction are proposed as the operation is acceptable with cumulative development.

Junction 38 – A418 Wendover Road/Wendover Way Mini Roundabout

Mitigation works are proposed to this junction as a result of the cumulative impact. A signalisation scheme is proposed as shown on WSP Drawing **1769/26/101/Rev C**, an extract of which is provided below.



The Council's signals team have advised that this form of junction will allow for improved traffic management, particularly given the proximity to the Gyratory. The results of the analysis are summarised below, as obtained from WSP|PB Technical Note dated 22 August 2017. They show an improvement over the do nothing situation in 2034.

Table 2-1 A413 Wendover Rd/Wendover Way – Summary of Queues

Road name	AM Peak			PM Peak		
	2034 DN	2034 DN	2034 DC	2034 DN	2034 DN	2034 DC
	Rbt	Rbt	Signals	Rbt	Rbt	Signals
	Standard ARCADY	ELA ARCADY	LinSig	Standard ARCADY	ELA ARCADY	LinSig
	End Queue (veh.)	End Queue (veh.)	MMQ (PCUs)	End Queue (veh.)	End Queue (veh.)	MMQ (PCUs)
A413 Wendover Road N	29	456	11	10	389	16
Wendover Way	6	5	6	11	20	10
A413 Wendover Road S	122	463	26	127	541	32

Table 2-2 A413 Wendover Rd/Wendover Way – Summary of Delays

Road name	AM Peak			PM Peak		
	2034 DN	2034 DN	2034 DC	2034 DN	2034 DN	2034 DC
	Rbt	Rbt	Signals	Rbt	Rbt	Signals
	Standard ARCADY	ELA ARCADY	LinSig	Standard ARCADY	ELA ARCADY	LinSig
	Av. Delay (s/av. Veh)	Av. Delay (s/av. Veh)	Delay (s/PCU)	Av. Delay (s/av. Veh)	Av. Delay (s/av. Veh)	Delay (s/PCU)
A413 Wendover Road N	96	1,266	17	34	1,092	26
Wendover Way	64	47	81	107	145	74
A413 Wendover Road S	325	1,112	22	336	1,331	35

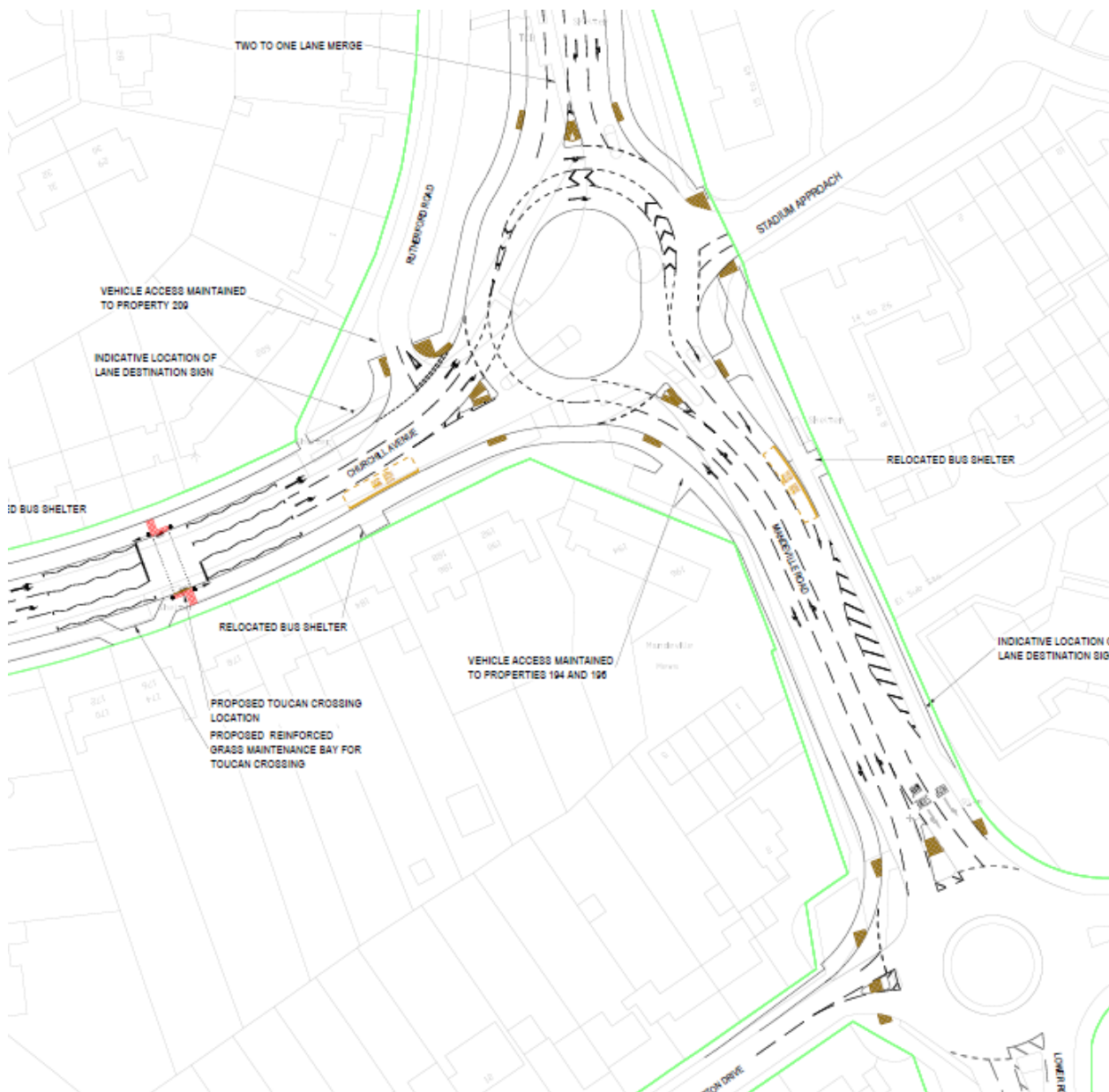
It is worth noting that the results of the 2034 without development scenario (2034 DN) are likely to fall between the standard ARCADY run and the Entry Lane Analysis (ELA) results, given that the standard ARCADY run will assume that traffic can use the full width of the entry. On this basis, the results show a significant improvement in junction operation as a result of the installation of the signals. The impact of the development on this junction is therefore considered acceptable subject to the implementation of the improvement scheme.

A41 High Street/Walton Street/A41 Friarage Road

No works to this junction are proposed as the operation is acceptable with cumulative development.

B4443 Mandeville Road/Stadium Approach/B4443 Lower Road/Churchill Avenue and B4443 Lower Road/Winterton Drive

A number of improvements are proposed at the two roundabout junctions as shown on PBA Drawing **32113/5511/004**. The impact of traffic on this corridor is not only a direct result of the cumulative impacts of Hampden Fields and Woodlands development proposals but a combination of the development proposals and the link roads, including the proposed SEALR. Pending the continuation of a link road system west towards the A418, traffic reaching the end of the SEALR and wanting to continue west needs to travel north then west via Churchill Avenue. The mitigation works include widening the B4443 Mandeville Road carriageway to two lanes northbound to allow two lane movements from the south to travel straight across both junctions, relocating the pedestrian crossing on Churchill Avenue, and relocating four bus shelters.



Within the model, the ICD for the new northern roundabout is given as 40 on all approaches. As the junction is not circular, the ICD varies from arm to arm. The results of the capacity analysis are taken from WSP|PB Technical Note dated 6 July 2017

Table 5-1 2034 Reference Case (Scenario 10a) B4443 Lower Road at Stoke Mandeville Hospital – Junctions 9 Summary (Standard ARCADY Assessment)

Junction	Road name	AM Peak		PM Peak	
		RFC	End Queue (vehicles)	RFC	End Queue (vehicles)
Northern	Mandeville Road (N)	1.24	247	0.79	4
Northern	Stadium Approach (E)	6.46	244	1.53	134
Northern	B4443 Lower Road	0.66	2	0.94	14
Northern	Churchill Avenue (W)	0.74	3	0.51	1
Northern	Junction Delay (seconds)	1,635		209	
Southern	Winterton Drive (E)	0.88	6	1.13	26
Southern	Lower Road (N)	1.00	36	0.63	2
Southern	Eastern Arm	0.19	0	0.15	0
Southern	Lower Road (S)	0.88	7	1.14	202
Southern	Junction Delay (seconds)	57		277	

Table 5-2 2034 Reference Case (Scenario 10a) B4443 Lower Road at Stoke Mandeville Hospital – Junctions 9 Summary (Lane Simulation Sensitivity)

Junction	Road name	AM Peak		PM Peak	
		End Queue (vehicles)	Delay (seconds)	End Queue (vehicles)	Delay (seconds)
Northern	Mandeville Road (N)	816	2,036	345	1,086
Northern	Stadium Approach (E)	8	97	47	364
Northern	B4443 Lower Road	3	12	3	12
Northern	Churchill Avenue (W)	375	1,302	6	34
Northern	Junction Delay (seconds)	1,121		436	
Southern	Winterton Drive (E)	2	26	1	14
Southern	Lower Road (N)	10	39	8	31
Southern	Eastern Arm	0	9	0	9
Southern	Lower Road (S)	291	755	819	1,763
Southern	Junction Delay (seconds)	389		970	

Source: Reproducing Table 3-65 from the April 2017 Common Descriptive Report (p.36)

Table 5-5 2034 Do Cumulative (Scenario 13d) B4443 Lower Road at Stoke Mandeville Hospital (Proposed Mitigation) – Junctions 9 Summary (Standard ARCADY Assessment)

Junction	Road name	AM Peak		PM Peak	
		RFC	End Queue (vehicles)	RFC	End Queue (vehicles)
Northern	Mandeville Road (N)	0.90	9	0.69	2
Northern	Stadium Approach (E)	1.38	76	0.89	7
Northern	B4443 Lower Road	0.59	1	0.80	4
Northern	Churchill Avenue (W)	0.81	4	0.64	2
Northern	Junction Delay (seconds)	114		16	
Southern	Winterton Drive (E)	0.51	1	0.47	1
Southern	Lower Road (N)	1.01	48	0.69	2
Southern	Eastern Arm	0.22	0	0.23	0
Southern	Lower Road (S)	1.06	102	1.16	218
Southern	Junction Delay (seconds)	150		245	

Table 5-6 2034 Do Cumulative (Scenario 13d) B4443 Lower Road at Stoke Mandeville Hospital (Proposed Mitigation) – Junctions 9 Summary (Lane Simulation Sensitivity)

Junction	Road name	AM Peak		PM Peak	
		End Queue (vehicles)	Delay (seconds)	End Queue (vehicles)	Delay (seconds)
Northern	Mandeville Road (N)	596	2,013	297	1,108
Northern	Stadium Approach (E)	50	505	99	799
Northern	B4443 Lower Road	3	8	7	17
Northern	Churchill Avenue (W)	385	1,141	32	123
Northern	Junction Delay (seconds)	952		386	
Southern	Winterton Drive (E)	4	66	3	65
Southern	Lower Road (N)	16	59	15	49
Southern	Eastern Arm	0	10	1	12
Southern	Lower Road (S)	140	300	256	540
Southern	Junction Delay (seconds)	189		302	

The results of the ARCADY mitigation model show an overall improvement in total queuing at the junction but show a queue of 48 on Lower Road north in the AM peak hour, an increase of 12 vehicles. It also shows increases on Lower Road (south) of 95 vehicles in the same hour. However using the Entry Lane Analysis option in the modelling (which reflects situations where there is unequal lane usage) ARCADY shows an overall reduction in queuing at the junction from 755 vehicles on Lower Road south to 300 vehicles in the AM peak.

