Strategic Sites Committee agenda

Date: Thursday 13 April 2023

Time: 2.00 pm

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

Membership:

A Bond, P Cooper, T Egleton, P Fealey, S Lewin, N Marshall, R Newcombe, J Ng, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

Webcasting notice

Please note: this meeting may be filmed for live or subsequent broadcast via the council's website. At the start of the meeting the chairman will confirm if all or part of the meeting is being filmed.

You should be aware that the council is a data controller under the Data Protection Act. Data collected during this webcast will be retained in accordance with the council's published policy.

Therefore by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes. If members of the public do not wish to have their image captured they should ask the committee clerk, who will advise where to sit.

If you have any queries regarding this, please contact the Legal & Democratic Service Director at monitoringofficer@buckinghamshire.gov.uk.

Public Speaking

If you have any queries concerning public speaking at Planning Committee meetings, including registering your intention to speak, please contact Sally Taylor, democracy@buckinghamshire.gov.uk, 01296 531024. Please refer to the Guide to Public Speaking at Planning Committee here.

Agenda Item		Page No
1	**Apologies for absence**	
2	**Minutes** To agree the minutes of the Strategic Sites Committee meeting held on 16 March 2023.	**3 - 6**
3	**Declarations of interest**	
4	**22/03783/APP - South East Aylesbury Link Road (Phase 2) Improvement Scheme**	**7 - 134**

If you would like to attend a meeting, but need extra help to do so, for example because of a disability, please contact us as early as possible, so that we can try to put the right support in place.

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

Strategic Sites Committee minutes

Minutes of the meeting of the Strategic Sites Committee held on Thursday 16 March 2023 in The Oculus, Buckinghamshire Council, Gatehouse Road, Aylesbury HP19 8FF, commencing at 2.00 pm and concluding at 3.53 pm.

Members present

A Bond, N Brown, P Cooper, T Egleton, N Marshall, R Newcombe, M Rand, A Turner (Chairman), J Waters (Vice-Chairman) and A Wheelhouse

Agenda Item

1 Apologies for absence

Apologies for absence were received from Councillors Patrick Fealey, Susan Lewin and Jackson Ng. Councillor Nic Brown attended as a substitute for Councillor Ng.

2 Minutes

Resolved: The minutes of the meeting held on 16 February 2023 were **agreed** as an accurate record and were signed by the Chairman.

3 Declarations of interest

Councillor Richard Newcombe declared a non-prejudicial interest in item 4, 22/07549/FUL, as he was one of the Buckinghamshire Council representatives on the Chilterns Conservation Board (CCB) which was responsible for the management of the Chilterns areas of outstanding natural beauty (AONB). Whilst the site was not in an AONB, it was in close proximity. There were no comments made by the CCB on the application and Councillor Newcombe stated that he had not been party to any discussions prior to the meeting; he was not pre-determined.

4 22/07549/FUL - Land at South Corner, Wycombe Air Park, Clay Lane, Booker, Buckinghamshire

Proposal: Creation of new film and TV studios incorporating the retention of 1 x existing sound stage, construction of further new production facilities including 7 x sound stages, 10 x workshops, 4 x production facility buildings, 1 x rehearsal building, ancillary offices, cafe and amenity space, parking, landscaping and new vehicular access off Marlow Road.

A site visit was carried out on 7 June 2022.

Speaking as the agent, Mr Oliver Bell, accompanied by Mr James Enright, the

applicant.

It was proposed by Councillor Peter Cooper and seconded by Councillor Nic Brown and

Resolved: that the application be delegated and deferred to the Service Director of Planning and Environment for APPROVAL subject to:

A. The applicant submitting a detailed junction design of the site access onto Marlow Road and a bat survey to demonstrate whether bat roosts would be affected by the junction works:

1) The access design shall include:

a) Appropriate highway signage.

b) Carriageway resurfacing to include high friction surfacing.

c) Speed reducing road markings.

d) Widening of the Marlow Road carriageway to include the provision of a ghost island right turn lane.

e) Visibility splays

B. The Service Director of Planning and Environment considering the results of the bat survey and whether bats are affected. If so, to consider whether a criminal offence is likely to occur and if so whether the derogation tests would be met.

C. The Service Director of Planning and Environment to consider whether there is any conflict with policy DM13 and DM34 and if so, whether the planning balance indicates that permission should be granted.

Subject to points A to C being resolved to the satisfaction of the Service Director of Planning and Environment, the satisfactory completion of a legal agreement or Memorandum of Understanding (if the Council own the site at the time of completion of the agreement) to secure:

- A travel plan (including monitoring payments)
- Shuttle bus provision
- Traffic Regulation Order speed survey
- If the speed survey recommends that there be a change to the speed limit the funding and implementation of a Traffic Regulation Order on Marlow Road
- Biodiversity offsetting scheme to deliver a 10% biodiversity net gain

Or if this is not achieved then the application be refused for such reasons as the Service Director of Planning and Environment considers appropriate.

And **Subject to** the conditions and revised conditions as set out in the report and supplementary report. These are to be formalized in consultation with the Chairman if they are to differ from those set out.

And **subject to** an informative being added drawing the applicant's attention to the fact that the development should ensure that there is sufficient infrastructure in place to increase the 50 electric vehicle charging points to meet any future demand.

This page is intentionally left blank

Buckinghamshire Council

www.buckinghamshire.gov.uk

Report to Buckinghamshire Council – Strategic Sites Committee

Application Number:	22/03783/APP
Proposal:	South East Aylesbury Link Road (Phase 2) improvement scheme including dual carriageway (for the Stoke Mandeville Relief Road and to provide connection with the South West Aylesbury Link Road), new roundabout, lighting columns, maintenance bays and access points, diverted public right of way, uncontrolled crossing, provision of two shared cycle/footways, noise bunds and barriers, relocated field accesses, grass verges, road restraint systems, mammal tunnel, flood compensation storage areas, woodland planting, landscaping, habitat creation, drainage ponds and swales, substation and associated infrastructure and earthworks.
Site location:	Field to North of Hall End, Adjacent to Lower Road, Stoke Mandeville, Buckinghamshire
Applicant:	Buckinghamshire Council
Case Officer:	Sue Pilcher
Ward affected:	Wendover, Halton and Stoke Mandeville
Parish-Town Council:	Stoke Mandeville
Valid date:	31 October 2022
Determination date:	
Recommendation:	The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for approval subject to the conditions as proposed (with any amendments as necessary) and any others considered appropriate by Officers and subject to the completion of the current publicity period and receipt of no new material representations being received.

1.0 Summary, Recommendation and Reason for Planning Committee Consideration

1.1 The proposed development consists of the dualling of a section of the Stoke Mandeville Relief Road between Lower Road to the east and a proposed new roundabout at the junction with the South West Aylesbury Link Road on agricultural land to the south east of the existing built up area of Aylesbury.

1.2 This application has been submitted by Buckinghamshire Council and in accordance with the Council's constitution it must be referred to committee for a decision. In this case the application relates to the second section of the South East Aylesbury Link Road (SEALR phase 2). On the basis that the development is required as it relates to a scheme providing major infrastructure it is considered appropriate for the application to be referred to the Strategic Sites Committee for determination.

1.3 The application for the second part of the SEALR has been evaluated against the adopted Development Plan and the guidance set out in the NPPF and whether or not the proposal delivers sustainable development.

1.4 Special regard has been given to the desirability of preserving the setting of listed buildings as required in the statutory tests contained in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is considered that the impact of the built form itself, would result in less than substantial harm to the setting of Hall End Farmhouse. This harm has been given great weight in the planning balance but, when taking into account the public benefits of the scheme, the development is considered to accord with the NPPF and Policy BE1 of the VALP.

1.5 The scheme has also been considered acceptable in terms of its impact to promoting sustainable transport (cycling and footpath links), meeting the challenge of climate change and flooding, archaeology and conserving and enhancing the natural environment, including no loss of BMV agricultural land. However, these do not represent benefits of the scheme but rather demonstrate an absence of harm to which weight should be attributed neutrally. There is also the recognised potential harm to protected species which can be appropriately mitigated to address the harm and thus neutral weight is given to this.

1.6 There would be harm to the character of the landscape and on visual impacts but with the proposed mitigation (in the form of planting and the bunding) this harm would be addressed to result in a neutral impact in accordance with the relevant policies. Great weight has been given to the conservation and enhancement of the Chilterns AONB and it is acknowledged that there would be an adverse impact on the setting of this nearby part of the AONB to which great weight is given however the mitigation that is provided in the form of landscaping helps to minimise the impacts.

1.7 In respect of residential amenities, having regard to the residual impact of noise through the operation of the SEALR on a number of properties there would be some harm which is afford limited negative weight taking into account the mitigation proposed, primarily through the noise attenuation bund.

1.8 There would be significant benefits to the delivery of a key section of strategic link road both in terms of the existing highway network and reducing congestion and significant benefits in delivering the strategic growth at Aylesbury Garden Town, providing mode choice and delivering the council's sustainable spatial strategy. In addition, there would be considerable benefits from investment in construction and the local economy. There would be limited benefits in terms of air quality in respect of the town and residential amenities and significant benefits in providing biodiversity net gain.

1.9 Taking all the relevant factors into account, all policies of the VALP, and advice within the NPPF, it is considered that the proposal would accord with an up-to-date development plan and it is recommended that the application be deferred and delegated to the Director of Planning and Environment for approval subject to the conditions as proposed (with any amendments as necessary) and any others considered appropriate by Officers and subject to the completion of the current publicity period and receipt of no new material representations being received.

2.0 Description of Site

2.1 The site (7.1ha) is located within the Parish of Stoke Mandeville in an area of agricultural land, the majority consisting of arable farming. A site location plan is appended to this report. Tree cover within the site is limited and generally restricted to field boundary hedges. To the north is the residential development recently completed by Bloor Homes which also includes an area of open space to the south of the dwellings. To the north-east is Lower Road (B4443) and the buildings and uses comprising the Fountain Business Centre including an accident repair centre and the Belmore Centre (beauty, relaxation and complementary therapies) amongst others. On the north-east side of Lower Road is the Stoke Mandeville Autocentre and a linear group of residential dwellings with agricultural land beyond. To the west is agricultural land and the Aylesbury to Princes Risborough railway lane. The route of HS2 runs to the south-west of the site and construction work relating to HS2 can currently be seen taking place in this location.

2.2 There are no listed buildings within the site, but close to the south east is the Grade II listed Hall End Farmhouse. Other nearby listed buildings include 71 Lower Road and Magpie Cottage, Lone Ash, Stoke Cottage and Bell Cottage/Tudor Cottage, all located further south along Lower Road and these buildings are all grade II listed. The site is not within an archaeological notification area but it does have potential for impact on matters of archaeology and these are discussed in the heritage section below.

2.3 To the west of the listed Hall End Farmhouse, to the south of the site, there is a pond which is designated as containing Great Crested Newts. Ecological surveys have identified the presence of other protected (roosting bats, badgers) and non-protected species on the site and these are discussed below.

2.4 There are two Public Rights of Way (PRoW) located within the site, SMA 16/3 (also known as the Round Aylesbury Walk) and SMA 17/3. There is also a cycle route near the site, the Jetway, which starts at Aylesbury town centre and heads towards Stoke Mandeville and along Lower Road. There are several bus stops located along Lower Road. The site is approx. 1.2km north-west of Stoke Mandeville railway station.

2.5 The local topography in the immediate area appears relatively flat. Within the site, there are some variances with a maximum ground elevation of approximately 96 m AOD on the eastern boundary with the B4443, Lower Road, and a minimum ground elevation of 85 m AOD on the western boundary. Beyond the site to the south, in the wider landscape, the Chilterns AONB rises above the local flatter topography, with Coombe Hill being located 4.5km to the south.

2.6 The agricultural land classification for the site is sub-grade 3b land. The majority of the site is located within Flood Zone 1, however, when modelled, the proposed development encroaches into the Flood Zone 2 and 3a extents during the climate change scenario, which is discussed in more detail below. Part of the south-western extent of the site is located in a Minerals Safeguarding Area for clay and sand.

Background to the Development

2.7 The development of High Speed Two (HS2) will sever the A4010 Risborough Road south of Stoke Mandeville. As part of the proposals for HS2, a new link road was to be developed to divert the A4010 around the west of Stoke Mandeville, connecting with the B4443 Lower Road, via a new roundabout. This scheme is referred to as the Stoke Mandeville relief road (SMRR). A plan has been appended to this report to indicate the road schemes. Traffic modelling has indicated that this re-alignment will cause congestion at the Stoke Road gyratory leading to increased traffic queuing and delays. Increased traffic on the B4443 arising from the proposed Stoke Mandeville relief road is also likely to result in worsening air quality issues at the Stoke Road gyratory which is a designated Air Quality Management Area (AQMA) due to high traffic levels and emissions related to idling vehicle engines and queueing.

2.8 The South East Aylesbury Link Road (SEALR) forms part of a wider Aylesbury orbital routes proposal, which is a long-term ambition of BC identified in the Aylesbury Transport Strategy which sets outs the improvements that are required to support planned growth in Aylesbury until 2033. The approved SEALR Phase 1 will provide a new road to connect the B4443 Lower Road with the A413 Wendover Road and will aim to address these issues in terms of relieving the congestion as well as improving connectivity.

2.9 SEALR Phase 2 has been progressed out of the need to upgrade the northernmost section of the SMRR in order to facilitate delivery of the VALP allocation, site D-AGT2 'South West Aylesbury', as well as maintain the continuity of the orbital route to the same standard of provision. At allocation site D-AGT2 at least 1,490 dwellings are sought as set out in Policy D-AGT2 and planning application 18/04346/AOP which is currently under consideration seek consent for up to 1400 dwellings alongside other forms of infrastructure. The South West Aylesbury Link Road forms part of this development and is proposed to be a single carriageway road, but with land safeguarded for the future upgrade to dual carriageway. Phase 2 of the SEALR seeks to dual a section of the Stoke Mandeville Relief Road which has already been approved as a single carriageway through the HS2 Hybrid Act and to propose a further roundabout which would allow access to the South West Aylesbury Link Road and

the development there forming the AGT2 allocation. It would also tie in with the Lower Road roundabout which was approved as part of the Phase 1 application.

2.10 SEALR phase 2 will be funded through HS2 Ltd, S106 contributions and BC. The future management, maintenance, and operation costs of the link road will become the responsibility of BC.

Description of Proposed Development

2.11 To assist Members, plans of the proposed development are appended to this report. The proposed development includes the following works:

- two lane dual carriageway approximately 450m in length and 26m in width with a central reserve (40mph design speed);
- a new 3-arm roundabout to the south-west termination point of the road, to connect to the South West Aylesbury Link Road (SWALR), with private agricultural access off the roundabout forming a fourth arm;
- two 3m wide shared cycle/footways, one adjacent to the northern carriageway and one behind the noise bund;
- an uncontrolled crossing on the eastern approach to the 3-arm roundabout mitigating severance to the existing public right of way which is to be realigned to tie-in with proposed pedestrian and cycle amenity provision. A further uncontrolled crossing would be located on the northern SWALR arm of the new roundabout allowing east-west non-motorised user access. An area to the north of the proposed crossing has been safeguarded within the proposed development to accommodate links to the housing to the north (Bloor Homes development);
- two 3 m high noise bunds (above carriageway level) located either side of Hall End Farm ditch to the north between the link road and Bloor Homes development. A 3 m high noise barrier (above carriageway level) links the bunds, with a further noise barrier continuing from the north eastern edge of the eastern bund;
- an agricultural access off the roundabout as noted above, and a maintenance access off the roundabout southern approach. A further maintenance access will be provided off southern arm of the SEALR Phase 1 roundabout;
- a 0.5-2m grass verge to the north of the link road and a 3-4m wide grass verge to the south;
- vehicle restraint systems and pedestrian guard railing at location of identified hazards
- mammal tunnel (with a 600mm diameter; to allow passage of mammals under the culverted section of the road) located at the centre of the proposed development;
- flood compensation area located north-west of the proposed roundabout;
- linear belt of trees in the south and north-east and woodland in the north;
- planted drainage swales, drainage ponds and discharge to existing watercourse;
- a substation to serve the proposed development lighting;

- maintenance bays to facilitate routine maintenance of proposed development related infrastructure;
- lighting of the roundabouts and link road.

2.12 Following submission, the applicants have amended the scheme to retain tree T1 which was latterly identified by the applicant as a veteran hybrid Black Poplar. This has required amendments to the siting of the bund, footpath/cycle route and drainage features. Further amendments have been made to the lighting and landscaping for the scheme and to some elements of the design to address highway consultee concerns.

2.13 The proposed scheme is currently programmed to be constructed between August 2023 and March 2024, subject to receiving the appropriate approvals. The construction dates are subject to change and would be developed in conjunction with HS2 to ensure that the construction effects are minimised. It is expected that the scheme would be delivered as part of the same construction works package as SEALR Phase 1 and the interface between SEALR Phase 2 and the SMRR. However, in order to minimise the number of vehicles traversing Lower Road South East Aylesbury Link Road between Phase 1 and Phase 2, both phases will include their own construction compounds and materials storage areas. When the occasional need arises for vehicles to move between the phases, for example, relocation of plant/equipment, this would be done outside of the peak periods on the highway network.

2.14 The site compound and all necessary site access would be accommodated within the red line boundary for the proposed scheme. Temporary traffic management will be required on the B4443 Lower Road. Site set up will involve establishing the construction compounds, welfare cabins, haul routes, site storage, lorry holding area and topsoil storage area. It is envisaged that the main construction compound would be on land to the west of the Lower Road to the south of the proposed road and accessed from a temporary junction off Lower Road. This phase will also include any necessary utility diversions/protection as part of the same diversion works being carried out for Phase 1.

2.15 The application is accompanied by an Environmental Impact Assessment and includes a number of drawings and supporting information. The EIA has been updated to reflect the amendments submitted for the scheme. The schedule of submitted documents is available in Appendix C and an EIA summary is available in Appendix D.

3.0 Relevant Planning History

3.1 There is no planning history for the site itself which is of relevance to the determination of this application. Planning permission was granted on 13th July 2021 for the first part of the SEALR under planning reference CC/20/15. In terms of wider development and effects, a cumulative assessment has been undertaken in Chapter 14 of the ES.

3.2 On adjacent sites or nearby sites, the following applications are of relevance:

- Reference: 19/01628/AOP
  Development: Outline planning application, for the proposed development of up to 750 dwellings, safeguarded land for delivery of South-East Aylesbury Link Road, Primary school, community hub, vehicular and pedestrian access off Lower Road, pedestrian and emergency access, new internal road and pedestrian footpath network and provision for green infrastructure
  Decision: Pending consideration (discussions are on going regarding the development of this site as part of the South Aylesbury allocation AGT1)

- Reference: 22/01750/APP
  Development: Link Road Between A413 Wendover Road And The B4443 Lower Road: Diversion of overhead cables
  Decision: Approved Decision Date: 19th July 2022

- Reference: 16/00448/AOP
  Development: Land at Lower Road: Outline planning permission for up to 190 residential dwellings (including up to 30% affordable housing), introduction of structural planting and landscaping, informal public open space and children's play area, surface water attenuation, access points from Lower Road and associated ancillary works
  Decision: Approved Decision Date: 8th March 2017

- Reference: 17/01221/ADP (Bloor Homes)
  Development: Land at Lower Road: Approval of reserved matters of appearance, landscaping, layout and scale for the erection of 190 dwellings, introduction of structural planting and landscaping, informal public open space and children's play area, surface water attenuation, access points from Lower Road and associated ancillary works pursuant to outline permission 16/00448/AOP.
  Decision: Approved Decision Date: 14th September 2017. This scheme has been completed and is largely occupied.

- Reference: 18/04346/AOP
  Development: Land at South West Aylesbury, Aylesbury Buckinghamshire - Outline planning application (with all matters reserved except for principal means of access to the highway) for mixed-use development including up to 1,400 residential dwellings.
  Decision: Awaiting decision

- Reference: 21/03182/APP
  Development: Land at Moat Farm Bishopstone Buckinghamshire HP17 8SL Construction of a temporary 24.06MW Solar Farm, to include the installation of solar panels with transformers, a substation, a Distribution Network Owner's (DNO) control room, a customer substation, comms cabin, security fencing, landscaping and other associated infrastructure.
  Decision: Approved Decision Date: 22nd February 2022

- Reference: 21/04344/HS2
- The Site extends from the East of St Mary's Church, Stoke Mandeville to the Risborough to Aylesbury Railway Line Southeast of Aylesbury.
- Development: In accordance with the requirements of Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, the nominated undertaken hereby requests approval of PLANS and SPECIFICATIONS relating to the following development authorised by the Act. Princes Risborough Underpass, Princes Risborough to Aylesbury Rail Overbridge, A4010 Stoke Mandeville Bypass Overbridge, Footpath SMA/9 Accommodation Overbridge, 1 No. UKPN Substation, Risborough Road Underpass, Stoke Mandeville South Embankment (Part of), Aylesbury South Cutting (Part of), removal of embankment and earthworks along Princes Risborough to Aylesbury Railway Line, earthworks associated with Stoke Mandeville A4010 Bypass, earthworks associated with the 3 No. access tracks, earthworks associated with the realignment of Public Right of Way (PRoW) SMA5/2, PRoW SMA 8/2, PRoW SMA/9 and PRoW SMA/11/2, earthworks associated with HS2 maintenance loop and access track, watercourse diversions at Stoke Brook and a tributary of Stoke Brook, 4 No Drainage Ponds, drainage ditches, 2 No Culverts (above ground works only), noise barriers, location of the Vehicle Restraint Barriers and location of the permanent (security fencing). Decision: Approved Decision date: 31st March 2022

3.3 By way of background and clarification to the HS2 application referred to above, Section 20 of the HS2 Act grants deemed planning permission for the HS2 scheme and specifically for the works identified in Schedule 1 to that Act. Owing to this, normal planning controls do not apply; instead, a bespoke approvals regime is put in place through Schedule 17 to the Act. Schedule 17 puts in place four types of approvals of details:-

- Construction arrangements (also referred to as ancillary matters)
- Plans and Specifications (the main details of the building and other construction works);
- Restoration; and
- Bringing into use.

3.4 The HS2 Act limits the powers of the local planning authority in the matters that can be considered in a Schedule 17 submission (and which vary according to the type of submission). The authorised development is identified in Schedule 1 to the Act under Work Nos. 2/35 to 2/38 which includes the diversion of the A4010 Risborough Road and provision of a new Stoke Mandeville Relief Road (SMRR) linking to Wendover Road.

4.0 Representations

4.1 Statutory site publicity has been given to the application. Stoke Mandeville Parish Council have not objected and no representations from the general public have been received. A response from the Chilterns Conservation Board has been submitted. Responses received, along with consultee comments, have been summarised in Appendix A. Following the receipt of amended plans the application has been the subject of further consultation. Because the development is part of a largCr infrastructure road project it has been assessed as requiring an Environmental Impact Assessment and therefore the consultation period of 30 days reflects this. At the time of committee, the consultation period will still be running in respect of the site notice and press notice; the expiry date will be 5th May. Following conclusion of this period, the application will be determined in accordance with the recommendation.

5.0 Policy Considerations and Evaluation

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. This is reiterated within paragraph 47 of the NPPF (2021). The development plan is defined in Section 38(3)(b) of the 2004 Act as "the development plan documents (taken as a whole) that have been adopted or approved in that area".

5.2 The development plan for this area comprises:

- Buckinghamshire Minerals and Waste Local Plan 2019 (BMWLP)
- Vale of Aylesbury Local Plan

5.3 The following documents are relevant material considerations to the determination of the application:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)

5.4 The issues and policy considerations are the principle of development, design, historic environment in terms of impact on nearby listed buildings, archaeology, the amenity of existing residents, landscape character and visual impacts, highways and access, minerals safeguarding, ecology and flooding.

5.5 The following VALP policies are relevant to the application:

- S1 Sustainable development for Aylesbury Vale
- S2 Spatial strategy for growth
- S5 Infrastructure
- D1 Delivering Aylesbury Garden Town
- BE1 Heritage Assets
- BE2 Design of new development
- BE3 Protection of the amenity of residents

- NE1 Biodiversity and Geodiversity
- NE2 River and stream corridors
- NE3 Chilterns AONB and setting
- NE4 Landscape character and locally important landscape
- NE5 Pollution, air quality and contaminated land
- NE7 Best and most versatile agricultural land
- NE8 Trees, hedgerows and woodland
- C4 Protection of public rights of way
- T1 Delivering the sustainable transport vision
- T2 Supporting and Protecting Transport Schemes
- T3 Supporting local transport schemes
- T5 Delivering transport in new development
- T7 Footpaths and cycle routes
- I4 Flooding
- I5 Water resources and Wastewater Infrastructure

5.6 The following Buckinghamshire Minerals and Waste Local Plan (2019) policies are relevant to the determination of the application:

- Policy 1 Safeguarding of Mineral Resources
- Policy 6 Borrow Pits and Extraction as an Ancillary Activity
- Policy 10 Waste Prevention and Waste Minimisation in New Development

5.7 There is currently no made neighbourhood plan for Stoke Mandeville. A neighbourhood plan area has been identified and work is being carried out, including work on the background evidence for the plan and the emerging policies. A pre submission consultation under regulation 14 of the Neighbourhood Planning (General) Regulations 2012 was carried out between 1 July to 19 August 2021. At the current time, no weight can be given to the neighbourhood plan policies.

Principle of Development

5.8 Policy T1 (Delivering the sustainable transport vision) of the VALP states that the council will assist in delivering amongst other things, public transportation to deliver the Aylesbury Garden Town initiative as well as any required improvements to the transportation network in Aylesbury Vale as required to deliver sustainable, healthy and thriving communities. Policy T3 (Supporting local transport schemes) of the VALP states that the council will actively support key transport proposals including those identified in both the Aylesbury Transport Strategy and Buckingham Transport Strategy. The council will support local transport schemes that provide benefits to Aylesbury Vale in terms of reducing road congestion, providing mode choice and deliver the council's sustainable spatial strategy. Policy S1 (Sustainable development for Aylesbury Vale) requires that all development complies with the principles of sustainable development set out in the NPPF. In the local context of Aylesbury Vale this means that development proposals and neighbourhood planning documents should:

Contribute positively to meeting the vision and strategic objectives for Aylesbury Vale set out above, and fit with the intentions and policies of the VALP (and policies within neighbourhood plans where relevant). Proposals that are in accordance with the development plan will be approved without delay, unless material considerations indicate otherwise. In assessing development proposals, consideration will be given to amongst other things delivering strategic infrastructure and other community needs to both new and existing communities.

Policy S2 (Spatial strategy for growth) states that the Vale of Aylesbury Local Plan will make provision for the delivery of the following in the period to 2033:

- A total of at least 28,600 new homes.
- Provision for the identified need of at least 27 hectares of employment land and additional provision of some employment land to contribute to the employment needs of the wider economic market area.
- Retail convenience floor space of at least 7,337 sqm2 and comparison floor space of at least 29,289 sqm3 .
- Associated infrastructure to support the above.

The primary focus of strategic levels of growth and investment will be at Aylesbury, and development at Buckingham, Winslow, Wendover and Haddenham supported by growth at other larger, medium and smaller villages

5.9 The South East Aylesbury Link Road is a protected and supported transport scheme as set out VALP policy. The proposed development forms part of a wider Aylesbury orbital routes proposal, which is a long-term ambition of BC identified in the Aylesbury Transport Strategy which sets out the improvements that are required to support planned growth in Aylesbury until 2033. The SMRR, which this development will replace in part, is identified as an important key and future transport improvement, in conjunction with other new outer road links. The Transport Assessment (TA) which accompanies this planning application confirms that the proposed development will have an overall significant benefit on the operation of the transport network, with a neutral or beneficial impact on 80% of junctions assessed, including the Stoke Road gyratory and most junctions which form part of the town centre network. The development would therefore assist in improved connectivity and reliability of the local transport network which would help to stimulate economic growth and as such is considered to be acceptable in principle, particularly when taking note that the Phase 1 of the SEALR has previously been supported by the Council.

5.10 The remainder of the report will assess other material considerations and compliance with policy as appropriate.

Impact on Landscape Setting

VALP policies BE2 (Design of new development), NE3 (Chilterns AONB and setting), NE4 (Landscape character and locally important landscape) and NE8 (Trees, woodlands and hedgerows)

5.11 Policy NE4 of the VALP requires development to recognise the individual character and distinctiveness of particular landscape character areas as set out in the Landscape Character Assessment (LCA). Development should consider the characteristics of the landscape character area by meeting the identified criteria in the policy. This includes minimising impact on visual amenity, avoid the loss of on-site and off-site views towards important landscape features, respect local character and distinctiveness, minimise the impact of lighting, ensure the development is not visually prominent in the landscape and does not generate unacceptable level of noise in relatively undisturbed areas. The first stage is to avoid any significant adverse impact but where it is accepted there will be harm to the landscape character specific on site mitigation will be required to minimise harm. Development will be supported where appropriate mitigation to overcome any adverse impact to the character of the receiving landscape has been agreed. Policy NE8 of the VALP requires development to enhance and expand tree and woodland resource. The policy provides specific protection to ancient woodland and ancient trees and an adverse impact on them will only be allowed in exceptional circumstances. Where trees, hedgerows, woodland etc. make an important contribution to the character and amenities of the area their loss or damage will be resisted. The policy also defines the need for buffers around retained and planted hedgerows and woodlands, the impact on these is discussed in more detail in the trees section below. Policy BE2 of the VALP states amongst other things that all new development proposals shall respect and complement the physical characteristics of the site and its surroundings including the scale and context of the site and its setting and the natural qualities and features of the area, and also the effect on important public views and skylines. Policy NE3 of the VALP seeks to address the impacts of the development in respect of conserving and enhancing the Chilterns AONB's special qualities and distinctive character which includes development that affects it setting. The impact of the development on the setting of the Chilterns AONB is assessed separately below.

5.12 The NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued landscapes and recognising the intrinsic character and beauty of the countryside. The NPPF attaches great weight to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty which along with National Parks have the highest status of protection in relation to these issues.

5.13 The application site is located within the Southern Vale Landscape Character which is characterised by flat landscape in the north rising gently to a rolling land form on the southern edge. There is evidence of parliamentary enclosure with streams and ditches draining off the chalk scarp to the south marked by belts of mature black poplar. The landscape continuity is interrupted by development and communication corridors but there is a predominance of large open arable fields, pockets of grazing land and smaller field parcels associated with settlements. Distinctive features comprise mature black poplar, historic moated sites and former fish ponds, the Aylesbury Arm of the Grand Union Canal on the northern boundary, vernacular buildings in Weston Turville, Manor House, Motte and Bailey Site and Church at Weston Turville, moated sites at Aston Clinton, Buckland and Broughton, ancient co-axial trackways and neutral grassland. Intrusive elements in this character area include the Aston Clinton bypass and associated

infrastructure, traffic on the A41 and A413, the Aylesbury to Marylebone Railway, ribbon development and associated commercial development along main highway corridors. Work is taking place to the west of the site in respect of HS2 and enabling works have begun in respect of SEALR phase 1.

5.14 The application is accompanied by a Landscape and Visual Impact Assessment (LVIA) which is included in Chapter 7 of the ES. The LVIA is based on the potential changes from the existing baseline of fields as a result of the proposed scheme rather than against those predicted for the SMRR (consented as a single carriageway under the HS2 Act). The applicants explain that this is due to the very broad scale of the HS2 assessment for LVIA matters. The LVIA states that during construction, the development has the potential to result in both direct and indirect impacts on the landscape and visual amenity including, but not limited to, site clearance, temporary compounds and hoarding and the construction of lighting columns. During operation, it is stated that the proposed development is likely to include a range of impacts on landscape character for example through the removal of characteristic landscape elements and the introduction of uncharacteristic elements that contrast with or are incongruous in the context of the existing landscape character. Changes in views would also give rise to a range of visual impacts through obstruction in views, alteration of the components of the view and new views of the link road which would still be open whilst planting establishes. It is likely that changes in views would be experienced from residential properties, businesses, PRoW and public receptors during the day and at night-time and further detail is given on these impacts below. The Chilterns AONB element is more specifically assessed in the relevant section of the report.

5.15 The application proposes that the landscape and visual effects would be mitigated as far as possible, to avoid, prevent, reduce or offset effect through the construction period but also for the life of the proposed development. These mitigation measures embedded in the construction stage include the include the following:

- Where land would be used temporarily, such as for compounds, haul roads, re-grading areas, then this would be returned to a condition suitable for the continuation of its original use or to enhance the landscape.
- Retained vegetation would be protected during construction in accordance with current best practice.
- Replanting of hedgerows and trees, where removal to facilitate construction could not be avoided.
- Provision of appropriate protective fencing to reduce the risks associated with vehicles trafficking over root systems or beneath canopies. The southern boundary has been set back to avoid trees.
- Measures to prevent compression of soils.
- Maintenance of vegetation buffer strips, where practicable.
- Procedures for the selective removal of lower branches to reduce the risk of damage by construction plant and vehicles.
- Compliance with the requirements in relation to preventing the spread of invasive and non-native species.

- Avoidance of unnecessary tree and vegetation removal and protection of existing trees in accordance with BS5837:2012 Trees in relation to design, demolition and construction (BSI, 2012).
- Compliance with the requirements of National Highways Sector Scheme for Landscape and Ecology (NHSS18).
- Protection of habitat areas and ecological features.

5.16 The mitigation measures for the built and operational development would include the following which are shown on the landscape general arrangement plans:

- Heavily planted green corridors to both sides of the road to reduce the visual impact on neighbouring residents to the north, south and east.
- Provide planting and bunding to screen views from residential properties and PRoW, most notably the Round Aylesbury Walk.
- Connect existing retained vegetation, including the retained veteran Tree T1, by creating linkages with the new planting for the proposed scheme.
- Provide tree planting at key locations, to screen views from lands to the south and residents to the north.
- Increase biodiversity value through planting within the proposed attenuation pond and flood storage area.
- the management and replanting of hedgerows and infilling gaps within existing hedgerows; planting of new woodland coverts and hedgerow trees, to enhance the landscape structure and screen suburban edges and road corridors;
- encourage the development of native vegetation in particular black poplar along streams and other watercourses; and
- maintain and improve connectivity, in particular areas of neutral grassland.

5.17 The application details explain that the planting design and species choices has been guided by the surrounding landcover patterns, habitats and plant species found locally and identified in the local landscape character assessments. The landscape proposals incorporate a range of plant and habitat types including amenity grass verges, species rich and native grass seeding, hedgerow planting, trees, including woodland trees, and scrub, along with bulb planting to provide seasonal interest and increase diversity.

5.18 In terms of night time effects, the ES states that the proposed development would be seen in the context of the built-up area of Aylesbury and the existing lighting columns on Lower Road. It is anticipated that the development would add very minor changes to the existing suburban district brightness and as such it is concluded that the level of effect at night time would be similar and that no likely significant effects during construction, the first year of operation or at year fifteen are anticipated and therefore the applicants undertook no further assessment in this regard.