The modelling for this network is complex and the two modelling scenarios confirm this. In reality the results are likely to be somewhere between the ELA and standard analysis assessments. Overall it is the view of the Council that there could be significant benefits to the currently most heavily congested arms which would offset the comparatively small level of increased queuing on other arms at the southern roundabout. Importantly the impact on the hospital arm of the junction in both the standard ARCADY run and the ELA option is neutral. The major impact is reported on Station Approach, but this is considered unrealistic given the relatively light flows on this arm of the junction.

It is concluded that the proposed improvements offset the impact of developments as well as the implications of strategic traffic resulting from the construction of the link roads. The impact on this part of the network are also considered to represent an interim situation pending the continuation of the link road system west to the A418 as advocated in the Aylesbury Transport Strategy. If this link road is brought forward before the completion of the ELR(S) and the SLR, then this mitigation may not be necessary (subject to further assessment).

B4544 Marroway/Proposed Marroway Link Road

No works to this junction are proposed as the operation is acceptable with cumulative development.

SLR/Marroway Link Road

No works to this junction are proposed as the operation is acceptable with cumulative development.

SLR/New Crossroads

The provision of the Southern Link Road involves the diversion of New Road to form a signalised crossroads to the east of its current alignment. The proposed new junction has been modelled using LINSIG. The model shows that the junction can operate within capacity in 2034 with the cumulative developments. The impact of the proposals on this junction is therefore accepted.

Summary of cumulative assessment

The traffic impacts associated with the cumulative impacts of traffic associated with both the Hampden Fields and Woodlands applications has been adequately assessed and shown to be acceptable. Where material impacts have been identified the mitigation measures proposed are considered sufficient to offset the significant adverse impacts of the developments in combination, in accordance with the requirements of the NPPF. Furthermore the both developments bring with them the significant benefits of the delivery of the Eastern Link Road (S) and the SLR as well as contributing financially to the high priority Council and BTVLEP South East Aylesbury Link Road scheme. All of the link roads combine to bring forward a significant package of highway infrastructure necessary to support the required growth of Aylesbury.

It is therefore concluded by the Council that the cumulative impacts of the Hampden Fields and Woodlands Developments are acceptable subject to the following;

- Financial contributions towards the delivery of the SEALR;
- The early provision of the SLR and ELR(S);
- Offsite works for the comprehensive improvement to the A41 Woodlands roundabout as shown in principal on drawing **B12798C7-0000-D-048 Rev 1**;
- Offsite works to improve the A41/B4009/Overbridge Roundabouts as shown in principal on drawing **PBA 32113/5501/020**;
- Offsite works to improve the A41/Oakfield Road/King Edward Avenue junction as shown in principal on drawing **70011769-SK-047**;
- Offsite works to improve the A41/Bedgrove/Broughton Lane/Richmond Road junction as shown in principal on drawing **1969/SK/150 Rev F**.
- Offsite works to signalise the Wendover Road/Wendover Way junction as shown in principal on drawing **1769/26/101/Rev C**.

- Offsite works to improve the Lower Road at Stoke Mandeville as shown in principal on drawing **32113/5511/004**.
- Offsite works to improve the Upper Hundreds Way/New Street/Cambridge Street junction and approaches as shown in principal on drawing **32113/5501/022 Revision E**.

Summary and conclusions.

It is concluded that full and detailed assessments of the application individually and cumulatively have demonstrated that the significant adverse effects of the proposals can be appropriately mitigated through planning condition and S106 obligations. The development proposals bring with them an important part of the highways infrastructure identified in the Aylesbury Transport Strategy as necessary to support the growth of the town and manage traffic conditions in the future. It is concluded that the developments positive benefits and appropriate mitigation mean that that the Council can confirm that it has no objections subject to Conditions and S106 Obligations to be advised.

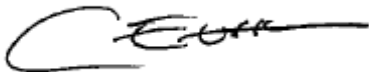
Yours sincerely



Del Tester

Lead Highways Development Management Consultant

Transport Economy Environment



Christine Urry

Head of Highways Development Management

Transport Economy Environment

APPENDIX J: Appropriate Assessment Application Ref. 16/01040/AOP

Proposal: Outline application with means of access (in part) to be considered for up to 102,800 sq m employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 bed apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage.

Site: Aylesbury Woodland, College Road North, Aston Clinton, Buckinghamshire

Summary

Buckinghamshire Council, as Local Planning Authority and ‘Competent Authority’, has carried out a Habitats Regulations Assessment (HRA), as required by The Conservation of Habitats and Species Regulations 2017 (as amended) (‘the Habitat Regulations’), to assess whether there are likely significant effects on the Chiltern Beechwood Special Area of Conservation (CB SAC) arising from this development, either alone or in combination with other plans and projects.

The current 2016 application and accompanying ES and addendum, and updated November 2020 ES addendum supporting the application makes reference to the Hampden Fields HRA report (reference: 16/00242/AOP) and ‘screened in’ recreational disturbance from the net new homes as having the potential to result in likely significant effect in combination on the integrity of the conservation purposes of the Chiltern Beechwood Special Area of Conservation . The recently published evidence from Dacorum Borough Council (March 2022) also supports the conclusion that there is likely significant effects on the Chiltern Beechwood Special Area of Conservation arising from recreational pressure from the increased population within the 12.6kn zone of influence within which this site lies. In light of this, under the Habitat Regulations air quality impacts and recreational pressure are ‘screened in’ and as such a Stage 2 ‘Appropriate Assessment’ has been carried out by Buckinghamshire Council as ‘Competent Authority’. This has concluded that the impacts can be adequately mitigated to ensure that there will be no significant adverse effects on the Chiltern Beechwood Special Area of Conservation.

Informing individual Appropriate Assessment of Planning Applications and Permitted Development.

Buckinghamshire Council’s supporting documentation to the Vale of Aylesbury Local Plan VALP included a Habitats Regulations Appraisal report which stated that Natural England supported the conclusions reached. This was updated in November 2020 as part of the Further Main Modifications, in response to the updated county-wide road traffic modelling predicted AADT. The HRA assessed the potential of likely significant effects arising from the growth

identified in VALP on Chiltern Beechwoods Special Area of Conservation, including impacts of recreation. This screened in recreational disturbance for net new homes in proximity to the Chiltern Beechwoods Special Area of Conservation as having a likely significant effect on the integrity of the conservation purposes of the Chiltern Beechwoods Special Area of Conservation. An Appropriate Assessment was carried out as part of that process. This concluded that VALP as proposed to be modified, which includes natural greenspace that contributes to alleviating visitor pressure on the Chilterns Beechwoods Special Area of Conservation is not predicted to adversely affect the Chilterns Beechwoods Special Area of Conservation either alone or in-combination with other plans or projects.

In response, Natural England response concluded that either stand alone or in combination with other plans or projects, the proposal would not be likely to have a significant effect upon this Chilterns Beechwoods Special Area of Conservation and that an appropriate assessment was not required. VALP is now an adopted local plan.

The applicant's evidence submitted in support of the current 2016 application with accompanying ES and addendum, updated November 2020 recognises that a likely significant effect cannot be ruled out and therefore further scrutiny is required as part of an appropriate assessment on recreational pressures. This concludes that the impact avoidance and mitigation measures in the form of the public open space design and accessibility would be successful in addressing any net increase in visitor numbers and recreational pressure on the Chilterns Beechwoods Special Area of Conservation and would not contribute towards any adverse effect in combination with other developments.

New evidence has been published by Dacorum Borough Council (March 2022) on the impacts of recreational and urban growth on Chilterns Beechwoods Special Area of Conservation. Natural England support the conclusions and recognises that new housing within 12.6km of the Chiltern Beechwood Special Area of Conservation can be expected to result in an increase in recreation pressure. The 12.6km zone represents the core area around the SAC where increases in the number of residential properties will require Habitats Regulations Assessment. Mitigation measures will be necessary to rule out adverse effects on the integrity of the Chiltern Beechwood Special Area of Conservation from the cumulative impacts of development. There is also a 500m exclusion zone around the Ashridge Commons and Woods SSSI where any new residential unit or accommodation should be avoided.

The application site lies within the 12.6km zone of influence and outside the 500m exclusion zone.

1. The Conservation of Habitats and Species Regulations (2017)

In accordance with Regulation 63 of The Conservation of Habitats and Species Regulations (2017), a competent authority (in this case Buckinghamshire Council), before deciding to

undertake, or give any consent, permission or other authorisation for, a plan or project which—

a. is likely to have a significant effect on a European site...(either alone or in combination with other plans or projects), and

b. is not directly connected with or necessary to the management of that site

must make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.

A person applying for any such consent, permission or other authorisation must provide such information as Buckinghamshire Council may reasonably require for the purposes of the assessment or to enable it to determine whether an appropriate assessment is required.

Buckinghamshire Council must, for the purposes of the assessment, consult the Conservation Body, NE, and have regard to any representations made by that body. It must also, if it considers it appropriate, take the opinion of the general public, and if it does so, it must take such steps for that purpose as it considers appropriate. In the light of the conclusions of the assessment, and subject to Regulation 64 (Considerations of overriding public interest), Buckinghamshire Council may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site.

In considering whether a plan or project will adversely affect the integrity of the site, Buckinghamshire Council must have regard to the manner in which it is proposed to be carried out or to any conditions or restrictions subject to which it proposes that the consent, permission or other authorisation should be given.

2. Stage 1 'Screening'

Buckinghamshire Council, as 'Competent Authority' accepts that this proposal is a 'plan or project' which is not directly connected with or necessary to the management of the Chiltern Beechwood Special Area of Conservation (CB SAC). The potential likely significant effects on the integrity of the Chiltern Beechwood Special Area of Conservation is from recreational disturbance. A net increase in homes is likely to result in additional visits to the Chiltern Beechwood Special Area of Conservation with consequential erosion and pollution within the Chiltern Beechwood Special Area of Conservation .