Landscape Effects

5.19 In terms of landscape effects from construction, this phase would inevitably result in direct changes to the existing fabric and land use within the site boundaries, noting that the vegetation alongside Lower Road has recently been removed as part of the SEALR Phase 1 works. Elsewhere this would include some topsoil stripping, changes in landform and land

use for the range of temporary land uses to assist with construction and the ongoing creation of permanent features and also the partial removal of field enclosures. It would include activity and construction elements along the southern side of the field. The removal of existing vegetation elsewhere would be restricted given that the majority of the site lies within a single field. The remaining vegetated features surrounding the site are considered to be relatively common features and the partial, localised loss (such as the field enclosures) would not provide a substantial change to the wider pattern and character of these features in the surrounding landscape. The applicant considers that in the context of the key characteristics of the Landscape Character Area of the Southern Vale, construction would add a number of temporary built elements and activities into a small section of the LCA which is already defined by a range of built elements including ribbon development, general settlement, the railway and by phase 1 of the SEALR, on the urban fringe of Aylesbury. The existence of the construction works associated with HS2 must also be acknowledged. Effects would include noise and visual disturbance and an increase in human activity, but these effects would dissipate quickly across the wider landscape. As such the ES states that the magnitude of impact of the construction on the landscape character of the is considered to be Minor, with only a temporary change in a small, interrupted section of the LCA which is not recognised for its higher value. This is also away from the more intact character to the south. When combined with the medium sensitivity in this area, this would result in a slight adverse effect and that as such overall the ES states that this impact is not significant.

5.20 In Year 1 of opening with intervisibility being restricted to principal areas between Stoke Mandeville and Aylesbury and the urban fringe landscape sections of the LCA rather than more open rural landscapes to the south, and noting that the landscaping mitigation will not long have been planted, the ES considered that the magnitude of impact would be minor. This, combined with the medium sensitivity of the receptor, would result in a slight adverse effect. As effects would be localised within the interrupted north western fringes of the LCA and would dissipate quickly beyond site boundaries, these effects are not considered to be significant.

5.21 By year 15, the principal change to the LCA compared to the opening year assessment would be from the establishment of the woodland, tree and hedgerow planting and the grassland seeding. Established planting would assist in reducing the scale of the road infrastructure and embankments within the site and this would help to integrate it within the wider pattern of landcover features on the south side of Aylesbury. This would result in a minor magnitude of impact on LCA where the proposed scheme would only form a minor change in the wider balance of characteristics in the area. Combined with the medium sensitivity of the receptor, this would result in a slight adverse effect which would relate to a section of the LCA between Stoke Mandeville and Aylesbury. The ES concludes on this matter that the proposed scheme would blend with wider landcover features and maintain wider character patterns and that this effect is therefore considered not significant.

5.22 In terms of wider impacts on the other LCAs, the ES states that while there would be potential for some views of some of the taller construction plant, such as cranes, this would be seen beyond the focus of character within this area and as background elements

to the rear of other construction activity within this LCA. As such it is considered that the proposed development would have a barely noticeable effect on the key characteristics of other LCAs and effects would dissipate quickly across the wider area therefore the magnitude of impact is assessed to be negligible for construction and operation of the link road. This combined with the medium sensitivity of the LCA would result in a slight adverse effect, which is considered not significant.

5.23 Overall, in terms of landscape character effects, the impacts would be quite localised to the site and the development would be seen in the context of nearby built development, the existing railway line and the current construction of HS2. Wider impacts on the other LCAs would be limited and acceptable. In noting that the development represents the dualling of an already consented section of the relief road, there would not be any significant unacceptable impacts on the landscape when taking into consideration the mitigation proposed through additional planting and supplementation of existing planting, notwithstanding that the development would retain some limited visual prominence in the landscape. On this basis it is considered that the development would comply with Policies NE4 and BE2 of the VALP and with the NPPF in this regard.

Visual Effects

5.24 In terms of the likely effects of the proposed scheme on views and visual amenity, this was assessed based on the 16 representative viewpoints identified for the construction phase, year 1 of opening and year 15 in detail within the ES. The following viewpoints would have a significant impact and are considered in more detail below.

5.25 Viewpoint 3 View north-west from Lower Road (B4443): During construction there would be close distance views of the construction works and compound areas and visible works would include removal of some existing topsoil and road surfaces and vegetation (although some roadside vegetation has already been removed as part of the SEALR Phase 1 works). Views towards the works would be seen in the context of other construction activities associated with the SEALR Phase 1 scheme currently under construction and also new housing developments on the south side of Aylesbury (Bloor, Crest Nicholson). Illumination of the works to the west of Lower Road would slightly extend the influence of lighting on the edge of Aylesbury. This would represent a major magnitude of visual change and combined with the high sensitivity for residents and road users would result in a large adverse effect which would be significant.

- At year one of operation this view would include views to a realigned Lower Road and roundabout, together with the new dualled carriageway would form a prominent new focal point however the existing road would have been broken up and landscaped. This would allow for the landscape mitigation proposals to provide a buffer to the road but at year 1 they would not have established at this point. As a consequence, this would result in a large adverse effect that would be significant.
- At year 15, the proposed vegetation planted alongside Lower Road as part of the scheme would have matured to provide effective mitigation to filter and screen views and integrate the development into its context on the edge of Aylesbury. The ES acknowledges that the road and mitigation planting would still form perceptible features in the view but the planting would help to integrate the development

appropriately into its urban edge context such that the effect would not be significant.

Viewpoint 4 – View north-west from the Round Aylesbury walk at Hall End: At the junction of two PRoW to the north side of Hall End, there would be a range of close distance views of the construction works across the whole scheme, which would traverse across the open foreground view to the north, including views to the temporary compound areas and the full range of operations and the presence of construction traffic and operating machinery to build the road including the 3 m high noise bund north of the dual carriageway. This effect is considered to be Significant.

- Year 1 - Opening Year (2024) At this junction of two PRoW to the north side of Hall End and to the south side of the Proposed Scheme, the view at year one of operation would include views towards a new dualled carriageway and associated infrastructure and immature landscaping which would traverse across the foreground view to the north. At year 1 the PROW would have been opened up moved to a slightly different alignment and crossing close to the western roundabout. The impact would be major on a receptor that has high sensitivity and as a consequence results in a large adverse impact which would be significant.
- At year 15, the proposed vegetation planted alongside the road would have matured to provide mitigation to heavily filter and screen views of the road, while the view would be foreshortened it would have a more natural wooded character that also screens the urban edge of Aylesbury. Although the proposed road and mitigation planting would still be a perceptible feature in the view it is considered that the planting would help to integrate the development appropriately into its context and the effect therefore considered to be not significant.

Viewpoint 7 – View south-east from the PRoW at SMA/17/3 and SMA/18/1: At the junction of two PRoW on the south side of Aylesbury, there would be close and middle-distance views of the construction works across the western sections across the open foreground and mid distance view to the south. This would embrace a full range of operations and the presence of construction traffic and operating machinery and would include sections of the PRoWs to the south that are stopped up for the duration of the construction. This would represent a major magnitude of visual change which when combined with the high sensitivity for users of the PRoW to the south of Aylesbury would result in a large adverse effect which would be significant.

- For Year 1 of operation this would include views towards a new dualled carriageway and associated infrastructure and landscaping which would traverse across the near to mid distance view to the south. The magnitude of impact would be major which against the High sensitivity of the receptors, would result in a large adverse effect which would be significant.
- At year 15, the proposed vegetation planted alongside the road and across the elevated noise bund would have matured to provide mitigation to heavily filter and screen views of the road and integrate it into its context on the edge of Aylesbury. Although the road and mitigation planting would still be a perceptible feature in the

view it is considered that the planting would help to integrate the development appropriately into its urban edge context, so the effect would be not significant.

Viewpoint 8 – View east from the PRoW SMA/16/3 and SMA/18/1: There would be a close range and middle distance views of the construction works across the whole scheme with a clear focus on the construction of the western sections of the road and the roundabout. This would represent a major magnitude of visual change which when combined with the high sensitivity for users of the PRoW would result in a large adverse visual effect which would be significant.

- Year 1: This would include views towards a new dualled carriageway and associated infrastructure and landscaping which would traverse across the near to mid distance view to the south. While the proposed dualled carriageway would form a prominent new focal point across the view, it would be seen in the wider context of other built elements with new housing areas on the south side of Aylesbury. This would result in a major magnitude of impact from this section of PRoW and with the high sensitivity of the receptors on the PRoW, would result in a large adverse effect which would be significant.
- At year 15, the proposed mitigation planting alongside the road and across the elevated noise bund would have matured to provide effective mitigation to filter and screen some views of the road and help to integrate other sections into the wider setting. Although the road and mitigation planting would still be a feature in the view it is considered that the planting would help to integrate the development appropriately into its urban edge context and the visual effect would be not significant.

Viewpoint 11 – View south from the PROW SMA/17/3: There would be close range and middle distance views of the construction works across the whole scheme with a clear focus on the construction of the northern sections of the proposed scheme and the noise attenuation bund. Illumination of the works would also extend the influence of lighting on the edge of Aylesbury at this location. This would represent a major magnitude of visual change and combined with the high sensitivity for users of the PRoW would result in a large adverse effect, considered to be significant.

- At year one of operation there would be views towards a new 3 m high earth bund with mitigation woodland planting, which lies between the road and the new housing estate to the north of the site. While the development and principally the new environmental features would form a prominent new focal point across the view, they would be seen in the wider context of other built elements with new housing areas on the south side of Aylesbury. At year 1 the PROW would have been opened up and connected to a new 3 m wide shared use pathway with new connections to the east and west of this PRoW. This would result in a major magnitude of impact from this section of PRoW and when assessed against the high sensitivity of the receptors on the PRoW, would result in a large adverse effect which would be significant.
- At year 15, the proposed mitigation planting alongside the road and across the 3 m high earth bund would have matured to provide effective mitigation to filter and screen views of the development and while the view would be foreshortened it

would still comprise a mix of natural wooded elements that screen the road infrastructure and the development would be seen in the wider context of other road infrastructure and housing development on the edge of Aylesbury. Whilst the overall development would still be a noticeable feature in the view it is considered that the mitigation would help to integrate the it appropriately into its urban edge context. This would reduce the visual impact to minor at which when combined with the sensitivity for users of this section of the PRoW to the north-west side of the site would result in a slight adverse visual effect which is considered to be not significant.

5.26 For view points 1, 2,9, 10 and 12-16 the overall impact would not be significant.

5.27 The alignment of the consented SMRR scheme must be acknowledged and this broadly follows the same alignment from east to west through the same field between Lower Road and the Princes Risborough to Aylesbury railway line and to the north of Hall End Farm. Both schemes connect to Lower Road with a roundabout at the same location to the north side of residential properties on the east side of Lower Road. The main difference between the two schemes, therefore, relates to the dualling of the road and the addition of a second roundabout at the western limits of the site. This would be at the location where the consented HS2 part of the road scheme curves southwards upon raised embankments to run over the HS2 railway line. The other key change for landscape and visual matters would relate to the extent of mitigation and the proposed earth bund/barrier along the northern side of the road, along with further PROW and cycleway provision to enhance links across and along the proposed development and provide better connections with Aylesbury. The ES considers that given the modest nature of the change with enhanced mitigation and integration measures and the localised nature of potential effects on landscape fabric and character, the potential for additional significant additional effects over and above that of the consented SMRR scheme would be limited. Furthermore, even though the assessment in the chapter reports significant visual effects on the nearest receptors within or adjacent to the proposed development, most or all of these would have been realised as a result of the consented SMRR. Whilst the scale and footprint of the proposed road infrastructure would be slightly larger than the SMRR scheme, the ES states that the wider consideration of landscape design proposals would help to better integrate the development into its urban/rural edge setting and the emerging pattern of new development to the north and south sides.

5.28 Having regard to the visual effects of the proposed development and the matters referred to above, and noting the already consented SMRR, it is considered that with the mitigation in the form of the additional planting that is to be undertaken and secured, the visual effects of the development would be minimised. Overall, in terms of visual effects, it is considered that the development would comply with Policies NE4 and BE2 of the VALP and with the NPPF in this regard.

Cumulative landscape effects

5.29 In terms of cumulative landscape effects, the ES states that there would be a range of potential effects arising from the proposed scheme in conjunction with the other developments, where the landscape and its underlying character would be substantially different to the existing baseline and would be a largely built-up suburban setting. As such, it would no longer comprise a setting consisting of fields and tree lined field boundaries but would comprise large areas of new mixed-use development surrounding the application site to the north, east and west. This would result in extending the existing edge and urban influences of Aylesbury around the site. While these developments and land allocations would undoubtedly bring a range of effects, the ES states that the contribution of the proposed development to these effects would not on the whole be a significant factor, given the scale and spread of development proposed and the conclusions noted within the LVIA. Having regard to these matters, it is agreed that in visual terms, these cumulative developments would only clearly affect the nearest defined viewpoints. When considered in relation to the additional infrastructure developments including the SEALR Phase 1 to the east and HS2 to the west, the proposed development would form a short section of a wider Aylesbury orbital route, which would be set within a wider built-up area to the north and east in particular. Overall, the additional section of this link road (which would replace the consented SMRR in part) would provide further modest changes and effects to the landscape character of the study area and upon surrounding views but overall, the development would not be a significant factor, with the isolated temporary construction and short-term operational exceptions highlighted. The ES concludes that while a range of cumulative effects can be anticipated, these would be attributed to the wider context of the large mixed-use developments and separate sections of the wider Aylesbury orbital route noted above which would bring about substantial change to the landscape and visual amenity resource surrounding the site. Officers agree with the extent of the effect of the cumulative landscape changes. Having regard to these matters and to the landscape mitigation proposed, it is considered that the development would accord with Policies NE4 and BE2 of the VALP and with the NPPF in this regard.

Lighting

5.30 With particular regard to the lighting for the link road, the original scheme submitted for SEALR phase 2 had lighting for the roundabout and its arms only, however the amended plans show the provision of lighting along the length of the road for safety reasons (an increase from 22 to 33 lighting columns), although the height of the lighting columns has been reduced from 12m to 10m. The road lighting has been designed in accordance with the Design Manual for Roads and Bridges TD501. Policy NE4 of the VALP requires proposal to minimise the impact of lighting to avoid blurring the distinction between urban and rural areas and also to ensure that development is not visually prominent in the landscape. Policy NE4 states that the first stage in mitigating impact is to avoid any identified significant adverse impact. Where it is accepted there will be harm to the landscape character, specific on-site mitigation will be required to minimise that harm. The Council's Landscape Officer considers that additional screen planting is required to mitigate the impacts of lighting as whilst the reduction in height of the columns is welcomed the increase in the number of columns somewhat negates this benefit as a linear pattern of the lighting would result and potentially the harm to the landscape is greater. However, it is

considered that additional screen planting can reduce the impact and mitigate to an acceptable level the identified harm such that its impact would be reduced. As such a condition is recommended to ensure that further landscaping details are secured in critical areas such as adjacent to the roundabout and to the southern edge of the road, along with a condition to require the submission of lighting details to ensure that that the most appropriate design of lighting is provided whilst ensuring that safety requirements are adhered to.

5.31 Having regard to the above, the visual impact of the lighting can be minimised to an acceptable level through sensitive design and landscaping, both to be secured by condition, such that the development would accord with Policies NE4 and BE2 of the VALP and with the NPPF in this regard.

Amended plans – retention of Tree T1 and amendment to bund

5.32 In considering the landscaping scheme proposed, amended plans have been received as Tree T1 (hybrid black poplar) to the north, adjacent to the Bloor Homes site, has been found to be a veteran tree and is now planned for retention. This is discussed in more detail below in the Trees section.

5.33 As a result of avoiding the root protection area (RPA) of T1 the proposed 3m high noise retention bund is rerouted around the RPA and, for about a 70m section, replaced with 3m high acoustic fencing atop a 1.2m high bund. Combined, the bund and acoustic fence section will be about 4.2m tall. It would be set back from the edge of the shared cycleway by a 0.60m wide grass verge. The bund may require an engineered retention structure of some kind, but no design details have been submitted. The Council's Landscape Officer suggests that, if possible, a softer, planted treatment should be used on the bund (without a visible retaining structure), to help reduce its visual impact and possibly support some taller planting that could screen the lower part of the acoustic barrier, lessening its visual impact. Whichever approach is used, the amenity of cycle/footway users in this section will be reduced from the experience of walking beside the tapered, planted bund, as previously proposed. Whilst the significant benefits to the scheme of retaining a veteran tree are acknowledged and required by policy NE8, further details are required and can be secured by condition to ensure acceptable details of the bunds, acoustic barrier and associated planting. In addition to the acoustic barrier, the former straight footway is to be diverted around the tree's RPA, making the revised pedestrian route somewhat convoluted, on balance the footpath/cycleway should continue to be routed around the tree's RPA.

5.34 The Landscape Officer of the Council considered that the roundabout (and associated lighting along the length of the road) is likely to be the most visually intrusive feature of the road. As such the screen planting should be increased around the roundabout on all sides and this should include greater amounts of larger sized, staggered tree planting. The amended plans have sought to address these concerns with additional trees within the hedgerow along the southern side of the road. This is welcomed but a deeper belt of trees would be preferred which would help limit views between the tree stems. However, the amended plans appear to have reduced the amount of planting around the roundabout

rather than increase it as previously requested (to accommodate a larger swale) so additional planting will still need to be secured to ensure appropriate mitigation. Along the northern edge of the road the bund and acoustic barrier will provide a degree of screening, but further landscaping is required, including adjacent to Tree T1. The extent of the highway to be retained once the road is operational is smaller than the red edge application site since some land will be returned to the farmer, however, there is scope to provide significantly improved and greater numbers of planting, both along the northern and southern sides and to the roundabout to ensure appropriate mitigation. This could include more tree planting as well as shrub planting, to have both immediate and future impact. This can be secured by the recommended condition which requires an amended landscaping scheme which provides the additional mitigation as identified in this report. These details can then be agreed in consultation with the Landscape Officer.

Summary on landscape impacts

5.35 In summary, the proposed site would be heavily filtered and screened from surrounding areas beyond the field which the proposed link road crosses, by mature field boundary vegetation and mitigation such that the development would only be clearly visible from close range locations between the south side of Aylesbury and Stoke Mandeville, typically within 1 km. There would be some potential for distant views, including from an elevated section of the AONB to the south (discussed below), but the proposed development would form a very small part of the wider view which embraces a wide range of natural and built influences on the south side of Aylesbury. Taking into account the consented SMRR as part of the HS2 development, and other development anticipated in the locality, it is not considered that there would be significant landscape impacts or visual effects. A landscaping scheme has been submitted with the application, but a condition is recommended to require the provision of addition landscaping to mitigate the visual impacts of the development.

5.36 It is considered that the impact of the development, with additional landscape mitigation and taking into account consented schemes in the locality, including the SMRR, would be minimised. On this basis the development would accord with the aims of policies BE2 and NE4 of the VALP in this regard and with the NPPF. On this basis and having regard to the overall landscape impacts, it is considered that this matter should be afforded neutral weight in the planning balance. In respect of the impact on existing trees in the locality it is considered that policy NE8 would be complied with and as such this matter should be afforded neutral weight in the planning balance and this is also discussed in more detail below.

Chilterns Area of Outstanding Natural Beauty

5.37 Policy NE3 of the VALP seeks to address the impacts of the development in respect of conserving the important landscape characteristics of the Chilterns AONB and its setting. Proposals for any major development affecting the AONB must demonstrate they meet a series of criteria established in the policy. Actions to conserve and enhance the AONB shall be informed by landscape and visual impact assessment.

5.38 The NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty which have (amongst other landscape designations) the highest status of protection and development within its setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

5.39 The Chilterns Area of Outstanding Natural Beauty (AONB) lies approximately between 2.9 and 4.5 km to the south-east of the application site. While the site does not lie within the Chilterns AONB and a case providing exceptional circumstances for approving the development is not required, it is considered that the development is within the setting of the Chilterns AONB. As such the impact of the development on the setting has to be taken into account. It is noted, however, that this development forms part of a key section of strategic link road both in terms of the existing highway network and reducing congestion and would provide significant benefits in delivering the strategic growth at Aylesbury Garden Town, also providing mode choice and delivering the council's sustainable spatial strategy which would be in the public interest.

5.40 Within the LVIA, viewpoint 16 is the view north from the public viewpoint at Coombe Hill. The assessment describes that from this distant elevated viewpoint at Coombe Hill a wide-open panorama is available across the Aylesbury Vale towards the settled edge of Aylesbury and that in this context the proposed scheme would be located in the far distant, low-lying background, on the southern edge of Aylesbury with the majority of the site heavily filtered and screened from this point. It would also sit to the rear of the HS2 scheme (under development) which traverses the view from north to southeast. As such, construction activity would be barely discernible in the background of this panoramic view. Cranes and other construction equipment may be visible on the distant horizon but would form a minor part of a wider views that embraces a wide range of natural and built elements in the view alongside the urban setting of Aylesbury. This would represent no more than a negligible effect which when combined with the high sensitivity for recreational users on this section of the PRoW would result in a slight adverse visual effect which is not considered to be significant. In Years 1 and 15 of opening given the effective filtering and screening from layers of intervening vegetation patterns, the development would not be that discernible in views from this section of the PRoW and the LVIA states that the effects are considered to be neutral and not significant.

5.41 Concerns have, however, been expressed by the Chilterns Conservation Board (CCB) and the Council's Landscape Officer in respect of the extent and design of the lighting and the amount of landscaping proposed as mitigation. The CCB seek maximum mitigation of lighting impacts and design innovations to avoid top-lit columnar lighting and they comment that whilst higher levels of illumination at roundabouts are inevitable the cumulative impact of 12m top-lit columnar lighting will be far greater upon completion of the anticipated outer road to the south and southeast of Aylesbury. The CCB promotes that any lighting details are the subject of a design review in which alternatives are considered and that a low-impact design is required.

5.42 As discussed above, amended plans have been received which decrease the height of the lighting columns to be 10 high, but additional columns are proposed such that the length of phase 2 of the road is lit. The impacts of this change are noted and although lighting is required for safety purposes it is acknowledged that this will lead to some harm to the setting of the AONB. In recognition of the harm, additional landscaping will be secured by condition to ensure that any adverse impacts are mitigated. Furthermore, a condition requiring further details and justification to ensure that the most appropriate lighting is installed will also be required having regard to its location and visual impact on the landscape and the setting of this part of the Chilterns AONB.

5.43 Having regard to the above matters, it is acknowledged that there will be harm to the setting of the Chilterns AONB and great weight is given to this harm, however, having regard to the mitigation to be secured and taking into account the surrounding development that is taking place in the locality, including the route of HS2, along with what would have been the permitted route of the single width road of the SMRR, it is considered that the harm is limited by these factors. Nevertheless given that there would be some limited harm, to which great weight is given, the development would not fully comply with Policy NE3 of the VALP or with the NPPF in this regard and therefore this matter should be afforded negative limited weight in the planning balance.

Trees

5.44 VALP policy NE8 states that development should seek to enhance and expand Aylesbury Vale's tree and woodland resource, including native black poplars. Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which make an important contribution to the character and amenities of the area will be resisted. Where the loss of trees is considered acceptable, adequate replacement provision will be required and where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable the developer must compensate for this by planting native species-rich hedgerow, which should result in a net gain of native hedgerow on the development site. The above is in line with the guidance in the NPPF which in addition states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

5.45 An Arboricultural Impact Assessment (AIA) has been submitted in support of this planning application. Amended plans have been submitted which show the retention of Tree T1, a hybrid Black Poplar (confirmed by DNA analysis). This is welcomed as whilst it has a large cavity in the main stem and an amount of dysfunction/decay wood is present, it is a prominent mature tree in the local landscape and it provides ecological benefits and represents an irreplaceable habitat. The tree has been re-surveyed and it is considered to be a veteran tree and therefore it is more important that it is retained. A veteran tree, unlike an ancient tree, can be any age, but is a tree which shows ancient characteristics. Although veteran trees are not as old or complex as ancient trees, they still provide holes, cavities and crevices which are especially important for wildlife and these features are apparent in tree T1. As discussed above, the proposed bund and acoustic barrier have been repositioned to be outside of the root protection area of the tree along with the

route of the proposed footway/cycleway. This would ensure that the long-term retention of the tree is not compromised by the development and a condition can be imposed to ensure appropriate tree protection is in place during the construction period. On this basis satisfactory provision has been made to the importance of this tree as a veteran.

5.46 A hedge is proposed to be removed to facilitate the development which is classified as low quality (Category C). Hedgerow loss will be mitigated with a scheme of new tree and other planting as specified in the landscape scheme submitted.

5.47 The Council's Tree Officer has no objections to the development and has confirmed that there are no other significant impacts on trees as outlined in the AIA. A condition is recommended to secure an Arboricultural Method Statement with a tree protection plan.

5.48 Having regard to the above, it is considered that the development would accord with policy NE8 of the VALP and with the NPPF and as such this factor should therefore be afforded neutral weight in the planning balance.

Public Rights of Way (PRoW) and other footpaths/cycleways

5.49 Policy C4 (Protection of public rights of way) of the VALP seeks to ensure there will be no long-term effects on PRoWs, with their integrity and connectivity maintained. Policy T7 (Footpaths and cycle routes) of the VALP states that the council will ensure that networks of pedestrian and cycle routes are provided to give easy access into and through new developments and to adjacent areas, and also to public transport services.

5.50 Two PRoWs cross the site, however both routes would be diverted and re-provided. It is noted that these diversions would also have to have taken place had the road remained a single carriageway (SMRR) as approved under the HS2 application.

5.51 The proposed development will connect with existing infrastructure on the SMRR and SEALR Phase 1 development. A shared footway/cycleway makes provision for pedestrians and cyclists along the northern carriageway, plus a second shared footway/cycleway to the north of the bund which provides a link to the residential development to the north. No footpath provision is proposed along the southern side of the road in order to be consistent with the SMRR, however, verge space will be allowed for within the highway corridor to implement a footway at a later date should this be required. There are also crossing points around the SWALR roundabout and an uncontrolled pedestrian crossing at the SMRR roundabout. Amended plans show a gap maintained in the hedgerow to allow access to the adjacent open space and paths to the Bloor Homes development to the north.

5.52 The Council's PRoW Officer has commented that HS2 have closed parts of the rights of way network to undertake construction using powers granted by Schedule 4 of the HS2 Act. The PRoW Officer is content with the arrangement of diversions which will require a diversion under s257 TCPA 1990 and an informative is recommended to this effect. It is also noted

that a more direct, desire-line route for pedestrians is 'future-proofed' to the new AGT-2 housing development which wouldn't be a public right of way but is retained within the highway extent and abuts the AGT-2 site, thus enabling a convenient connection to be provided when detailed housing plans become available.

5.53 Having regard to the above matters and in acknowledging the impacts to rights of way that would have happened under the required work for the SMRR by HS2 Ltd, it is considered that the development would have an acceptable impact on PRoW and appropriate provision of footpaths and cycleways is secured as part of this development. On this basis the development would accord with Policies C4 and T7 of the VALP and with the NPPF and this matter should be afforded neutral weight in the planning balance.

Climate change

5.54 NPPF paragraph 154(b) requires that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design. This is supported by Policy S1 of VALP which requires that all development must comply with the principles of sustainable development set out in the NPPF. Policy T1 of VALP states that 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 C3 of the VALP states that the council will seek to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures minimise energy use, improve water efficiency and promote waste minimisation and recycling. Developments should also minimise, reuse and recycle construction waste wherever possible.

5.55 The completion of the SEALR would ensure the improvement in air quality at existing congested transport nodes in Aylesbury. The 3m shared footway/cycleway provided on the northern side of the proposed road and other links would encourage active travel and improve safety and the development would also provide public transport access to existing bus stops on Lower Road. To ensure further resilience and adaptation to climate change, the development includes SuDS measures, and the SuDS scheme ensures all runoff generated from the proposed development is attenuated to pre-development rates for all design storm events and applies a 40% uplift to account for the effect of climate change. The delivery of the environmental commitments reported throughout the ES to meet sustainability principles will be primarily through the Construction and Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) and these matters could be secured by condition. Whilst reference is made in the supporting documents with the application to a site waste management plan (SWMP), this is not considered to be necessary in this instance given the other measures that would be secured and this was not imposed on the permission for SEALR phase 1 and so for consistency of approach is not necessary for this smaller development. Overall, the proposed development has been designed to promote active modes of transport, provide mitigation and adaptation to climate change, and mitigate greenhouse gas emissions. Waste minimisation is also discussed at paragraph 5.143 of this report.

5.56 Having regard to the above, it is considered that the development would adequately address climate change and as such it would accord with policies S1, T1 and C3 of the VALP and with the guidance given in the NPPF. On this basis this matter should be given neutral weight in the planning balance.

Heritage

5.57 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the 'Act') requires the Local Planning Authority (LPA) to pay special regard to the desirability of preserving listed buildings, their setting and any architectural features that they possess. In this context, the objective of preservation is to cause no harm. The duties in S66 of the Act require a local planning authority to give any harm considerable importance and weight in decision making. Furthermore, paragraph 199 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Policy BE1 of the VALP seeks to conserve heritage assets in a manner appropriate to their significance, including their setting and this reflects the guidance given in the NPPF. Paragraph 189 of the NPPF identifies heritage assets as an irreplaceable resource and that they should be conserved in a manner appropriate to their significance. It also requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

5.58 A Cultural Heritage Desk-Based Assessment submitted with the application sets out there are five listed buildings within the 500m study area. These are all Grade II listed post-medieval farmhouses. Hall End Farmhouse, which is located approximately 70m to the south of the site, is the closest heritage asset (building) and this is grade II listed. This building is 17th century (altered) and is noted for its timber frame with white painted brick infill and half-hipped tiled roof with old central chimney, and later chimney to the right with a swept dormer to the centre and this is where its significance lies with the farmland setting of the listed building contributing to this significance. The other listed buildings are Magpie Cottage, Lone Ash, Stoke Cottage and Bell Cottage/Tudor Cottage, all located further south along Lower Road and all grade II listed.

5.59 There are no World Heritage Sites, Scheduled Monuments, conservation areas, registered parks and gardens or registered battlefield's locations within the immediate locality of the site.

5.60 The Council's Heritage Officer has identified that (as set out in the ES) a potentially significant adverse effect on the setting of Hall End Farmhouse during construction and operation would occur. This is due to the introduction of the urban infrastructure and increase in noise and lighting, relating to the wider scheme and the roundabout, as a result of the proposed development. Mitigation options for the impacts upon the listed building are fairly limited to various screening options and should be considered as mitigation measures built into the construction works. Mitigation measures to reduce setting impacts

during operation include landscape planting which includes heavily planted green corridors to both sides of the road. The planting design and species choices has been guided by the surrounding landcover patterns, habitats and plant species found locally and identified in the local landscape character assessments. These mitigation measures would include the creation of grassland around the proposed scheme but also the planting of hedgerows, shrubs and trees along the perimeter of the scheme, which includes the line of sight between Hall End Farm and the proposed scheme. It is estimated that this planting would reach maturity in approximately 15 years and, and at this point, would reduce the visual intrusion of development onto the setting of Hall End Farm to a very minimal level (very low magnitude of impact). At this time the effect of the proposed scheme could then be seen as slight adverse (not significant) upon this asset, as set out in the ES.

5.61 It is acknowledged that the proposed development, with the level of landscape mitigation proposed would, once the landscape is matured, have a slightly adverse impact upon the setting of Hall End Farm House, the other listed buildings in the locality would not be adversely affected. Notwithstanding the consented SMRR, the proposed development would have an increased impact due to the dualling and roundabout proposed. In terms of the NPPF, it is considered that less than substantial harm to the significance on the setting of this designated heritage asset would occur and therefore paragraph 202 applies. The proposal would result is some conflict with Policy BE1 of the VALP. It is acknowledged that in accordance with the NPPF, great weight should be given to the asset's conservation. This is irrespective of the potential level of harm identified. Therefore, less than substantial harm is attributed great weight in the planning balance. In the overall planning balance the less than substantial harm identified to the significance of the designated heritage asset, is weighed against the public benefits of the proposal.

Archaeological impacts

5.62 Policy BE1 of the VALP requires archaeological evaluations for any proposals related to or impacting on a heritage asset and/or possible archaeological site. The NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

5.63 Archaeological work was previously undertaken for this area as part of the assessment work undertaken in advance of the production of the HS2 ES which covered the consented SMRR and subsequent evaluation phases of investigation including geophysical survey and trial trenching. The ES and the results of the phases of fieldwork have been used to support this assessment. Archaeological evaluation has also been undertaken of land at south-west Aylesbury in advance of a proposed urban extension of the town. A section of this evaluation area encompassed part of the site.

5.64 Geophysical survey was undertaken by HS2 within the boundary of the proposed scheme and the survey identified a number of ditches and enclosures of possible late prehistoric or Romano-British date, which predated the ridge and furrow previously recorded in the area. In addition, a possible medieval moated enclosure or fishpond was identified. Archaeological evaluation trenching was undertaken to investigate these possible features, as well as to sample areas where no geophysical anomalies were identified.

5.65 A total of 133 trenches were excavated across an area of 36 hectares which includes the application site. Of the 133 trenches, a total of 27 contained archaeological features dating from the Iron Age to the post-medieval period. Finds were also recorded from deposits of 38 of the trenches. The Iron Age evidence consisted of pottery found in the plough soil of one trench, while Roman evidence was more extensive, thought to represent a possible settlement. The Roman features consisted of several ditches to the eastern end of the site, which contained a variety of pottery types including an imported decorated Samian dish, as well as a find of a copper alloy pin. A medieval ditch was also recorded in this area with pottery fragments of medieval jars, one dated to the 11th-12th century and one to the 12th-13th century. Several undated features were also recorded within this area, including linears, pits and a gully. No evidence of the potential moated enclosure or fishpond was identified.

5.66 Although archaeological features of Roman date were mostly concentrated around the north side of the site, there was some evidence of Roman pottery and ceramic building material recorded towards the centre of the area evaluation in 2018. Medieval pottery was also recorded in the plough soil of several trenches towards the south of the site. Post-medieval features were recorded at the south-eastern side of the site. These comprised a ditch aligned north-east to south-west with a near complete scythe dating to the 18th or 19th century recovered from the fill, indicating the agricultural nature of the feature. Two sub-circular pits containing 16th-18th century pottery were also recorded at the south of the proposed scheme, as well as post-medieval pottery and ceramic building material from the plough soil of a number of trenches.

5.67 Evaluation trenching was undertaken by Cotswold Archaeology in 2018 as part of a proposed urban extension to south-west Aylesbury. A large area within the site falls within Areas 18-N and 18-S of this evaluation. Many of the trenches in Area 18 were found to be blank. In one, the line of a palaeochannel was recorded and sampled. The trenches in the north-east of Area 18 recorded single and parallel ditches and other shallow features which may represent field systems and boundary ditches. Trench 149 identified a series of probable enclosure ditches comprising two small gullies, a ditch containing animal bone, two larger ditches spanning the trench and a u-shaped ditch showing evidence of later truncation. A possible occupation soil overlay the most southerly ditches and was composed of grey/ brown clay/ silt. These features were interpreted as being Romano-British in date and are considered to be a continuation of the Late Iron Age settlement identified during works off Lower Road to the north-east.