At this stage Buckinghamshire Council cannot rule out the likely significance effects on the CB SAC (alone or in combination with other plans or projects) because the proposal could undermine the Conservation Objectives of the SAC. This is because the proposal lies within 5 kilometres of the boundary of the CB SAC, within the 12.6Km zone of influence identified in the March 2022 evidence to the emerging Dacorum Local Plan, and represents a net increase in homes within this zone which will lead to an increase in local population and a

likely increase in recreational disturbance within the Chiltern Beechwood Special Area of Conservation.

As the likely significance effect cannot be ruled out at this stage, a Stage 2 'Appropriate Assessment' must be undertaken.

3. Stage 2 Appropriate Assessment

Based on the information proposed by the applicant, and the evidence published by Dacorum in relation to their emerging local plan, Buckinghamshire Council must decide whether or not an adverse effect on site integrity (alone or in combination with other plans or projects) can be ruled out. Mitigation may be able to be provided so that the proposal can reduce adverse effects.

The ES and addendum accompanying this application considered the impacts on recreational activity and human presence on the Chiltern Beechwood Special Area of Conservation arising from the development either stand alone or in combination with other plan or project accompanying this application when mitigation measures in the form of natural greenspace were considered.

The Council concludes that the impact avoidance and mitigation measures in the form of the on-site public open space design and accessibility would be successful in addressing any net increase in visitor numbers and recreational pressure thereby not resulting in any significant adverse effects from recreational pressures for the Chiltern Beechwood Special Area of Conservation either alone or in combination with other plans and projects.

4. Conclusion

An Appropriate Assessment has been carried out for this development in accordance with the Habitats Regulations 2017. With mitigation measures for recreational disturbance the Appropriate Assessment concludes that the development would not have any significant adverse effect upon the integrity of the Chiltern Beechwood Special Area of Conservation .

Buckinghamshire Council considers, subject to consultation with NE, that the above measures will prevent a likely adverse effect on the integrity of the BB SAC. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 63(5) of the Conservation of Habitats and Species Regulations (2017), and permission may be granted subject to any other planning considerations.

Provided that the applicant has entered in to a S106 agreement to secure the public open space on the site the planning application will be in accordance with the Chiltern Beechwood Special Area of Conservation mitigation requirements.



Neutral Citation Number: [2022] EWHC 523 (Admin)

Case No: CO/2719/2021

IN THE HIGH COURT OF JUSTICE
QUEEN'S BENCH DIVISION
PLANNING COURT

Royal Courts of Justice
Strand, London, WC2A 2LL

Date: 11 March 2022

Before :

MRS JUSTICE LANG DBE

Between :

THE QUEEN

Claimant

on the application of

HFAG LIMITED

- and -

BUCKINGHAMSHIRE COUNCIL

(1) HAMPDEN FIELDS CONSORTIUM

(2) TAYLOR WIMPEY UK LIMITED

**(3) BUCKINGHAMSHIRE HEALTHCARE NHS
TRUST**

**(4) NHS BUCKINGHAMSHIRE CLINICAL
COMMISSIONING GROUP**

Defendant
Interested Parties

Jack Parker (instructed by **Richard Buxton Solicitors**) for the **Claimant**
Saira Kabir Sheikh QC and Michael Brett (instructed by **Legal Services**) for the **Defendant**
Morag Ellis QC (instructed by **Mills & Reeve LLP**) for the **Second Interested Party**
The **First, Third and Fourth Interested Parties** did not appear and were not represented

Hearing dates: 23 & 24 February 2022

Approved Judgment

Mrs Justice Lang :

1. The Claimant seeks judicial review of the decision of the Defendant (“the Council”), dated 24 June 2021, to grant outline planning permission for a mixed-used sustainable urban extension (“the Development”) on land between Wendover Road and Aston Clinton Road, Weston Turville, Buckinghamshire (“the Site”).
2. The Claimant is a local residents’ group called Hampden Fields Action Group, which objected to the Development during the planning application process.
3. The Council is the local planning authority for the area in which the Site is situated.
4. The First Interested Party (“IP1”) is a consortium of landowners and developers which applied for, and has been granted, the outline planning permission. The Second Interested Party (“IP2”) is the lead member of IP1. IP1 and IP2 resist the claim.
5. The Third Interested Party (“IP3”) is responsible for providing planned and emergency healthcare services in hospitals and in the community in the local area. The Fourth Interested Party (“IP4”) is responsible for commissioning primary healthcare services (including GP services) in the local area. IP3 and IP4 support the claim.
6. The issue in the claim is whether the Council acted lawfully in deciding to grant outline planning permission on the basis that the only health provision made was a “doctor’s surgery”, to be provided on Site, in accordance with the terms of an agreement made under section 106 of the Town and Country Planning Act 1990 (“the section 106 agreement”), which was contrary to the representations made by IP3 and IP4. The relief which the Claimant seeks is an order quashing the grant of outline planning permission. The Claimant no longer pursues Ground 7.
7. On 15 October 2021, Dove J. ordered that the application for permission and the substantive application for judicial review be listed for hearing on the same occasion at a “rolled-up hearing.”

Planning history¹

8. On 5 February 2016, IP1 applied for outline planning permission for the Development (to include a “doctor’s surgery”) as follows:

“Outline planning permission for a mixed-use sustainable urban extension comprising: up to 3,000 dwellings and a 60 bed care home/extra care facility (Use Class C2/C3); provision of land for a Park and Ride site; a total of 6.90ha of employment land (comprising of up to 29,200 sq.m. B1c/B1/B2/B8 uses); provision of two primary schools (one 2 form entry and one 3 form entry); a mixed use local centre (3.75ha) with provision for a foodstore of up to 1,200 square metres (GFA), further retail (including a pharmacy), restaurant and café units, a doctor’s surgery, gym, public house with letting rooms, professional

¹ Page references are to the hearing bundles: C = Core bundle. S = Supplementary bundle.

services, multi-functional community space and a day nursery, and live work units; multi-functional green infrastructure (totalling 109.01 ha) including parkland, sports pitches, sports pavilions, children's play areas, mixed use games areas, including a skate park/BMX facility, informal open space, allotments, community orchards, landscaping; extensions to domestic gardens at Tamarisk Way (0.22ha); strategic flood defences and surface water attenuation; vehicular access points from New Road, Marroway, A413 Wendover Road and A41 Aston Clinton Road; 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; internal roads, streets, lanes, squares, footpaths and cycleways and upgrades to Public Rights Of Ways (PRoWs); and car parking related to the above land uses, buildings and facilities.”

9. In addition to the provision of housing, the application forms “a fundamental part” of the Aylesbury Transport Strategy’s “long term vision to deliver a partial orbital route around Aylesbury”. The Strategy aims to complete a “series of outer link roads that will take traffic away from the town centre”, providing transport improvements and the opportunity for a more pedestrian and cycle-friendly town centre. The proposed “southern link road” is a key part of the application, and is programmed with the same completion date as other elements of the Strategy to maximise the efficiency of the transport network [Officer’s Report (“OR”) S/175-176, paragraphs 5.47-5.49].
10. The application was made to Aylesbury Vale District Council (“AVDC”). With effect from 1 April 2020, AVDC was amalgamated with a number of other local authorities to become Buckinghamshire Council, which is the current local planning authority.
11. The application was made following the dismissal of an appeal against non-determination of a previous application. That appeal was dismissed because of a lack of certainty about the delivery of a highways scheme (the “Walton Street gyratory”), without which the proposal could not come forward. In the course of that appeal, the Inspector advised the Secretary of State to consider a planning obligation which made provision for a health centre. The Inspector made *inter alia* the following findings [C/465 paragraph 9.609]:

“the provision of a temporary health centre, if required, the making available of a site for a health centre, and a strategy for marketing would be consistent with the anticipated needs of the development.”

The Inspector concluded that the obligation would comply with the Community Infrastructure Levy Regulations 2010 (“the 2010 Regulations”). The Secretary of State adopted this conclusion at paragraph 29 of his decision.
12. The current application was largely a resubmission of the previous scheme, amended in the light of the findings of the Inspector and Secretary of State. Materially, it made provision for a health centre.

13. The application was accompanied by an Environmental Statement (“ES”), including a ‘health impact assessment’, and a document setting out ‘heads of terms’ for the proposed planning obligation. It included the following [C/473]:
 - “• Land for a health centre will be provided in the Local Centre and will be reserved for a period of time. The land will be marketed for a period of time (to be agreed with AVDC) at market value for the relevant healthcare uses. [...]
 - If deemed necessary, a temporary building will be provided to be used as a health facility for an agreed period of time.”
14. The application was considered by the Strategic Development Management Committee of AVDC on 25 October 2017. The AVDC Committee resolved that the application be “deferred and delegated to officers for **Approval**” subject to the completion of a section 106 agreement, to include *inter alia* a planning obligation to secure on-site provision of a GP surgery and/or provision of temporary services on site or within an existing nearby facility (if appropriate). At that stage, IP1 had proposed to deliver a shell and core primary care health centre of up to 600sqm.
15. IP4 made representations seeking a financial contribution for a larger primary healthcare facility, which would also meet the needs of new populations from other developments in the area, in accordance with IP4’s strategy and vision.
16. IP3 made representations seeking a financial contribution to cover the cost of the estimated increased demand for secondary and tertiary health care arising from the new population in the Development.
17. The application was referred to the Council’s Strategic Sites Committee because in March 2020 an updated Aylesbury Transport Model was published, requiring re-consideration of the transport aspects of the Development.
18. The OR for the Committee meeting on 24 February 2021 was published on 17 February 2021.
19. Officers published a Corrigendum Report (“CR”) on 23 February 2021, replacing paragraphs 5.321 – 5.235 of the OR, as paragraph 5.322 of the OR had erroneously advised that revenue funding did not come within the scope of the 2010 Regulations. The CR also advised Members of the additional representations from IP3 and IP4.
20. Following the publication of the CR, IP4 provided a further calculation of the financial contribution it sought.
21. At its meeting on 24 February 2021, the Strategic Sites Committee approved the application “as per the officer’s report”. It resolved, so far as is material:
 - “That permission be deferred and delegated to the Director of Planning and Environment for **approval** subject to the satisfactory completion of a legal agreement to secure on-site provision of a health centre (GP surgery) and/or provision of

temporary services on site or within an existing nearby facility (if appropriate)

Members requested that officers continued to work collaboratively with the BHT and CCG on establishing a robust methodology for any future requests which was capable of feeding into the Council's new Local Plan process."

22. Following the Committee resolution, both IP3 and IP4 complained about the manner in which the application and their requests for financial contributions had been handled (letter of 17 March 2021 [C/806-809]).
23. On 24 June 2021, officers granted the outline planning permission, subject to the conditions set out in the decision notice. In the Delegated Determination report, officers considered the representations made in the letter of 17 March 2021 and responded to them. Officers concluded that the additional representations made would not be likely to alter the resolution made by Members. It was not considered necessary to refer the matter back to committee as there was no new material consideration which could affect or change the Committee's resolution. Officers found that the completed section 106 agreement "secures all the measures anticipated and necessary to render this application acceptable in planning terms".
24. The relevant provisions of the section 106 agreement are in Schedule 8.
 - i) By paragraph 9, the Owners covenant to engage a contractor "for the construction of the Health Centre to Shell and Core" within six months of reserved matters approval, and to "use reasonable endeavours" to secure "practical completion for the Health Centre to Shell and Core" prior to the occupation of the thousandth dwelling;
 - ii) Paragraphs 5-6 require the Owners to market the 'Health Centre Land' for at least 24 months in accordance with a 'Health Centre Marketing Strategy';
 - iii) Paragraph 6 absolves the Owners from the requirements of paragraphs 5, if they have not managed to transfer or lease the Health Centre Land to a "health service provider" within a specified period;
 - iv) Paragraph 6 is subject to the following proviso:

"PROVIDED THAT the Owners have first agreed in writing with the Health Commissioning Body and/or the Council an alternative mechanism to provide the Health Centre to mitigate the impacts of the Development."
 - v) Paragraph 10 caps the Owners' liability under paragraphs 4-9 at £1.5 million.
25. The material definitions are as follows:

"Health Centre" means a permanent health centreup to 600 square metres (GIA), which may be provided on the Health Centre Land in accordance with Schedule 8 hereto;

“Health Centre Land” means the part of the Land comprising not less than 0.14 hectares shown indicatively coloured dark blue on Plan 4 (or such other part of the Land as may be agreed in writing with the Council);

“Health Centre Marketing Strategy” means the marketing of the Health Centre Land to relevant health providers as a potential location for a Health Centre at a market value for such uses;”

Legal principles

Judicial review

26. In a claim for judicial review, the Claimant must establish a public law error on the part of the decision-maker. The exercise of planning judgment and the weighing of the various issues are matters for the decision-maker and not for the Court: *Seddon Properties Ltd v Secretary of State for the Environment* (1981) 42 P & CR 26. A legal challenge is not an opportunity for a review of the planning merits: *Newsmith v Secretary of State for the Environment, Transport and the Regions* [2001] EWHC 74 (Admin).

The development plan and material considerations

27. Section 70(2) of the Town and Country Planning Act 1990 (“TCPA 1990”) provides that the decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act (“PCPA 2004”) provides:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

Planning obligations

28. Under section 106(1)(d) TCPA 1990, a person with an interest in the land may enter into an obligation, enforceable against any person deriving title from that person, requiring *inter alia* a sum or sums to be paid to the local planning authority.

29. Regulation 122 of the 2010 Regulations provides:

“(1) This regulation applies where a relevant determination is made which results in planning permission being granted for development.

(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

(3) In this regulation—

“planning obligation” means a planning obligation under section 106 of TCPA 1990...”

30. Whether or not a proposed planning obligation meets the three limbs of regulation 122 of the 2010 Regulations is a clear matter of planning judgement for the planning decision-maker, which should not be interfered with in the absence of a legal error. In *Smyth v Secretary of State* [2013] EWHC 3844 (Admin) Patterson J. held, in respect of the Court’s review of a decision of a planning inspector applying the regulation 122 test (which applies equally in this respect to decisions of local planning authorities):

“192. In my judgment, the role for the Inspector is to apply the law and to judge whether the obligation before him meets the statutory tests. That is a matter for his planning judgement. The role of the court is to review that judgement on conventional public law principles and no more. It is not to step into the Inspector’s shoes and start exercising its own planning judgement on the matters before the Inspector. That would be an impermissible exercise of its powers.”

Planning officers’ reports

31. The principles to be applied when considering a challenge to a planning officer’s report were summarised by the Court of Appeal in *R (Mansell) v Tonbridge & Malling BC* [2019] PTSR 1452, per Lindblom LJ, at [42]:

“42. The principles on which the court will act when criticism is made of a planning officer’s report to committee are well settled. To summarise the law as it stands:

(1) The essential principles are as stated by the Court of Appeal in *R. v Selby District Council, ex parte Oxtou Farms* [1997] E.G.C.S. 60 (see, in particular, the judgment of Judge L.J., as he then was). They have since been confirmed several times by this court, notably by Sullivan L.J. in *R. (on the application of Siraj) v Kirklees Metropolitan Borough Council* [2010] EWCA Civ 1286, at paragraph 19, and applied in many cases at first instance (see, for example, the judgment of Hickinbottom J., as he then was, in *R. (on the application of Zurich Assurance Ltd., t/a*

Threadneedle Property Investments) v North Lincolnshire Council [2012] EWHC 3708 (Admin), at paragraph 15).

(2) The principles are not complicated. Planning officers' reports to committee are not to be read with undue rigour, but with reasonable benevolence, and bearing in mind that they are written for councillors with local knowledge (see the judgment of Baroness Hale of Richmond in *R. (on the application of Morge) v Hampshire County Council* [2011] UKSC 2, at paragraph 36, and the judgment of Sullivan J., as he then was, in *R. v Mendip District Council, ex parte Fabre* (2000) 80 P. & C.R. 500, at p.509). Unless there is evidence to suggest otherwise, it may reasonably be assumed that, if the members followed the officer's recommendation, they did so on the basis of the advice that he or she gave (see the judgment of Lewison L.J. in *Palmer v Herefordshire Council* [2016] EWCA Civ 1061, at paragraph 7). The question for the court will always be whether, on a fair reading of the report as a whole, the officer has materially misled the members on a matter bearing upon their decision, and the error has gone uncorrected before the decision was made. Minor or inconsequential errors may be excused. It is only if the advice in the officer's report is such as to misdirect the members in a material way – so that, but for the flawed advice it was given, the committee's decision would or might have been different – that the court will be able to conclude that the decision itself was rendered unlawful by that advice.

(3) Where the line is drawn between an officer's advice that is significantly or seriously misleading – misleading in a material way – and advice that is misleading but not significantly so will always depend on the context and circumstances in which the advice was given, and on the possible consequences of it. There will be cases in which a planning officer has inadvertently led a committee astray by making some significant error of fact (see, for example *R. (on the application of Loader) v Rother District Council* [2016] EWCA Civ 795), or has plainly misdirected the members as to the meaning of a relevant policy (see, for example, *Watermead Parish Council v Aylesbury Vale District Council* [2017] EWCA Civ 152). There will be others where the officer has simply failed to deal with a matter on which the committee ought to receive explicit advice if the local

planning authority is to be seen to have performed its decision-making duties in accordance with the law (see, for example, *R. (on the application of Williams) v Powys County Council* [2017] EWCA Civ 427). But unless there is some distinct and material defect in the officer's advice, the court will not interfere."

32. In *BT plc v Gloucester CC* [2001] EWHC Admin 1001; [2002] 2 P&CR 33 Elias J. observed, at [118]:

"It is important that the principal issues and the key information are put to [members], but it is not necessary, or indeed desirable, that the report should be exhaustive. Plainly there will always be room for dispute as to whether the report should in certain respects have been fuller, or whether certain guidance should have been expressly referred to, particularly in a development which is as large and significant as this one. But it is not for the court to second guess the officers."

33. Where a local planning authority resolves to approve the recommendation of an officers report, it can be assumed that they accepted the reasoning of that report (*R (Palmer) v Herefordshire Council* [2016] EWCA Civ 1061; [2017] 1 WLR 411 per Lewison LJ at [7]).
34. The reasons given must enable the reader to understand why the matter was decided as it was and what conclusions were reached on the principal important controversial issues. Reasons need refer only to the main issues in the dispute and not to every material consideration, and the reasons can be briefly stated, with the "degree of particularity required depending entirely on the nature of the issues falling for decision" (*South Bucks v Porter (No 2)* [2004] 1 WLR 1953). A claimant must also show the reasons advanced (or lack of reasons) leave room for genuine as opposed to forensic doubt as to what was decided and why (*R (CPRE Kent) v Dover DC* [2017] UKSC 79 at [42]). It must be shown that "the interests of the applicant have been substantially prejudiced by the deficiency of the reasons given" (*Save Britain's Heritage v Number 1 Poultry Ltd* [1991] 1 W.L.R. 153, per Lord Bridge of Harwich at p. 167).

Grounds 1 to 3

35. Grounds 1 to 3 overlap as they all concern primary care services which are commissioned by IP4 and so it is convenient to consider them together.

Claimant's grounds of challenge

Ground 1

36. The Defendant's decision that the proposals for the health centre were adequate to meet the needs of the Development and/or complied with regulation 122 of the 2010 Regulations was unlawful because it failed to take into account relevant considerations; took into account irrelevant considerations; and it was irrational. The Defendant failed to give adequate reasons for its decision.

37. (a) *Failure to take account of relevant considerations.* The OR [C/190] reported IP4's position as being "that the current position does not strictly align with the requirements of the CCG in respect of multiple smaller sites across the Aylesbury area, however they are committed to working with the developer to achieve the ambition in the longer term." That summary did not reflect IP4's position in respect of the health centre proposals and was significantly misleading. The Council did not grapple with IP4's submissions of 4 February 2019 and 19 February 2021 to the effect that the provision of a building of 600 sqm would not adequately mitigate the adverse impact on primary healthcare services because it was too small and the land offer was open to the private sector in addition to the NHS.
38. (b) *Irrelevant considerations taken into account.* The reason given to Members at the Committee meeting why the provision of a building of 600sqm would meet primary healthcare needs was that that amount of floorspace exceeded the equivalent floorspace area (419sqm) used by the CCG to calculate the financial contribution required to deliver a larger health centre (see the oral advice given to Members by Ms Kitchen). However, IP4 had repeatedly stated that a 600sqm health centre would be too small, and it referred to the floorspace calculations to establish what would be an appropriate financial contribution towards a larger healthcare facility.
39. (c) *Inadequate reasoning.* There was nothing in the material available to the Claimant to enable it to understand how the proposed health centre would meet the primary health care needs of the Development, and how it would comply with the tests in regulation 122 of the 2010 Regulations. Nor were reasons given as to why IP4's concerns had been dismissed.
40. (d) *Irrationality.* The Claimant submitted that it was irrational for the Council to conclude that the proposal would adequately mitigate the adverse impact on primary healthcare services by reference to the equivalent floorspace requirement used in the calculation of IP4's request for a financial contribution towards a larger health centre, without any evidence in support, and in the face of repeated representations from IP4 that the proposal was not viable or deliverable.

Ground 2

41. The Claimant submitted that officers' advice given to Members as to the health centre provision that would be secured through the section 106 agreement was significantly misleading, and led Members to take into account irrelevant considerations. Officers advised in the CR that:
- "The S106 secures the offer of land and building to shell and core standard to the CCG first, and in the event CCG do not require or do not want the facility offered, it is only after further discussions with the CCG that the site would be offered on the open market." [C/216]
42. The Claimant submitted that the agreement did not "secure" the offer as it imposed a cap on the cost in the sum of £1,500,000. It was to be marketed to "relevant health providers" and there was no assurance that it would be made available to IP4 in preference to other health providers. Under the terms of the agreement, having offered

the site to a ‘health service provider’, the owner is free to market the site on the open market if, having used reasonable endeavours, it has been unable to enter into a lease or transfer at a market value to such health provider.