5.68 There is considered to be low to negligible potential for heritage assets of Palaeolithic and Mesolithic date to be present within the site. There are very few assets from these periods

from the wider region. There is considered to be low potential for assets of Neolithic date to be present within the boundary of the proposed scheme. Although a flint flake was recovered from within the study area during fieldwalking, there was no evidence of Neolithic activity during the extensive evaluation excavations. Bronze Age remains of archaeological interest for their potential to provide evidence about occupation of the region in this period were recorded during evaluation excavations, including Bronze Age ditches and pits (MBC22247; MBC22246) and a cremation burial (MBC34618). The current extent of known remains was identified during evaluation excavation and displayed limited potential to contribute to regional research objectives. The potential for further evidence of the Bronze Age is considered to be low. However, any buried deposits present within the boundary of the proposed scheme could potentially contribute to regional research objectives. Evidence gathered from the study area demonstrates that Iron Age and Roman activity is known in the vicinity of the site and the evaluation undertaken has identified a high potential for deposits of archaeological significance at the north-east of the site. The archaeological evaluation trenching undertaken produced evidence of late Iron Age and Roman farming activity, much of which correlates with the results of the geophysical survey within the site. It is possible that the potential settlement had late Iron Age origins. However, the recovered pottery is largely Roman in date which suggests occupation throughout the Roman period. There is low potential for previously unrecorded archaeological remains of early medieval, medieval and post-medieval date to be present within the boundary of the site, other than evidence of agricultural practice such as ridge and furrow remains, which have been observed on aerial photographs and LiDAR survey.

5.69 The ES submitted concludes that there is likely to be a potentially significant effects to archaeological deposits and buried archaeological assets. This is due to permanent construction impacts of the proposed scheme (there are no expected significant effects to archaeology during the operation phase of the road) potentially including the disturbance, compaction or removal of previously unrecorded sub-surface archaeological deposits through construction activities. Having regard to investigative work already undertaken in the locality and the features found, in this instance the Council's Archaeology Officer considers that the significance of the archaeology at the site would not be of equivalent significance to that of designated heritage assets and therefore the consideration of the development need not include the public benefits of the scheme. The impact of the scheme can be reduced through mitigation, namely through strip, map and recordings within two defined areas of archaeological potential at the north-eastern end and central part of the site. Any found assets will be recorded and retained in a permanent archive. A programme of archaeological works (Written Scheme of Investigation – WSI) has been devised and agreed in order to mitigate the impacts.

5.70 The Council's Archaeological Officer has reviewed the Written Scheme of Investigation included with the application documents and notes that due to the archaeological potential within the north-east area of the Proposed Scheme boundary a strip, map and sample approach is considered the most effective form of mitigation for the Proposed Scheme (as set out in the ES). Furthermore, it is noted that the construction programme of the development will allow sufficient time to complete the strip, map and sample including the excavation of significant or extensive remains, in advance of the main works. This is

considered a proportionate approach, which will allow research objectives focussed on the significance of remains to be addressed. The laydown area which runs along the southern edge of the proposed scheme will be subject to archaeological monitoring (due to the lesser impact of the nature of the works here and the reduced archaeological potential of this area). Again, this is detailed in the agreed WSI.

5.71 The proposed development is likely to harm a heritage asset's significance without further investigations through the strip, map and sample set out in the agreed WSI so a condition is recommended to require the developer to secure appropriate investigation, recording, publication and archiving of the results in accordance with the South-East Aylesbury Link Road Phase 2 Volume 2 Appendix 6 – B: Written Scheme of Investigation for Strip Map and Sample. October 2022.

5.72 Having regard to the above, and subject to the imposition of the condition, the archaeological impacts could be managed and unless evidence indicates otherwise will be considered as non-designated heritage assets and a balanced judgement is required having regard to potential harm or loss. As such taking a balanced judgement the imposition of a condition will ensure the proposal complies with policy BE1 of the VALP and with the NPPF and as such neutral weight is attributed to this in the planning balance.

Effect on Amenity

5.73 Policy BE3 (Protection of the amenity of residents) of the VALP notes planning permission will not be granted where a proposed development would harm the amenity of existing residents. Policy NE5 (Pollution, air quality and contaminated land) of the VALP states that significant noise-generating development will be required to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed, to acceptable levels in accordance with Government guidance. The NPPF states that 'planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability'.

Open Space for Bloor Homes development

5.74 The applicant has previously confirmed that to deliver this project 0.49 hectares of Public Open Space (POS) from the Bloor homes development to the north is required. As this still leaves sufficient POS remaining to serve the Bloor Homes development, the Parks and Recreation Officer has raised no objections to this application. Much of this land would still be available for use as open space albeit that the lower slopes of the bund would occupy some of this land. The trees that have been planted as part of the landscaping scheme for the Bloor Homes development will be re-positioned in this area to avoid the route of the connecting footpaths and bund areas. The public open space land is due to be transferred to Stoke Mandeville Parish Council shortly and the Council are liaising with the Parish to secure this land at the point of the transfer of the title. To address the change in position

of the trees planted as part of the landscaping scheme for the Bloor Homes development, will require a further discharge of condition application to be submitted and the applicant has been requested to provide an undertaking that this will be carried out. In addition, a planning condition is recommended to secure more planting as part of the landscaping scheme to be approved which would include this area also.

Noise and vibration

5.75 Construction site working hours would be made up of core working hours and one hour on either side of these core working hours which will be allocated for start up and close down of construction works (i.e. deliveries, movement to place, unloading, maintenance and general preparation work). Start up and close down will not include the main construction activities (e.g. operation of plant or machinery) which are more likely to cause disturbance to local residents or businesses. The core working hours for the main construction activities would be restricted to the following:

- Monday to Friday (excluding bank holidays): 08.00 – 18.00 for construction activities.
- Saturdays: 08.00 – 13.00 for construction activities.

There is currently no provision for Sunday or bank holiday working in the proposed construction programme. Some overnight works may be necessary for works requiring possession of roads, for example, works at the Lower Road Roundabout, for reasons of safety or operational convenience. Any working arrangements outside the core hours will be agreed upon with BC in advance and notified to the public. This detail can be required as part of the Construction Environmental Management Plan along with details of construction related lighting.

5.76 A Noise Assessment has been undertaken for the proposed development and included in Chapter 11 of the ES. This notes that the future baseline scenario for the EIA will be the already consented SMRR. The ES sets out that the proposed scheme has the potential to affect noise and vibration (either positively or negatively), both during construction and once in operation. It states that during construction, noise levels are likely to vary dependent on the construction phase, location of work sites and their proximity to noise sensitive receptors (NSRs). The nearest residential NSRs are to the south of the site boundary and comprise the Hall End Farmhouse site and those to the north of the site boundary and the Bloor Homes development. On the other side of Lower Road to the east are also residential dwellings. The red edge application site includes part of the Lower Road roundabout since the landscaping and other matters associated with the western side of the roundabout, which provides the link to phase 2 of the SEALR, are forming part of this determination. The ES states that due to the proximity of the development to nearby residential dwellings, and indeed there are also nearby commercial sites off Lower Road, construction noise levels may result in temporary, short-term minor adverse effects (not significant) at the worst affected NSRs close to the works during the noisier operations. Construction traffic may have a temporary impact on sensitive receptors located along existing roads used by these vehicles. However, the ES states that it is not anticipated that there would be significant difference in the amount of construction traffic required for the dualling compared to the construction traffic for the consented SMRR. On this basis, it is considered in the ES that the construction traffic for the proposed development is not

likely to result in significant adverse effects at nearby NSRs, and no objections are raised to the scheme by the Council's Environmental Health Officers on this basis.

5.77 There is the potential that vibration impacts could cause nuisance to occupants but the ES states that there are not anticipated to be significant additional vibration impacts arising from the construction of the dual carriageway design compared to the SMRR and again, no objections are raised to the scheme by the Council's Environmental Health Officers on this basis.

5.78 In order to mitigate the potential impacts of construction, it is confirmed by the applicants that a CEMP will be prepared and implemented by contractors which will include a range of best practice noise and vibration mitigation measures. This will also include a Traffic Management Plan which will manage traffic movements within the works and on the local road networks in the vicinity of the closest NSRs. The application of best practice measures through the implementation of the CEMP will ensure construction noise impacts are minimised. A CEMP can be secured by planning condition as set out in the report below.

5.79 During the operational phase of the link road, the proposed development has the potential to result in both beneficial and adverse permanent traffic noise impacts. When compared with the consented SMRR, the development moves the road closer to some receptors on the Bloor Homes development to the north. A 3m high bund/barrier construction to provide noise mitigation has been incorporated into the design to mitigate the impact of noise during the operation phase. The applicant states that the predicted negligible adverse changes in road traffic noise levels (up to 0.9 dB) due to the proposed development are unlikely to either change the character of the area or affect the residents' perception of their level of road traffic noise exposure. In addition, the long-term impacts are as a result of other road schemes and committed developments, and therefore the traffic noise impacts due to the proposed development and this phase 2 of the SEALR are not significant. Having regard to the detail submitted, no objections are raised to the scheme by the Council's Environmental Health Officers in this regard.

5.80 Consideration has also been given to the cumulative impact if the scheme were to be constructed alongside other consented schemes. During construction, the ES states that the effects are considered to be negligible/minor adverse (not significant) and that when compared with the consented SMRR, the proposed development is not considered to result in significant noise effects during construction. The CEMP to be submitted and approved by BC would seek to minimise the impacts of maintenance works. However, no significant noise effects have been identified. This accords with VALP Policy NE5 which requires appropriate noise attenuation measures to be incorporated which would reduce the impact on the surrounding land uses, existing or proposed, to acceptable levels. The Council's Environmental Health Officers have raised no objections in this regard.

5.81 Overall, in respect of noise and vibration impacts, the development has been reviewed by the Council's Environmental Health Team and no objections are raised to the proposed development. This is on the basis that the mitigation set out in the application is carried out, including the provision of the acoustic barrier and bund and the lighting as proposed.

The CEMP would ensure that construction is undertaken appropriately, and this can also be conditioned as discussed.

5.82 It is acknowledged that during the construction phase there will be noise and disturbance, as there would have been through the construction of the SMRR, but the with the mitigation secured and taking into account the temporary nature of the construction works, it is not considered that there would be significant disturbance. In terms of harm to amenities once the link road is brought into public use, the mitigation proposed would limit this harm to a more acceptable level. Nevertheless, there will be some disturbance. Overall, in respect of lighting, noise and vibration and whilst acknowledging the mitigation proposed, the proposal would not fully accord with policies BE3 and NE5 of the VALP and with the NPPF. Further details of the lighting will be required as discussed elsewhere in this report in order to mitigate landscape and AONB harm, it will also be ensured that no additional amenity harm results. In acknowledging the harm that would result to residential amenities, it is considered that this matter should be afforded limited negative weight in the planning balance. It should be noted that should a nuisance be caused then this would be addressed under separate Environmental Health legislation. An informative is also recommended highlighting the use of best practice.

Air Quality

5.83 The ES concludes that during the construction phase of the proposed development, there is potential for adverse effects from fugitive emissions of dust on sensitive receptors close to the construction works. These are likely to be temporary in nature and will be localised. In order to minimise these impacts, a mitigation programme incorporating a dust management plan and use of best practice (such as implementing wetting of dust generating activities, covering stockpiles to prevent wind whipping and using road sweepers if needed to reduce dust generation, vehicles and plant to be switched off when not in use) is proposed to be developed and incorporated into a CEMP.

5.84 The Air Quality assessment sets out that during the operational phase, there is potential for effects on sensitive receptors located close to the site. Should the proposals lead to changes in traffic movements in the wider area, there is potential for changes in air pollution at sensitive receptors located within 200m of all affected roads. All modelled concentrations for considered pollutants are below the air quality objective/limit value and all impacts at receptors are considered imperceptible. Consequently, it is considered that there will be no significant effects on air quality associated with the operation of the link road. Consideration is also given in the ES to the cumulative impact of the proposed development and other consented developments being constructed simultaneously. No significant adverse effects are expected subject to the mitigation measures outlined being implemented.

5.85 The Council's Environmental Protection Officer has reviewed the details submitted in this regard and agrees with these conclusions in respect of impacts of construction on air quality. It is noted that the local operational air quality assessment section states that due to the presence of the Air Quality Management areas within Aylesbury and the arterial roads towards the town centre a detailed level of assessment was conducted. The Council's

Environmental Protection Officer also agrees with the conclusions reached in this regard in that there will be no significant effect on air quality associated with the operation of the scheme. In addition, it is also stated in the ES that as no significant adverse effects have been identified, no mitigation measures beyond the measures identified within the Design, Mitigation and Enhancement Measures section of the ES report in addition to those outlined within the CEMP are required; the Council's Environmental Protection Officer agrees with this statement. In addition to the above it is anticipated the proposed scheme will improve congestion present within the Stoke Road Air Quality Management Area and thereby improve the air quality in this area.

5.86 Overall, Chapter 5 of the ES states that the air quality effects of construction and operation are not considered to be significant, with the implementation of mitigation measures required by the CEMP, and an appropriate condition is recommended to secure this. Having regard to the above, the proposed development would therefore accord with Policy NE5 of the VALP in this regard and with the guidance given in the VALP. As such taking this into consideration and the improvement to air quality through the reduction in congestion at Stoke Road Air Quality Management Area this matter should be afforded limited positive weight in the planning balance.

Contaminated Land

5.87 In respect of contaminated land, chapter 9 Geology and Soils of the Environmental Statement, and relevant appendices, have been reviewed by the Council's Contaminated Land Officer. The Preliminary Sources Study Report states that following a site walkover of the site there were no sources of contamination observed as being present at the site. In addition, at the time of the visit the site was used for arable farming. This is consistent with the historical use of the site which is recorded as agricultural land from the earliest mapping data available. The desk study concludes there have been no significant potential sources of contamination identified as being present at the site. It is therefore considered that there is a low probability of significant contamination/releases on the site and that any release will have been very minor in nature. Therefore, the risk of contamination to be present is low. Despite no sources of contamination being present a ground investigation has also been completed. The findings of this investigation are outlined with the Ground Investigation Report. Soil sampling completed as part of the investigation identified that no elevated levels of contamination are present at the site when compared to the generic assessment criteria for public open space. After reviewing the results of the soil sampling, the Council's Environmental Health Protection Officer agrees with this statement. It is therefore concluded that the proposed development does not pose an unacceptable risk to human health. It is however recommended that a watching brief for unexpected contamination and adoption of good construction site management practices should be carried out during the proposed development and an informative is recommended to this effect.

5.88 Having regard to the above, the proposed development would accord with Policy NE5 of the VALP in this regard and with the guidance given in the NPPF. As such this matter should be afforded neutral weight in the planning balance.

Highways and Access

5.89 Policy T1 (Delivering the sustainable transport vision) of the VALP states that the council will assist in delivering amongst other things, public transportation to deliver the Aylesbury Garden Town initiative as well as any required improvements to the transportation network in Aylesbury Vale as required to deliver sustainable, healthy and thriving communities. Policy T3 (Supporting local transport schemes) of the VALP states that the council will actively support key transport proposals including those identified in both the Aylesbury Transport Strategy and Buckingham Transport Strategy. The council will support local transport schemes that provide benefits to Aylesbury Vale in terms of reducing road congestion, providing mode choice and deliver the council's sustainable spatial strategy.

5.90 As set out above, BC is seeking to obtain planning permission to upgrade the northern part of the consented Stoke Mandeville Relief Road (SMRR) to dual carriageway status. SEALR Phase 2 will provide a 450m section of dual carriageway and a roundabout, linking in to B4443 Lower Road as the western arm of the consented SEALR Phase 1 roundabout. The proposed scheme will provide a connection between the B4443 Lower Road to the east with a new roundabout to the west. The proposed scheme will have a role in relieving congestion and improving connectivity around Aylesbury. The TA explains that the scheme has a number of primary objectives as follows:

- To maintain current levels of network performance at the Stoke Road Gyratory and the A413, A4010 and B4443 arterial roads after the A4010 realignment is completed.
- To support the unlocking of development opportunities and creating conditions for growth of existing and new businesses in Aylesbury.
- Increase provision for walking and cycling in the town to help encourage active travel via the delivery of two cycle routes and, in turn, reduce car use (congestion).
- Increase the effectiveness of the realigned A4010 as a key north/ south corridor.
- To secure good local connectivity for all road users for movements to, from, within and around Aylesbury.
- Relieve pressure on a key blue light route (access to Stoke Mandeville Hospital).

5.91 A four-arm roundabout connecting B4443 Lower Road, the proposed scheme and the SEALR Phase 1 dual carriageway will represent the eastern extents of the scheme. This roundabout includes two circulatory lanes and two-lane approaches on all arms. The design of the roundabout was approved as part of the SEALR Phase 1 planning application and was designed to allow for the Phase 2 scheme to come forward. The western arm of this roundabout is superseded by the SEALR Phase 2 scheme to accommodate the dual carriageway road. All other arms are to be kept as designed as part of the SEALR Phase 1 planning application. The Phase 2 link road will consist of a two-lane dual carriageway along a north-east / south-west alignment and will be subject to a 40 mph speed limit along its extent consistent with the Phase 1 design.

5.92 A shared three metre wide footway / cycleway will run adjacent to the carriageway on the northern side. A second parallel three metre wide footway / cycleway will also be provided north of this, located to the north of a bund and connecting with the footway / cycleway adjacent to the road near the western roundabout. Additionally, footpaths will be provided to divert the existing PRoWs which currently run northwards and north-westwards from Hall End Farm. No street lighting is proposed along these footpath routes, though illuminated solar studs will be provided along the footway / cycleway adjacent to the carriage way on the northern side.

Design and road safety matters

5.93 The proposed scheme will include a roundabout junction at the western extent. This four-arm roundabout will connect the proposed scheme with the southern part of the SMRR which will be delivered by HS2 to the south and the SWALR to the west and a field access to the south. This roundabout will also feature two circulatory lanes with two lane approaches on all arms to accommodate the traffic flows anticipated within the future forecast year of 2036. A gated agricultural access will form a fourth, south-eastern, arm to the roundabout. It has been demonstrated that adequate visibility can be achieved. Swept path analysis drawings have been provided of the western SEALR Phase 2 / SWALR/ SMRR Roundabout and demonstrate that an articulated HGV can stay in its lane on the roundabouts, with the exception of the gated field access on the western roundabout where the vehicle is required to use both running lanes to access and egress the field access. Highway Officers had a concern that this layout would result in collisions on the roundabout and as such required the applicants to relax the radius of the field access which would allow large vehicles to access and egress the agricultural land using one running lane only. A further Technical Note submitted by the applicants has revisited the swept path analysis (vehicle tracking) for a combine harvester and trailer and has demonstrated that the combine can manoeuvre through the roundabout using one lane only. The amended swept path analysis has resolved BC Highway Officer's concerns regarding the roundabout design in this respect.

5.94 Concerns by Highway Officers were also raised in respect of the 2m wide maintenance track located to the south of the link road. Further details were provided regarding the need for this track in terms of allowing maintenance of the planted drainage features and grass cutting and litter picking but Highway Officers remained concerned about the proximity of the track to the link road (which could cause drivers to be distracted/confused by the presence of other vehicles) and requested that the track be moved further south. The further Technical Note submitted by the applicant explains that a shortened maintenance track at the eastern end of the scheme has now been proposed as an alternative. Access to this would be taken off the Phase 1 proposed farmer's access in the southwest quadrant of the roundabout and would stop at the beginning of the first swale. The track contains a turning head so that vehicles do not have to reverse all the way back to the access point at the roundabout. Highway Officers are satisfied with this solution and no further concerns are raised in this regard.

5.95 Highways Officers upon reviewing the Road Safety Audit (RSA) in respect of the location of the HS2 maintenance access which is shown close to the western roundabout raised concerns that this could result in conflicts. The applicants advised that the use of the

maintenance access would be infrequent (as acknowledged by the auditors) and as such it was not considered to represent a safety issue. Highway Officers have acknowledged this but require the radii of the access to be relaxed and also to be changed into a left in, left out access. The Technical Note submitted by the applicants in response states that the swept path analysis for the HS2 access was revisited to ensure that it was possible to track 4.6t light van in line with the BC requirement and the tracking has shown that it is possible to meet the BC requirements without the need to modify the design and by reinforcing the left in left out only manoeuvre by additional signage. Highway Officers consider that the signing only is not sufficient and that physical measures to prevent right turns are required in the interests of highway safety. It has been agreed with the applicants that a splitter island which physically discourages right in, right out movements would be provided within the HS2 access. The HS2 access might require widening to allow introduction of this island. BC Highways Officers are satisfied that details of this HS2 access can be secured by condition as any changes would remain within the red edge. On this basis this matter is considered to have been satisfactorily addressed.

5.96 Another matter raised by Highways Officers in respect of the findings of the RSA was in respect of the use of the maintenance layby on the roundabout. The applicant has responded by stating that it would be used infrequently, for maintenance of the roundabout and grass cutting for example, once or twice a year, and would not therefore pose a safety issue. After consideration of the issues further including acknowledging the slower circulatory speeds and the frequency of use, Highways Officers consider that the hardstanding in the roundabout is acceptable.

5.97 Another safety issue raised was in respect of the use of a maintenance bay for the substation on the northern side of the link road, given the potential conflict with other road users and collisions. The applicants within the TA have responded stating that the use of this bay will be infrequent, and it is not anticipated that it would pose a safety issue. In the Technical Note submitted the applicants have commented that this maintenance bay is required for the maintenance of the substation, the kerbing has been changed and the surfacing changed to grasscrete. Along with the infrequency of use this element would not pose a safety issue. Highways Officers have considered this matter further and remained concerned. The applicants have now agreed to move the substation maintenance hardstanding between the SWALR entry and SEALR exit on the eastern side of the roundabout. The slower circulatory speeds make this location more suitable. BC Highways Officers are satisfied that details of the location of the substation maintenance hardstanding can be secured by condition as any changes will remain within the red edge. On this basis this matter is considered to have been satisfactorily addressed.

Traffic Impact Scenarios and junction modelling

5.98 The assessment of the proposed scheme has been undertaken utilising the Aylesbury Transport Model (ATM). The ATM is a cordon model of the Countywide model for Buckinghamshire maintained by Transport for Buckinghamshire. An assessment has been made of the change in traffic flow at each of the junctions for each assessment year. The junctions assessed includes those at either end of the link road and any junctions with a 5% or more increase in traffic flow on any arm in any scenario. As a result of this assessment,

the operation of four junctions was assessed in more detail by Highways Officers as set out below.

5.99 Junction 5: A41 Aston Clinton Road / Park Street / Tesco Access/Walton Road - The further Technical Note explains that the geometries for this roundabout were obtained from the Junctions 8 report included within the consented Hampden Fields TA (planning reference: 16/00424/AOP), in Appendix L and following review, Highways Officers have concluded that the AECOM model is consistent with the original Hampden Fields model in the TA. The results of the modelling demonstrate that the junction is expected to operate with spare capacity which indicates that the impact of the proposed development would be acceptable. Mitigation measures are therefore not required.

5.100 Junction 23: Southern Link Road / New Road – BC Highways Officers have commented that the further Technical Note submitted explains that the set of highway impact diagrams show vehicle flows but the junction was modelled within LinSig for which PCU flows were used. Amended highway impact diagrams are included at Appendix D of the Technical Note and now include all flows. Flows have been checked and are correct. The modelling indicates that the impact of the proposal on the operation of the junction is likely to be minimal and mitigation measures are therefore not required.

5.101 J12: B4443 Lower Road / SMRR North (SEALR Phase 2 / SEALR Phase 1 Roundabout) – This is the eastern junction of the proposed scheme and takes the form of a 4 arm roundabout. The Do Nothing scenarios use the model approved for the SEALR Phase 1 application. The Do Something (DS) scenarios adjust this model to account for the SEALR Phase 2 dual carriageway on the western arm of the roundabout. BC Highways Officers previously stated that the geometry and flows have been checked and are correct and the modelling indicates that, although there is a small increase in Ratio to Flow Capacity (RFC) from 0.8 to 0.83 and queue length increase from 3.9 vehicles to 4.7 vehicles on the Lower Road South arm in the 2036 PM peak hour, all arms are likely to operate with spare capacity in all DS scenarios. However, it was not possible to establish the impact of the scheme on this junction using the ARCADY lane simulation assessment as the Do Minimum (DM) scenarios had not been assessed. BC Highways therefore requested that the applicant provide DM scenarios of the lane simulation modelling in order for BC to review the effect of the scheme on this junction and consider whether the proposed roundabout operation is acceptable. The Technical Note submitted includes a revised Table 15 showing the results of the Do Minimum lane simulation model. The table shows the maximum queues and RFCs in the worst 15 minute segment and shows that the impact is mainly positive apart from the 2024(B) AM scenario where there is a maximum queue increase of 35 vehicles.

5.102 The hourly summary shows that only the B4443 Lower Road North arm in the 2024(B) AM DS scenario worsens but this again improves as further infrastructure comes forward. BC Highways Officers comment that it should be noted that the lane simulation results should be treated with caution and used only as a tool to understand the possible implications of lane allocations. The standard Arcady modelling shows a queue length increase from 4.1 to 4.3 vehicles only in the 2024(B) AM DS scenario on the B4443 Lower Road North arm. BC Highways Officers conclude that the effect of the scheme on this junction is acceptable.

5.103 J25: SMRR South / SWALR / SEALR Phase 2 - This four-arm roundabout will connect the SEALR Phase 2 with the southern part of the SMRR, which will be delivered by HS2, to the south and the South West Aylesbury Link Road (SWALR) to the west. The fourth arm is a field access. The proposed junction has been assessed with the ARCADY module of Junctions 9. The geometry has been checked and is consistent with plan provided. The flows have been checked and are correct. The modelling demonstrates that the junction is likely to operate with a significant amount of spare capacity and queues of less than 3 vehicles in both the Do Minimum and Do Something scenarios. The assessment therefore suggests that the junction can accommodate the forecast vehicle demand. The junction has also been assessed using the lane simulation option. The lane simulation assessment also suggests that the junction can accommodate the forecast vehicle demand. It is therefore considered that the proposed roundabout operation is adequate.

5.104 In summary, the provision of the proposed scheme is considered to have some overall benefit on the operation of the transport network in the study area, with a neutral or beneficial impact on 80% of junctions assessed, including the Stoke Road Gyratory. A number of design changes and further detail has been submitted by the applicant to address matters raised by BC Highways Officers, such that, subject to further details to be secured by panning condition, no highway objections are raised to the proposed scheme. Although traffic levels within Aylesbury and the surrounding area would increase due to significant levels of growth proposed in the VALP, SEALR Phase 2 will allow traffic to redistribute away from those junctions which would otherwise be congested and therefore represents a positive impact on the existing road network within Aylesbury. On this basis the provision of the proposed development is considered to have an overall significant benefit on the operation of the transport network.

5.105 Having regard to the above, it is considered that the development would comply with VALP policies T1, T3 and T5 and with the NPPF. Subject to the planning conditions as set out below, it is considered that the proposal would not adversely impact highway safety and there would be significant benefits in terms of the reduction in congestion and the provision of a section of the link road which would form part of the orbital route around Aylesbury and allow growth to come forward and as such significant positive weight is attributed to this in the planning balance.

Ecology

5.106 In terms of biodiversity and ecology, Local Planning Authorities have a statutory duty to ensure that the impact of development on wildlife is fully considered during the determination of a planning application under the Wildlife and Countryside Act 1981 (as amended), Natural Environment and Rural Communities Act 2006, the Conservation of Habitats and Species Regulations 2010 (Habitats Regulations 2010). Badgers and their setts are protected under the Protection of Badgers Act 1992.

5.107 Policy NE1 of the VALP (2021) states that a net gain in biodiversity on minor and major developments will be sought by protecting, managing, enhancing and extending existing

biodiversity resources, and by creating new biodiversity resources. Policy NE2 River and stream corridors, states that development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the watercourse and its corridor through good design. Opportunities for de-culverting of watercourses should be actively pursued. Planning permission will only be granted for proposals which do not involve the culverting of watercourses and which do not prejudice future opportunities for de-culverting. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the watercourse bank and the development and include a long-term landscape and ecological management plan for this buffer.

5.108 The NPPF states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site. In addition, the NPPF states that planning decisions should contribute to and enhance the natural and local environment by recognising the wider benefits from natural capital and ecosystem services – including the economic and other benefits of trees and woodland.

5.109 Chapter 8 of the ES contains an assessment of the ecological impacts of the proposed development and this chapter has been updated following the retention of the hybrid Black Poplar (some corrections are required to this chapter, and have been requested, as it still refers in places to the removal of Tree T1). It states that as the SMRR has been approved, the assessment undertaken within this chapter identifies the potential impacts and effects on terrestrial and aquatic ecology and nature conservation during the construction and operation associated with widening the road only from the consented SMRR to a dual carriageway, both in isolation and in combination with other developments. The ES states that following the implementation of the controls set out in the CEMP, any impacts arising as a consequence of pollution during construction (including consideration of potential dust deposition, noise, pollution of watercourses and drainage) are likely to be temporary and reversible.

5.110 There are currently restrictions on the development of dwelling houses (and alike) within defined zones of influence of Chilterns Beechwoods SAC due to the likely increase in recreational impacts associated with such development types. This application type, being a road scheme, is exempt from consideration of recreational pressure on the SAC although the site is not within the zone of influence. The Biodiversity chapter of the ES concludes that impacts are unlikely to result in any significant adverse effect of the structure and function of Chilterns Beechwood SAC. Furthermore, consultation of the online platform MAGIC2 to check whether the site lies within any SSSI Impact Risk Zones (IRZ) by the Council's Ecology Officer reveals that whilst it does fall within IRZs, that this is only relevant to applications for aviation proposals, livestock and poultry units and general combustion processes such as incineration and landfills. Therefore, using this tool no impacts on SSSIs are considered likely.

5.111 The construction of the proposed development would result in the permanent loss of the following habitats:

- approximately 4.11 ha of arable
- approximately 0.09 ha of modified (i.e. species poor semi-improved grassland);
- approximately 0.69 ha of other neutral grassland;
- approximately 60 m of native hedgerow; and
- culverting of an additional 20 m of Hall Farm Ditch.

5.112 The ES states that the removal of these habitats is not considered to be significant and would be mitigated through the proposed additional planting shown on the BNG Plan. The proposed planting includes:

- Native species of hedgerow and trees
- Urban trees
- Cereal crops
- Grassland
- Heathland and shrubs
- Woodland and forest.

5.113 The loss of the habitats noted above in the report is likely to result in loss of the vegetation suitable for breeding, nesting and wintering birds and foraging barn owls. Vegetation clearance works will be undertaken outside of breeding season to minimise this impact. The landscape design includes proposed habitat of a similar nature and therefore the ES concludes that the impact is not considered to be significant. Impacts relating to habitat loss and fragmentation, where they cannot be avoided, will be mitigated through retained and newly created habitats. The landscape design will also funnel badgers and other mammals towards the mammal tunnel along the culvert running north to south across the road to allow for safe passage of badgers thus minimising badger fatalities due to vehicle strikes. There is potential for cumulative effects during construction and operation, however, these would be mitigated through the implementation of the CEMP.

5.114 The Council's Ecologist considers that the survey methods conducted to assess presence/likely absence of protected species and potential impacts as a result of the proposals have been based on industry guidelines and are considered acceptable. It is also noted that survey data and assessment has been updated in cases where the age of the original survey data may have become 'out-dated'. Pre-construction surveys are proposed in the ES to ensure the proposed mitigation remains relevant and based on up to date information. It is therefore recommended that the proposed pre-construction surveys are subjected to a planning condition should the application be consented. This will need to include pre-construction surveys for species that are reported in the confidential appendices.

Roosting bats

5.115 Roosting bats were identified in trees and buildings within the survey area. One tree, tree 6 (in the ecology report, but T1, native Black Poplar, in the Arboricultural report), was found to support a small summer non-breeding day roost for pipistrelle bats. This tree is now proposed to be retained given its veteran status. The proposed mitigation measures set out

in Appendix 8-C: Bat Survey Report have been reviewed by the Council's Ecologist. The measures include sensitive timing of works, ecological supervision and replacement roosting habitat in the form of at least two bat boxes. Roosting bats were also identified in other trees and buildings within AECOM's survey area, but these roosts will not be directly affected by the proposals (i.e. will be retained). The outlined mitigation measures to avoid potential indirect impacts (such as effects of lighting) are considered appropriate and acceptable. Planning conditions will be imposed to secure the implementation of the proposed mitigation measures to avoid impacts on retained roosts (through the provision of a Construction Environmental Management Plan).

Great Crested Newts

5.116 Chapter 8 of the ES states that a small population of Great Crested Newts was recorded approximately 30m south of the site. Construction of the proposed development would not result in the loss of any existing waterbodies deemed suitable for Great Crested Newts, however it would result in the loss of suitable terrestrial habitat for the Great Crested Newts. To mitigate this loss, the three SUDs features and swale will increase aquatic habitats available. In addition, the proposed grassland will provide terrestrial and hibernation habitat. Given this, the ES concludes that the impact is not considered to be significant.

5.117 The Applicant has confirmed in the ES that they are utilising the District Level Licence from NatureSpace and that discussions are taking place with NatureSpace in terms of completing a GCN report. During the determination of this application a report has been received from NatureSpace which outlines appropriate mitigation measures required along with planning conditions that would need to be imposed on any planning permission, should it be forthcoming. The impact on GCN is therefore considered to have been adequately addressed.

Badger

5.118 The surveys have identified badger setts close to the footprint of the proposed scheme and it is likely that badgers forage within the site. The Biodiversity chapter acknowledges that a Natural England licence to close setts may be required to allow works to proceed lawfully, but that will be determined during pre-commencement surveys. The Council's Ecologist therefore recommends that planning conditions are imposed to secure pre-construction surveys for badger. It is noted that the scheme has been designed to include a mammal tunnel within the culvert to allow badgers to pass freely under the new road. This will allow badgers to continue to access foraging habitat on either side of the road and reduce collision risk. It is recommended that the proposed mammal tunnel is monitored once the road is operational to establish whether it is in use by badgers. It is suggested that this work can be undertaken in combination with the habitat monitoring surveys proposed in the Biodiversity chapter.

Biodiversity Net Gain

5.119 An updated BNG Assessment has been submitted in support of this application, following the retention of Tree T1, hybrid Black Poplar. The BNG Assessment states that there will be a loss of some habitats, as noted above, however, the proposed development includes

provision for the creation of new habitats including woodland and grassland. Linear features including ditches, a line of trees, native species rich hedgerow and native species rich hedgerow with trees are also proposed to be planted, as well as urban trees. The originally submitted scheme indicated that the development would result in BNG but the updated BNG Metric indicates that the revised scheme is capable of delivering a higher percentage net gain in habitat units and river units than the previous submission, with a slightly reduced (but insignificant) net gain in hedgerow units. The revised scheme will deliver a net gain of 45.10% in habitat units (up from 42.95%), 1265.33% in hedgerow units (down from 1299.86%), and 19.61% in river units (up from -1.63%). The reasons for these changes include an increase in the planting of trees (lines of trees and hedges with trees) and the retention of an additional 0.02 km of ditch habitat (reduced culverting). The delivery of BNG can be secured through a planning condition for a Landscape Environmental Management Plan (LEMP).

Stoke Brook

5.120 The Ecology Officer has currently raised no objections to the development following receipt of the updated Ecology Chapter 8 for the ES, with regard to the impacts on Stoke Brook, particularly given that it is confirmed that there will be no development within a 10m buffer. The Environment Agency have been consulted and have not commented to date. The submitted Landscape Management Plan will need to be refined with the detail and a condition is recommended to secure this.

Cumulative effects

5.121 The assessment of cumulative effects on ecological receptors is considered by the Council's Ecologist to be thorough and the conclusions satisfactory. The Biodiversity chapter sets out that there will be cumulative impacts as a result of habitat loss and increase in lighting, but that overall cumulative impacts are assessed as "Neutral or Slight Adverse and Not Significant". The scheme has been designed with particular attention to the consented SEALR Phase 1. Mitigation and habitat compensation has designed into both schemes to ensure retention and enhancement of ecological corridors in so far as possible. The embedded mitigation and measures set out in the CEMP are considered necessary and satisfactory in minimising cumulative ecological effects.

Ecological Monitoring

5.122 The Biodiversity chapter sets out that habitat monitoring surveys and reporting will take place in years 1, 3, 5 and 10 on completion of the scheme. The Council's Ecologist recommends that the proposed site walkovers include methods to assess the likely continued use of the site by the species identified to be utilising the site prior to development. This approach was secured via condition for SEALR Phase 1 (it may even be possible for the survey work to be undertaken in combination with the monitoring required for Phase 1). It is recommended that a condition is imposed to ensure delivery of this monitoring work. This will be a necessary mechanism for ensuring the establishment of newly created habitat and to evaluate the success of the mitigation for protected species and this condition can be appropriately imposed.

European Protected Species Licence

5.123 For a typical European Protected Species licence from Natural England, the LPA (Buckinghamshire Council) must be satisfied that the impacts of the proposed development

on (EPS) have been appropriately addressed and that a protected species licence can be obtained. The applicant would need to provide answers to the 'three licensing tests'.

5.124 In respect of Great Crested Newts and the District Licence route (Buckinghamshire Council District Licence), the three licensing tests would automatically have been met. By applying to use the District Licence through the LPAs delivery partner, NatureSpace, the applicant and the ecologist do not have to undertake further survey work (for great crested newts specifically) and can apply for the licence in the absence of survey information (however they can still use the District Licence if further surveys have been already completed). The three-licensing tests in respect of Great Crested Newts and badgers are carried out below, with the retention of Tree T1 which houses a bat roost, it is understood that a licence from Natural England would not be required in this regard.

5.125 The tests are:

1) A licence can be granted for the purposes of preserving public health or public safety or other imperative reasons of overriding public interest including those of a social and economic nature and beneficial consequences of primary importance for the environment.
2) The appropriate authority shall not grant a licence unless they are satisfied "that there is no satisfactory alternative".
3) The appropriate authority shall not grant a licence unless they are satisfied 'that 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.'

5.126 Having regard to the three tests above, it is the opinion of the Local Planning Authority that there is an overriding public interest in this development due to the fact that there are significant social and economic benefits to the development scheme including:

- the delivery of emerging VALP allocations and related contribution to housing supply (including affordable housing) through the associated delivery of the link road; and
- the economic benefits that the wider scheme would bring, not only in terms of the construction of the development, but also the contribution that future occupiers of the houses and businesses would make to the local economy.
- Reduction in congestion and improvements to air quality in Air Quality Management Area.

5.127 Natural England standing advice is to recommend a proportionate approach is taken in considering the feasibility of alternative solutions relative to the likely harm. The council has considered alternative sites (of the allocations and the link roads) through the local plan process and no satisfactory alternative has been identified. It is considered that for Great Crested Newts, the District License would provide for satisfactory mitigation and through this process, the proposal would not be detrimental to the maintenance of the population of Great Crested Newts. As explained above, NatureSpace have agreed to the District License being used and appropriate conditions are recommended to secure this. Mitigation measures proposed for bats and badgers would ensure the development would not be detrimental to the maintenance of these species.

5.128 Overall, the proposed development could demonstrate a substantial net gain in biodiversity which would go beyond the net gains required by Policy NE1 of the VALP. Whilst there is the potential for some harm as discussed, and changes to and new culverts are required which would normally be resisted on ecology grounds, it is considered that with the use of the District Licence and also best practice measures which can be secured by condition within a CEMP, along with European Protects Species Licences being secured as required, that the development would be acceptable and that with the level of indicated BNG achieved, it is considered that this matter should be afforded significant positive weight in the planning balance.

Flood risk and drainage

5.129 Policy I4 of the VALP seeks to minimise the impacts of and from all forms of flood risk. Footnote 55 of the NPPF and I4 'Flooding' of the VALP requires that an FRA be prepared for any development in flood zone 2 or 3, or over 1 hectare. An FRA was prepared for the proposed development and is included within Chapter 13 of the ES. A Drainage Strategy also accompanies this application. The FRA states that the proposed development cuts predominantly across Flood Zone 1 but the south-western portion of the site in proximity to Stoke Brook lies within Flood Zones 2 to 3b when looking at the modelling. Fluvial modelling was undertaken to provide level for level flood compensation within the site to mitigate the loss of flood plain. This volume provided exceeds the actual displaced volume of 131.8 m3 , to provide betterment of 18.59 m3.

Surface Water Flood Risk

5.130 With regards to surface water flooding, the FRA confirms that the majority of the site is considered to be at very low risk. Medium to high-risk areas are restricted to the Hall End Farm Ditch and in proximity to Stoke Brook. The FRA contains pluvial hydraulic modelling for the 1% Annual Exceedance Probability +40% climate change scenario for Hall End Farm Ditch as this area of surface water flooding and the watercourse will be obstructed due to the proposed development and suitable mitigation is required to not increase flood risk elsewhere. The proposed mitigation measures comprise two 675mm diameter culverts to carry the Hall End Farm Ditch through the highway embankment. There is also a 600mm diameter mammal crossing tunnel within the embankment. The pluvial hydraulic modelling exercise states that the with mitigation scheme results in a peak flow reduction of 0.05m3 /s in Hall End Farm Ditch. The reduction in peak flow did not have a significant impact on flood extents. However, it supports the conclusions made in the FRA that the proposed flood relief culverts will provide sufficient conveyance for the existing surface water flow route through the embankment to ensure that the structure does not increase surface water flood risk elsewhere. The Council's SUDS Officer is satisfied with the approach put forward and the mitigation.

Groundwater Flood Risk

5.131 The Infiltration SuDS Map provided by the British Geological Survey 2016, indicates that the water table is anticipated to be between 3 and 5 metres below the ground surface. Groundwater monitoring was completed between October and November 2021. This confirmed shallow groundwater that was within 1 m of ground level throughout the

proposed scheme. The FRA therefore concludes that infiltration-based SuDS are not appropriate and SuDS may have to be lined to prevent groundwater ingress. The Council's SUDS Officer agrees with the findings of the FRA in respect of groundwater flood risk.

Surface Water Drainage

5.132 The Council's SUDS Officer has reviewed the details in respect of surface water drainage. The proposed development will result in an increase in impermeable area as the site is currently greenfield. The proposed increase is approximately 1.2ha. The surface water drainage strategy will comprise of a piped network, swales and attenuation basins to store surface water runoff up to the 1 in 100 year plus 40% climate change scenario. The runoff from the site will be controlled to Qbar (mean annual flood) which equates to 4.5l/s for the proposed scheme, this will be split between Hall End Farm Ditch and Stoke Brook, 2.7l/s and 1.8l/s respectively.

5.133 The surface water drainage strategy is split into three catchments and details that the runoff from the carriageway drains either to a conveyance swale and then an attenuation basin or directly into a basin prior to discharging to a watercourse. The discharge point to Hall End Farm Ditch is on the upstream side of the proposed culvert. This raises a concern for the Council's SUDS Officer around the risk of blockage. The FRA suggests that a blockage scenario has been simulated, using a surcharged outfall scenario of 0.5m above datum, and this matter would need to be set out in the detailed design as the Council's SUDS Officer comments that it would also be beneficial to run calculations for a surcharged outfall on the Stoke Brook as a surcharged outfall is likely to occur if discharging into the Stoke Brook when it is near capacity. It is understood that the attenuation components will have a 300mm freeboard in the event of system exceedance. Submitted calculations demonstrate that the surface water drainage systems can contain the 1 in 30 plus 35% climate change storm event without flooding. It is noted that at Man Hole 6 there is 0.353m3 of flooding that occurs for 1 in 100 year plus 40% climate change scenario. The FRA states that this volume of flooding can be contained with the highway boundary. At detailed design, the applicant will be required to provide an exceedance plan to demonstrate that any flooding between the 1 in 30 and 1 in 100 plus 40% climate change storm events can safely be contained on site. It is noted that Network 1 includes an allowance for highway drainage associated with the HS2 project. The FRA states that the attenuation volume provided for in Pond 02 has increased from 563m3 to 1074m3 to account for the additional HS2 project catchment. The FRA confirms that all SuDS components are outside of the modelled fluvial floodplain. The FRA also identifies that SuDS components will require lining to mitigate possible ingress of groundwater as discussed above. Details of liners should be supported by flotation calculations based on observed groundwater data.

5.134 As discussed above, amended plans have been received in order to retain Tree T1. These amendments have resulted in the proposed culvert for Hall End Farm Ditch being shortened in length and have resulted in some level changes to the downstream drainage. The design of the ponds has been amended from retention to detention, meaning that there will no longer be a permanent water level in the ponds. At detailed design consideration will need to be given to pollution control to ensure suitable mitigation. There

are no objections by the Council's SUDS Officer to the proposed amendments on flooding or drainage grounds.

5.135 Having regard to the above matters, it is not considered that there would be any unacceptable increased risk of flooding and the Council's SUDS Officer recommends conditions to secure a detailed surface water drainage scheme for the site and a 'whole life' maintenance plan be secured and these can be required by condition. On this basis it is considered that the development would be in accordance with Policy I4 of the VALP and with the aims of the NPPF. As such this matter should be afforded neutral weight in the planning balance.

Agricultural Land Quality

5.136 Policy NE7 of the VALP (2021) seeks to protect the best and most versatile farmland for the longer term. The Natural England Agricultural Land Classification (ALC) defines the Best and Most Versatile (BMV) agricultural land as grade 1, 2 and 3a with lower grade land at 3b, and 4, defined by wetness and gradient of the land. Development of BMV land (1,2 and 3a) should be avoided and development directed towards land of lower grades 3b and 4.

5.137 According to the Natural England Agricultural Land Classification and the ES, the site contains Grade 3b agricultural land. The predicted impact on the farm holding, through which the dualled section will run through, is predicted within the HS2 ES to be a medium impact in terms of severance. However, this is as a result of the entire Stoke Mandeville relief road and HS2 development. The ES for this application has considered the effect on agriculture and the value of the soils as a receptor based on the increase in area of agricultural land take over the already consented single carriageway scheme. Whilst there would be permanent loss of agricultural arable land, this is grade 3b land and therefore there would be no loss of BMV agricultural land. On this basis the scheme is therefore considered to be acceptable.

5.138 Having regard to the above it is considered that the development would accord with VALP policy NE7 and with the NPPF and as such this matter is afforded neutral weight in the planning balance.

Mineral Safeguarding Area

5.139 Policy 1: Safeguarding Mineral Resources of the BMWLP seeks to prevent the sterilisation of mineral resource within the County and Policy 6: Borrow Pits and Extraction as an Ancillary Activity states that should minerals be found on site the Council should be notified of this in order to keep record of windfall sand and gravel resource.

5.140 The south-east part of the site including the proposed roundabout are within a Minerals Safeguarding Area (MSA). Policy 1 of the BMWLP states that proposals for development within Mineral Safeguarding Areas (MSAs), other than that which constitutes exempt development, must demonstrate that:

- prior extraction of the mineral resource is practicable and environmentally feasible and does not harm the viability of the proposed development; or
- the mineral concerned is not of any value or potential value; or
- the proposed development is of a temporary nature and can be completed with the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
- there is an overriding need for the development"

5.141 A minerals assessment has been submitted which states that geological mapping shows only a small area of safeguarded mineral (alluvium) would be sterilised by the proposed development. It is not considered this constitutes the sterilisation of a significant volume of minerals, and prior extraction of the mineral is not considered commercially viable. Furthermore, the extraction of the mineral is likely to damage the unnamed watercourse associated with the alluvium and its habitats. Overall, it is accepted that there is an overriding need for the development based on the need to reduce congestion, improve connectivity and support the planned growth for Aylesbury, such that the need for the development overrides the small-scale potential impact in terms of the sterilisation of alluvium.

5.142 The Council's Minerals and Waste Team have reviewed the Minerals Assessment undertaken by the applicant and concur that they have demonstrated that it is unlikely that the development would unacceptably sterilise any resource. However, should any minerals be found on site the authority should be notified of this in order to keep record of windfall sand and gravel resource in accordance with Policy 6: Borrow Pits and Extraction as an Ancillary Activity. Should any uneconomically viable resource be found, it is encouraged that where appropriate this resource is used on site so that the development has less reliance on primary aggregate and an informative is recommended to highlight this.

5.143 In summary, the assessment meets the requirements of Policies 1 and 6 of the BMWLP and having regard to the above matters it is considered that the development would accord with these policies and with the NPPF. As such neutral weight is therefore attributed to this in the planning balance.

Waste mitigation measures

5.144 Policy 10: Waste Prevention and Minimisation in New Development Proposals, of the BMWLP states that new development should support the efficient use and recovery of resources throughout the life of the development including construction and operation and/or occupation through:

- Design principles and construction methods that minimise the use of primary minerals and encourage the use of building materials made from recycled and alternative materials; and
- Construction and demolition methods that minimise waste production, maximise the re-use and recovery of materials (as far as practicable) on-site and minimise off-site disposal; and

- Design and layout that complements sustainable waste management by providing appropriate storage and segregation facilities.

5.145 The application submission, in particular in Chapter 10 of the ES, sets out that design, mitigation, and enhancement measures have been incorporated into the proposed development. These include measures such as, the reuse and recycling of materials where feasible, attention to materials quantity and the segregation of waste at source will be required. In addition, contractors will be required to adopt good practice in construction waste management which will reduce the quantity of waste generated. The application submission refers to the need for a Site Waste Management Plan (SWMP) which would identify all waste materials on site and propose whether they will be re-used or disposed, in addition it could consider elements such as the reduction of HGV movements and the reuse of spoil on site. However, a condition to secure a SWMP was not imposed on the SEALR phase 1 scheme and for consistency of approach it is not considered that it would be appropriate to impose such a condition on this application. An informative however is recommended to highlight best practice in this regard.

5.146 Having regard to the above, it is considered that the development would accord with the aims of Policy 10 of the BMWLP and with the NPPF and that this matter should be afforded neutral weight in the planning balance.

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:

- Provision of the development plan insofar as they are material,
- Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- Any other material considerations

6.2 The economic, social and environmental roles for the planning system, which derive from the three dimensions to sustainable development in the NPPF, require in this case that a balancing exercise be made to weigh the benefits of the development against the identified harm. The following matters, as detailed in the report must be taken into consideration:

Positive weight:

• Highways: congestion, orbital route, local transport scheme: Significant

• Employment: Considerable

• Air Quality: Limited

• BNG: Significant

Neutral weight:

- Flooding/sustainable drainage
- Minerals safeguarding
- Public rights of way
- Ecology
- Residential amenity (excluding noise and disturbance, see below)
- Loss of agricultural land
- Waste mitigation
- Highway safety
- Climate change
- Archaeology
- Trees and hedgerows
- Contaminated land
- Landscape

Negative weight

- Chilterns AONB: Limited harm but great weight is attributed to this
- Heritage, listed building setting: less than substantial
- Noise and disturbance: Limited

6.3 As outlined above, harm has been identified to a designated heritage asset as the proposed development would result in less than substantial harm to the setting of Hall End Farmhouse. When harm has been identified to heritage assets, the NPPF and policy BE1 of VALP requires the Local Planning Authority to undertake further assessment. With regard to designated heritage asset, when considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 199 of the NPPF requires Local Planning Authorities to give great weight to the asset's conservation (and the more important the asset, the greater the weight should be). Less than substantial harm (to which great weight is given) has been identified to the significance of the setting of Hall End Farmhouse and therefore paragraph 202 of the NPPF requires the harm identified to be weighed against the public benefits of the proposals including where appropriate, securing optimum viable use.

6.4 In terms of public benefits, SEALR phase 2 would result in significant benefits to the delivery of a key section of strategic link road both in terms of the existing highway network and reducing congestion and significant benefits in delivering the strategic growth at Aylesbury Garden Town, providing mode choice and delivering the council's sustainable spatial strategy. In addition, there would be considerable benefits from investment in construction and the local economy. There would be limited benefits in terms of air quality in respect of the town and residential amenities and significant benefits in providing biodiversity net gain. Consequently,

even once the Local Planning Authority has given great weight to the harm identified to the designated heritage asset (setting of Hall End Farmhouse) for the reasons outlined above, it is considered that if planning permission were to be granted, the public benefits that would arise from the proposed development would outweigh the level of harm which has been identified. In reaching its decision, it is considered that the local planning authority has discharged its statutory duty to pay special regard to the desirability of preserving nearby listed building(s) or its setting or any features of special architectural or historic interest which it possesses, as required by section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

6.5 In line with the Public Sector Equality Duty the LPA must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010 (as amended). In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation). It is not considered that discrimination or inequality would arise from this proposal.

6.6 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

6.7 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 , the application has been assessed against the development plan as a whole and all relevant material considerations. When taking into account all of the material considerations, having assessed the proposal against the Development Plan, overall, the proposal would be in broad conformity with the VALP and the NPPF and any conflict identified has been carefully considered against any material considerations which in this instance are deemed to outweigh the conflict identified.

7 **Recommendation**

7.4 The recommendation is that the application be deferred and delegated to the Director of Planning and Environment for approval subject to the conditions as proposed (with any amendments as necessary) and any others considered appropriate by Officers and subject to the completion of the current publicity period and receipt of no new material representations being received.

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

   Reason: The time limit condition is imposed in order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

   - General arrangement 60594170-ACM-GEN-Z_Z_Z_Z-DR-CH-0100_GA (P02)
   - Public right of way plan 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0120_PROW PLAN (P02)
   - Connectivity plan 60594170-ACM-GEN-Z_Z_Z_Z-DR-CH 0130_CONNECTIVITY PLAN (P02)
   - Long section 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0140_LONG SECTION (P02)
   - Cross sections 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0150_CROSS SECTIONS (P02)
   - General Arrangement, Tree T1 RPA Protection Acoustic Barrier Cross Section60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0151_ACOUSTIC BARRIER CROSS SECTION-P01

   Reason: To ensure the development is carried out in accordance with the approved plans in the interests of proper planning.

3. The development shall be implemented in accordance with the South-East Aylesbury Link Road Phase 2 Volume 2 Appendix 6 – B: Written Scheme of Investigation for Strip Map and Sample, March 2023 produced by AECOM. The archaeological investigation should be undertaken by a professionally qualified archaeological contractor working to the agreed written scheme of investigation. Unless otherwise agreed in writing, the final report containing the post excavation analysis and scientific chapters (where applicable) will be supplied and approved within 3 years of the completion of the field work.

   Reason: In order to record or safeguard any archaeological evidence that may be present at the site and to comply policy BE1 of Vale of Aylesbury Local Plan and the advice within the NPPF.

4. Prior to the commencement of the development hereby permitted, including works on the construction compound, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include, but not be limited to, the following:

   a) Phasing of the development;
   b) Layout of construction compound, designed to minimise impacts;
   c) Details of construction access;
   d) Management and timing of deliveries;
   e) Routing of construction traffic;
   f) A method statement for undertaking pre commencement and post completion highway condition surveys and a programme for repairs to make good damage;
   g) Vehicle parking for site operatives and visitors;
   h) Loading/off-loading and turning areas;
   i) Storage of materials;
   j) Precautions/measures to prevent the deposit of mud and debris on the adjacent highway;

k) How compliance will be monitored, including site inspections and the recording compliance matters.

The CTMP shall then be implemented and adhered to as approved throughout the construction period.

Reason: In the interests of highway safety and to comply with the requirements of the National Planning Policy Framework and policies T1 and T5 of the Vale of Aylesbury Local Plan.

5. Prior to the commencement of the development hereby permitted, details of the adoptable roads and associated works, including but not limited to, structures, earthworks, footways, cycleways, pedestrian crossings and lighting and its junction with the existing highway at Lower Road and the South East Aylesbury Link Road as referred to in the application shall be submitted to and approved in writing by the Local Planning Authority and the adoptable roads and associated works shall not be opened to public use unless the adoptable roads and associated works have been laid out and constructed in accordance with the approved details. The development shall thereafter be retained as approved unless altered for routine maintenance purposes.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and policies T1 and T5 of the Vale of Aylesbury Local Plan.

6. Prior to development above ground, full details of the scheme for dealing with the disposal of surface water from the roads, footways and cycleways shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be opened to public use unless the surface water drainage scheme has been laid out and constructed in accordance with the approved details. The highways surface water drainage details for the development shall thereafter be retained as approved unless altered for routine maintenance purposes.

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 and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

7. No other part of the development shall be opened to public use until the new means of agricultural accesses have been sited and laid out in accordance with the approved drawings and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and policies T1 and T5 of the Vale of Aylesbury Local Plan.

8. Prior to the commencement of the development hereby permitted details of the HS2 maintenance access, located west of the SMRR / SWALR / SEALR 2 Roundabout, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt such details are expected to included physical measures to discourage traffic turning right in to and right out of the access. The access shall not then be brought in to use unless laid out and constructed in accordance with the details to be approved.

   Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

9. Prior to the commencement of the development hereby permitted details of the location and constriction of substation maintenance hardstanding currently shown east of the SMRR / SWALR / SEALR 2 Roundabout, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the hardstanding is to be relocated on the outside of the circulatory carriageway between the SWALR entry and eastbound SEALR2 exit. The maintenance hardstanding shall not then be brought in to use unless located, laid out and constructed in accordance with the details to be approved.

   Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

10. Prior to the commencement of development, a Construction Environment Management Plan (CEMP – for Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following.
    a. Risk assessment of potentially damaging construction activities, including lighting.
    b. Identification of “biodiversity protection zones”.
    c. 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).
    d. The location and timing of sensitive works to avoid harm to biodiversity features.
    e. The times during construction when specialist ecologists need to be present on site to oversee works.
    f. Responsible persons and lines of communication.
    g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
    h. Use of protective fences, exclusion barriers, escape ramps from trenches/holes and warning signs (including their specification, location and timing for erecting and dismantling).

    The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: The reason for this pre-start condition is to ensure that development is undertaken in a manner which ensures important wildlife are not adversely impacted and to accord with Policy NE1 of the Vale of Aylesbury Local Plan and with the NPPF.

11. No development shall take place (including demolition, ground works, vegetation clearance) unless and until the Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the local planning authority. The content of the LEMP shall include the following:

    a) Description and evaluation of features to be managed.

    b) Ecological trends and constraints on site that might influence management.

    c) Aims and objectives of management which will (without limitation) include the provision of biodiversity net gain within the Site as shown within the approved Biodiversity Net Gain Assessment (March 2023)

    d) Appropriate management options for achieving aims and objectives.

    e) Prescriptions for management actions.

    f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a thirty-year period).

    g) Details of the body or organization responsible for implementation of the plan.

    h) Ongoing monitoring and remedial measures.

    The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall be for no less than 30 years. 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 and/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.

    Reason: To ensure appropriate protection and enhancement of biodiversity, to make appropriate provision for natural habitat within the approved development and to provide a reliable process for implementation and aftercare. And to comply with the requirements of Policy NE1 of the Vale of Aylesbury Local Plan and with the NPPF.

12. Prior to the commencement of development, an updated ecological walkover appraisal and further protected species surveys must be undertaken and the results submitted to the Local Planning Authority. The results shall inform the detail and approval given for the CEMP (condition 10) and LEMP (condition 11) of this decision which are also required to be approved by the Local Planning Authority.

    Reason: The reason for this pre-start condition is to ensure that development is undertaken in a manner which ensures important wildlife are not adversely impacted and to accord with Policy NE1 of the Vale of Aylesbury Local Plan and with the NPPF.

13. Prior to the development being brought into public use a post construction Biodiversity Net Gain Audit Report must be submitted to and approved in writing by the Local Planning Authority. It must be produced in line with the CIEEM Guidance document: Biodiversity Net Gain Report and Audit Templates (July 2021) and the details set out in the approved Landscape and Ecology Management Plan. The Audit report must also be passed to a named management company, or Parish Council as appropriate (depending on who will manage the open space on the site), along with the Landscape and Ecology Management Plan.

    Reason: To ensure the habitats which are to be relied upon to ensure that the biodiversity value on site is achieved, have been correctly created so that they can establish correctly and be managed and to comply with the requirements of Policy NE1 of the Vale of Aylesbury Local Plan and the NPPF.

14. Prior to the development being brought into public use a biodiversity monitoring strategy shall be submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to monitor the effectiveness of the newly created habitats in mitigating adverse effects on foraging and commuting bats, breeding birds, foraging and commuting barn owl and badger activity in order to allow for remedial action to be undertaken as appropriate. The content of the Strategy shall include the following:

    a. Aims and objectives of monitoring to match the stated purpose.
    b. Identification of baseline conditions prior to the start of development.
    c. Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.
    d. Methods for data gathering and analysis.
    e. Location of monitoring.
    f. Timing and duration of monitoring.
    g. Responsible persons and lines of communication.
    h. Review, and where appropriate, publication of results and outcomes.

    A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

    Reason: Having regard to the biodiversity of the site and to comply with the NPPF, ODPM 05/2006, The Conservation of Habitats and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended) and to accord with emerging Policy NE1 of the Vale of Aylesbury Local Plan.

15. The development shall be carried out in accordance with the required mitigation measures as identified within the Design, Mitigation and Enhancement Measures set out in Table 5-11: Construction Mitigation Measures, within section of Chapter 5 Air Quality within the Environmental Statement and with the Construction Environmental Management Plan as required by condition 16 of this approval.

Reason: Having regard to residential amenities and air quality and to accord with Policies BE3 and NE5 of the Vale of Aylesbury Local Plan and with the NPPF.

16. Notwithstanding the detail set out in Chapter 11 of the Environmental Statement in respect of the Construction Environmental Management Plan (CEMP – residential amenities), no development shall commence until a full CEMP (residential amenities) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved CEMP.

    Reason: To protect residential amenities and to accord with Policy BE3 of the Vale of Aylesbury Local Plan and with the NPPF.

17. No development hereby permitted shall take place except in accordance with the terms and conditions of the Council's organisational licence (WML-OR112, or a 'further licence' and with the proposals detailed on plan 'SEALR Phase 2: Impact Plan for great crested newt District Licencing (V01)', dated 21st February 2023.

    Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the organisational licence (WML-OR112, or 'further licence') and to accord with Policy NE1 of the Vale of Aylesbury Local Plan and with the NPPF and the Natural Environment and Rural Communities Act 2006.

18. No development hereby permitted shall take place unless and until a certificate from the Delivery Partner (as set out in the District Licence WML-OR112, or 'further licence'), confirming that all necessary measures in regard to great crested newt compensation have been appropriately dealt with, has been submitted to and approved by the local planning authority and the local authority has provided authorisation for the development to proceed under the district newt licence. The Delivery Partner certificate must be submitted to this planning authority for approval prior to the commencement of the development hereby approved.

    Reason: In order to adequately compensate for negative impacts to great crested newts and to accord with Policy NE1 of the Vale of Aylesbury Local Plan and with the NPPF and the Natural Environment and Rural Communities Act 2006.

19. Development shall not begin until a detailed surface water drainage scheme for the site, based on Flood Risk Assessment and Drainage Strategy (Rev. P03, October 2022, AECOM), has been 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. The scheme shall also include:
    - Total discharge rate will be limited to Qbar – 4.28l/s
    - Groundwater level monitoring over the winter period (November to March)
    - Floatation calculations based on worst observed groundwater levels encountered during winter groundwater monitoring
    - SuDS components as shown on Drainage General Arrangement (drawing no. 60594170-ACMHDG-DR-CD-0001 Rev. P03)
    - Full construction details of all SuDS and drainage components including water levels for 1 in 2, 1 in 30+35% and 1 in 100+40% rainfall event scenarios
    - Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components

• 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
• 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. Including simulations of surcharged outfalls at Hall End Farm and Stoke Brook
• Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk and to accord with Policy I4 of the Vale of Aylesbury Local Plan.

20. Prior to use of the South Eastern Link Road Phase Two, a "whole-life" maintenance plan for the site must be submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: To ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for and to accord with Policy I4 of the Vale of Aylesbury Local Plan and with the NPPF.

21. Notwithstanding the detail shown on the approved plans, no development shall take place above ground until full details of soft landscape works set out in a landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt this scheme shall include the land for the Bloor Homes development which forms part of this application site. These details shall include additional planting than shown on the submitted details and shall include new trees and trees to be retained showing their species, spread and maturity, planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. A method statement detailing the timing of the implementation of the planting shall also be provided as part of the soft landscape works and thereafter the soft landscaping shall be carried out in accordance with the approved method statement.

Reason: To ensure a satisfactory appearance to the development and having regard to biodiversity and to comply with policies NE1, NE4 and NE8 of the Vale of Aylesbury Plan and the National Planning Policy Framework.

22. 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: To ensure a satisfactory appearance to the development and having regard to biodiversity and to comply with policies NE1, NE4 and NE8 of the Vale of Aylesbury Plan and the National Planning Policy Framework.

23. Notwithstanding the detail shown on the approved plans, no development shall take place above ground until full details of the lighting scheme to be implemented has been submitted to and approved in writing by the Local Planning Authority. Such details shall include information on how the lighting design has been determined having regard to the visual impact on the local landscape and on the setting of the Chilterns Area of Outstanding Natural Beauty, to residential amenities and to wildlife.

Reason: Having regard to the impact on landscape and on the setting of the Chilterns Area of Outstanding Natural Beauty and on residential amenities and wildlife and in order to accord with policies BE3, NE1, NE4 and NE3 of the Vale of Aylesbury Local Plan and with the NPPF.

24. No works or development (including for the avoidance of doubt any works of demolition/site clearance) shall take place until an Arboricultural Method Statement (AMS) with Tree Protection Plan (TPP) has been submitted in accordance with current British Standard 5837 and approved in writing by the Local Planning Authority. Ground protection measures including protective fencing shall be erected or installed prior to the commencement of any works or development on the site including any works of demolition and shall conform to current British Standard 5837 specification guidance. The approved fencing and/or ground protection measures shall be retained and maintained until all building, engineering or other operations have been completed. No work shall be carried out or materials stored within the fenced or protected areas without prior written agreement from the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details. The AMS and TPP shall include:
    1.) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;
    2.) Details as to the location of proposed and existing services and utilities including sustainable drainage, where these are close to Root Protection Areas (RPAs);
    3.) Details as to the method, specification and materials to be used for any "no dig" cellular confinement systems where the installation of no-dig surfacing is within the Root Protection Areas of retained or planted trees is to be in accordance with current nationally recognised best practice guidance British Standard BS 5837 and current Arboricultural Guidance Note ‘Cellular Confinement Systems Near Trees (area within the development to which it applies); demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
    4.) Details of all proposed Access Facilitation Pruning, including root pruning, as outlined in current British Standard 5837 guidance shall be carried out in accordance with current British Standard 3998.
    5.) All phases and timing of the project, including phasing of demolition and construction operations, in relation to arboricultural matters and details of supervision and reporting by a qualified arboriculturist is to be sent to the Local Planning Authority planning department.
    6.) Siting of work huts and contractor parking; areas for the storage of materials and the siting of skips and working spaces; the erection of scaffolding and to be shown on submitted TPP.

Reason: To maintain the amenity of the area and ensure retained trees, shrubs and hedges are not damaged during all phases of development to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 by ensuring the development accords with method statement and that the correct materials and techniques are employed which conform to current British Standard 5837 specification guidance and to accord with policy NE8 of the Vale of Aylesbury Local Plan and with the NPPF.

25. Notwithstanding the detail shown on the approved plans, no development shall take place above ground until full details of the acoustic barrier have been submitted to and approved in writing by the Local Planning Authority. Such details shall include consideration of the use of a green wall/structure which could be planted and maintained. If a planted wall is to be installed then the details to be submitted to the authority shall include a maintenance regime (to include replacement plants for failures and a watering regime) to ensure the long term retention of the barrier. Thereafter the development, and maintenance regime if required, shall be carried out as approved and the acoustic barrier shall be installed prior the development being brought into public use and it shall thereafter be retained as approved unless otherwise altered for routine maintenance.

    Reason: Having regard to the visual impact of the acoustic barrier and to ensure appropriate noise mitigation and to accord with policies BE3, NE4 and NE3 of the Vale of Aylesbury Local Plan and with the NPPF.

26. Prior to any development above ground, details of substation shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, such details to be approved shall include the external finish and scale of the substation, means of enclosure and any lighting required for the substation.

    Reason: To ensure an acceptable form and appearance for the substation and to accord with policies BE2, NE1 and NE4 of the Vale of Aylesbury Local Plan and with the NPPF.

Informatives

1. The applicant should be advised that a highway license will be required before any works are carried out on any footway, carriageway, verge, or other land forming part of the highway, and for any temporary signage on the highway. The applicant should contact the Transport for Buckinghamshire Streetworks Team at the following address for information.

    Transport for Buckinghamshire (Streetworks),
    10th Floor, New County Offices,
    Walton Street, Aylesbury,
    Buckinghamshire,
    HP20 1UY,
    01296 382416
    streetworkslicences@buckinghamshire.gov.uk

2. 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.

3. 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.

4. This permission shall not be deemed to confer any right to obstruct the public footpaths crossing the site which shall remain open and available unless legally stopped up or diverted under Section 257 of the Town and Country Planning Act 1990 or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.

5. In accordance with paragraph 38 of the NPPF (2021) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.
   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.
   In this case the applicant/agent was informed of the issues arising from the proposal and was given the opportunity to submit additional and revised information. This was found to be acceptable so the application is recommended for approval.

6. It is recommended that the NatureSpace Best Practice Principles are taken into account and implemented where possible and appropriate.

7. It is recommended that the NatureSpace certificate is submitted to this planning authority at least 6 months prior to the intended commencement of any works on site.

8. It is essential to note that any works or activities whatsoever undertaken on site (including ground investigations, site preparatory works or ground clearance) prior to receipt of the written authorisation from the planning authority (which permits the development to proceed under the District Licence WML-OR112, or a 'Further Licence') are not licensed under the GCN District Licence. Any such works or activities have no legal protection under the GCN District Licence and if offences against GCN are thereby committed then criminal investigation and prosecution by the police may follow.

9. Buckinghamshire Councils has guideline times for construction and demolition works which are:
   Monday to Friday: 7.30am to 18.00pm.
   Saturday: 8.00am to 13.00pm.
   Sunday/Bank Holidays: No noisy work.
   Outside of these hours the company are allowed to be on site, but the noisiest work should not be carried out. Reasonable measures should be taken to prevent dust from the site or ancillary works related to construction/demolition works for the site. These measures may include but not be limited to, wetting and sweeping access and egress routes to site, wetting off road access and egress points as well as temporary access ways or roads, used in relation to the project.

10. During construction, should any minerals be found on site you should notify Buckinghamshire Council in order to keep record of windfall sand and gravel resource in accordance with Policy 6: Borrow Pits and Extraction as an Ancillary Activity. Should any uneconomically viable resource be found, the Council would encourage that where appropriate this resource is used on site. This is so that the development has less reliance on primary aggregate.

11. If during development works contamination is encountered which has not been previously identified please contact the Environmental Health department immediately at environmentalhealth@buckinghamshire.gov.uk. Works must cease on site until an appropriate remediation scheme is submitted to and agreed in writing by the local planning authority. This is because failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.

12. Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. As part of a Land Drainage Consent application, the LLFA would welcome the following details to support the application:
    • Existing capacity of the open channel
    • Capacity of the proposed 2x675mm pipes
    • Existing and proposed cross sections of the watercourse, including upstream, downstream and at the structure location.
    Further information and the application form can be found on our website. Please be aware that this process can take up to two months.

13. The developer is advised that the application site is in the vicinity of land required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2. Accordingly, the applicant is advised to follow ongoing progress of the HS2 project at: https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fc ollections%2Fhigh-speed-rail-london-west-midlandsbill&data=05%7C01%7Cdevcontrol.av%40buckinghamshire.gov.uk%7C48506487f9db40bf270508da d38c5bc7%7C7fb976b99e2848e180861ddabecf82a0%7C0%7C0%7C638054897033192005%7CUnknown %7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0 %3D%7C3000%7C%7C%7C&sdata=lVIhTBNpef6nuM4Zs055jJs9PzyiRavNYT9xGcjj5Ac%3D&reserved=0."

APPENDIX A: Consultation Responses and Representations

Councillor Comments

None received.

Parish/Town Council Comments

Stoke Mandeville (23/11/22) – No comments to make.

Consultation Responses

Archaeology Officer (14/12/22) – We welcome the inclusion of the Cultural Heritage chapter and Written Scheme of Investigation produced by AECOM included with the application documents. *Section 6.9 Mitigation and Monitoring During Construction, of the Cultural Heritage chapter includes: 6.9.1 Due to the archaeological potential within the north-east area of the Proposed Scheme boundary a strip, map and sample approach is considered the most effective form of mitigation for the Proposed Scheme (see Volume 2, Appendix 6-B). The construction programme of the Proposed Scheme will allow sufficient time to complete the strip, map and sample including the excavation of significant or extensive remains, in advance of the main works. This is considered a proportionate approach, which will allow research objectives focussed on the significance of remains to be addressed. The strip, map and sample will be undertaken in accordance with CIfA Standards and Guidance and a WSI agreed in advance with the BC Archaeological Officer. A proposed WSI for the mitigation works has been included in Volume 2, Appendix 6-B.*

6.9.2 The laydown area which runs along the southern edge of the Proposed Scheme will be subject to archaeological monitoring (due to the lesser impact of the nature of the works SEALR Phase 2 Volume 1 Environmental Statement AECOM 6-19 here and the reduced archaeological potential of this area). Again, this is detailed in the proposed WSI.

6.9.3 All archaeological fieldwork will be undertaken in line with the standards and guidance of the CIfA and subject to scheme specific methodologies that will be agreed upon with the BC Archaeological Officer.

If planning permission is granted for this development, it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 205. With reference to the NPPF we therefore recommend that any consent granted for this development should be subject to a condition along the following lines:

The development shall be implemented in accordance with the South-East Aylesbury Link Road Phase 2 Volume 2 Appendix 6 – B: Written Scheme of Investigation for Strip Map and Sample. October 2022.

Further comments (30/3/23) - The written scheme of investigation (Appendix 6-B: Written Scheme of Investigation for Strip Map and Sample, March 2023 produced by AECOM) has been approved;

however, we would not recommend the discharge of any condition relating to this until all the archaeological works have been completed.

Chilterns Conservation Board (6/1/23)
CCB would propose to make comments with recommendations as to the mitigation proposals (seeking a design review of lighting and greater screen planting). To assist the Local Planning Authority, we set these out in the summary layout below. The application is comprehensive, and we have considered the EIA/ES (on landscape, chapter 7), supporting planning statement, the ES summary of environmental commitments and details relating to lighting, especially the submitted lighting contours drawing. The Chilterns AONB is nationally protected as one of the finest areas of countryside in the UK. Public bodies and statutory undertakers have a statutory duty of regard to the purpose of conserving and enhancing the natural beauty of the AONB (Section 85 of CroW Act). The Chilterns Conservation Board is a body that represents the interests of all those people that live in and enjoy the Chilterns AONB.
Summary [1]. The Chilterns AONB is between 2.9 and 4.5 km from the application area, at the closest points. Any assessment must be based on the Landscape Institutes' Guidance and this methodology is applied appropriately in Chapter 7 (landscape) of the submitted Environmental Statement. The AONB is a highly valued landscape and the submitted ES accepts that the view from Coombe Hill is a constituent part of the special qualities of the AONB and a panoramic view of regional significance (see submitted ES chapter 7 and AONB Management Plan 2019-2024).

[2]. CCB accepts the rationale behind the applicant's assessment of views from Coombe Hill. This assessment refers to key views identified in the AONB Management Plan. Panoramic views from and across the escarpment constitute a special quality (in the 2019-2024 Management Plan this is set out on page 10 on 'the significance of the Chilterns').

[3]. CCB supports the completion of a cumulative assessment of impacts and CCB has produced its own Position Statements on the Cumulative Impact of Development (2017) and the impact of development upon the settings of the AONB (2011). The cumulative work (see ES chapter 7) includes reference to 10 planning permissions, including HS2 works, in the proximity of the new road. It does not include the entirety of the road programme as envisaged by the VALP, as adopted, and as supported by the Aylesbury Transport Strategy. Looking at the cumulative impacts, CCB would ask that weight is given to the longer-term agglomeration of impacts, especially lighting. Impacts arising from sky glow, glare and light spillage, as a consequence of 12m columns with 25 LUX illumination exert great potential to impact upon the panoramic view from Coombe Hill as an eye-catching linear strip of illumination. CCB proposes a design review of the lighting design and the need for greater mitigation screening/planting.

[4]. CCB would seek maximum mitigation of lighting impacts and design innovations to avoid top-lit columnar lighting. Higher levels of illumination at roundabouts are inevitable. We ask that great planning weight is given to the setting of the AONB (see NPPF 176 and CROW Act section 85). From Coombe Hill and other elevated locations such an impact would affect the panoramic views, accepting the distances involved. The ES/EIA reports the new road is 'barely discernible' from Coombe Hill. The cumulative impact of 12m top-lit columnar lighting will be far greater upon

completion of the anticipated outer road to the south and southeast of Aylesbury. CCB promotes that any lighting details are the subject of a design review in which alternatives are considered. A low-impact design is required. The submitted details in the lighting assessment are traditional and not low impact, we would suggest.

[5]. We note that the Design Manual for Roads and Bridges (DMRB) does not strictly apply to a 40mph road and thus further supports adopting non-traditional lighting treatment.

[6]. On bio-diversity net gain, these objectives to exceed DEFRA targets are laudable. Looking at the wider connectivity issues here (consistent with the draft VALP policy NE 2 (a), we promote the maximum level achievable within the red line area.

Key Recommendations. To mitigate against an eye-catching linear strip of lighting in the wider panorama, we seek a greater screening to the southern boundary, promoting mixed planting in a designed 'belt' instead of the currently proposed linear 'strip'. We promote a review of lighting design, to secure a low-impact alternative.

Detailed Comments. This section of the Aylesbury link road project represents the closest section to the Chilterns AONB. Coombe Hill, a major panorama from which significant public benefit is derived, is some 4.6 km, to the south of the red line of the application site. Both views out from and views into the AONB are material to any assessment of setting.

For views into the AONB, The applicant's Environmental Statement (ES) at chapter 7 cites the relevance of the VALP Policy NE 4 when dealing with landscape impact. It notes (at ES 7.2.16) VALP supporting text that, 'A considerable extent of the southeast of the district around Aylesbury, Stoke Mandeville has views from public vantage points to the Chilterns AONB and its setting. There is no defined boundary to the setting for the purposes of the VALP - a judgment will need to be made at the time a planning application is made'.

For views out from the AONB, an agreed viewpoint 16 deals with the panoramic view from Coombe Hill. Essentially the ES downplays this impact and deals with the SEALR Phase 2 as a constituent part of the urban area, when viewed from Coombe Hill and/or a part of the wider panorama. Following the approved methodology in the GLVIA and the Landscape Institute's technical guidance notes, the ES acknowledges the very high landscape sensitivity of the AONB (ES 7.3.35) and the value of such a view is worthy of regional status/ significance (ES 7.3.40). The ES (7.6.76) concludes, 'The combination of regional value and high susceptibility results in high sensitivity'.

The ES when dealing with mitigation (7.8.1) proposes primary mitigation (design) and at 7.8.9 deals with a 'linear belt of trees on the southern embankment'. ES commentary on mitigation views the impact on Coombe Hill as of 'negligible magnitude' (visual impact), with a 'slight adverse' impact on PROW views. It reports that (7.12.7), 'The proposed scheme would be seen in the context of the built-up area of Aylesbury and the existing lighting columns on Wendover Road and Lower Road adding to the existing suburban brightness'.

The ES when addressing the cumulative effects (7.13.5 & 6) identifies 10 schemes involving the outward expansion of Aylesbury, either as allocations, existing permissions and HS2 impacts. It is indeed correct that HS2 exerts an impact on the AONB and its setting between Coombe Hill and Aylesbury, however, we would make the point that the cumulative impact is given insufficient regard or weight in the ES and its concluding analysis. The submitted Scoping Opinion deals with cumulative effects in Table 17.1 and we propose that due weight and attention is given to the metric of a 'moderate' impact. When all these cumulative developments are considered, we would want the LPA to be reassured that the inevitable lighting for a dual-carriageway road avoids the distant visual impact of an illuminated linear corridor. This would be a potentially jarring feature that, cumulatively and individually, diminishes from the wider landscape of the Vale and potentially the special qualities of the Chilterns, namely the panoramic view from Coombe Hill.

We would base our promotion of a lighting design review and greater screen planting on the following factors:
(I) The need for a closer alignment within the ES between the cumulative impact of 10 schemes and the need to protect the panoramic view from Coombe Hill and the need to apply best practices to the mitigation of lighting impacts.
(II) The need to acknowledge that these impacts upon landscape receptors must be viewed as 'moderate' at best This point is coupled with (iii) below, that,
(III) The lighting contours drawing denotes a series of 12-metre tubular galvanised steel lighting columns, with LUX contour lines ranging from 1.0 LUX to 25 LUX. This will result in a very bright 'white' light. Accepting that the height of these columns improves the directional accuracy of the lighting, we would want to know if an alternative system is achievable.
(IV) The mitigation 'linear belt of trees' (ES 7.8.9) would be located on the southern embankment. This is welcome. We would ask that this is strengthened to be a 'belt' of planting and not just a linear planted corridor.

The CCB's key recommendations to the LPA are as follows:
(1). That the LPA must give 'great weight' to conserving and enhancing landscape and scenic beauty in an Area of Outstanding Natural Beauty and this includes its setting (NPPF 176). This national policy duty chimes with the legal 'duty of regard' in the CROW Act 2000, section 85 which requires that, 'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. (i.e., 'so as to affect' includes the setting of the AONB). In this case, these duties are focused on one of the key special qualities of the AONB (see page 10 of the 2019-2024 Management Plan), namely panoramic views from and across the escarpment, together with tranquillity as derived from relatively dark skies. In assessing the impacts, therefore, the CCB would ask that the judgment on setting (as directed in the VALP) requires an assessment of visual impact upon what is a highly sensitive receptor with appropriate attention given to the cumulative assessment of impacts.

(2). In conclusion we have formed the view that 25 LUX x 12m columnal lighting, in both a linear form and at roundabouts, exhibits considerable potential to create a visible linear strip, apparent from the panoramic vista at Coombe Hill and potentially harmful. To mitigate this potential impact we would recommend that the LPA scope out an opinion on alternative lighting, such as intelligent

road studs. The SEALR Phase 2 will be one of the closest points that the proposed Aylesbury dualled link road will pass to the Chilterns AONB.

(3). The supporting planning statement needs to be recalibrated in its assessment of impacts, to give greater prominence to the setting of the AONB, the linear lighting impact and the need for greater mitigation. That mitigation requires a review of the 'top-lit' lighting approach to this section, a review of the 25 LUX requirement and greater screen planting to the south, in a substantial belt of mixed woodland and not a linear belt of trees, which offers little robust protection.

A number of detailed Chilterns AONB Management Plan policies are relevant to this application:
DP4 In the setting of the AONB, take full account of whether proposals harm the AONB. For example, development of land visible in panoramic views from the Chilterns escarpment, or which generates traffic in or travelling across the AONB, or which increases water abstraction from the chalk aquifer, thereby reducing flow in chalk streams.
DP8 Keep skies dark at night by only using light where and when needed. All new lighting should be the minimum required and meet or exceed guidance for intrinsically dark zones. Avoid architectural designs that spill light out of large areas of glazing.
DP14 Avoid new or upgraded infrastructure (roads, railways, airports, pylons, masts etc.) which harm the AONB landscape, nature, air quality, tranquillity or the visitor experience. Fully assess impacts on the AONB, including increased recreation pressure, traffic, overflying and severance of ecological connectivity in the AONB. Avoid, mitigate and compensate to achieve a net gain for the AONB.
DP15 Seek opportunities to remove or replace existing inappropriate external lighting to restore dark skies at night.
The Chilterns Conservation Board is grateful to make these comments and in offering recommendations for consideration by the Local Planning Authority.

Ecology Officer (1/12/22) – Holding Objection- Further information is required in order to fully assess the potential impacts of the proposals and in order to discharge the Council's duties under certain legislation. In summary this includes:

• Submission of a NatureSpace Report or Certificate as proof of entry into the District Level Licensing scheme for great crested newts.

• Clarification of the ecological value of Stoke Brook and potential impacts on this riparian habitat.

• Clarification of compliance of the proposals with VALP policy NE2 (currently not included in the Biodiversity chapter)

• Clarification of certain aspects of the BNG assessment for Rivers and Streams, including the suitability of swales as enhancement for this habitat type.

Recommendations for further information are underlined in the discussion below. Recommendations for the use of planning conditions to secure proposed mitigation and enhancement in line with legislation, national and local planning policy are also underlined.

Subject to the provision of satisfactory further information, planning conditions will be advised to ensure protection of retained existing ecological features, the protection of legally

protected species, and the delivery of biodiversity net gain and other ecological enhancements. Planning conditions are likely to be advised on the following:

• To ensure a Natural England Bat licence is secured prior to works that may impact on the identified bat roost in Tree 6 (proposed to be removed);

• To satisfy the requirements of the District Level Licensing Scheme for great crested newt;

• Provision of a CEMP to include the protection of existing and retained ecological features of interests identified within the Biodiversity chapter.

• Submission of documentation to secure the delivery of Biodiversity Net Gain; • To ensure pre-construction surveys for protected species.

• To secure post-construction ecological monitoring.

Discussion

The Environmental Statement includes a chapter on Biodiversity (Chapter 8) which is supported by a series of technical appendices (ecological reports) submitted by AECOM. The Biodiversity chapter has been prepared based on industry best practice guidelines and provides an assessment of the likely significant effects of the proposals on ecology based on desk based and field studies carried out between June 2019 and July 2022. This discussion sets out various assumptions during our review of the submissions and sets out the further information required to complete our review of the proposals.

Sites of Conservation Interest

Chilterns Beechwoods Special Area of Conservation - There are currently restrictions on development of dwelling houses (and alike) within defined zones of influence of Chilterns Beechwoods SAC due to likely increase in recreational impacts associated with such development type. It is assumed that as this application type (being a road scheme) is exempt from consideration of recreational pressure on the SAC. Furthermore, it is assumed that Natural England will have been consulted on this application and that they will raise any concerns otherwise.

The Biodiversity chapter in paragraphs 8.7.1 to 8.7.3 assesses the potential effects of the scheme on the SAC and concludes that impacts are unlikely to result in any significant adverse effect of the structure and function of Chilterns Beechwood SAC. Furthermore, consultation of the online platform MAGIC2 to check whether the site lies within any SSSI Impact Risk Zones reveals that whilst it does fall within IRZs, that this is only relevant to applications for aviation proposals, livestock and poultry units and general combustion processes such as incineration and landfills. Therefore using this tool no impacts on SSSIs are considered likely.

Habitats

The methods used to assess the importance of habitats and potential impacts as a result of the proposals have been based on industry guidelines and are considered acceptable for all habitats with the exception of Stoke Brook, please see below. The Biodiversity chapter identifies there will be loss of the following habitats; arable, species-poor semi-improved grassland, ephemeral vegetation, tall ruderal vegetation, ditch habitat (via culverting) and hedgerow.

The Biodiversity Net Gain assessment takes into consideration the proposed compensation for these losses. Please see BNG section below.

Stoke Brook

There is inconsistency in the submitted documents with regards to; the existing ecological value of Stoke Brook; whether or not it lies within the red-line boundary, and whether or not there will be discharge into the brook from the scheme. This confusion has perhaps arisen as a result of design evolution, but it is confusing and requires clarification.

Table 8 -2 in the Biodiversity chapter states “The Stoke Brook is located outside of the Site, directly adjacent to the south-west boundary. The brook will be located 30 m away from the roundabout at its closest point, with landscape planting between the brook and the roundabout No discharge into the Stoke Brook is proposed and SuDs have been incorporated into the design to ensure surface water does not drain into the brook”. Also “At present, Stoke Brook is heavily modified and subject to agricultural runoff. Given the distance between the brook and construction works, measures included within the contractors CEMP should be sufficient to minimise impacts associated with construction…”. Paragraph 8.5.13 concludes the assessment of Stoke Brook to be of Low (County) importance. Conversely, paragraph 8.7.10 states “The Proposed Scheme will involve construction of an outfall into Stoke Brook, which will be an open channel via attenuation ponds. Though the construction of the outfall will not be undertaken within the Brook, there is potential for impacts to habitats via pollution, sedimentation etc. This is considered to be a Negligible adverse magnitude impact on a feature of Low (County) importance, with a resulting slight adverse effect, which is considered to be not significant.”

The Biodiversity Net Gain assessment assesses Stoke Brook to be of higher ecological importance, albeit as a precaution and in the absence of a river MoRPH survey. In the BNG assessment Stoke Brook is assigned ‘Moderate ecological status’ and as being of high strategic significance as it is identified 2 MAGIC (defra.gov.uk) 3 SSSI IRZ User Guidance MAGIC.pdf (defra.gov.uk) 4 of 8 within Environment Agency’s River Basin Management plan. The BNG calculation also includes a small section of Stoke Brook (0.01 km) within the red-line.

Clarification is requested on why this precautionary approach to the ecological value of Stoke Brook has not been applied in the evaluation of habitats and assessment of impacts in the Biodiversity chapter.

The VALP Policy ‘NE2 River and stream corridors’ of the Aylesbury Local Plan 2013-2033 states that: “Development proposals must not have an adverse impact on the functions and setting of any watercourse and its associated corridor. They should conserve and enhance the biodiversity, landscape and consider the recreational value of the watercourse and its corridor through good design. Opportunities for de-culverting of watercourses should be actively pursued. Planning permission will only be granted for proposals which do not involve the culverting of watercourses, and which do not prejudice future opportunities for de-culverting. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the river watercourse bank and the development and include a long-term landscape and ecological management plan for this buffer”.

The Biodiversity Chapter omits reference to local policy NE2 and clarification is required that the scheme complies with this local policy.

The Watercourse Advice Note referred to in supporting text to Policy NE2 'River and stream corridors’ has now been published. It is a consideration on relevant planning applications close

to watercourses, with a weight similar to a document that is not an SPD e.g. a development brief or a position statement.

Further consideration of impacts on Stoke Brook is discussed in the Biodiversity Net Gain section below.

Species

The survey methods conducted to assess presence/likely absence of protected species and potential impacts as a result of the proposals have been based on industry guidelines and are considered acceptable. It is also noted that survey data and assessment has been updated in cases where the age of the original survey data may have become 'out-dated'.

Pre-construction surveys are proposed in the ES; to ensure the proposed mitigation remains relevant and based on up to date information.

It is therefore recommended that the proposed pre-construction surveys are subjected to a planning condition should the application be consented. This will need to include pre-construction surveys for species that are reported in the confidential appendices.

The remainder of this section provides advice on those protected species for which AECOM has identified the need (or possible need) for protected species licensing to allow works to proceed lawfully.

Roosting Bats

Roosting bats were identified in trees and buildings within the survey area. One tree, Tree 6, was found to support a small summer non-breeding day roost for pipistrelle bats. This tree will be removed to facilitate the proposed scheme. The Biodiversity chapter confirms that a Natural England European Protected Species Mitigation Licence (EPSML) will be required in order to legally remove Tree 6 (as this will destroy a known bat roost). The proposed mitigation measures set out in Appendix 8-C: Bat 4 https://buckinghamshire-gov-uk.s3.amazonaws.com/documents/Watecourse_Advice_Note_AV_Area_-_13_06_22_-_accessible.pdf 5 of 8 Survey Report have been reviewed. The measures include sensitive timing of works, ecological supervision and replacement roosting habitat in the form of at least two bat boxes. It is considered that Natural England are likely to approve these measures, and therefore likely that the 'favourable conservation test' can be met. Please refer to the Legislation and Policy Section below.

Roosting bats were also identified in other trees and buildings within AECOM's survey area, but these roosts will not be directly affected by the proposals (i.e. will be retained). The outlined mitigation measures to avoid potential indirect impacts (such as effects of lighting) are considered appropriate and acceptable. It is recommended that planning conditions are imposed to 1) ensure the applicant secures a bat licence prior to the commencement of works and 2) to secure the implementation of the proposed mitigation measures to avoid impacts on retained roosts (through the provision of a CEMP).

Great Crested Newt (GCN)

Surveys have identified the presence of a population of GCN within a pond 30 m to the south the proposed scheme. The Biodiversity chapter sets out that the applicant will enter in to the District Level Licence (DLL) scheme which is implemented (in Buckinghamshire) by NatureSpace. This approach is supported, however, the applicant needs to provide proof of entry into Buckinghamshire Council's District Licence Scheme via provision of a NatureSpace

Report or Certificate. Until such information is submitted with the application it cannot be determined that GCN will be satisfactorily protected. The Council should not therefore determine the application prior to receiving this information. The Council's Newt Officer will be able to assist further on the requirements for entry into the DLL scheme.

Badger

The surveys have identified badger setts close to the footprint of the proposed scheme and it is likely that badgers forage within the Site. The Biodiversity chapter acknowledges that a Natural England licence to close setts may be required to allow works to proceed lawfully, but that will be determined during pre-commencement surveys. It is therefore recommended that planning conditions are imposed to secure pre-construction surveys for badger.

It is noted that the scheme has been designed to include a mammal tunnel within the culvert to allow badgers to pass freely under the new road. This will allow badgers to continue to access foraging habitat on either side of the road and reduce collision risk.

It is recommended that the proposed mammal tunnel is monitored once the road is operational to establish whether it is in use by badgers. It is suggested that this work can be undertaken in combination with the habitat monitoring surveys proposed in the Biodiversity chapter (see Ecological Monitoring section below and recommended planning condition).

Biodiversity Net Gain

A BNG Assessment Report has been submitted with the application and the calculations have been undertaken using the most current version of the Metric (version 3.1). This report and its accompanying appendices detail how the scheme will generate the BNG now required under local and national planning policy. The report identifies an overall BNG in habitat (area based units, +42.98%), hedgerow (linear based units +1,299.86%) and river habitat (+1,697.91%). Further information is requested with regards to the Rivers and Streams assessment, as follows.

The Site is understood to support two watercourses, Stoke Brook and Hall End Farm Ditch. Each is dealt with in turn below.

Stoke Brook

Baseline condition assessment (Site River Baseline tab on the metric) The BNG assessment acknowledges that the baseline river condition assessment does not include a River MoRPH survey. It also recommends that this is undertaken. However, it is understood that if there will be no development within the riparian zone (within 10 m of the bank tops) that a 'low risk condition assessment' can be applied. This would mean a default condition of 'Moderate' can be entered in to the metric. This approach, if deemed suitable through clarification of the impacts within the riparian zone, may negate the need for a full River Condition Assessment, which requires the MoRPH survey. A detailed justification on the adopted approach to the river baseline condition should be submitted for review by the Ecology Team once the above has been considered.

Site River Creation tab on the metric

Further information is required to be satisfied that BNG in Rivers and Streams units can be achieved.

The BNG assessment concludes that “regardless of whether the river [meaning the Stoke Brook] achieves a habitat condition score of ‘Poor’, ‘Moderate’ or ‘Good’, there will still be a net gain in river units from the created ditches within the Proposed Scheme”.

The post-development calculation for river units includes ‘ditches’ which are the swales identified in the drainage proposals. The primary function of these will therefore to be to act as surface water conveyance to storage areas (‘ponds’). This condition assessment of these ditches in the post-development calculation takes into consideration 8 factors (on page 23 of the BNG assessment report). The BNG calculation accepts that it will fail on 2 of the conditions. It fails on insufficient water levels and water quality. We feel this is a fair assessment, but, it raises the question over the suitability of the swales being included in the post-development calculation as habitat that will actually provide a net gain of this unit type (i.e. Rivers and Streams units).

It is considered that it will only be acceptable to include the swales as ditches in the BNG assessment if these are likely to beneficial to riparian wildlife. Currently there is not sufficient information to be assured that this will be the case.

The submitted Landscape Management Plan does not appear to include any details on the creation and management of wetland habitats (despite plans indicating this will be created - LE6.3 in the Legend). The Landscape Management Plan should be updated accordingly.

Hall End Farm Ditch

Justification is sought on why Hall End Farm Ditch is not included in the calculation of Rivers and Streams units (pre and post development). At present the BNG assessment report does not provide adequate information on the ditch (e.g. why it has been scoped out). The BNG assessment report should be updated accordingly. It is noted that this ditch is to be further culverted as part of the scheme which should also be reflected in the BNG assessment.

The Road Drainage and Water Environment chapter describes this ditch (marked on OS data as a drain) as appearing “to be seasonal with flow dynamics dictated by recent weather conditions”. The Biodiversity chapter in 8.7.33 states “The culvert of Hall Farm ditch will be extended by 30 m, resulting in a reduction in aquatic ecological habitat value.”.

The inclusion of Hall End Farm Ditch may alter the BNG assessment for Rivers and Streams.

Cumulative effects

The assessment of cumulative effects on ecological receptors is considered to be thorough and the conclusions satisfactory.

The Biodiversity chapter sets out that there will be cumulative impacts as a result of habitat loss and increase in lighting but that overall cumulative impacts are assessed as “Neutral or Slight Adverse and Not Significant”. The scheme has been designed with particular attention to the consented SEALR Phase 1. Mitigation and habitat compensation has designed in to both schemes to ensure retention and enhancement of ecological corridors in so far as possible. The embedded mitigation and measures set out in the CEMP are considered necessary and satisfactory in minimising cumulative ecological effects.

Ecological Monitoring

The Biodiversity chapter sets out that habitat monitoring surveys and reporting will take place in years 1, 3, 5 and 10 on completion of the scheme.

It is recommended that the proposed site walkovers include methods to assess the likely continued use of the site by the species identified to be utilising the site prior to development. This approach was secured via condition for SEALR Phase 1. It may even be possible for the survey work to be undertaken in combination with the monitoring required for Phase 1.

It is recommended that a condition is imposed to ensure delivery of this monitoring work. This will be a necessary mechanism for ensuring the establishment of newly created habitat and to evaluate the success of the mitigation for protected species.

Legislation and Policy

European Protected Species Licensing - The local authority when determining a planning applications has a legal duty to consider what are known as the 'three tests' under the Conservation of Habitats and Species Regulations 2017 (as amened) wherever there may be an impact on European Protected Species. Sufficient information is required in the planning application to determine that the three tests can be met, as Natural England will only issue a licence where the following requirements are satisfied:

1. The proposal is necessary 'to preserve 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';

2. There is 'no satisfactory alternative';

3. The proposals 'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range'

Reasonable Likelihood of Protected Species

Planning permission can be refused if adequate information on protected species is not provided by an applicant, as it will be unable to assess the impacts on the species.

Paragraph 98 of the ODPM Circular states: "The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat."

Section 99 of ODPM Circular 06/2005 states: "It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should 8 of 8 therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted. However, bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by development. Where this is the case, the survey should be completed and any necessary measures to protect the species should be in place, through conditions and / or planning obligations, before permission is granted."

Further comments (2/2/23) - Holding Objection- Further information is required in order to fully assess the potential impacts of the proposals and in order to discharge the Council's duties under certain legislation. In summary this includes:

- Submission of a NatureSpace Report or Certificate as proof of entry into the District Level Licensing scheme for great crested newts.
- Clarification of the impacts on the riparian zone of Stoke Brook and compliance with VALP policy NE2.

Please note that any amendments to the proposals are likely to require further ecological consideration, particularly in respect of the biodiversity net gain assessment. Recommendations are underlined. Our previous advice regarding any subsequent planning conditions remains unchanged.

The additional submitted information has been reviewed in line with our comments provided on 1st December 2022. This discussion provides comments on the additional information and sets out the further information required to complete our review of the proposals.

Updated Biodiversity Net Gain Assessment

The BNG assessment currently indicates that the development will deliver 42.95% increase in habitat units (area), 1,299.86% increase in hedgerow units (m of hedgerow) and 11.9% increase in river units.

The Metric (Excel document) has not been supplied with the application, we request this is submitted.

Baseline assessment

This BNG report has been updated to include the descriptions of 'ditches' and 'other rivers and streams' UKHAB habitat types. The baseline River Habitats calculation has been amended accordingly. The condition assessment and strategic significance applied to these two habitat types appear appropriate. Hall End Farm Ditch is now included in the BNG assessment.

The report confirms that a Modular River Physical (MoRPh) Survey was undertaken in November 2022 to determine the condition of the Stoke Brook. The assessment of Stoke Brook provided in the BNG report is considered satisfactory. It is understood that the 0.01km of Stoke Brook that falls within the site boundary will be retained, however, there will be works within the riparian zone, see below.

The amendments have resulted in a greater number of baseline units than previously reported (0.34 instead of 0.14).

Post-development assessment

The post development River Habitats calculation has been amended to reflect lengths of ditch habitat that will be retained, created and culverted.

Previously we raised concerns that ditches depicted in the landscape plan were unlikely to be suitable compensation/enhancement of ditch habitat in the BNG calculations as they were unlikely to be wet. The updated report (in 2.1.4) confirms that "'*Banks and Ditches' within the Landscape Plan have not been classified as wet ditches within the river metric (with the exception of the one ditch which continues south of the existing wet ditch)*". This clarification is helpful and we have no further comments on this point.

The amendments have resulted in a lower number of post-development units, and ultimately indicates a net change of -1.63% river units.

A new section 'Recommendations' has been added. This includes proposals to enhance the retained section of Hall End Ditch. Through the proposed enhancement measures it is reported that this will result in an increase of 0.04 river units, a net gain of 11.9%. This appears satisfactory, however, this is not reflected in the tables presented in the report. Provision of the Metric will help with our review.

Please note that any changes in the scheme design will result in a need to update the assessment.

Impacts on Stoke Brook and compliance with local policy NE2

Clarification that the proposals comply with local policy is required.

The updated BNG report confirms that "*The main site boundary also encroaches into the 10 m riparian zone of the brook*".

The VALP Policy 'NE2 River and stream corridors' of the Aylesbury Local Plan 2013-2033 states that: "*…. Development proposals adjacent to or containing a watercourse shall provide or retain a 10m ecological buffer (unless existing physical constraints prevent) from the top of the river watercourse bank and the development and include a long-term landscape and ecological management plan for this buffer*".

It is still not clear what the proposals are for works within the 10m riparian zone of Stoke Brook. The inconsistencies in the reviewed documentation are set out in our previous correspondence. It would be very helpful to understand the proposals. A Teams call with the applicant's design team could be helpful in providing the clarity required to better understand impacts on Stoke Brook.

Outstanding information required for review prior to determination

Great crested newt

Surveys have identified the presence of a population of GCN within a pond 30 m to the south of the proposed scheme. Further information in relation to great crested newt licensing has been requested.

The applicant must provide proof of entry into Buckinghamshire Council's District Licence Scheme via provision of a NatureSpace Report or Certificate. Until such information is submitted with the application it cannot be determined that GCN will be satisfactorily protected. The Council should not therefore determine the application prior to receiving this information.

Further comments (1/3/23) - With the clarification received regarding Stoke Brook *(confirmation there is no proposed works within 10m of Stoke Brook)* I can confirm that I have no outstanding concerns with regards to ecological impacts on Stoke Brook. I have reviewed the *(amended)* lighting plans and can confirm they do not alter my assessment of ecological impacts to date. Importantly the contour plans indicate that lux levels will be less than 1.0 where light spills onto ecologically important habitat, e.g. the retained trees and hedges and the Stoke Brook.

Further comments (1/4/23) - The updated BNG Metric indicates that the revised scheme is capable of delivering a higher percentage net gain in habitat units and river units than the previous submission, with a slightly reduced (but insignificant) net gain in hedgerow units. The revised scheme will deliver a net gain of 45.10% in habitat units (up from 42.95%), 1265.33% in hedgerow units (down from 1299.86%), and 19.61% in river units (up from -1.63%). The reasons for these

changes include an increase in the planting of trees (lines of trees and hedges with trees) and the retention of an additional 0.02 km of ditch habitat (reduced culverting). The delivery of BNG will need to be secured through a planning condition for a LEMP.

Environmental Health: (29/11/23) No objections.

Further comments (27/2/23) - The provisions should be fully adopted for implementation and then maintained thereafter. This is in relation to the acoustic barrier incorporated in the bund and the lighting scheme.

Heritage Officer – (17/12/22) *Summary*: As the NPPF states, heritage assets are an irreplaceable resource and it is important to conserve them in a manner appropriate to their significance. The application would not raise any heritage objection if the planning officer through undertaking their planning balance weighs up that the substantial public benefits of this proposal are sufficient to outweigh the slight adverse harm to setting of Hall End Farm following the landscape mitigation reaching maturity after 15 years.

Heritage Assets: There are five listed buildings located within the 500 m study area. These are all Grade II listed post-medieval farmhouses. The nearest listed building to the Proposed Scheme is Hall End Farm (NHLE 1281478), located just to the south of the proposed route. The other buildings are Magpie Cottage (1118444), Lone Ash (1118446), Stoke Cottage (1332832) and Bell Cottage and Tudor Cottage (1332831), all located further south along Lower Road. There are no World Heritage Sites, scheduled monuments, conservation areas, registered parks and gardens or registered battlefields located within the study area.
Discussion: The Proposed Scheme consists of the dualling of a section of the Stoke Mandeville Relief Road between the Lower Road to the east and a new roundabout at the junction with the SWALR. There are five listed building located within a 500m study area, the closest affected is Hall End Farm. A potentially significant effect on the setting of Hall End Farmhouse during construction and operation has been identified. This is due to the introduction of the urban infrastructure and increase in noise and lighting, relating to the wider scheme and the roundabout, as a result of the Proposed Scheme. Mitigation options for the impacts upon the Listed Building are fairly limited – to various screening options and should be considered as mitigation measures built into the construction works. Mitigation measures to reduce setting impacts during operation include landscape planting which includes heavily planted green corridors to both sides of the road. The planting design and species choices has been guided by the surrounding landcover patterns, habitats and plant species found locally and identified in the local landscape character assessments. These mitigation measures would include the creation of grassland around the Proposed Scheme but also the planting of hedgerows, shrubs and trees along the perimeter of the scheme, which includes the lines of sight between Hall End Farm and the Proposed Scheme. It is estimated that this planting would reach maturity in approximately 15 years and, and at this point, would reduce the visual intrusion of The Proposed Scheme onto the setting of Hall End Farm to a very minimal level (Very Low magnitude of impact). At this time the effect of the Proposed Scheme could then be seen as Slight Adverse (Not Significant) upon this asset.