43. It was also suggested by officers that there was “flexibility” for further discussions to take place with IP4 in order that its needs could be met at some later stage. [C/216], [C/235]. The Claimant submitted that there was no such provision for this within the section 106 agreement.

Ground 3

44. The Claimant submitted that Members acted upon misleading advice from officers and took into account an irrelevant factor, namely, the alleged lateness of IP4’s representations seeking a financial contribution, when deciding to proceed to grant outline planning permission at the meeting on 24 February 2021, instead of deferring a decision in order to consider IP4’s representations further.

Conclusions

45. In my judgment, there was ample material to justify the advice given by officers to Members, and the decisions made by the Committee, and subsequently by the delegated officers, in the exercise of their planning judgment. Officers and Members considered IP4’s representations and requests with an appropriate degree of care, but they did not accept them, and were not obliged to do so.
46. At the heart of IP4’s representations was the submission that IP1 should be required to mitigate the adverse impacts of the Development on health services. However, the Council did not accept IP4’s assessment of the extent of any mitigation required. The ES submitted with the application concluded that the Development would have “a negligible effect on GP provision” because the GP to patient ratio in the area is well below the Healthy Urban Development Unit (“HUDU”) standard. Furthermore, it is likely that some of those moving to the Development will be existing residents in the area and therefore will already be registered with GPs [S/106]. This conclusion was accepted in the OR and has not been challenged in these proceedings.
47. Prior to the AVDC Committee meeting on 25 October 2017, IP4 made no objection to the doctor’s surgery proposal. It raised a concern about temporary provision, which was subsequently resolved in the manner set out in paragraphs 2 and 3 of Schedule 8 of the section 106 agreement. Then, on 30 July 2018, IP4 put forward a request for a cash contribution instead. The cash contribution was proposed to be put towards the fulfilment of “a strategic plan to build one large, “super” surgery” [C/500], comprising a health centre of some 2000sqm to be located on the Site on allocated employment land. An updated proposal was sent to the Council on 19 October 2018. This set out IP4’s view that “individual contributions towards individual health facilities... would run contrary to current health service strategy” [C/507]. IP4’s preferred approach was to pool contributions from a number of different proposal developments to create one facility to serve both the developments and existing populations, ideally on land identified as employment land in the application masterplan.

48. In the support of this strategy, IP4 provided some calculations based on “NHS [England] space recommendations... calculated only on the increase in population these individual developments would bring to the area”. For this application, IP4 identified that the “NHSE recommendation space = 600sq Metres”; that IP1 had offered “a building of 600sq Metres”; and estimated construction costs for that space at £2,500 per sq. metres + VAT = £1,800,000 (£1,500,000 less VAT) [C/509].
49. The Council provided detailed responses to IP4’s requests first on 30 August 2018 and subsequently on 7 December 2018. These pointed to a number of serious concerns including:
- i) Ambiguity as to how IP4 is funded and the risk of “double-taxation” from increases in IP4 funding from other sources and developer contributions;
 - ii) Insufficient evidence from IP4 as to the impact of the application on primary care services; and
 - iii) No information or realistic timeframe for the delivery of the “super hub” proposed, noting that no site for the facility was provided in the application.
50. In further correspondence, on 19 December 2018, IP4 reiterated its stance that, although the contribution proposed by IP1 met the needs arising from the application, it was not in line with IP4’s strategy [C/520]. IP4 stated that:
- “it is acknowledged that the current offer provides for the immediate residents of the Woodlands and Hampden Fields development, it goes against the strategic estates vision [...]”
- “Currently on offer is a 600m2 site... Whilst this would be sufficient to meet the required minimum, in theory, it would be delivered in a way that does not align with the future provision of primary health care.”
51. This same stance was reiterated in IP4’s letter of 4 February 2019 [C/530-534]. The offer of a building to serve a single development was said to be not in line with the “strategic vision for the future delivery of primary healthcare”, and “inadequate to deliver the national and local vision”. Once again however, IP4 provided further calculations from the ‘HUDU model’ which made clear that the 600sqm of floorspace proposed by IP1 was sufficient to meet the needs directly generated by the application: at [C/535], the floorspace requirement for “GP and Primary Care Services” is calculated as “552.64sqm”. The sufficiency of the floorspace proposed was also reflected in the NHS England space guidance attached to that correspondence, giving graded advice about the internal space requirements of primary care facilities “for use in initial feasibility studies”, which recommends that a practice with 8,000 patients (approximately 1,000 more than the potential population of this Development) needs 667sqm of floorspace.
52. The Council subsequently sent IP4 the relevant draft provisions of the planning obligation on 27 March 2019. IP4 replied on 8 April 2019 that they had no amendments to propose. In particular, IP4 took no exception or proposed any amendment to the provisions requiring IP1 to market the land earmarked for a health centre to one or more

“health service provider”, nor to the cap on liability of £1.5 million. The terms of the section 106 agreement remained open to discussion until executed and drafts had been published for that purpose. Prior to that time, it could have been amended.

53. On 30 April 2019, IP4 wrote to the Council suggesting that the approach taken by the West Kent Clinical Commissioning Group, set out in an attached report, could be adopted. This assumed a financial contribution of £360 per person in any new development. Ms Kitchen, Corporate Planner at the Council, responded in detail to this alternative approach on 5 March 2020 [C/587-588], setting out clear concerns about an absence of clear justification for the approach, and concluding that the “West Kent model does not address the previous concerns raised and the CCG would still be required to provide more evidence that the need for the contribution does arise directly from the development such that they are necessary to render them acceptable.”
54. On 10 July 2020, IP4 met Council officers to discuss the strategic case for a single “Hampden Fields Primary Care Facility”. A report by its consultants Turner Townsend in July 2020 set out the forecast patient yield as 2.4 patients per home, totalling 7,200. The Turner Townsend report stated, at paragraph 3.5.1, that a ratio of around 16 patients per sqm for surgery floorspace has been robustly tested nationally. In fact, the floorspace of 600sqm for the GP surgery at the Development has made a more generous allowance of 12 patients per sqm.
55. A more detailed written report was provided in November 2020. This set out a high level strategic case for the provision of a large primary care facility in southern Aylesbury, capable of accommodating all the growth identified in the Local Plan, and replacing one of the Westongrove GP practice’s existing three sites. The preferred site was at the Stoke Mandeville Hospital. An “outline business case” and “full business case” [C/676-677] was envisaged, but no follow-up work of this nature, providing any greater clarity about the scheme, such as a site, funding arrangements, or viability, was provided to the Council.
56. The Claimant made a lengthy and detailed submission to the Council. However, only five paragraphs were concerned with healthcare. The only issue raised in respect of primary care provision was that the developer was only required to deliver a shell and core building. None of the issues raised in this judicial review claim were raised. Whilst accepting that the Claimant had a sufficient interest to bring this claim, Ms Sheikh QC submitted that the absence of any objections from the Claimant called into question the merits of the claim, as did the fact that IP4 did not bring its own challenge to the Council’s decision, nor did it instruct counsel to represent it at the hearing.
57. The OR confirmed that the AVDC Committee had resolved that the decision was delegated for approval, subject to completion of a satisfactory agreement to secure on-site provision of a health centre (GP surgery). It set out the policy framework, including Policy HE1 of the Weston Turville Neighbourhood Plan which seeks developer contributions to fund improvements to health facilities where the Clinical Commissioning Group has demonstrated that the development will create pressure on service provision and a requirement can be justified.
58. The OR advised Members on primary healthcare provision at paragraphs 5.318, 5.319, 5.325:

“Healthcare

5.318 Baseline research as part of the ES established a tendency for GP Practices within proximity of the Application Site to operate patient list sizes notably lower than the relevant standards which would indicate potential spare capacity within the area. However, included within the Proposed Development has the potential to deliver an on- site GP Surgery to meet the needs of the new residents of the Proposed Development. The ES anticipates that the Proposed Development is considered to have a negligible effect on GP provision. The proposals will make provision for a GP surgery which will be secured by way of legal agreement. The socio economics chapter of the ES addendum has been updated to reflect changes in planning policy and provide an update of the cumulative effects. In addition, a Health Impact Assessment (HIA) was undertaken and submitted as a new appendix to the socio-economic chapter. The HIA concludes that the proposals are anticipated to result is a range of positive impacts upon health and well-being within the development and beyond. The proposals provides for additional healthcare facilities through the provision of the GP Surgery, which could include facilities/clinical uses.

5.319 The Aylesbury CCG advise that the current position does not strictly align with the requirements of the CCG in respect of multiple smaller sites across the Aylesbury area, however they are committed to working with the developer to achieve the ambition in the longer term. It is recognised that this is an outline application which makes provision for land and building (shell and core) for a health centre, and the details would be a matter to be considered at the reserved matters stage. The CCG seek to ensure the provision of healthcare facilities (GP surgery provision) are designed in accordance with the NHS established principles. In addition the CCG requested provision be made in the S106 for a financial contribution towards temporary healthcare facilities (earlier in the construction) to support the development in an existing facility (rather than a temporary porta-cabin on site). This can be secured in the S106 agreement.

...

5.325On balance, the proposed development provides adequately for healthcare facilities having regards to the CIL regulations and should be afforded neutral weight in the planning balance.”

59. In response to representations made by IP4, officers explained in the CR [C/216]:

“The S.106 secures the offer of land and building to shell and core standard to the CCG first, and in the event CCG do not require or want the facility offered, it is only after discussion

with the CCG that the site would be offered on the open market. The application is in outline and the details of the precise location, scale and size would be considered at the reserved matters stage. In addition, there is a financial contribution towards a temporary health care to increase capacity of an existing health centre if required in advance of the Health Centre being provided. That is considered sufficient for such accommodation.

The S106 requirements can only secure mitigation that is necessary to make the development acceptable and mitigate its impact. It cannot seek to provide for the needs of the existing community or services that would be delivered outside the scope of this application.”

60. On 23 February 2021, the day before the Committee meeting, IP4 sent a short email to the Council, attaching a short, one-page “financial calculation for contribution towards the health facility to mitigate the impact of the proposed development ref 16/00424 and indeed 16/0104/AOP” (the Woodlands development) [C/802]. It was a request for a financial contribution of £2,189,372.41 calculated on a new basis. This put forward an assessment for an additional 419.32sqm of net internal primary care floorspace “to support [the] new population”. Neither the floorspace calculation nor the financial contribution were explained or any detailed justification offered, other than that GP surgeries were already full.
61. Ms Kitchen addressed this new representation orally in her presentation to Members, and identified a number of concerns with the new request from IP4:

“... our Officers have had considerable discussion with the CCG regarding the requirements of the CCG and also the concerns that we have as Officers that the information provided to date for the financial contribution is inadequate and not sufficiently advanced to enable the Council to conclude that their request meets the very high CIL Regulation tests and at this stage the following main concerns remain and need to be addressed before any conclusions can be reached as to whether the contributions meet the CIL tests.