Heritage policy assessment: The Planning (Listed Building and Conservation Areas) Act 1990 - The development, with the level of landscape mitigation proposed, would once the landscape is matured have a slightly adverse impact upon the setting of Hall End Farm House. As such a planning balance is required to offset this level of harm against public benefits in order to assess whether it complies with sections 16/66 of the Act.
NPPF - The development, with the level of landscape mitigation proposed, would once the landscape is matured have a slightly adverse impact upon the setting of Hall End Farm House. Due to the less than substantial harm to the significance of the designated heritage asset, Paragraph 202 therefore applies. As such a planning balance is required to offset this level of harm against public benefits of this proposal.
Conclusion: For the reasons given above it is felt that in heritage terms: The application would not raise any heritage objection if the planning officer through undertaking their planning balance weighs up that the substantial public benefits of this proposal are sufficient to outweigh the slight adverse harm to setting of Hall End Farm following the landscape mitigation reaching maturity after 15 years.

Highways Authority – See comments in full appended.

HS2 Ltd (1/12/22) - Firstly, from comparison of the application red line extents with limits of land subject to formal Safeguarding Directions, the site boundary is in close proximity to HS2 assets as shown in our plans under the High Speed Rail Act 2017. In that context under relevant planning history for major applications within 500m of the proposed development, it is welcomed the supporting planning statement makes reference to our Schedule 17 application ref no. 21/04344/HS2 which was approved on 31 March 2022. As you are aware, safeguarding is an established part of the planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments.
The application has been reviewed by the HS2 Integrated Project Team (IPT) with responsibility for this area and in terms of the interface outlined above, it is considered that practicalities associated with respective construction programmes in this location can be managed by attachment of appropriately worded pre-commencement CEMP and CLP style planning conditions along following lines:
Construction and Environmental Management Plan:
No development shall commence, including any works of demolition, until a detailed Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to, the following details (where appropriate):

i. a construction programme including a 24 hour emergency contact number;
ii. complaints procedures, including complaint response procedures;
iii. air quality mitigation measures, including dust suppression;
iv. parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
v. arrangements to demonstrate how any concurrent construction with HS2 works shall not impede the construction of the HS2 works;

vi. arrangements to minimise the potential for noise and vibration disturbance,
vii. locations for loading/unloading and storage of plant and materials used in constructing the development;
viii. details showing the siting, design and maintenance of security hoardings;
ix. wheel washing facilities and measures to control the emission of dust and dirt during construction;
x. site lighting details;
xi. site drainage control measures;
xii. tree protection measures in accordance with BS 5837:2012;
xiii. details of ecological mitigation measures including an operational lighting scheme for bats; xiv. details of specific mitigation in relation to breeding or foraging black redstart;
xv. details of biodiversity and arboricultural mitigation measures including a pre-commencement check by an ecological clerk of works (ECoW) to determine whether nesting birds are present;
xvi. a scheme for recycling/disposing of waste resulting from demolition and construction works in accordance with the waste hierarchy and circular economy principles;
xvii. An Unexploded Ordnance assessment to be undertaken;
xviii. Membership of the Considerate Constructors Scheme. The development, including any works of demolition, shall only be carried out in accordance with the approved CEMP.
Reason: To safeguard the HS2 Phase One programme and to protect HS2 assets."

Construction Logistics Plan:
No development shall commence, including any works of demolition, until a detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include information on:
i. forecast programme and construction trips generated;
ii. booking systems;
iii. consolidated or re-timed trips; and
iv. secure off-street loading and drop off facilities;
v. use of logistics and consolidation centres;
vi. re-use of materials on-site;
vii. collaboration with other sites in the area;
viii. use of rail and water for freight; and
ix. implementation of a staff travel plan
x. any areas for the parking of vehicles of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction).
The development, including any works of demolition, shall only be carried out in accordance with the approved CLP.
Reason: To safeguard the HS2 Phase One programme and to protect HS2 assets.

In addition to the above conditions the following standard informative is also recommended for purposes of awareness:
The developer is advised that the application site is in the vicinity of land required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands,

known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2.

In conclusion, we hope the above comments assist in demonstrating the need for ongoing co-ordination between the two schemes and controls needed to ensure the objectives of safeguarding the HS2 project are adequately protected. Should the local planning authority be minded to approve the application without such planning conditions, (or similarly worded alternatives to achieve same objectives), against the formal advice of HS2 Ltd they should, in accordance with paragraph 6 of the Safeguarding Directions dated 22 August 2018, be sent, together with the material specified in paragraph 7 of the Safeguarding Directions, by authorities by first class post.

Officer Note: The conditions proposed by HS2 Ltd will be reviewed by Officers to ensure they meet the CIL tests and that there is no overlap with other conditions proposed by Officers.

Landscape (20/2/23)- Existing permission - There is an existing permission for a single carriageway road in approximately the same location. I have not had the opportunity to assess the design details of that permission, but the LVIA makes a broad comparison between the current proposal and the permission on page 48. The main design differences are the dualling of the road and the addition of a second roundabout at the western end, as well as a 3m high earth bund along the northern roadside (to reduce noise). I am not aware if the dualling of the road has triggered a requirement for lighting above what would have been required for the approved single carriageway road. If so, that is an important additional adverse effect.

Two PRoW will be diverted and be routed across the new road. The visual amenity of users would clearly be severely adversely affected by the views and experience of crossing a dual carriageway. However, I understand these diversions already have permission as part of the HS2 development so are not an additional impact of this proposal.

Lighting

Operational Lighting is described in Chapter 2, The Proposed Scheme, para. 2.6 9 and shown on dwgs. HLG DR EO 00001 Rev P01 Road Lighting Layout and HLG DR EO 0002 Rev P02 Road Lighting Contours. The description seems focused on ecological impacts. No landscape or visual impacts are considered.

I am not aware how much this proposal differs from the existing permission, but the proposed lighting seems associated with the western roundabout, which the previous permission did not include. Therefore, this might be an additional and major feature.

The LVIA provides no useful impact assessment of the proposed lighting (para. 7.3.54).

I agree with CCB's comments regarding impact of lighting on views from AONB and the requirement for more screen planting than is currently proposed along the southern roadside, especially around the roundabout. For instance, currently proposed on the southern side of the roundabout is a narrow belt of native shrub planting (40-60cm high) with just four 3-4m high trees (2 birch, 2 oak). I also agree that alternative and more sensitive lighting designs should be investigated, to mitigate impacts on both the AONB and the landscape surrounding the proposed road.

Any lighting design should adhere to the advice in the Institute for Lighting Professional's guidance note GN01/21 The Reduction of Obtrusive Light. Given the edge of settlement location in view of the AONB, I consider the site to fall between E3 (suburban) and E2 (Rural). Following the guidance 'the obtrusive light values applicable to the most rigorous zone shall apply' in this case E2 (Rural).

Photomontages Figs. 7-9b, 7-10b illustrate how intrusive the light columns will appear in the daytime from some locations, intruding into views of the distant Chiltern Hills and extending above the tree line into the sky from closer locations. The design investigation should include a review of the height of light columns.

Screen Planting

Planting is shown on drawing ELS DR LV 0001 Rev. P02 Landscape General Arrangement. The Plant Schedule is at the back of the Landscape Management Plan.

A 3m high planted bund along the northern side of the road itself will help provide visual (and audio) screening from the north. However, as the roundabout (and associated lighting) is likely to be the most visually intrusive feature of the road, the screen planting should be increased around it on all sides and should include greater amounts of larger size, staggered tree planting, . At present, only a single depth line of 29 trees is proposed around the edges of the roundabout. These will have limited screening ability for many years. Although it is the case that trees planted at a smaller size eventually overtake trees planted at a larger size, they have no immediate impact. Currently the bulk of tree and shrub mix is proposed as only 40-60cm high. A higher mix of larger trees in a staggered belt, rather than a single line, would help provide some level of screening at the initial stages. There appears to be scope, within the red line boundary, to accommodate deeper planting beds. These should include more tree planting as well as shrub planting, to have both immediate and future impact.

Intervisibility with AONB - policy NE3 (l)

From further away PRoW viewpoints north of the road and the residential developments, the Chiltern Hills should still be visible beyond the road, albeit views will only be of the upper parts of the hills. This is demonstrated in photomontages Fig 7-9a (VP.7) and 7-10a (VP.8). It should be noted that these photomontages are done on summer views when leaf cover is at its greatest. Views of both the road and lighting as well as the hills will be much greater in winter. It is noted that VP's 6, 7 and 8 are all located within D-AGT2, for which I have no detail, so intervisibility between those areas and the Chiltern Hills could change in the future in any event. From viewpoints closer to the development (eg. VP11) views towards the Chiltern Hills will be blocked by the development and intervisibility with the Chiltern hills lost – see photomontage Fig. 7-11b. – this will remain the case in winter.

Further comments (28/2/23) - Previous comments made on Feb 20 2023 are still relevant. The following comments are made in response to revised drawings.

Tree Retention and Bund

Tree T1 has been found to be a veteran tree and is now planned for retention. To enable this, drawing 'Tree T1 RPA Protection Acoustic Barrier Cross section P01', shows the former straight footway alongside the northern side of the road diverted around the tree's RPA, making the revised pedestrian route somewhat convoluted. Clearly it would be more user friendly to be straight, but I defer to the tree officer's view on whether the veteran tree is stable enough to allow for safe pedestrian traffic underneath it. Options to manage the tree to allow for closer pedestrian access could perhaps be investigated and/or a 'No Dig' path construction might be possible, to allow for a more direct footpath route.

As a result of avoiding the RPA of T1 the 3m high noise retention bund is rerouted around the RPA and, for about a 70m section, replaced with 3m high acoustic fencing atop a 1.2m high bund. Combined, the bund and acoustic fence will be about 4.2m tall. It would be set back from the edge of the shared cycleway by a 0.60m wide grass verge. The bund may require an engineered retention structure of some kind, but I can find no design details. If possible, a softer, planted treatment should be used on the bund (without a visible retaining structure), to help reduce its visual impact and possibly support some taller planting that could screen the lower part of the acoustic fence, lessening its visual impact. Whichever approach is used, the amenity of

cycle/footway users in this section will be reduced from the experience of walking beside the tapered, planted bund, as previously proposed. The benefits of retaining a veteran tree are great, but more design details of the bund and fence would help in weighing up the benefits/disbenefits.
Lighting
Column heights are reduced from 12m to 10m, which will help reduce impact on views from some locations in the north in daytime. Unfortunately, this benefit is undone as the number of columns has been increased from 22no. to 27no. This extends the visual impact eastwards along the road, in a linear pattern. Overall, when considering visual impact of the lighting, this proposal is probably more harmful than the previous iteration. As previously stated, any lighting design should adhere to the advice in the Institute for Lighting Professional's guidance note GN01/21 The Reduction of Obtrusive Light for Environmental Zone E2 (Rural).
Screen Planting
Southern side - In response to concerns about impact on the views from the AONB, additional standard trees are now shown in the hedgerow along the southern side of the road. Whilst this is welcome, it is still a single line (albeit in informal layout), rather than a deeper belt of trees, which would have a greater screening ability as it would limit views between the tree stems. This small benefit has to be weighed against the increased harm from the additional 5 lighting columns along the road. Additionally, planting around the roundabout, where visual impacts would be at their greatest (from the clusters of lighting columns and traffic) has been significantly reduced, rather than increased as requested, to accommodate a larger swale. The LVIA provides no assessment of impacts on views from the AONB, especially of lighting. But it is inevitable that the road and its lighting will have a notable adverse effect on views from the south, including the AONB. More consideration for screen planting along the southern side of the road is required.
Northern side – Again, a single, informal line of tree planting is now shown with the hedgerow either side of T1 tree. This will have some but limited benefit as the proposed bund and acoustic fence will already provide a degree of screening in that location. Where the need for additional tree planting belts are greatest (around the roundabout), tree planting has actually been reduced by two trees, adjacent to the maintenance layby. Again, it is inevitable that the lighting and traffic clustered around the roundabout will have a notable adverse impact on views from the north towards the Chiltern Hills. More consideration for screen planting along the roundabout is required.

Minerals and Waste (21/2/23) - Whilst part of the application site falls within the Minerals Safeguarding Area with the information submitted I am satisfied that the proposal will not result in the sterilisation of resource.

Parks and Recreation (20/12/22) - The applicant has previously confirmed that to deliver this project 0.49 hectares of Public Open Space (POS) from the Bloor homes development to the north is required. As this still leaves sufficient POS remaining to serve the Bloor Homes development, I have no objection to this application.

Recycling and Waste (23/12/22) - As the upgrading of the Stoke Mandeville Relief Road to a dual carriageway presents no apparent material detriment to local authority waste collections over the already approved single carriageway link road, no objection is raised.

Rights of Way Officer (7/2/23) – Footpaths SMA/16/3 and SMA/17/3 pass between Hall End Farm, the railway line and Booker Park School. HS2 have closed parts of the rights of way network to undertake construction using powers granted by Schedule 4 HS2 Act. I'm content with the arrangement of diversions which will require a diversion under s257 TCPA 1990. An informative is recommended. It is also noted that a more direct, desire-line route for pedestrians is 'future-proofed' to the new AGT-2 housing development, as highlighted yellow in Extract 2. This isn't a public right of way but is retained within the highway extent and abuts the AGT-2 site, thus enabling a convenient connection to be provided when detailed housing plans become available.

A footway/cycleway forms the connecting route for pedestrians along the SEALR corridor to the surrounding rights of way network [north and south]. This becomes part of the adopted highway network as a 3m wide bitumen surface, which is welcome. Conditions ultimately provided by Highways Development Management will cover the surfacing of these routes, presumably under a s278 Agreement. Nevertheless, there is one omission along Footpath SMA/17/3, whereby a 1.1m wide gap in the fence line should be annotated or marked on the plan where the footpath exits the red edge in a northerly direction. This could be covered by a revised plan, or within the recommended informative, as described below.
Informative - This permission shall not be deemed to confer any right to obstruct the public footpaths crossing the site which shall remain open and available unless legally stopped up or diverted under Section 257 of the Town and Country Planning Act 1990 or temporarily closed by Traffic Regulation Order under Section 14 Road Traffic Regulation Act 1984.

Further comments (23/2/23) - The revised plan annotates a gap through the northern fence/hedge boundary for pedestrians using Footpath SMA/17/3, which resolves this issue.

SUDS (15/12/22) **–** Buckinghamshire Council as the Lead Local Flood Authority (LLFA) has reviewed the information provided in the Flood Risk Assessment and Drainage Strategy (Rev. P03, October 2022, AECOM). The LLFA has no objection to the proposed development subject to the following planning conditions listed below being placed on any planning approval.
Surface Water Flood Risk:
The Risk of Flooding from Surface Water map (RoFSW) provided by the Environment Agency shows that the site lies in an area at low to high risk of surface water flooding. Most of the site is at very low risk of surface water flooding. Areas of medium to high risk of surface water flooding are located along the Hall End Farm Ditch (ordinary watercourse) and land near to the Stoke Brook (Main River).
The FRA contains pluvial hydraulic modelling for the 1% Annual Exceedance Probability +40% climate change scenario for Hall End Farm Ditch as this area of surface water flooding and the watercourse will be obstructed due to the proposed development and suitable mitigation is required to not increase flood risk elsewhere. The proposed mitigation measures comprise two 675mm diameter culverts to carry the Hall End Farm Ditch through the highway embankment. There is also a 600mm diameter mammal crossing tunnel within the embankment.

The pluvial hydraulic modelling exercise (Annex J) states that the with mitigation scheme results in a peak flow reduction of 0.05m3 /s in Hall End Farm Ditch. The reduction in peak flow did not have a significant impact on flood extents. However, it supports the conclusions made in the FRA that the proposed flood relief culverts will provide sufficient conveyance for the existing surface water flow route through the embankment to ensure that the structure does not increase surface water flood risk elsewhere.

Groundwater Flood Risk:

The Infiltration SuDS Map provided by the British Geological Survey 2016, indicates that the water table is anticipated to be between 3 and 5 metres below the ground surface. Groundwater monitoring was completed between October and November 2021. This confirmed shallow groundwater that was within 1 m of ground level throughout the Proposed Scheme as shown in Figure 2 within the FRA. The FRA therefore concludes that infiltration-based SuDS are not appropriate and SuDS may have to be lined to prevent groundwater ingress. I agree with the findings of the FRA in respect of groundwater flood risk.

Surface water drainage:

The proposed development will result in an increase in impermeable area as the site is currently greenfield. The proposed increase is approximately 1.2ha based on the Table 11 of the FRA. The surface water drainage strategy will comprise of a piped network, swales and attenuation basins to store surface water runoff up to the 1 in 100 year plus 40% climate change scenario. The runoff from the site will be controlled to Qbar (mean annual flood) which equates to 4.5l/s for the proposed scheme, this will be split between Hall End Farm Ditch and Stoke Brook, 2.7l/s and 1.8l/s respectively. I note that the supporting calculations suggest a Qbar value of 4.28l/s, at detailed design the discharge rate should be amended accordingly.

The surface water drainage strategy is split into three catchments as described in 5.5.2 of the FRA, and details that the runoff from the carriageway drains either to a conveyance swale and then an attenuation basin or directly into a basin prior to discharging to a watercourse.

The discharge point to Hall End Farm Ditch is on the upstream side of the proposed culvert. This raises a concern around the risk of blockage. The FRA suggests that there a blockage scenario has been simulated, using a surcharged outfall scenario of 0.5m above datum. I have not been able to identify this in the calculation outputs. This matter can be set out in the detailed design as it would also be beneficial to run calculations for a surcharged outfall on the Stoke Brook as a surcharged outfall is likely to occur if discharging into the Stoke Brook when it is near capacity.

It is understood that the attenuation components will have a 300mm freeboard in the event of system exceedance. Submitted calculations demonstrate that the surface water drainage systems can contain the 1 in 30 plus 35% climate change storm event without flooding. It is noted that at MH6 there is 0.353m3 of flooding that occurs for 1 in 100 year plus 40% climate change scenario. The FRA (5.6.7) states that this volume of flooding can be contained with the highway boundary. At detailed design, the applicant will be required to provide an exceedance plan to demonstrate that any flooding between the 1 in 30 and 1 in 100 plus 40% climate change storm events safely contained on site.

It is noted that Network 1 includes and allowance for highway drainage associated with the HS2 project. The FRA (5.5.12) states that the attenuation volume provided for in Pond 02 has increased from 563m3 to 1074m3 to account for the additional HS2 project catchment.

The FRA (5.2.5) confirms that all SuDS components are outside of the modelled fluvial floodplain, this is illustrated on Drainage General Arrangement (drawing no. 60594170-ACM-HDG-DR-CD-0001 Rev. P03).

The FRA (5.8.1) also identifies that SuDS components will require lining to mitigate possible ingress of groundwater. Details of liners should be supported by flotation calculations based on observed groundwater data.

I would request the following condition(s) be placed on the approval of the application, should this be granted by the LPA:

Condition 1 Development shall not begin until a detailed surface water drainage scheme for the site, based on Flood Risk Assessment and Drainage Strategy (Rev. P03, October 2022, AECOM), has been 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. The scheme shall also include:

• Total discharge rate will be limited to Qbar – 4.28l/s

• Groundwater level monitoring over the winter period (November to March)

• Floatation calculations based on worst observed groundwater levels encountered during winter groundwater monitoring

• SuDS components as shown on Drainage General Arrangement (drawing no. 60594170-ACMHDG-DR-CD-0001 Rev. P03)

• Full construction details of all SuDS and drainage components including water levels for 1 in 2, 1 in 30+35% and 1 in 100+40% rainfall event scenarios

• Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components

• 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

• 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. Including simulations of surcharged outfalls at Hall End Farm and Stoke Brook

• Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.

Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with Paragraph 167 and 169 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

Condition 2 Prior to use of the South Eastern Link Road Phase Two, a “whole-life” maintenance plan for the site must be submitted to and approved in writing by the Local Planning Authority. The plan shall set out how and when to maintain the full drainage system (e.g. a maintenance

schedule for each drainage/SuDS component) during and following construction, with details of who is to be responsible for carrying out the maintenance. The plan shall subsequently be implemented in accordance with the approved details.

Reason: To ensure that maintenance arrangements have been arranged and agreed before any works commence on site that might otherwise be left unaccounted for.

Informative

Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority is required for any proposed works or structures in the watercourse. As part of a Land Drainage Consent application, the LLFA would welcome the following details to support the application:

• Existing capacity of the open channel

• Capacity of the proposed 2x675mm pipes

• Existing and proposed cross sections of the watercourse, including upstream, downstream and at the structure location.

Further comments (1/3/23) - Following the previous consultation response issued on 15th December 2022, the applicant has submitted additional information because of a redesign to the proposals to retain Tree T1. This has resulted in amendments to the following drainage details: • Drainage General Arrangement (drawing no. 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD0001_DRAINAGE GA, P04)

• Drainage Catchment Plan (drawing no. 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD-0002_DRAINAGE CATCHMENT PLAN, P03)

• Drainage Details 1 – Basin Sections (drawing no. 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD0003_DRAINAGE DETAILS-BASINS (P03)

Having reviewed the amended plans, the proposed culvert for Hall End Farm Ditch has shortened in length and resulted in some level changes to the downstream drainage. The design of the ponds has been amended from retention to detention, meaning that there will no longer be a permanent water level in the ponds. At detailed design consideration will need to be given to pollution control to ensure suitable mitigation. Mindful of the above, I have no objections to the proposed development, subject to the conditions as stated on my previous response.

Tree Officer (3/2/23) - I have reviewed AECOM Arboricultural Impact Assessment & TPP (October 2022). Paragraph 3.7 outlines no 'A' category trees within the site and paragraph 3.8 outlines that the most significant trees is a mixed avenue of standard trees and lapsed pollards as 'B' category. Paragraph 3.10 outlines a mature black poplar (T1) as a 'B' category and is a dominant landscape feature within the site. It outlines that DNA analysis of this tree is not a native black poplar which is a nationally rare tree and protected by policy NE8. The long term retention of the tree would need to be considered due to the large cavity in main stem and amount of dysfunction/decay wood present. Paragraph 3.24 outlines no trees surveyed were considered to be of Veteran or Ancient status which are recognised/protected by 'national standing advice' Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK (www.gov.uk). If Ancient Woodland, Veteran or Ancient trees are

affected the LPA needs to make decisions in line with paragraph 180 (c) of the NPPF. Table 2 and paragraph 4.4 describes T1 is to be removed to facilitate development as well as part of hedgerow (H4). The reason for removal of T1 is detailed in paragraph 4.6 because of the significant impacts within the RPA of the tree to facilitate construction work. Paragraph 4.6 – 4.7 goes into more detail on the condition of T1 and how its retention is not suitable because of the current scheme. Chapter 5 outlines a AMS will need to be produced. I'm aware that consideration is possibly being given to the retention of T1 following further assessments by arboriculturist and a second independent consultant because T1 may be considered a Veteran tree. If that is the case the Forestry Commission is a non-statutory consultee on developments in or within 500m of an AW http://www.forestry.gov.uk/forestry/infd-98uh7n. Joint standing advice by FC and NE can be found on the following link https://www.gov.uk/guidance/ancient-woodland-andveteran-trees-protection-surveys-licences which outlines what LPA's should consider when development is near ancient woodland or/and veteran trees. Forestry Commission Area Office contact details http://www.forestry.gov.uk/england-areas. I confirm there are no other significant impacts on trees as outlined in the AIA. I have reviewed the landscape plans and colleagues in landscape/biodiversity will be commenting on the landscaping/biodiversity credentials of the proposed planting scheme. I have no objection in arboricultural terms and do not recommend a new TPO. If planning permission is permitted I would suggest following planning condition:

No works or development (including for the avoidance of doubt any works of demolition/site clearance) shall take place until an Arboricultural Method Statement (AMS) with Tree Protection Plan (TPP) has been submitted in accordance with current British Standard 5837 and approved in writing by the Local Planning Authority. Ground protection measures including protective fencing shall be erected or installed prior to the commencement of any works or development on the site including any works of demolition and shall conform to current British Standard 5837 specification guidance. The approved fencing and/or ground protection measures shall be retained and maintained until all building, engineering or other operations have been completed. No work shall be carried out or materials stored within the fenced or protected areas without prior written agreement from the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details. The AMS and TPP shall include:

1.) Detailed plans showing location of the protective fencing including any additional ground protection whether temporary or permanent;

2.) Details as to the location of proposed and existing services and utilities including sustainable drainage, where these are close to Root Protection Areas (RPAs);

3.) Details as to the method, specification and materials to be used for any "no dig" cellular confinement systems where the installation of no-dig surfacing is within the Root Protection Areas of retained or planted trees is to be in accordance with current nationally recognised best practice guidance British Standard BS 5837 and current Arboricultural Guidance Note 'Cellular Confinement Systems Near Trees (area within the development to which it applies); demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

4.) Details of all proposed Access Facilitation Pruning, including root pruning, as outlined in current British Standard 5837 guidance shall be carried out in accordance with current British Standard 3998.

5.) All phases and timing of the project, including phasing of demolition and construction operations, in relation to arboricultural matters and details of supervision and reporting by a qualified arboriculturist is to be sent to the Local Planning Authority planning department.

6.) Siting of work huts and contractor parking; areas for the storage of materials and the siting of skips and working spaces; the erection of scaffolding and to be shown on submitted TPP.

Reason: To maintain the amenity of the area and ensure retained trees, shrubs and hedges are not damaged during all phases of development to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990 by ensuring the development accords with method statement and that the correct materials and techniques are employed which conform to current British Standard 5837 specification guidance.

Further comments (28/2/23) - I have not visited site and undertaken a desk top assessment using aerial imagery as well as submitted information to help support application available on public access (up to 27 Feb 2023). Please refer to previous comments on tree matters on 3 February 2023.

No objection in arboricultural terms and please refer to previous comments for a suitable planning condition if planning permission is permitted.

Representations

None received.

Appendix B

The application is accompanied by:

- Application form
- Planning Statement (incorporating Design and Access Statement)
- Arboricultural Impact Assessment
- Minerals Safeguarding Assessment
- Flood Risk Assessment
- Transport Assessment
- Consultation Report (Statement of Community Involvement)
- Landscape and Management Plan
- Covering letters 21st February 2023 and 27th March 2023
- Environmental Statement (Chapters 1 to 15, appendices, figures and non-technical summary)
- General arrangement 60594170-ACM-GEN-Z_Z_Z_Z-DR-CH-0100_GA (P02)
- Public right of way plan 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0120_PROW PLAN (P02)
- Connectivity plan 60594170-ACM-GEN-Z_Z_Z_Z-DR-CH 0130_CONNECTIVITY PLAN (P02)
- Long section 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0140_LONG SECTION (P02)
- Cross sections 60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0150_CROSS SECTIONS (P02)
- General Arrangement, Tree T1 RPA Protection Acoustic Barrier Cross Section60594170-ACM-HGN-Z_Z_Z_Z-DR-CH-0151_ACOUSTIC BARRIER CROSS SECTION-P01
- Drainage general arrangement 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD-0001_DRAINAGE GA (P04)
- Drainage catchment plan 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD-0002_DRAINAGE CATCHMENT PLAN (P03)
- Drainage details 1 – Basin sections 60594170-ACM-HDG-Z_Z_Z_Z-DR-CD-0003_DRAINAGE DETAILS-BASINS (P03)
- Landscape general arrangement 60594170-ACM-ELS-Z_Z_Z_Z-DR-LV-0001 P02
  60594170-ACM-ELS-Z_Z_Z_Z-DR-LV-0002 P02
- Road Lighting Proposed Layout (Sheet 1) 60594170-ACM-HLG-Z_Z_Z_Z-DR-EO-0001_LIGHTING LAYOUT-SHT1-P02
- Road Lighting Proposed Layout (Sheet 2) 60594170-ACM-HLG-Z_Z_Z_Z-DR-EO-0003_LIGHTING LAYOUT-SHT2-P01
- Road Lighting Proposed Contours (Sheet 1) 60594170-ACM-HLG-Z_Z_Z_Z-DR-EO-0002_LIGHTING CONTOURS-SHT1-P03

Appendix C

The application is accompanied by an Environmental Statement. This encompasses fifteen chapters, figures, appendices and a non-technical summary.

- Chapter 1 provides an introduction to the project and includes an overview of the proposed scheme, information on the need for the proposed scheme and the objectives of the proposed scheme. It also sets out the legislation and policy framework and the purpose, scope and content of the Environmental Statement.
- Chapter 2 provides further details on the proposed scheme, the programme should planning permission be granted the proposed site and its surroundings.
- Chapter 3 looks at alternatives and design evolution. It discusses the SMRR and looks at the - Do Minimum – HS2 construct the SMRR as per the consented scheme;

  - BC single carriageway – BC take on the delivery of this section of the SMRR to facilitate access to the SWALR;

  - Do Minimum with safeguarding – As per the Do Minimum, BC acquire sufficient land for the future upgrading of the SMRR to a dual carriageway;

  - BC single carriageway with safeguarding – A combination of Option 2 and Option 3; or

  - Dual carriageway from the outset (the Proposed Scheme) – BC takes on the delivery of this section of the SMRR as a dual carriageway.

  It concludes that the last option was taken forward on the basis that the delivery of a dual carriageway was on balance the better option in terms of financial considerations and future proofing of the proposed scheme. Whilst there would be additional impacts associated with the larger footprint of land required, this was felt to provide additional opportunities for landscape planting and BNG, whilst resulting in a more condensed construction programme.

- Chapter 4 provides information on the EIA methodology. It summarises comments received in the EIA Scoping Opinion, provides information on the how the baseline conditions were considered and how effects where assessed.

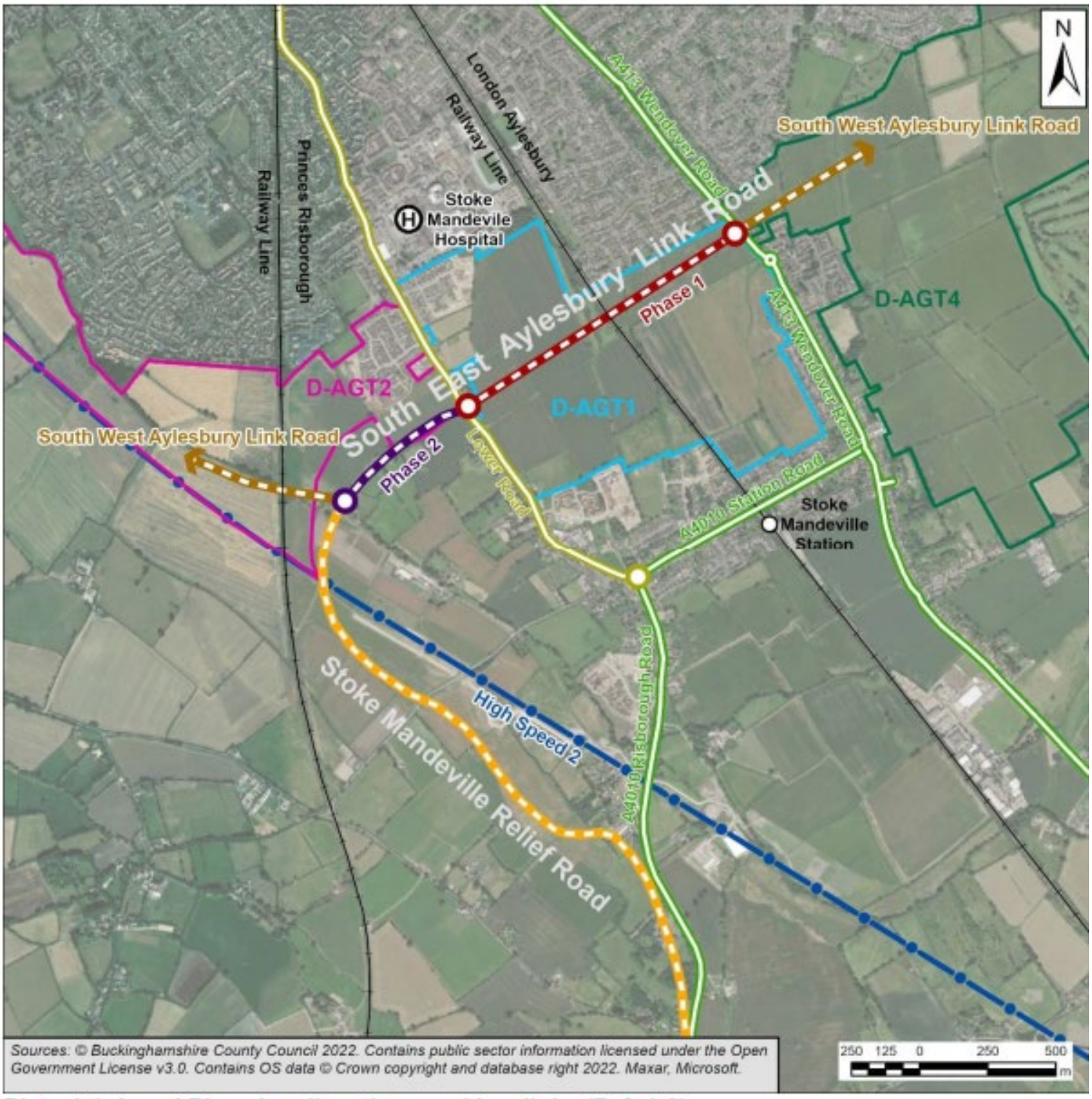
- Chapter 5 presents the assessment of effects of the proposed scheme on air quality human health. It summarises that the application of standard practice dust mitigation measures at a level proportionate to the risk of dust impacts occurring, will provide suitable control to ensure that any effect is not significant and that emissions from non road mobile machinery will be temporary and localised, and controlled through best-practice mitigation measures. It states that potential effects on air quality during the construction and operational phases will be avoided, prevented, reduced or offset through design and / or management measures. All modelled concentrations for considered pollutants are stated as being below the air quality objective / limit value and all impacts at receptors are considered imperceptible. Consequently, it is considered that there will be no significant effects on air quality associated with the operation of the scheme.
- Chapter 6 focusses on Cultural Heritage. In terms of archaeology, a programme of archaeological fieldwork in the form of a strip, map and sample within two defined areas of archaeological potential at the north-eastern end and central part of the site will be undertaken to mitigate impacts upon archaeological sites and a Written Scheme of Investigation has been submitted (and agreed by the Council). In terms of listed buildings, a potentially significant effect on the setting of Hall End Farmhouse during construction and operation has been identified. This is due to the introduction of the urban infrastructure and increase in noise and lighting, relating to the wider scheme and the roundabout.

Mitigation options for the impacts upon the Listed Building are fairly limited – to various screening options and should be considered as mitigation measures built into the construction works. These mitigation measures will include the creation of grassland around the scheme but also the planting of hedgerows, shrubs and trees along the perimeter of the scheme, which includes the lines of sight between Hall End Farm and the Proposed Scheme. The ES estimates that this planting will reach maturity in approximately 15 years and, at this point, will reduce the visual intrusion of scheme onto the setting of Hall End Farm to a very minimal level.