....the main concerns ... we haven't had any details ...specifying the project to deliver the infrastructure to which the contributions are requested other than a very early stage of a concept, there's no detailed assessment of the project or site that would satisfy that this would be sufficiently progressed and have evidence of being deliverable, much of the data and its sources and underlying assumptions are not explained in detail, the running costs are not explained in details similar to the concerns that we've raised and set out in details in relation to the hospital trust, the calculations provide little information on existing infrastructure capacity or provide a comparison of existing capacity and predicted impact of the development and this is a

major limitation and this information is needed so that the impacts of the development alone can be ascertained.

So the Section 106 contributions being requested are based on average bill costs rather than an identified capital project cost and other funding availability. And the Section 106 contributions are based on the assumption that the current use and cost of the CCG floor space will be a broad indicator of likely floor space need, so we believe that there's no quantitative evidence that's been provided to demonstrate why the existing floor space is unable to accommodate growth needs arising from the development and it's unclear in terms of how it actually addresses the needs of concealed households.

In terms of the proposal before you, the CCG have not taken into account that the proposed development includes a health centre which would be provided on the site and that would exceed the [419 sqm] requirement that's set out in their latest submissions and through the Section 106 that would be offered to the CCG as land and building to shell and core standard. So what is on offer is a [600 sqm] building and a site of 0.14 ha. So Section 106 requirements can only secure mitigation that is necessary to make the development acceptable and mitigate its impact.

The offer has potential for flexibility to meet the wider strategic vision for delivery of health and care in the future and in addition to the site and core to build offer for the CCG, there is a financial contribution towards a temporary health care facility to increase capacity of an existing health centre if that is required in advance of the health centre itself, the permanent facility, being provided and we believe that this is sufficient for such accommodation and meets the needs of the growing population arising from this site.

...Officers have drawn attention in the corrigenda to paragraph 34 of the NPPF which states that plans should set out contributions expected from development for infrastructure, including health, and the request for such contributions has not been made through the Emerging Local Plan which was first published and consulted back in 2017 and included this proposed allocation.”

62. At the meeting, Ms Kitchen advised Members on the lateness of the further representations received from both IP4 and IP3 [C/236]:

“The CCG and hospital trust representations have been submitted in a late stage in terms of the application process and whilst quite extensive discussions have taken place, the information provided to date is still inadequate to satisfy the Council that CIL tests are met. So Officers have had regard to these submissions as material considerations and given the concerns raised about the justification for this contribution,

further work would have been required by the CCG and the hospital trust and the requested contributions have not been the subject of viability testing either through the VALP process nor through the application process and could potentially affect the viability of the proposed development and its ability to deliver a policy-compliant scheme.

Officers have taken a judgment as to whether or not it's appropriate to delay the consideration of the application for information which may or may not satisfy the CIL tests and at this point it's not certain whether a CIL-complaint Section 106 methodology may be able to be achieved and this may take several months to work through. So the delay and uncertainty over this matters must be weighed against the potential disruption and potential prejudice to the delivery of an important component part of the ...transport strategy for Aylesbury, but it can be seen from the section on the housing land supply that such a delay would also put pressure on housing land supply and create difficulties in relation to the Council's ability to meet a five-year supply and this would undermine the important objectives in the NPPF which seek to ensure an adequate supply to meet objective needs.

And for these reasons it's considered that the requests are outweighed as a matter of judgment at this stage by the significant delays and prejudice that would result in determining this application if the issues were first required to be resolved, particularly since at this particular moment in time there's no guarantee that the contributions will be found to be CIL-compliant."

63. Following the Committee resolution, both IP3 and IP4 complained about the manner in which the application and their requests for financial contributions had been handled (letter of 17 March 2021). On 24 June 2021, officers granted the outline planning permission, subject to the conditions set out in the decision notice. In the Delegated Determination report, officers confirmed the advice given orally at the Committee meeting on 24 February 2021. They considered the representations made in the letter of 17 March 2021 and responded to them.
64. Officers concluded that the additional representations made would not be likely to alter the resolution made by Members. It was not considered necessary to refer the matter back to committee as there was no new material consideration which could affect or change the Committee's resolution. Officers found that the completed section 106 agreement "secures all the measures anticipated and necessary to render this application acceptable in planning terms" [C/361].
65. I reject the Claimant's submission that the Court should not have regard to the delegated decision and Delegated Determination report. It was an integral part of the Council's decision-making process. It was the final stage, at which the decision to grant outline planning permission was made. It was especially relevant since both IP3 and IP4 made

additional representations, requiring officers to consider whether the application ought to be referred back to the Committee.

Ground 1

66. *Ground 1(a)*. I consider that the evidence that I have set out above clearly demonstrates that the Council took into account IP4's representations (see paragraphs 49, 52, 53, 54, 57, 58, 60, 61, 62, 63). In my judgment, members were not misled by the information and advice given by officers, as it fairly reflected the essential elements of the issues raised by IP4's representations.
67. *Ground 1(b)*. There was a considerable amount of material provided to officers which estimated the size of a health centre which would be needed to meet the health needs of the Development (see paragraphs 47, 48, 50, 51, 53, 54, 59). IP4 used that material to calculate the size and cost of a larger health centre serving several new developments. However, there was nothing in that material which stated that the estimate of floorspace was only valid when considered in the context of a larger facility. For example, in the HUDU calculations provided by IP4 on 4 February 2019 [C/535-40], the "total annual floor space requirements" for "GP and Primary Care Services" for the "Group Development Projects Report" (i.e. the combined floorspace requirement for the Development taken together with three other development coming forward) was merely the sum of the floorspace requirements for each development taken on its own.
68. It was clearly relevant for the Council to consider what on-site health centre provision (as envisaged in the application for planning permission and the AVDC resolution of 25 October 2017) would be required to meet the needs of residents living in the Development. The size of any such health centre was a relevant consideration. Officers were entitled to use the material provided to assist in its assessment of the size required. The cost of £1.5 million provided by IP4 was used to calculate the financial cap.
69. On my reading of the representations, IP4's submission that the proposed health centre was too small was made in the context of the perceived benefits of its strategic vision for a large surgery to serve several new developments. IP4 did not separately submit that a 600sqm health centre was too small to meet the needs of this Development alone. Indeed, in its letter of 19 December 2018 (paragraph 50 above), IP4 acknowledged that it would "be sufficient to meet the required minimum".
70. *Ground 1(c)*. The reasons for the decision were provided by officers in the OR (paragraph 57), the CR (paragraph 58), the advice given orally by the planning officer at the Committee meeting on 24 February 2021 (paragraphs 60-61), and the Delegated Determination report (paragraphs 62-63). In my judgment, the reasons were adequate and intelligible, and met the required legal standard. They addressed the main issue, which was whether IP1's contribution to primary care provision should be a financial contribution to a large health centre for several new developments, or provision of a doctor's surgery on Site for the residents of the Development. Although the reasons were briefly stated, they were proportionate to the fact that the issue at hand was one proposed contribution in the context of a wide-ranging and complex application.
71. *Ground 1(d)*. In my view, the Council made a rational exercise of judgment that IP1 should not properly be required to pay more than what was required to mitigate the

impact of this Development, in order to facilitate IP4's preferred strategy for future primary care provision in larger health centres. Particularly in circumstances where the size of the contribution sought was over £2 million and there were no firm plans as to how, when and where the proposed scheme would be implemented.

72. In conclusion, although I grant permission on Ground 1, Ground 1 does not succeed for the reasons set out above.

Ground 2

73. Under Ground 2, the Claimant submitted that the advice given by officers as to the provision that would be secured by the section 106 agreement was significantly misleading and led members to take into account irrelevant considerations.

74. The main focus of the challenge under Ground 2 was the advice given by officers regarding the section 106 agreement, in the CR, at [C/216]:

“The S106 secures the offer of land and building to shell and core standard to the CCG first, and in the event CCG do not require or do not want the facility offered, it is only after further discussions with the CCG that the site would be offered on the open market.”

75. In my view, the existence of the financial cap did not render the offer insecure. A financial cap of £1.5 million was unobjectionable in principle, as an open-ended and uncapped obligation would in all likelihood be overly risky for a developer and would be difficult to justify in terms of the test in regulation 122 of the 2010 Regulations. The amount of the cap was based upon build costs put forward by IP4 for the 600sqm of primary care floorspace.

76. The Claimant criticised the officer for advising that the land and building would be offered to “the CCG first”, whereas the planning obligation requires the land to be marketed to “relevant health providers”. The officer's statement must be seen in the context of health service procurement. IP4 has no responsibility for providing healthcare services and is unable to purchase or lease its own assets. Rather, IP4 contracts (“commissions”) primary care services from providers (such as partnerships of GPs) who own and construct their own facilities using private funding (as explained by IP3 at [C/521], [C/531], [C/546]). The planning obligation requires the land in question to be marketed to relevant health providers (i.e. primary care bodies from whom IP4 could commission services) through a marketing strategy and for the developer to provide written evidence of the marketing exercise to the Council on a bi-annual basis. The term “relevant health providers” does not exclude the private sector because, in law, GP partnerships are private bodies, even though they provide NHS services. Mr Parker suggested that the unit might be let to a health provider which did not provide primary care services but the grant of outline planning permission is for “a doctor's surgery” and it was plainly envisaged by all concerned, including IP4, that it would be a GP's surgery.

77. I accept the Council's submission that it is clear that the planning obligation does in fact build IP4 into the marketing and sale process, so that it was not misleading of

officers to say that, “in the event [IP4] do not require or do not want the facility offered, it is only after further discussions with the [IP4] that the site would be offered on the open market.” Where the developer has failed to enter into a transfer or lease of the Health Centre Land within the requisite period, paragraph 6.2 of Schedule 8 clearly requires the developer, prior to putting the land on the open market, that it agree in writing “an alternative mechanism to provide the Health Centre to mitigate the impacts of the Development”. Liaison with IP4 is therefore built into the process, and the planning obligation allows the IP4 to take a broad view about alternative ways of meeting primary care needs in the event that a provider of primary care does not wish to take on the site.