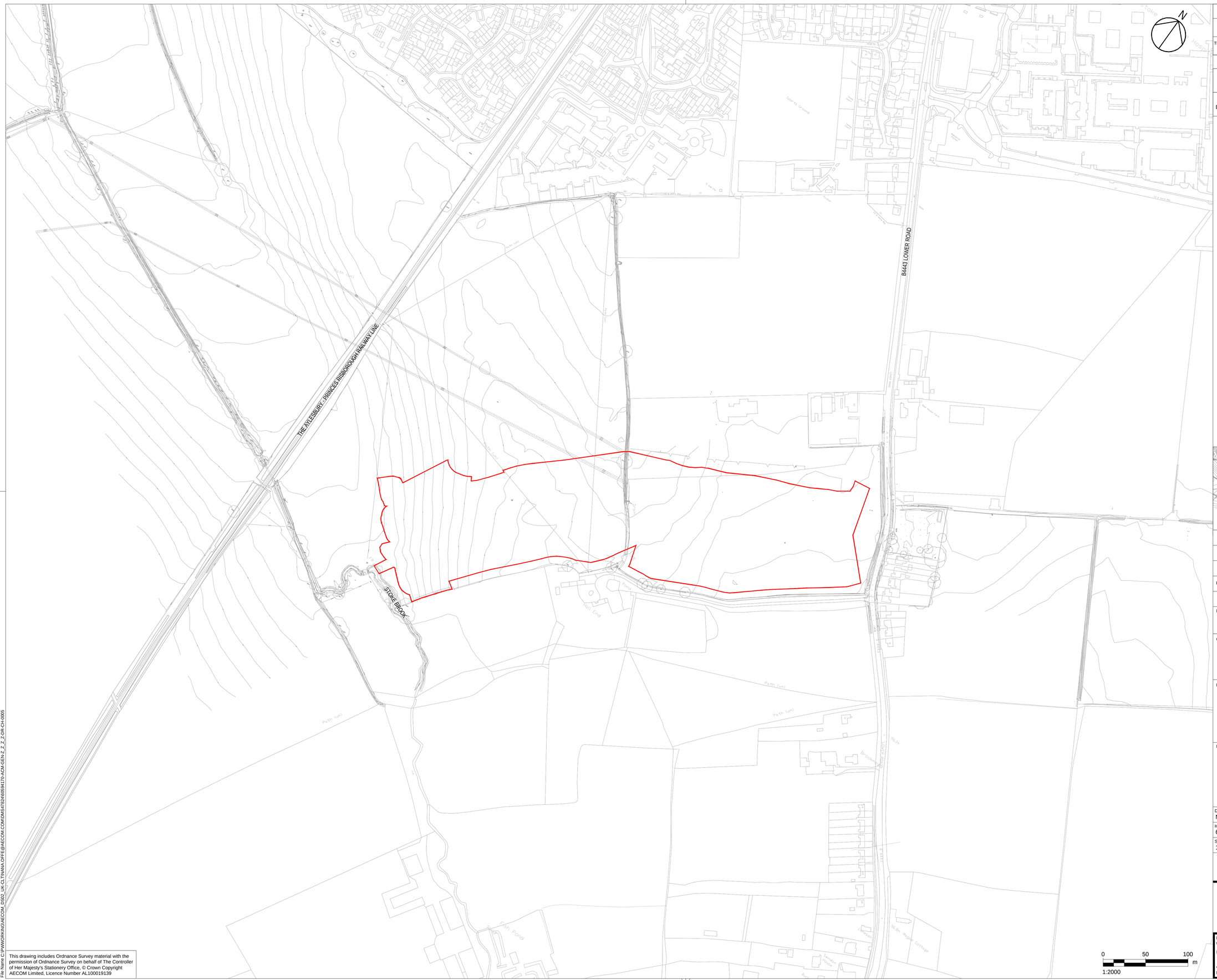
- Chapter 7 focuses on Landscape and Visual Effects and reports the assessment of effects upon the surrounding landscape character and existing views into the site. The baseline of the existing fields was used given the very broad assessment carried out by HS2 in respect of the SMRR. It is stated that the generally flat topography does not afford many opportunities for long distance or panoramic views across the wider landscape or expansive views towards the site from within the surrounding landscape within the 2 km study area. Views are also often in the context of the urban edge of Aylesbury and other infrastructural elements including existing roads and the railway line. More extended views are available for higher points within the Chilterns AONB, but these are within wider panoramas that embrace a wide range of natural and built elements on the southern side of Aylesbury and within the Aylesbury Vale. A range of construction operations would be carried out, with the potential to result in direct and indirect impacts on landscape and visual amenity. This chapter states that the proposed scheme is likely to include a range of impacts on landscape character, for example through the removal of roadside field boundary vegetation and the introduction of uncharacteristic elements that contrast with or are incongruous in the context of the existing landscape character. Changes in views would also give rise to a range of visual impacts through obstruction in views, alteration of the components of the view and new views of the proposed scheme which would still be open whilst planting establishes. It is likely that changes in views would be experienced from residential properties, businesses, PRoW and public receptors during the day and at night-time.
  In terms of mitigation, retention and enhancement of existing vegetation which borders both sides of the railway line have been proposed as far as possible. The planting design and species choices has been guided by the surrounding landcover patterns, habitats and plant species found locally and identified in the local landscape character assessments. The landscape proposals incorporate a range of plant and habitat types and are designed to ensure that the planting proposed would establish to mitigate the effects of the proposed scheme.
- Chapter 8 focuses on Biodiversity and outlines the surveys and assessments undertaken, including consideration of the operational and construction impacts. A CEMP will detail and formalise the measures that will be implemented during construction to comply with environmental legislation and mitigate construction-related effects on biodiversity associated with the transfer of invasive non-native species, dust deposition, air pollution, pollution incidents, water quality, light, noise and vibration. It is stated that mitigation measures will be undertaken and where appropriate, future monitoring and management measures will be required to verify the predictions or ensure potential effects are adequately controlled.
- Chapter 9 focusses on Geology and Soils and reports the findings of an assessment of the likely significant effects on soils, geology, hydrogeology and ground conditions which may occur as a result of the proposed scheme. The site lies within an area of ALC sub-grade 3b land. There are potential sources of contamination from existing uses and from leaks and spillages from operation of the consented single carriage highway and from the proposed

scheme. During construction good practice will be used to mitigate impacts and potential effects on geology and soils will be avoided, prevented, reduced or offset through design and / or management by measures for the construction and operational phases through the CEMP.

- Chapter 10 is focused on Material Assets and Waste and identifies and addresses the potential impacts and effects of the scheme in relation to the use of material resources and the generation of waste. It concludes that no likely significant effects on material resources and waste have been identified.
- Chapter 11 is focussed on Noise and Vibration during construction and operation of the Proposed Scheme. The proposed scheme has the potential to affect noise and vibration (either positively or negatively), both during construction and once in operation. Mitigation measures have been incorporated in the design and construction of the scheme including a CEMP and traffic management plan.
- Chapter 12 relates to Population and Health and relates to the impact of the scheme on people and communities including; vehicle travellers, pedestrians, equestrians, cyclists, property, development land, land used by the community and agricultural land. In relation to driver stress and non-motorised uses it concludes the overall effect of the scheme is not considered to be significant.
- Chapter 13 focuses on Road Drainage and the Water Environment. Subject to the measures outlined in the chapter, it concludes that no likely significant effects in relation to road drainage and the water environment have been identified with regard to the scheme though some slight adverse, but not significant, effects have been identified.
- Chapter 14 considers the Combined and Cumulative Effects in relation to other nearby developments and land allocations, habitats and notable species, air quality and noise. The construction of the scheme is not likely to result in any significant adverse combined effects, with all receptor groups likely to experience a Slight Adverse (Not Significant) effect. The operation of the proposed scheme is not likely to result in any significant adverse combined effects, with all receptor groups likely to experience a Neutral (Not Significant) effect.
- Chapter 15 provides a summary of residual environmental effects.


N
South West Aylesbury Link Road
A413 Wendover Road
London Aylesbury Railway Line
Princes Risborough Railway Line
Stoke Mandeville Hospital
South East Aylesbury Link Road
Phase 1
D-AGT4
D-AGT2
D-AGT1
South West Aylesbury Link Road
Phase 2
Lower Road
A4010 Station Road
Stoke Mandeville Station
A4010 Risborough Road
High Speed 2
Stoke Mandeville Relief Road
Sources: © Buckinghamshire County Council 2022. Contains public sector information licensed under the Open Government License v3.0. Contains OS data © Crown copyright and database right 2022. Maxar, Microsoft.
250 125 0 250 500
m

This page is intentionally left blank



Plot Date : 29 September 2022 17:29:42
File Name C:\PWWORKING\AECOM_DS02_UK-CLT\NANA.OFFE@AECOM.COM\DMS47824\60594170-ACM-GEN-Z_Z_Z_Z-DR-CH-0005

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

PRELIMINARY DRAWING
CONSTRUCTION RISKS TO BE IDENTIFIED

FOR MAINTENANCE / OPERATION / DECOMMISSIONING AND DEMOLITION RISKS SEE PROJECT HEALTH AND SAFETY FILE.

NOTES

1. DO NOT SCALE FROM THE DRAWING
2. ALL LEVELS SHOWN ARE IN METERS ABOVE ORDNANCE DATUM (AOD) UNLESS STATED OTHERWISE
3. DRAWING BASED ON TOPOGRAPHIC SURVEY BY DIGITAL TERRAIN SURVEYS LLP, DATED APRIL 2018, REF DTS120318-7X9.

LEGEND

🟥 PHASE 2 RED LINE BOUNDARY

FOR PLANNING

REVISION DETAILS	By / Check	Date	Suffix
FOR PLANNING	RC / AS	29/09/22	P01

Purpose of issue

SUITABLE FOR STAGE APPROVAL

Client

Buckinghamshire Council

Buckinghamshire Council
County Hall
Walton Street
HP20 1UA

Project Title

SOUTH EAST AYLESBURY LINK ROAD (SEALR) Phase 2

Drawing Title

LOCATION PLAN

Designed	Drawn	Checked	Approved	Date
NO	RC	PD	AS	29/09/22

Internal Project No.	Suitability
60594170	S4

Scale @ A1	Discipline
1:1000	Civil - Highways

THIS DOCUMENT HAS BEEN PREPARED PURSUANT TO AND SUBJECT TO THE TERMS OF AECOM'S APPOINTMENT BY ITS CLIENT. AECOM ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS ORIGINAL CLIENT OR FOLLOWING AECOM'S EXPRESS AGREEMENT TO SUCH USE, AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED.

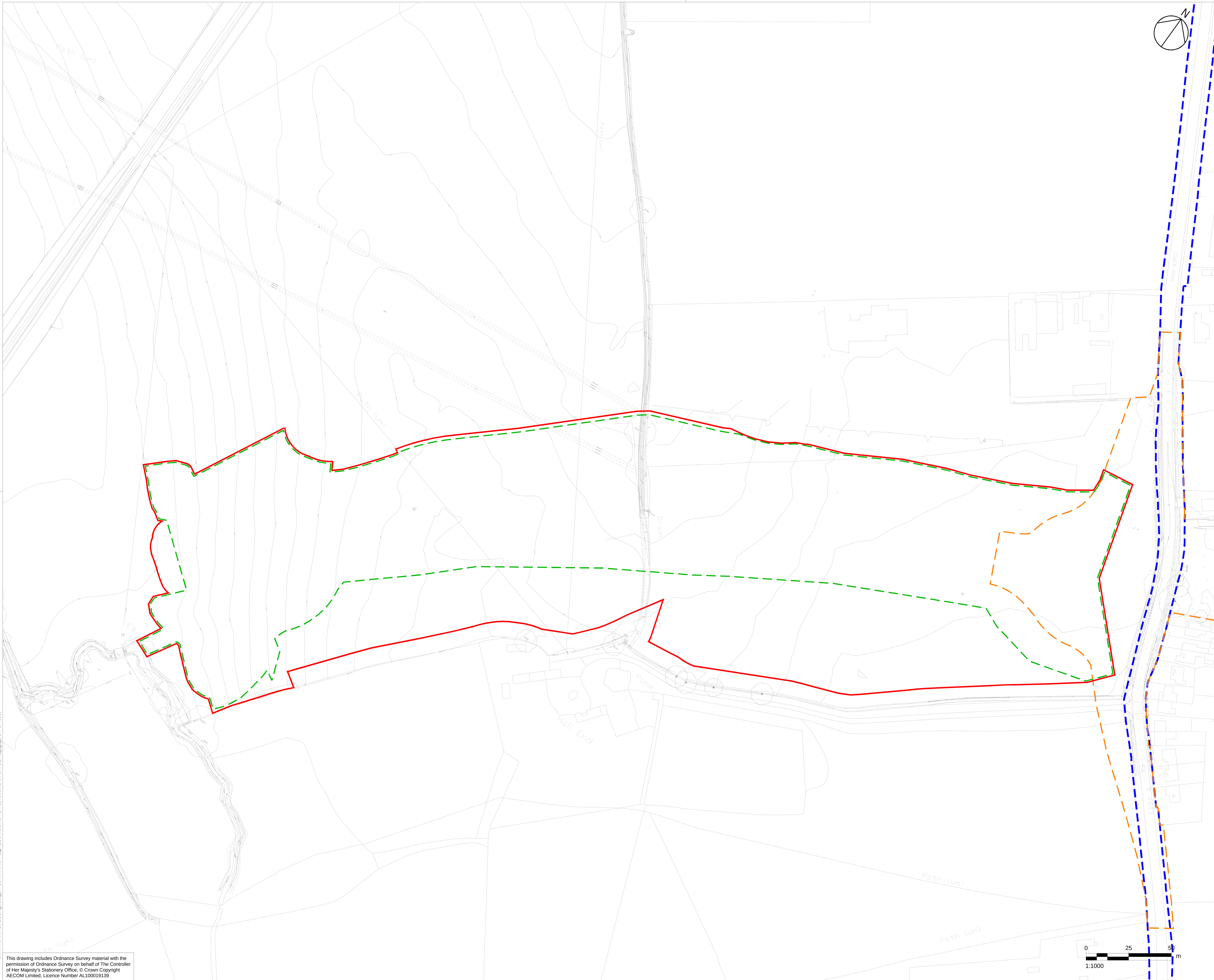
AECOM
AECOM House
Horne Lane
Bedford
MK40 1TS
Tel: +44 1234 349 641
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link,
Basingstoke, Hampshire RG21 7PP

Drawing Number

Work Package ID	Originator	Volume	Location	Type	Role	Number	Rev
60594170	ACM	GEN	Z_Z_Z_Z	DR	CH	0005	P01

This page is intentionally left blank



This drawing includes Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown Copyright AECOM Limited, Licence Number AL100019139

Plot Date: 12 October 2022 14:52:09
File Name: C:\PWWORKING\AECOM_DS02_UK-CLTNANA.OFFE@AECOM.COM\DMS47824\60594170-ACM-GEN-Z_Z_Z_Z-DR-CH-0006

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

PRELIMINARY DRAWING
CONSTRUCTION RISKS TO BE IDENTIFIED

FOR MAINTENANCE / OPERATION / DECOMMISSIONING AND DEMOLITION RISKS SEE PROJECT HEALTH AND SAFETY FILE.

NOTES

1. DO NOT SCALE FROM THE DRAWING
2. ALL LEVELS SHOWN ARE IN METERS ABOVE ORDNANCE DATUM (AOD) UNLESS STATED OTHERWISE
3. DRAWING BASED ON TOPOGRAPHIC SURVEY BY DIGITAL TERRAIN SURVEYS LLP, DATED APRIL 2018, REF DTS120318-7X9.

LEGEND

- PHASE 2 RED LINE BOUNDARY
- PHASE 1 SITE BOUNDARY
- EXISTING HIGHWAY BOUNDARY
- PHASE 2 PROPOSED HIGHWAY BOUNDARY

FOR PLANNING

Revision details	By	Check	Date	Suffix
FOR PLANNING	RC	AS	12/10/22	P02
FOR PLANNING	RC	AS	29/09/22	P01

Purpose of issue
SUITABLE FOR STAGE APPROVAL

Client
Buckinghamshire Council
Buckinghamshire Council, County Hall, Walton Street, HP20 1UA

Project Title
SOUTH EAST AYLESBURY LINK ROAD (SEALR) Phase 2

Drawing Title
RED LINE BOUNDARY

Designed	Drawn	Checked	Approved	Date
NO	RC	JF	AS	12/10/22

Internal Project No. 60594170
Suitability S4
Scale @ A1 1:1000
Discipline Civil - Highways

AECOM
AECOM House
Horne Lane
Bedford
MK40 1TS
Tel: +44 1234 349 641
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link, Basingstoke, Hampshire RG21 7PP

Drawing Number
Work Package ID 60594170 | Originator ACM | Volume GEN
Location Z_Z_Z_Z | Type DR | Role CH | Number 0006
Rev P02

Appendix 3

This page is intentionally left blank

NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH ENGINEERS DWGS AND DETAILS AND PROPOSED UTILITIES INFORMATION

0 10 20 m
1:400

This drawing includes Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown Copyright AECOM Limited, Licence Number AL100019139

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

PRELIMINARY DRAWING
CONSTRUCTION RISKS TO BE IDENTIFIED

FOR MAINTENANCE / OPERATION / DECOMMISSIONING AND DEMOLITION RISKS SEE PROJECT HEALTH AND SAFETY FILE.

NOTES

This drawing includes Ordinance Survey material with the permission of Ordinance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown Copyright AECOM Limited, Licence Number AL 100019139.

This drawing includes © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS.

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING, USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS IN MILLIMETRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
4. ANY WORKS CARRIED OUT NEAR OR IN WATER BODIES SHOULD BE CONDUCTED IN ACCORDANCE WITH A H&S PLAN AGREED WITH THE CLIENT IN ADVANCE

KEY
- Phase 2 Application Boundary
- Existing PRoW
- Decommissioned PRoW
- Proposed Realigned PRoW
- Bloor Boundary
- Bloor Homes Footpath
- LE 1.1 Amenity Grass Area
- LE 1.3 Species Rich Grassland
- LE 1.6 Arable Grassland
- LE 2.1 Woodland
- LE 2.4 Linear Belt of Shrubs and Trees
- LE 2.6 Shrubs
- LE 4.3 Native Species Hedgerows
- LE 4.4 Native Hedgerows with Trees
- LE 4.4 Native Hedgerows with Trees
- LE 5.1 Individual Trees
- LE 6.2 Banks and Ditches
- LE 7.1 Grasscrete with species rich grass
- Acoustic Barrier
- Embankment
- Stock Proof Fence
- Existing Foliage / Hedge retained
- Existing Trees retained

REVISION DETAILS	By / Check	Date	Suffix
PLANNING CONSULTATION UPDATE	EL / JN	20.02.23	P02
FOR PLANNING	GK / JN	14.10.22	P01

Purpose of issue
SUITABLE FOR STAGE APPROVAL

Client
Buckinghamshire Council
Buckinghamshire Council
Walton Street
Aylesbury
HP20 1UA

Project Title
South East Aylesbury Link Road (SEALR) Phase 2

Drawing Title
LANDSCAPE GENERAL ARRANGEMENT SHEET 1 OF 2

Designed	Drawn	Checked	Approved	Date
JN	GK	JN	KC	14.10.22

Internal Project No. 60594170
Suitability S4
Scale @ A0 1:400
Discipline Landscape and Visual

THIS DOCUMENT HAS BEEN PREPARED PURSUANT TO AND SUBJECT TO THE TERMS OF AECOM'S APPOINTMENT BY ITS CLIENT. AECOM ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS ORIGINAL CLIENT OR FOLLOWING AECOM'S EXPRESS AGREEMENT TO SUCH USE, AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED.

AECOM
AECOM House
Horne Lane
Bedford
MK40 1TS
Tel: +44 1234 349 641
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link, Basingstoke, Hampshire RG21 7PP

Drawing Number
Work Package ID 60594170 | Originator ACM | Volume ELS
Location Z_Z_Z_Z | Type DR | Role LV | Number 0001
Rev P02

Appendix 4

NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH ENGINEERS DWGS AND DETAILS AND PROPOSED UTILITIES INFORMATION

0 10 20 m
1:400

This drawing includes Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown Copyright AECOM Limited, Licence Number AL100019139

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW.

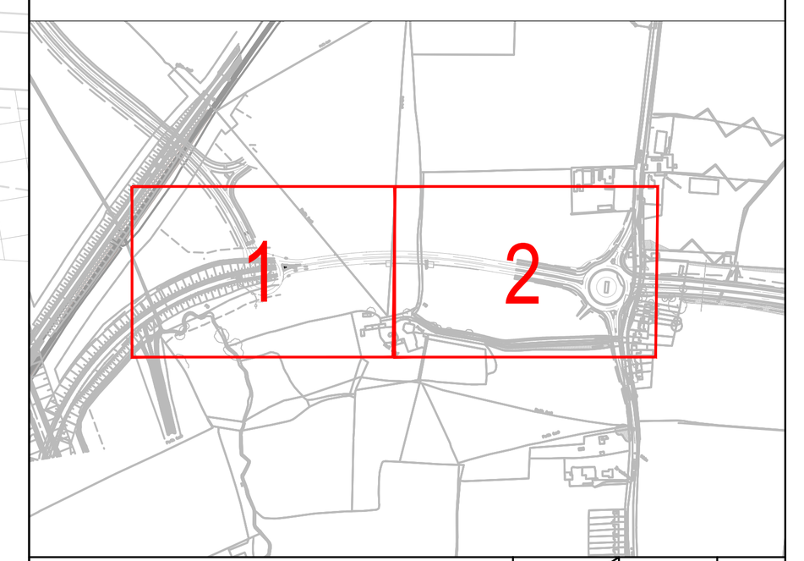
PRELIMINARY DRAWING
CONSTRUCTION RISKS TO BE IDENTIFIED

FOR MAINTENANCE / OPERATION / DECOMMISSIONING AND DEMOLITION RISKS SEE PROJECT HEALTH AND SAFETY FILE.

NOTES

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING, USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS IN MILLIMETRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
4. ANY WORKS CARRIED OUT NEAR OR IN WATER BODIES SHOULD BE CONDUCTED IN ACCORDANCE WITH A H&S PLAN AGREED WITH THE CLIENT IN ADVANCE

KEY
- Phase 2 Application Boundary
- Existing PRoW
- Decommissioned PRoW
- Proposed Realigned PRoW
- Bloor Boundary
- Bloor Homes Footpath
- LE 1.1 Amenity Grass Area
- LE 1.3 Species Rich Grassland
- LE 1.6 Arable Grassland
- LE 2.1 Woodland
- LE 2.4 Linear Belt of Shrubs and Trees
- LE 2.6 Shrubs
- LE 4.3 Native Species Hedgerows
- LE 4.4 Native Hedgerows with Trees
- LE 4.4 Native Hedgerows with Trees
- LE 5.1 Individual Trees
- LE 6.2 Banks and Ditches
- LE 7.1 Grasscrete with species rich grass
- Acoustic Barrier
- Embankment
- Stock Proof Fence
- Existing Foliage / Hedge retained
- Existing Trees retained



REVISION DETAILS	By / Check	Date	Suffix
PLANNING CONSULTATION UPDATES	EL / JN	20.02.23	P02
FOR PLANNING	GK / JN	14.10.22	P01

Purpose of issue
SUITABLE FOR STAGE APPROVAL

Client
Buckinghamshire Council
Buckinghamshire Council
Walton Street
Aylesbury
HP20 1UA

Project Title
South East Aylesbury Link Road (SEALR) Phase 2

Drawing Title
LANDSCAPE GENERAL ARRANGEMENT SHEET 2 OF 2

Designed	Drawn	Checked	Approved	Date
JN	GK	JN	KC	14.10.22

Internal Project No. 60594170 | Suitability S4
Scale @ A0 1:400 | Discipline Landscape and Visual

AECOM
AECOM House
Horne Lane
Bedford
MK40 1TS
Tel:+44 1234 349 641
www.aecom.com

AECOM Infrastructure & Environment UK Limited
Registered in England Registered number: 880328
Registered office: Midpoint, Alencon Link, Basingstoke, Hampshire RG21 7PP

Drawing Number
Work Package ID 60594170 | Originator ACM | Volume ELS
Location Z_Z_Z_Z | Type DR | Role LV | Number 0001
Rev P02

Directorate for Planning Growth & Sustainability
Buckinghamshire Council,
Walton Street Offices,
Walton Street,
Aylesbury
HP20 1UA

highwaysdm.av@buckinghamshire.gov.uk
01296 382416
www.buckinghamshire.gov.uk

Development Management
(Aylesbury Area)
Planning, Growth & Sustainability
Buckinghamshire Council

22nd December 2022

F.A.O. Sue Pilcher

Dear Sue

Application Number:	22/03783/APP
Proposal:	South East Aylesbury Link Road (Phase 2) improvement scheme including dual carriageway (for the Stoke Mandeville Relief Road and to provide connection with the South West Aylesbury Link Road), new roundabout, lighting columns, maintenance bays and access points, diverted public right of way, uncontrolled crossing, provision of two shared cycle/footways, noise bunds and barriers, relocated field accesses, grass verges, road restraint systems, mammal tunnel, flood compensation storage areas, woodland planting, landscaping, habitat creation, drainage ponds and swales, substation and associated infrastructure and earthworks
Location:	Field To North Of Hall End Adjacent To Lower Road Stoke Mandeville Buckinghamshire.

Thank you for your request for comments on the South East Aylesbury Link Road (SEALR) Phase 2 Transport Assessment which was submitted on the 10th November 2022.

Background

As part of the proposals for HS2, a new single carriageway bypass is proposed to divert the A4010 around the west of Stoke Mandeville, reconnecting with the B4443 Lower Road again to the north of Stoke Mandeville. This proposal is known as the Stoke Mandeville Relief Road (SMRR). The SMRR gained permission through the HS2 Hybrid Bill that received Royal Assent in 2017.

Traffic modelling has indicated that this re-alignment would increase congestion at the A413 gyratory within Aylesbury town centre, leading to increased traffic, queuing and delays. To address this, the South East Aylesbury Link Road (SEALR Phase 1) scheme provided a new road to connect the B4443 Lower Road with the A413 Wendover Road. SEALR also contributed to a long-term vision to deliver an orbital route around Aylesbury, together with proposed link roads that will be delivered through large housing projects to the south east of Aylesbury, which are allocated in the adopted VALP. SEALR Phase 1 received permission in July 2021.

The proposed scheme, to be delivered by BC, is a dual carriageway upgrade to the design of the (northern) part of the SMRR, from the previously consented single carriageway road. It also includes a new roundabout at its south-western end which will connect with the southern part of the SMRR and the proposed South West Aylesbury Link Road (SWALR).

Gleeson Homes have submitted a planning application for a mixed-use development on the land north east of the HS2 railway known as Land at South West Aylesbury (application ref: 18/04346/ AOP). This application includes for provision of the SWALR, which is to connect with the southern part of the SMRR

and SEALR Phase 2 at the proposed roundabout junction. The SWALR link road is proposed to be a single carriageway road, but with land safeguarded for the future upgrade to dual carriageway. This road will be subject to a separate consenting process as part of the proposed residential development.

Proposal

BC is seeking to obtain detailed (full) planning permission to upgrade the northern part of the consented Stoke Mandeville Relief Road (SMRR) to dual carriageway status. SEALR Phase 2 will provide a 500m section of dual carriageway and a roundabout, linking in to B4443 Lower Road as the western arm of the consented SEALR Phase 1 roundabout. The proposed scheme will provide a connection between the B4443 Lower Road to the east with a new roundabout to the west.

The proposed scheme will have a role in relieving congestion and improving connectivity around Aylesbury. The TA explains that the scheme has a number of primary objectives as follows:

- To maintain current levels of network performance at the Stoke Road Gyratory and the A413, A4010 and B4443 arterial roads after the A4010 realignment is completed.
- To support the unlocking of development opportunities and creating conditions for growth of existing and new businesses in Aylesbury.
- Increase provision for walking and cycling in the town to help encourage active travel via the delivery of two cycle routes and, in turn, reduce car use (congestion).
- Increase the effectiveness of the realigned A4010 as a key north/ south corridor.
- To secure good local connectivity for all road users for movements to, from, within and around Aylesbury.
- Relieve pressure on a key blue light route (access to Stoke Mandeville Hospital).

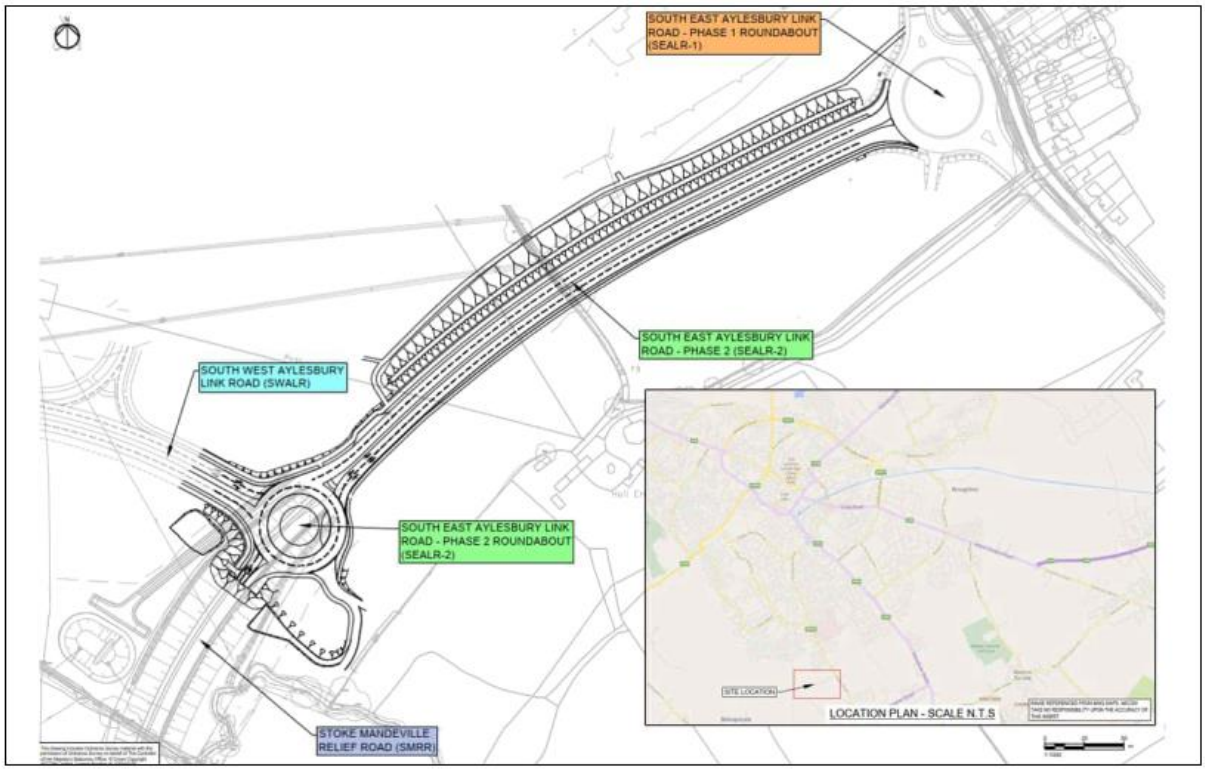
Design

A four-arm roundabout connecting B4443 Lower Road, SEALR Phase 1, and the proposed scheme will represent the eastern extent of the scheme. The link road will follow an east to south-west alignment for approximately 450m before reaching the roundabout junction linking in with the SWALR and the remainder of the SMRR to the south which will continue to be delivered by HS2.

The SWALR is currently proposed to be delivered as a single carriageway, but with safeguarded provision for the future upgrade to a dual carriageway. The SWALR entry/exit at the roundabout has therefore been designed to accommodate a dual carriageway in the interests of future proofing, this will taper to a single carriageway outside the extent of the SEALR Phase 2 scheme.

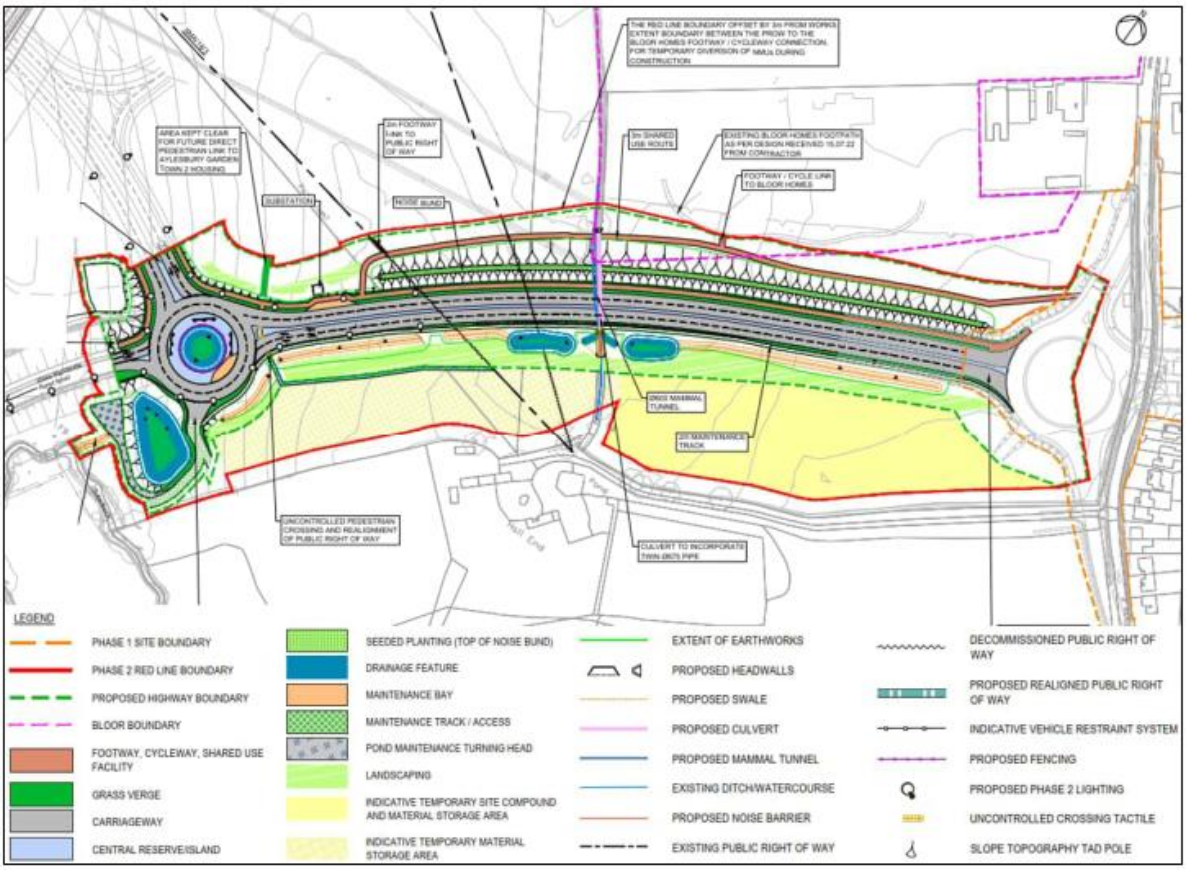
A connectivity plan showing the proposed scheme and its context with the SMRR, the SWALR and SEALR Phase1 is shown in Figure 7 of the TA reproduced below.

Figure 7 – Connectivity Plan



A plan of the proposed road is shown on Figure 8 in the TA reproduced below.