78. In my judgment, these criticisms were forensic rather than genuine. I do not consider that the officer’s advice to Members was wrong or alternatively seriously misleading.
79. The Claimant also referred to the suggestion by officers (at C/216 and C/235) that there was “flexibility” within the section 106 agreement for further discussions to take place with IP4 to meet its needs at a later stage. However, the Claimant submitted that the section 106 agreement did not include any such provision.
80. Ms Kitchen, in her oral advice to Members [C/258-259], explained that the provision in the section 106 agreement was to secure the health centre to meet the needs of this Development, and went on to say:
- “...we are aware that there may well be flexibility on the site in order to expand that facility if in the future the CCG are looking to have a larger facility to meet the needs of the wider population other than just Hampden Fields and so the provision in the Section 106 allows ...further discussions to take place if the CCG decide that they want to have further discussions about what that provision would entail...”
81. I am satisfied that it was accurate for Ms Kitchen to say that officers and IP2 envisaged that, over the course of the time it would take for this application to reach reserved matters stage, it might well be possible to negotiate and agree with IP4 to provide land at the Site which would accommodate a large health centre, serving the wider population in the area. There was suitable land available. A further development of this kind would not require a further application for planning permission, but it would require either an amendment to the section 106 agreement or a new agreement. The section 106 agreement as drafted at the time of the decision did not make provision for possible discussions for this purpose. To that extent, the advice Ms Kitchen gave was incorrect. However, I do not consider that the error was significantly or seriously misleading in a material way, since whether or not any further discussions about a larger health centre were provided for in the section 106 agreement was not likely to influence Members in deciding how to proceed in determining the decisions that they had to make at the meeting.
82. In conclusion, although I grant permission on Ground 2, Ground 2 does not succeed for the reasons set out above.

Ground 3

83. The Claimant submitted that Members acted upon misleading officer advice and took into account an irrelevant factor, namely, the alleged lateness of IP4's final representations, when deciding to grant permission instead of deferring their decision for further consideration of IP4's representations (a course which some Members were considering). IP4 had made its position clear to the Council in detail, over a prolonged period of time. If officers considered that the contribution sought might affect the viability of the Development, a viability assessment could have been undertaken by officers at an earlier stage.
84. IP4 had previously requested a financial contribution from the Council on several occasions, which the Council had duly considered. The last contact between IP4 and the Council was in November 2020. On 23 February 2021, it sent a new request for a financial contribution of £2,189 million, based on a wholly new calculation, which was set out very briefly, and without any explanatory text or justification (paragraph 60). The late arrival of this request was problematic because it arrived only one day prior to the Committee meeting, and after the publication of the OR and the CR, which contained the advice from officers to Members.
85. Because of the lateness of these representations, Ms Kitchen had to deal with them by way of oral advice (paragraph 61). She made it clear that officers had had considerable discussion with IP4 on financial contributions in the past. She gave reasons why officers could not be satisfied that it would be appropriate to require IP1 to make the contribution requested. She advised that further work would be required to assess IP4's latest proposal, including a viability assessment of the Development in the light of the increased financial contribution sought. There was no guarantee that the proposed contribution would be found to be CIL-compliant. She advised Members that a delay of several months in making a decision would prejudice the delivery of the transport strategy and create difficulties in meeting the Council's five-year housing land supply. Officers had concluded, as a matter of judgment, that the benefits of deferring a decision were outweighed by the significant delays and prejudice that would result.
86. Councillor Monger asked Mr Tucker, Strategic Projects Director of IP2, if the decision could be deferred for three months, to see if a solution could be found to meet IP4's requirements. Mr Tucker explained that the Development was "on the cusp of viability", and the time that would be required to assess viability and to re-negotiate the section 106 agreement, would take longer than three months. The delay would prejudice the timing of the delivery of not just the development, but the infrastructure that came with it, including the southern link road.
87. In my judgment, Ms Kitchen's advice to Members was neither inaccurate nor misleading. The lateness of IP4's revised representations were a relevant consideration because of the impact they had on the Council's ability to assess them in time for the meeting. Viability was a legitimate concern. Ms Kitchen's advice on the benefits and disadvantages of deferring their decision to allow for an assessment of IP4's latest proposal was fair. The judgment was ultimately one for Members to make.
88. For these reasons, although I grant permission on Ground 3, Ground 3 does not succeed.

Grounds 4 to 6

89. Grounds 4 to 6 overlap as they concern secondary and tertiary services provided by IP3 and so it is convenient to consider them together.

Claimant's grounds of challenge

Ground 4

90. The OR wrongly advised that IP3's request for a financial contribution had to be refused because revenue costs did not come within the scope of regulation 122 of the 2010 Regulations. In the CR, officers deleted that advice and the Council accepted that it was incorrect. Therefore, the sole reason given for refusal had fallen away entirely.
91. Officers significantly misled Members by failing to advise them on IP3's outstanding request for a contribution based on revenue costs. In consequence, Members failed to take this material consideration into account when making the decision to grant outline planning permission.
92. Insofar as the Council rejected IP3's request for a contribution towards revenue funding on the basis that the information provided by IP3 in support of its request was inadequate, the Council reached an irrational conclusion.
93. The Council failed to give any, or any adequate, reasons as to why officers considered that the information submitted by IP3 in support of its request for revenue funding was inadequate.

Ground 5

94. Members acted upon misleading advice from officers that they had not been able to agree a CIL-compliant methodology for the calculation of a financial contribution because of the alleged lateness in IP3's revised request for a financial contribution, when deciding to proceed to grant outline planning permission at the meeting on 24 February 2021, instead of deferring a decision in order to consider IP3's representations further.

Ground 6

95. Officers gave significantly misleading advice to Members as to the consequences of the failure to secure any planning obligation to mitigate the impact of the Development on the delivery of IP3's services, with the result that the Council failed to take into account a material consideration, namely the adverse impact on the healthcare services provided by IP3, when making its decision to grant outline planning permission.

Conclusions

96. Prior to the decision by AVDC on 25 October 2017, IP3 did not make any representations regarding the proposed Development. IP3 first contacted the Council on 1 April 2019 seeking a financial contribution of some £5,699,703 towards the running costs of its services. This submission was received three years after the application was made, and 18 months after a resolution had been passed finding the application acceptable in planning terms without the inclusion of any such contribution.
97. The Council replied in a letter of 9 August 2019 expressing the view that the contributions sought did not meet the CIL tests, as they did not demonstrably arise from the Development and therefore were not necessary to make the Development acceptable in planning terms. The Council set out its concerns about IP3's approach, namely:
- i) The assumptions underpinning IP3's calculations in terms of the number of occupants of dwellings were arbitrary and unreliable. They assumed that they will take up occupation simultaneously, and that they will all be new to the Council's (and IP3's) area;
 - ii) The unsatisfactory assessment of expected activity levels arising from the Development, and the extent to which occupants may seek services from IP3 rather than another trust, and any assessment of capacity at adjoining trusts;
 - iii) Uncertainty as to how any financial contribution will be used given that IP3 claims to be operating at full capacity;
 - iv) Ambiguity as to the "actual need for the contributions having regard to the fact that monies sought appear to be a form of "gap funding"" which would be met by funding in a subsequent year;
 - v) Some of the justification "relates to the need for the Trusts to meet delivery targets in order to maintain financial surpluses" which is not a direct consequence of the Development.
98. The Council and IP3 engaged in a protracted period of correspondence. The Council adopted a consistent position. On 26 February 2020, the Council referred back to the 9 August 2019 letter and the concerns set out therein [C/585]. On 4 June 2020, the Council reiterated the same concerns as in the 9 August 2019 letter in a detailed "Assessment of BHT technical issues". On 11 January 2021 the Council made it clear that, in line with its previously expressed concerns, it did not "accept the principle of the BHT case for S106 contributions", and alerted IP3 to the issue of the impact of further and new developer contributions on the viability of proposed developments [C/738 and C/744].
99. In the light of the Council's concerns, IP3 looked for alternative approaches. On 20 January 2021, the Defendant raised the prospect of the 'HUDU model' being employed, and both sides committed to exploring this option over a three week period.
100. On 25 January 2021, IP3 through an employee, Mr Williams, incorrectly suggested in an email that "the Council's only remaining objection is that revenue cannot be included within an S106 Agreement". Considerable reliance is placed upon this suggestion by

the Claimant in this case. I accept Ms Kitchen's evidence in her witness statement that that was not the Council's position and had not been expressed in any of the Council's correspondence with IP3. Indeed, as Mr Williams recognised, the HUDU model that the Council invited IP3 to explore "incorporates revenue payments".

101. IP3 chose to explore a further alternative based on its Capital Programme for the development of new facilities. At a meeting on 3 February 2021, the Council and IP3 discussed this further alternative which was motivated by IP3's concern that HUDU may not be appropriate for the rural context of Buckinghamshire, whilst IP3 considered that a methodology based on IP3's Capital Programme could be "more straightforward, transparent, and easier to manage" [C/758-759]. At that meeting, the Council emphasised that this new approach could be useful at a strategic level but was "difficult to apply when local plans are adopted or at an advanced stage", whilst also advising that the viability of development proposals was a "major issue" [C/759-760]. It was agreed that IP3 would do further work on their idea, and that this application and the Woodlands development could be used as a "test scenario" for the capital methodology.
102. In an email dated 4 February 2021, the Council emphasised that the application was due to be determined on 24 February 2021; that the "timing of the application is critical as it links to the delivery of the eastern and southern links roads"; that any capital contribution methodology would not have been subject to viability testing in the local plan process; and that it would likely not be ready in time for the determination of the application [C/761-762].
103. On 11 February 2021, IP3 made a request for a financial contribution of some £2,754,821 towards the capital costs of six "key facilities projects" in respect of which IP3 "has a funding gap of £13.5m, which development contributions will be required to mitigate". The projects were the expansion of the Accident & Emergency Department at Stoke Mandeville Hospital, a new Paediatric Accident & Emergency Department at Stoke Mandeville Hospital, a new endoscopy suite at Stoke Mandeville & Wycombe, a new therapies unit at Stoke Mandeville Hospital, a new diagnostic and healthcare hub at Amersham Hospital, and expanding the intensive care unit at Stoke Mandeville Hospital.
104. The OR accurately set out IP3's representations at Appendix D. Healthcare was addressed at paragraphs 5.318 – 5.325. However, paragraphs 5.321 to 5.324 were replaced by new paragraphs inserted by the CR because paragraph 5.321 erroneously stated that IP3's request for a financial contribution had to be refused because revenue costs did not come within the scope of regulation 122 of the 2010 Regulations, and the other paragraphs had to be updated in the light of further correspondence received from IP3.
105. By the time the matter was considered by the Committee, at its meeting on 24 February 2021, the relevant paragraphs in the OR read as follows:

"5.320 Turning to acute and community healthcare, residents have raised concerns about the potential impacts on hospital provision at Stoke Mandeville Hospital. Buckinghamshire Hospital Trust (BHT) have requested contributions towards hospital services and the council have been in discussion with the Buckinghamshire Hospital Trust (BHT) regarding

contributions sought in general terms towards the cost of providing capacity for the Trust to maintain service delivery during the first year of occupation of each unit of the accommodation on/in the development. Officers have reviewed the request for a section 106 contribution BHT. BHT's request is for revenue funding for its operational costs for its acute and community care services. In considering any request for a financial contribution, the council would need to be satisfied that BHT has provided evidence and adequate justification to demonstrate in accordance with the CIL Regulations how the sums are necessary to make the development acceptable in planning terms or how they are directly related to the development or fairly and reasonably related in scale and kind to the development. (CIL Regulation 122).

5.321 In relation to the request for contributions towards the costs of service officers sought further information from BHT to address officers' concerns that the contribution sought did not meet the CIL tests. BHT have provided additional explanation about their funding mechanisms. They have explained that there is a gap in their revenue funding, and it is not possible for their funding mechanism to be adapted so that the anticipated occupation of new development can be incorporated into their revenue funding formula. This formula is set nationally and not based on forecasting.

5.322 There has been considerable discussion with BHT regarding the officers' concerns that the information provided to date is inadequate to enable the Council to conclude that their request meets the CIL tests in relation to the requested contributions towards service costs. The Council has been working collaboratively with BHT in order to assess the potential for CIL compliant contributions for capital costs arising from new development rather than revenue costs.

In an effort to address the Council's concerns regarding the approach and methodology for the revenue costs sought, BHT, in a letter dated 11 February 2021 (which was received by the Council on 18 February 2021), provided a fresh calculation for what they regard as the capital cost impact of the proposed development. This is in connection with its three-year facilities programme.

5.323 In an email to BHT dated 4th February 2021, the Council had advised BHT that it was not possible to agree a methodology prior to the imminent determination of this planning application as the work towards an agreed position statement on a methodology for section 106 contributions was still at an early stage.

5.324 The information provided by BHT is not sufficiently advanced at the stage to enable the Council to reach a conclusion that the CIL test has been satisfied, including how the contribution is directly related to the development proposed.”

106. In the CR, officers provided a critique of the capital cost request, setting out eight main concerns in bullet points, and pointing out that the requested contributions had not been subject to any viability testing. They advised [C214]-[C/215]:

“It is significant that the amount sought under the BHT revenue cost methodology is far higher at £5,699,703 whereas the capital cost request is £2,754,821. The difference is £2,944,882. This significant variance demonstrates the need for the Council to be satisfied that any calculations and the methodology are robust and justified.

At this stage the following main concerns remain and need to be addressed before any conclusions can be reached as to whether the BHT’s contributions meet the CIL tests:

- Whilst six projects have been specified to deliver the infrastructure for which contributions are requested, there is limited information provided and a direct relationship with the proposed development is not demonstrated
- The capital cost data, its sources and underlying assumptions are not explained in detail.
- The BHT calculations do not include information on existing infrastructure capacity or provide a comparison of existing capacity and the predicted impact of the development. This is a major limitation and this information is needed so that the impacts of the development alone can be ascertained.
- The S106 contributions being requested for this scheme are based on average build costs per sqm rather than identified capital project costs and other funding availability for the six projects.
- There is no information on the status of the six projects, e.g. whether they are sufficiently progressed and have evidence of deliverability.
- The S106 contributions are based on the assumption that the current use and cost of BHT clinical floorspace will be a broad indicator of likely floorspace needs. No quantitative evidence has been provided to demonstrate why the existing floor space is unable to accommodate growth needs arising from the development.
- It is unclear if the calculations address the needs of concealed households.

- BHT has not explained if there is alternative funding to address the funding gap for the six projects. It is known that BHT and the LEP made a request to government for capital funding as part of a Recovery and Growth bid. The potential role of this bid has not been accounted for within the figures. The potential role of other partner organisations in supporting delivery has not been explained.

Paragraph 34 of the NPPF states that plans should set out contributions expected from development, for infrastructure including health. The request for such contributions has not been made through the emerging VALP which was first published and consulted on July- September 2017 and included this proposed allocation. The BHT representations have been submitted at a late stage in the application process. Whilst discussions have taken place the information provided to date is considered inadequate to satisfy the council that CIL Tests are met.

Officers have had regard to the submissions as a material planning consideration and given the concerns raised about the justification for this contribution, further work would be required. The requested contribution has not been the subject of viability testing through the emerging VALP process nor in the application process which could potentially affect the viability of the proposed development and its ability to deliver a policy compliant scheme. Officers have taken a judgement as to whether or not it is appropriate to delay the consideration of the application, for information which may or may not satisfy the CIL tests. At this point it is not certain whether a CIL compliant s106 methodology may be able to be achieved and this may take several months to work through.”

107. Officers identified that further work would have to be done by IP3 and the Council in order to address these unresolved concerns and that this would take time. Given the extensive pedigree of the application and its strategic importance, officers then set out a planning balance as to whether the application should be further delayed to allow for further talks between the Defendant and IP3 [C/216]:

“Officers have had regard to the submission as a material planning consideration and given the concerns raised about the justification for this contribution, further work would be required. The requested contribution has not been the subject of viability testing through the emerging VALP process nor in the application process which could potentially affect the viability of the proposed development and its ability to deliver a policy compliant scheme. Officers have taken a judgement as to whether or not it is appropriate to delay the consideration of the application, for information which may or may not satisfy the CIL tests. At this point it is not certain whether a CIL compliant s106 methodology may be able to be achieved and this may take several months to work through.

The delay and uncertainty over this matter must be weighed against the potential disruption and potential prejudice to the delivery of an important component part of the transport strategy for Aylesbury. It can be seen from the section on housing land supply above that such delay will put further pressure on housing land supply and will create difficulties in relation to the Council's ability to meet a five-year supply. This undermines important objectives in the NPPF which seeks to ensure an adequate supply to meet objective needs. For these reasons it is considered that the BHT request is outweighed as a matter of judgment at this stage by the significant delay and prejudice that would result in determining this application if the issues above were first required to be resolved particularly since, at present, there is no guarantee that the methodology and contributions will be found to be CIL compliant.”

108. I repeat paragraph 62 above in respect of Ms Kitchen's oral advice to Members, at the Committee meeting on 24 February 2021, concerning late representations and delay, which applied to both IP3 and IP4.
109. I also repeat paragraphs 63 to 65 in regard to the Delegated Determination report and decision. At [C/357] to [C/360], officers addressed the issues raised in the letter of 17 March 2021. In particular, officers said that IP3's alternative methodologies of costs for infrastructure services and capital costs were both considered.

Ground 4

110. Although the OR mistakenly stated that revenue contributions were outside the scope of the 2010 Regulations, that error was clearly corrected in the CR. I am satisfied that Members were made aware of this correction and so were not misled by this error. As I have indicated at paragraph 100 above, the suggestion that this removed the Council's only remaining objection to revenue costs is contradicted by the correspondence, as well as the officers' reports, as Ms Kitchen explains in her witness statement.
111. On a fair reading of the reports, I consider that the officers' advice did have regard to IP3's alternative requests for a contribution towards revenue/service costs, as well as a contribution towards capital projects. Both requests were clearly set out in Appendix D to the OR. Furthermore, the reasoning in the reports engaged with the request for revenue funding, as follows:
 - i) Officers set out IP3's request for “contributions... towards the cost of providing capacity... to maintain service delivery during the first year of occupation”, stating that “BHT's request is for revenue funding for its operational costs” (OR revised paragraph 5.321);
 - ii) Officers set out the rationale and additional supporting information received from IP3 (OR revised paragraph 5.321);
 - iii) Officers noted that “there has been considerable discussion with [IP3] regarding the officers' concerns that information provided to date is inadequate” for the

Council to reach a conclusion as to compliance with regulation 122 “in relation to the requested contribution towards service costs” (OR revised paragraph 5.322);

- iv) Officers reported that they had had “concerns regarding the approach and methodology for the revenue costs sought” (OR revised paragraph 5.322);
- v) Officers compared and commented on the difference (£2,944,882) between the two calculations provided by IP3, concluding, at OR revised paragraph 5.324, that:

“This significant variance demonstrates the need for the Council to be satisfied that any calculations and the methodology are robust and justified.”

- vi) In the CR [C/213], officers advised that “BHT’s request is for service costs and has submitted revised calculations for such a contribution in addition to the recent capital cost calculations”.
112. Therefore there is no proper basis for the Claimant’s submission that the Council did not have regard to IP3’s request for a contribution towards mitigating its revenue costs for the provision of secondary healthcare services. In my judgment, the Council did have regard to the request, but made a rational exercise of judgment that, on the information provided, it could not be satisfied that it met the CIL tests.
113. I consider that officers did provide adequate and intelligible reasons for not accepting IP3’s requests, in the OR at paragraphs 5.320 to 5.324, and in the CR at [C/214] to [C/215] (see paragraph 106 above). These reasons met the required standard.
114. For these reasons, although I grant permission on Ground 4, Ground 4 does not succeed.

Ground 5

115. In his submissions Mr Parker dealt with Ground 5 together with Ground 3, as the Council decided not to delay its decision to await the outcome of further work on IP3’s latest requests, based on new methodology. In reaching its decision, the Council undertook a legitimate balancing exercise, weighing the public interest in the determination and progression of the application, which included a key section of Aylesbury’s road strategy, against the public interest in agreeing a compliant methodology for financial mitigation with IP3 (see paragraph 107). In doing so, it was entitled to take into account, as a relevant consideration, the lengthy negotiations between IP3 and the Council, including the fact that IP3 had very recently submitted a request based on an entirely new methodology, and that the request had arrived too late to be fully assessed and agreed. In my view, the Council’s exercise of judgment, in deciding not to defer its decision any further, does not disclose any public law error.
116. For these reasons, although I grant permission on Ground 5, Ground 5 does not succeed.

Ground 6

117. Under Ground 6, the Claimant makes a further challenge to the decision of the Council to grant permission, instead of deferring the decision to give further consideration to IP3's request. The Claimant alleges that the officer advice given in the CR [C/216] and orally at the meeting [C/236] significantly misled Members because "the question for members was not whether 'the request' was outweighed by the delay that would be caused but rather whether the adverse impact on the provision of healthcare services by IP3 was outweighed by any such delay" (Claimant's skeleton argument, paragraph 95).
118. I accept the Council's submission that this submission takes an overly semantic approach which is at odds with the guidance given by the Court of Appeal in *Mansell*. Members were well aware that IP3 was seeking a financial contribution to offset the potential impacts of the Development on secondary health services (see C/203-204). They were not misled by the officers' use of the shorthand "IP3's request" to summarise the nature of IP3's request and the reasons for it. In my judgment, they must have been fully aware of the implications and importance of the planning judgment that they had to make.
119. For these reasons, I refuse permission on Ground 6, as I consider it is unarguable.

Final conclusions

120. I agree with the Council's submissions that, on close examination, the Claimant's case amounts to no more than thinly-veiled disagreements with the Council's lawful exercise of planning judgment. Therefore the claim for judicial review is dismissed, for the reasons set out above.
121. As I have dismissed all the grounds of challenge, I have not reached any conclusion on the Council's submission that the outcome for the Claimant would not have been substantially different if the conduct complained of had not occurred, and therefore permission or relief should be refused pursuant to section 31 of the Senior Courts Act 1981.