Figure 8 – Proposed Scheme



A four-arm roundabout connecting B4443 Lower Road, the proposed scheme and the SEALR Phase 1 dual carriageway will represent the eastern extents of the scheme. This roundabout includes an Inscribed Circle Diameter (ICD) of 69m and two circulatory lanes and two lane approaches on all arms. The design of the roundabout was approved as part of the SEALR Phase 1 planning application and was designed to allow for the Phase 2 scheme to come forward. The western arm of this roundabout is superseded by the SEALR Phase 2 scheme to accommodate the dual carriageway road. All other arms are to be kept as designed as part of the SEALR Phase 1 planning application.

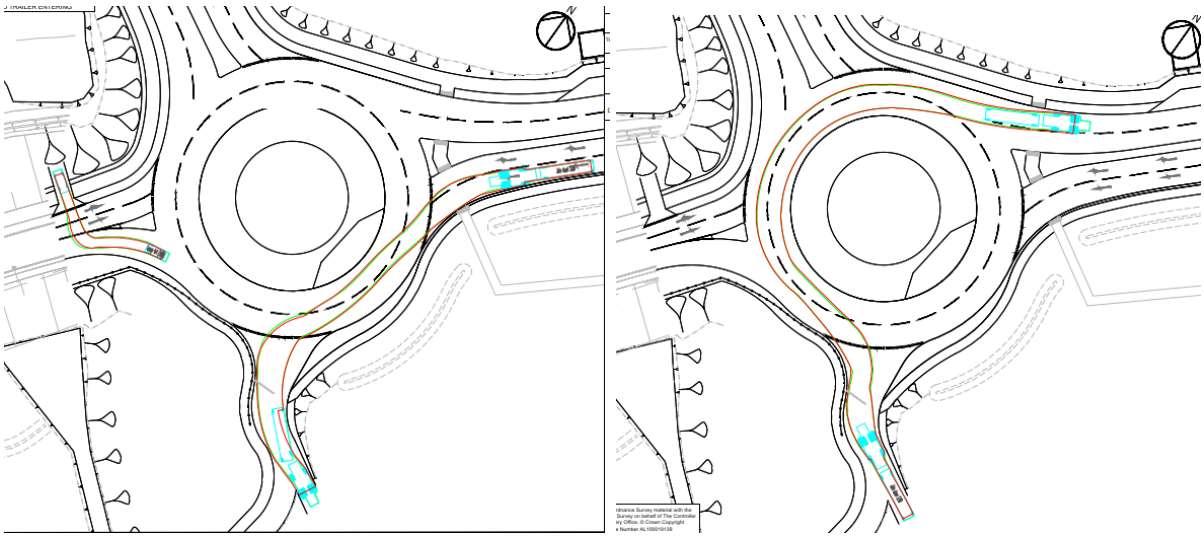
The Phase 2 link road will consist of a two lane dual carriageway along a north-east / south-west alignment and will be subject to a 40 mph speed limit along its extent consistent with the Phase 1 design.

A shared three metre wide footway / cycleway will run adjacent to the carriageway on the northern side. A second parallel three metre wide footway / cycleway will also be provided north of this, located to the north of a bund and connecting with the footway / cycleway adjacent to the road near the western roundabout. Additionally, footpaths will be provided to divert the existing PRoWs which currently run northwards and north-westwards from Hall End Farm. No street lighting is proposed along these routes, though illuminated solar studs will be provided along the footway / cycleway adjacent to the carriage way on the northern side.

The proposed scheme will include a roundabout junction at the western extent. This four-arm roundabout will connect the proposed scheme with the southern part of the SMRR which will be delivered by HS2 to the south and the SWALR to the west and a field access to the south, as shown in Figure 8. This roundabout will feature an ICD of 60m and two circulatory lanes with two lane approaches on all arms to accommodate the traffic flows anticipated within the future forecast year of 2036. The roundabout and all approaches will have street lighting. A gated agricultural access will form a fourth, south-eastern, arm to the roundabout.

A Drawing demonstrating forward and inter visibility has been provided and demonstrates that adequate visibility can be achieved.

Swept path analysis drawings have been provided of the western SEALR Phase 2 / SWALR/ SMRR Roundabout and demonstrate that an articulated HGV can stay in its lane on the roundabouts, with the exception of the gated field access on the western roundabout where the vehicle is required to use both running lanes to access and egress the field access. An exert is shown below.

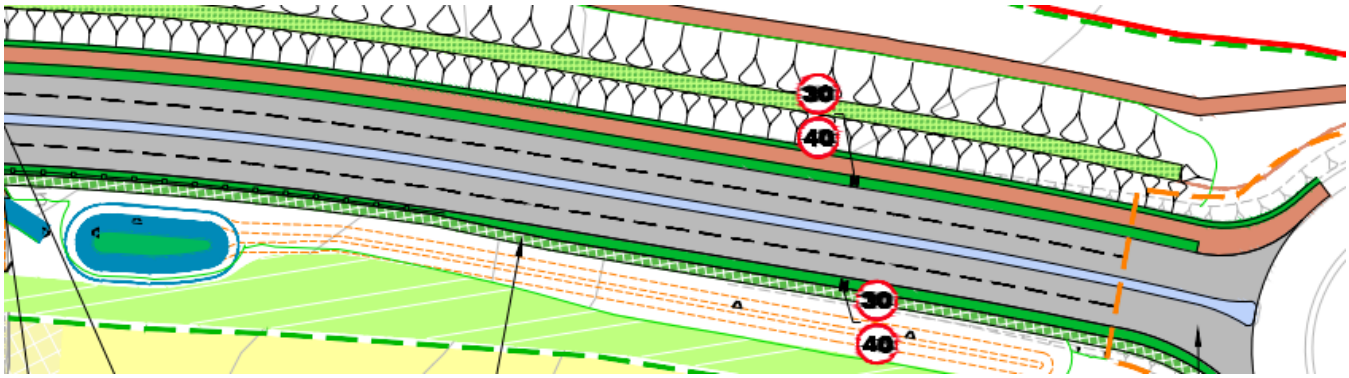


Although this was not raised in the September 2022 review of the Road Safety Audit, BC is concerned that this layout would result in collisions on the roundabout. BC require the applicant to relax the radius

of the field access, in line with the original design, which would allow large vehicles to access and egress the site using one running lane only.

A Stage 1 Road Safety Audit has been conducted on the design of the Phase 2 Link Road and a Designer's Response has been provided. Most recommendations have been accepted, however there are a number of recommendations that have not been accepted.

1) *Proposed maintenance/ access track parallel to westbound carriageway of link road.*



The RSA states:

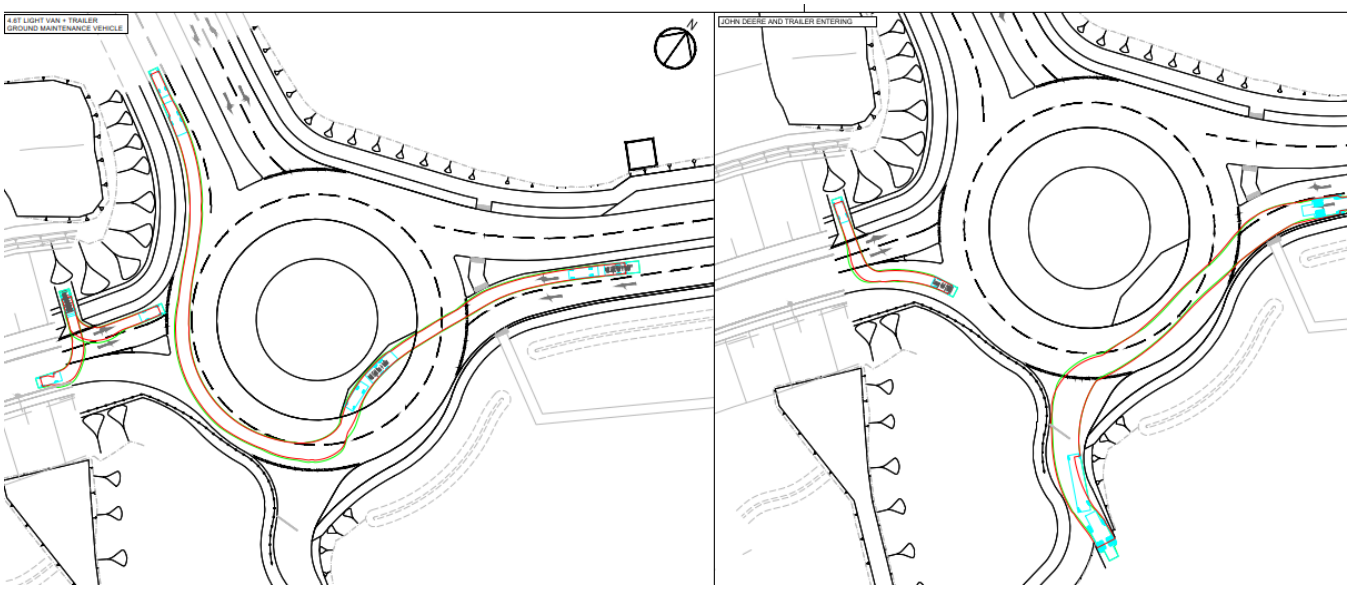
> *"A 2m wide maintenance track (the purpose and likely usage of which is unclear) is proposed adjacent and parallel to the westbound phase 2 link carriageway, segregated only by a narrow verge. If this track is to be used by vehicles, there are the following risks:*
>
> - *Westbound drivers on the link road may be distracted/ confused by the presence of vehicles on their nearside on the track, particularly if they have headlights on for example;*
> - *There may be inadequate clearance between track users and vehicles in the westbound nearside lane of the SEALR; and*
> - *Lighting columns are positioned within the maintenance track which may result in vehicles encroaching into the link road to bypass them; and*
> - *Part of the track sits behind the proposed 'indicative vehicle restraint system' midway along the link. Track users will therefore not be protected from the water hazards in this area and it is unclear whether they will have adequate working width behind the barrier and between the water hazards. Users may be at risk of injury should a vehicle collide with the barrier or should their vehicle enter the water.*
>
> *The above concerns could result in unsafe conditions for road users on the link road and the maintenance track."*

In response the TA states:

> "*Rejected. The proposed 2m wide reinforced grass maintenance track has been provided to facilitate maintenance of the planted drainage features, such as grass cutting and litter picking, and will only be used by small, wheeled maintenance equipment/vehicles (such as ATVs). Furthermore, usage will be infrequent and for maintenance purposes only*."

BC are concerned about the proximity of the maintenance track to the road and require the track to be positioned further south.

2) *Proposed gated maintenance access on northern side of western arm of roundabout. Access point located close to roundabout entry/ exit. Swept paths indicate potential conflicts.*



The RSA states:

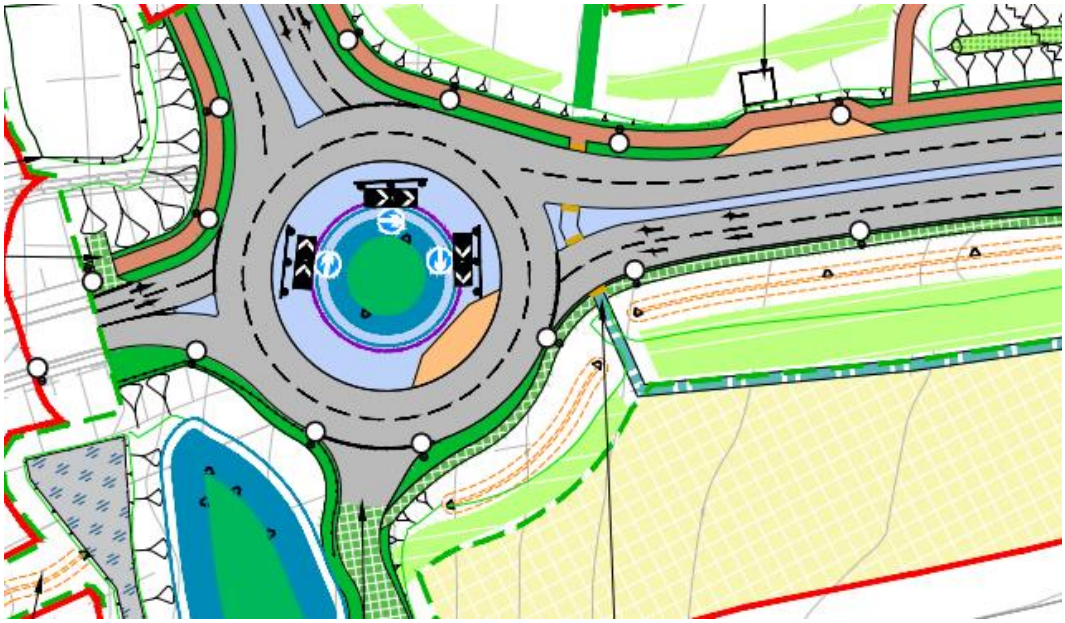
> *"The location of the HS2 maintenance access close to the roundabout is of concern, i.e. in terms of the impact it would have on the roundabout (gap seeking right turners waiting on the exit arm to turn right into the access being struck by other vehicles exiting the roundabout or rear end shunts on the western arm approach as following drivers are unlikely to expect vehicles to be slowing/ turning immediately upstream of the access).*
>
> *However, if the movements are infrequent, and undertaken by the types of vehicles as understood in communications from the design team, namely "the design vehicle being a 4x4 vehicle. Use of the access will be infrequent and will only be used for embankment maintenance and grass cutting" then this is not expected to constitute a significant road safety issue. Although it is acknowledged that 4x4 vehicles are smaller than the agricultural vehicles which were shown turning in/ out of the access in the initial swept path layouts audited, the design team should ensure that these vehicles are still able to turn in/ out of the access safely/ without slowing too significantly on the approach*
>
> *It is recommended that the access is relocated further west on this arm of the roundabout and that wider radii is used to ensure traffic accessing/ exiting the access is able to do so without encroaching on the opposing traffic lane."*

The TA states:

> "*Rejected. Use of the proposed vehicle crossover to provide maintenance access will be infrequent as acknowledged above by the auditors hence not anticipated to pose a safety issue*."

BC are concerned that right turning vehicles entering and exiting this access need to cross opposing lanes which would increase the risk of collisions. BC require the radii to be relaxed and changed into a left in left out only access to remove right turn movements into the access.

3) *Proposed roundabout central island. Location of maintenance layby may result in collisions between road users*



The RSA states:

> "*It is recommended that the layby is relocated. Consider whether the layby is required."*

The TA states:

> "*Rejected Use of the substation maintenance bay will be infrequent hence not anticipated to pose a safety issue"*

It is assumed that the above is a typing error and should say roundabout central island.

BC are concerned about potential conflict and require the maintenance bay to be removed from the roundabout and repositioned in a more suitable location.

4) *Substation maintenance bay*

The RSA states:

> "*The likely usage (frequency/ vehicle type) of the substation maintenance bay is unclear. The location of the bay relatively close to the exit of the roundabout may result in road safety issues with respect to a) vehicles slowing immediately having left the roundabout to access the bay (rear end shunts) and/ or b) vehicles pulling out of the bay at inappropriate times (not helped by having to look sharply back over their shoulder for approaching traffic) resulting in collisions with following traffic exiting the roundabou*t."

The TA states:

> "*Use of the substation maintenance bay will be infrequent hence not anticipated to pose a safety issue*."

BC are concerned about the location of this substation maintenance bay and the applicant is therefore required to be move it to the roundabout entry of the northern (SWALR) arm rather than the exit of SEALR Phase 2.

Traffic Impact Scenarios

The assessment of the proposed scheme has been undertaken utilising the Aylesbury Transport Model (ATM). The ATM is a cordon model of the Countywide model for Buckinghamshire maintained by Transport for Buckinghamshire.

A summary of strategic modelling scenarios and committed development and infrastructure is included in Table 9 of the TA reproduced below:

Table 9 – Summary of Scenarios and Infrastructure and Committed Developments

Scenario Reference	Scenario	Committed Infrastructure	Committed Development
2024 (A)	Do Nothing	Stoke Mandeville Relief Road (A4010 Realignment, single carriageway) Eastern Link Road (North) Stocklake Link Road (Rural) SEALR Phase 1	Berryfields Aylesbury East Kingsbrook
	Do Something	2024 (A) Do Nothing plus: Proposed Scheme (dual carriageway replacement of northernmost section of Stoke Mandeville Relief Road)	-
2024 (B)	Do Nothing	2024 (A) Do Nothing plus: Eastern Link Road (South) Southern Link Road	2024(A) Do Nothing plus: Woodlands (1,100 dwellings, 60 extra car units, 107,800 sqm employment space, 18,553 sqm retail, two primary schools and 3,500 sqm leisure) Hampden Fields (3,700 dwellings and 100,000 sqm employment)
	Do Something	2024 (B) Do Nothing plus: Proposed Scheme	-
2036	Do Nothing	2024 (B) Do Nothing plus: SWALR	2024(B) Do Nothing plus: Aylesbury South West, Remaining balance of VALP housing allocation
	Do Something	2036 Do Nothing plus: Proposed Scheme	-

Junction Modelling

An assessment has been made of the change in traffic flow at each of the junctions for each assessment year.

Table 10 from the TA provides a summary of the numerical and percentage change in vehicular trips travelling through each junction in the peak hours for each of the scenarios assessed. The majority of junctions experience no significant change in vehicular trips with percentage change ranging from -2% to 2%.

As Table 10 is difficult to read due to the large amount of information, it would be helpful to receive a table demonstrating the impact of the scheme on the Walton Street Gyratory in all scenarios. This junction in the centre of Aylesbury is expected to reach practical capacity in 2036 and a clear demonstration of the impact of the scheme on this junction is therefore required.

Table 11 from the TA, reproduced below, sets out the junctions that will be assessed, including those at either end of the link road and any junctions with a 5% or more increase in traffic flow on any arm in any scenario. As a result of this assessment, the operation of four junctions was assessed in more detail.

Table 11 – Summary of Junctions to be Assessed in Each Scenario

Number	Junction	2024(A) AM	2024(A) PM	2024(B) AM	2024(B) PM	2036 AM	2036 PM
1	A41 Aston Clinton Road / Aylesbury Road	x	x	x	x	x	x
2	A41 Aston Clinton Road / New Road	x	x	x	x	x	x
3	A41 Aston Clinton Road / Richmond Road / Bedgrove (incorporating Broughton Lane)	x	x	x	x	x	x
4	A41 Aston Clinton Road / A4157 / King Edward Avenue	x	x	x	x	x	x
5	A41 Aston Clinton Road / Park Street / Tesco / Walton Road	x	x	x	x	✓	✓
6	A413 Walton Street / A413 Wendover Road / Stoke Road	x	x	x	x	x	x
7	A413 Wendover Road / Camborne Avenue	x	x	x	x	x	x
8	A413 Wendover Road / SLR / SEALR Phase 1	x	x	x	x	x	x
9	A413 Wendover Road / Silver Birch Way	x	x	x	x	x	x
10	A413 Wendover Road / A4010 Station Road	x	x	x	x	x	x
11	A4010 Station Road / B4443 Lower Road / A4010 Risborough Road	x	x	x	x	x	x
12	B4443 Lower Road / SMRR North or SEALR Phase 2 / SEALR Phase 1	✓	✓	✓	✓	✓	✓
13	B4443 Lower Road / Winterton Drive / Stoke Mandeville Hospital	x	x	x	x	x	x
14	B4443 Lower Road / B4443 Mandeville Road / Stadium Approach / Churchill Avenue	x	x	x	x	x	x
15	A148 Oxford Road / Ellen Road / Thame Road South	x	x	x	x	x	x
16	A418 Oxford Road / Coldharbour Way	x	x	x	x	x	x
17	ELR(s) South Roundabout	x	x	x	x	x	x
18	ELR(s) North Roundabout	x	x	x	x	x	x
19	ELR(n) South (Stocklake) Roundabout	x	x	x	x	x	x
20	ELR(n) North (Village) Roundabout	x	x	x	x	x	x
21	A418 / ELR	x	x	x	x	x	x
22	SLR Signals	x	x	x	x	x	x
23	SLR / New Road	x	x	x	x	✓	✓
24	SLR / Marroway	x	x	x	x	x	x
25	SMRR South / SWALR / SEALR Phase 2	x	x	x	x	✓	✓

Junction 5: A41 Aston Clinton Road / Park Street / Tesco Access/Walton Road

This junction takes the form of a 6 arm roundabout, including access to the Tesco superstore and an access to garages only west of the Walton Road arm.

The proposed junction has been assessed with the ARCADY module of Junctions 9 for the 2036 situation only. The 2024 (A) and 2024 (B) scenarios have not been assessed as the percentage change analysis has identified that the proposed scheme has a positive impact on this junction in these scenarios.

Flows have been checked and are correct. It has not been possible to check the geometry as no plan has been provided of this junction. The applicant is required to provide a drawing annotated with ARCADY measurements.

Table 12. Junction 5 Capacity Modelling Results

Scenario	AM Peak (08:00-09:00) Max RFC	AM Peak (08:00-09:00) Max Q	PM Peak (17:00-18:00) Max RFC	PM Peak (17:00-18:00) Max Q
2024 (A) Do Nothing	Not Assessed		Not Assessed	
2024 (A) Do Something	Not Assessed		Not Assessed	
2024 (B) Do Nothing	Not Assessed		Not Assessed	
2024 (B) Do Something	Not Assessed		Not Assessed	
2036 Do Nothing	0.75	2.9	0.53	1.1
2036 Do Something	0.72	2.5	0.53	1.1

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	Existing Layout - 2036 DM											
1 - A41 Tring Road	D1	2.9	9.77	0.75	A	23 % [1 - A41 Tring Road]	D2	1.1	5.61	0.53	A	73 % [1 - A41 Tring Road]
2 - Walton Road		1.1	7.49	0.53	A			0.6	4.76	0.38	A	
3 - High Street		0.9	3.92	0.48	A			0.7	3.09	0.40	A	
4 - Park Street		0.5	4.09	0.32	A			0.4	3.41	0.28	A	
5 - Tesco Access		0.0	4.19	0.04	A			0.2	4.34	0.16	A	
	Existing Layout - 2036 DS											
1 - A41 Tring Road	D3	2.5	8.87	0.72	A	30 % [1 - A41 Tring Road]	D4	1.1	5.62	0.53	A	73 % [1 - A41 Tring Road]
2 - Walton Road		1.2	7.61	0.56	A			0.6	4.75	0.37	A	
3 - High Street		0.9	3.88	0.47	A			0.7	3.09	0.40	A	
4 - Park Street		0.5	4.09	0.33	A			0.4	3.42	0.28	A	
5 - Tesco Access		0.0	4.19	0.04	A			0.2	4.33	0.16	A	

A review of the summary table indicates that the implementation of SEALR Phase 2 in the 2036 Do Something scenario will provide a slight improvement in the AM peak hour on the A41 Tring Road in queueing and degree of saturation compared to the 2036 Do Nothing scenario. SEALR Phase 2 appears to have no effect on the junction in the PM peak hour.

The results demonstrate that the junction is expected to operate with spare capacity which indicates that the impact of the proposed development would be acceptable. Mitigation measures are therefore not required, but this will need to be confirmed when the geometry has been checked.

Junction 23: Southern Link Road / New Road

This proposed junction takes the form of a signalised junction and has been assessed using LinSig. The 2024 (A) and 2024 (B) scenarios have not been assessed as the percentage change analysis has identified that the proposed scheme has a positive impact on this junction in these scenarios.

The geometry of the model has been checked and is correct and consistent with the agreed Hampden Fields model.

The flows have been checked and are slightly higher than those in the flow charts, which are in vehicles so are assumed to have been entered correctly as PCU's. The ahead flows on the SLR are not visible on the flow charts to check. Please provide amended flow charts for all 2036 scenarios, including the ahead flows on the SLR.

The summary results from the Transport Assessment are copied below.

Table 13. Junction 23 Capacity Modelling Results

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max DoS	Max Q	Max DoS	Max Q
2024 (A) Do Nothing	Not Assessed		Not Assessed	
2024 (A) Do Something	Not Assessed		Not Assessed	
2024 (B) Do Nothing	Not Assessed		Not Assessed	
2024 (B) Do Something	Not Assessed		Not Assessed	
2036 Do Nothing	71.3%	25.2	91.2%	47.9
2036 Do Something	71.5%	24.9	91.2%	43.1

The full results of the analysis are set out below in Tables 1 and 2.

Link		AM Peak		PM Peak	
		% Sat	Modelled Queue	% Sat	Modelled Queue
1/1	SLR East Ahead/Left	62.6	18	90.2	43
1/2+1/3	SLR East Ahead/Right	6437	22	91.2	48
2/1+2/2	New Road South	71.0	10	90.9	14
3/1	SLR West Ahead/Left	69.4	23	61.2	18
3/2+3/3	SLR West Ahead/Right	71.3	26	63.2	21
4/1+4/2	New Road North	60.8	8	80.2	10
	Cycle Time	240		240	
	%PRC	26.2		-1.4	

Table 1: LinSig Results, 2036 Do Minimum

Link		AM Peak		PM Peak	
		% Sat	Modelled Queue	% Sat	Modelled Queue
1/1	SLR East Ahead/Left	62.7	18	89.5	38
1/2+1/3	SLR East Ahead/Right	65.0	22	91.2	44
2/1+2/2	New Road South	71.4	10	90.5	16
3/1	SLR West Ahead/Left	69.7	22	60.5	16
3/2+3/3	SLR West Ahead/Right	71.5	25	62.4	19
4/1+4/2	New Road North	58.5	7	69.6	8
	Cycle Time	240		240	
	%PRC	25.9		-1.4	

Table 2: LinSig Results, 2036 Do Something

The modelling demonstrates that the junction is likely to be at capacity in the Do Minimum PM peak hour in 2036 with a Practical Reserve Capacity (PRC) of -1.4 and saturation greater than 90% on the SLR East and New Road South arms. There appears to be a slight improvement on the SLR East and West arms in the 2036 Do Something Scenario.

The modelling indicates that the junction has spare capacity in the AM peak hour. The PRC of the overall junction reduces slightly by 0.3% in the Do Something AM peak hour but there is a reduction in the maximum queue on the SLR of one vehicle.

The modelling indicates that the impact of the proposal on the operation of the junction is likely to be minimal and mitigation measures are therefore not required.

J12: B4443 Lower Road / SMRR North (SEALR Phase 2 / SEALR Phase 1 Roundabout)

This is the eastern junction of the proposed scheme and takes the form of a 4 arm roundabout. The Do Nothing scenarios use the model approved for the SEALR Phase 1 application. The Do Something scenarios adjust this model to account for the SEALR Phase 2 dual carriageway on the western arm of the roundabout.

The geometry has been checked. The Do Nothing model is consistent with the previously agreed SEALR model. The geometry in the Do Something model is the same on three arms but includes changes on the western approach in line with the proposed dualling scheme. The geometry on the western approach is consistent with the plan that has been provided. The flows have been checked and are correct.

All scenarios have been modelled. The results of the analysis from Table 14 of the Transport Assessment are copied below. The full results from the output file by arm are also shown below.

Table 14. Junction 12 Capacity Modelling Results

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Q	Max RFC	Max Q
2024 (A) Do Nothing	0.69	2.2	0.70	2.4
2024 (A) Do Something	0.70	2.2	0.62	1.6
2024 (B) Do Nothing	0.82	4.1	0.85	5.5
2024 (B) Do Something	0.83	4.4	0.75	2.8
2036 Do Nothing	0.84	4.8	0.80	3.9
2036 Do Something	0.84	4.7	0.83	4.7

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Proposed Geometries - 2024A DM													
A - SEALR E	D1	0.4	2.58	0.28	A	5.55	34 % [D - B4443 N]	D2	0.3	2.33	0.26	A	5.76	24 % [C - SM W]
B - B4443 S		0.5	4.20	0.33	A				0.4	3.78	0.29	A		
C - SM W		1.5	6.14	0.60	A				2.4	8.37	0.70	A		
D - B4443 N		2.2	6.97	0.69	A				1.6	5.70	0.62	A		
	Proposed Geometries - 2024A DS													
A - SEALR E	D3	0.4	2.59	0.28	A	5.58	34 % [D - B4443 N]	D4	0.3	2.34	0.26	A	5.80	23 % [C - SM W]
B - B4443 S		0.5	4.22	0.33	A				0.4	3.77	0.29	A		
C - SM W		1.5	6.18	0.61	A				2.4	8.48	0.71	A		
D - B4443 N		2.2	7.01	0.70	A				1.6	5.71	0.62	A		
	Proposed Geometries - 2024B DM													
A - SEALR E	D5	1.4	4.28	0.58	A	8.79	13 % [D - B4443 N]	D6	1.4	4.17	0.59	A	9.99	4 % [C - SM W]
B - B4443 S		0.6	5.69	0.38	A				0.6	5.59	0.38	A		
C - SM W		3.0	11.52	0.75	B				5.5	20.49	0.85	C		
D - B4443 N		4.1	11.73	0.82	B				2.8	8.58	0.74	A		
	Proposed Geometries - 2024B DS													
A - SEALR E	D7	1.4	4.31	0.58	A	9.13	12 % [D - B4443 N]	D8	1.4	4.14	0.59	A	9.99	4 % [C - SM W]
B - B4443 S		0.6	5.74	0.38	A				0.6	5.51	0.38	A		
C - SM W		3.1	11.82	0.76	B				5.5	20.51	0.85	C		
D - B4443 N		4.3	12.39	0.82	B				2.8	8.58	0.74	A		
	Proposed Geometries - 2036 DM													
A - SEALR E	D9	1.8	4.97	0.64	A	9.75	10 % [D - B4443 N]	D10	3.7	7.95	0.80	A	12.06	5 % [B - B4443 S]
B - B4443 S		2.0	10.48	0.67	B				3.9	19.91	0.80	C		
C - SM W		2.5	10.44	0.72	B				3.9	15.97	0.80	C		
D - B4443 N		4.8	13.79	0.84	B				3.3	10.04	0.77	B		
	Proposed Geometries - 2036 DS													
A - SEALR E	D11	2.0	5.34	0.67	A	9.97	10 % [D - B4443 N]	D12	4.0	8.34	0.81	A	13.07	3 % [B - B4443 S]
B - B4443 S		2.2	11.52	0.69	B				4.7	23.93	0.83	C		
C - SM W		2.5	10.42	0.72	B				4.1	16.74	0.81	C		
D - B4443 N		4.7	13.79	0.84	B				3.3	10.17	0.78	B		

The modelling indicates that, although there is a small increase in RFC from 0.8 to 0.83 and queue length increase from 3.9 vehicles to 4.7 vehicles on the Lower Road South arm in the 2036 PM peak hour, all arms are likely to operate with spare capacity in all DS scenarios.

Lane Simulation

The junction has also been assessed using the ARCADY lane simulation option which takes into account the turning proportions and user-specified lane designations. The lane simulation analysis is consistent with that produced for the SEALR proposal with the exception of the western approach which has been updated in accordance with the proposed dualling scheme.

The results of the lane simulation analysis for the Do Something scenarios from Table 15 of the Transport Assessment are set out below, they are similar but do not match the results included in the output file.

Table 15. Junction 12 Lane Simulation Capacity Modelling Results

Column heading	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Q	Max RFC	Max Q
2024 (A) Do Nothing	Not Assessed		Not Assessed	
2024 (A) Do Something	0.98	72.3	0.78	3.0
2024 (B) Do Nothing	Not Assessed		Not Assessed	
2024 (B) Do Something	0.98	100.3	0.90	7.0
2036 Do Nothing	Not Assessed		Not Assessed	
2036 Do Something	0.96	47.7	0.91	8.1

The results from the output file are copied below. The analysis suggests that there may be significant queuing on the B4443 northern approach to the junction in the 2024 and 2036 AM peak hours, as vehicles on the B4443 give way to eastbound traffic from SEALR Phase 2. The RFCs show that the junction exceeds practical capacity and approaches theoretical capacity in the 2024 and 2036 AM peak hours.

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Proposed Geometries [Lane Simulation] - 2024A DS													
A - SEALR E	D3	0.8	4.71		A	35.70	% [ ]	D4	1.1	4.92		A	11.51	% [ ]
B - B4443 S		0.9	7.04		A				0.9	6.52		A		
C - SM W		2.8	9.18		A				3.6	10.28		B		
D - B4443 N		25.9	81.97		F				5.2	18.49		C		
	Proposed Geometries [Lane Simulation] - 2024B DS													
A - SEALR E	D7	2.5	8.65		A	86.89	% [ ]	D8	6.1	15.42		C	20.13	% [ ]
B - B4443 S		1.3	8.36		A				1.2	9.34		A		
C - SM W		2.7	9.56		A				5.2	15.09		C		
D - B4443 N		104.1	235.62		F				10.1	33.12		D		
	Proposed Geometries [Lane Simulation] - 2036 DS													
A - SEALR E	D11	4.8	9.09		A	46.06	% [ ]	D12	8.1	16.40		C	20.84	% [ ]
B - B4443 S		2.9	13.53		B				4.3	21.02		C		
C - SM W		2.5	8.31		A				2.7	9.64		A		
D - B4443 N		51.6	132.78		F				11.1	36.18		E		

It has not been possible to establish the impact of the scheme on this junction using the ARCADY lane simulation assessment as the Do Minimum scenarios have not been assessed.

The applicant is therefore required to provide DM scenarios of the lane simulation modelling in order for BC to review the effect of the scheme on this junction and consider whether proposed roundabout operation is adequate

J25: SMRR South / SWALR / SEALR Phase 2

This four-arm roundabout will connect the SEALR Phase 2 with the southern part of the SMRR, which will be delivered by HS2, to the south and the South West Aylesbury Link Road (SWALR) to the west. The fourth arm is a field access.

The proposed junction has been assessed with the ARCADY module of Junctions 9. The geometry has been checked and is consistent with plan provided. The flows have been checked and are correct.

The results of the assessment from Table 16 of the Transport Assessment are reproduced below with the results by arm taken from the output file also shown below.

Table 16. Junction 25 Capacity Modelling Results

Column heading	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Q	Max RFC	Max Q
2024 (A) Do Nothing	Not Assessed		Not Assessed	
2024 (A) Do Something	Not Assessed		Not Assessed	
2024 (B) Do Nothing	Not Assessed		Not Assessed	
2024 (B) Do Something	Not Assessed		Not Assessed	
2036 Do Nothing	Not Assessed		Not Assessed	
2036 Do Something	0.69	2.2	0.67	2.0

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed Layout - 2036 DM									
1 - SMRRD (NE)	D1	1.2	3.85	0.55	A	D2	1.1	3.36	0.53	A
2 - SMRR (SW)		2.3	9.23	0.70	A		2.1	8.70	0.68	A
3 - SWALR (W)		0.8	3.57	0.46	A		0.8	3.12	0.44	A
	Proposed Layout - 2036 DS									
1 - SMRRD (NE)	D3	1.4	4.11	0.58	A	D4	1.2	3.50	0.55	A
2 - SMRR (SW)		2.2	9.02	0.69	A		2.0	8.56	0.67	A
3 - SWALR (W)		0.9	3.57	0.46	A		0.9	3.27	0.47	A

The modelling demonstrates that the junction is likely to operate with a significant amount of spare capacity and queues of less than 3 vehicles in both the Do Minimum and Do Something scenarios. The assessment therefore suggests that the junction can accommodate the forecast vehicle demand.

The junction has also been assessed using the lane simulation option. The results are set out in Table 17 of the TA reproduced below which does not include the Do Minimum.

Table 17. Junction 25 Lane Simulation Capacity Modelling Results

Column heading	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Q	Max RFC	Max Q
2024 (A) Do Nothing	Not Assessed		Not Assessed	
2024 (A) Do Something	Not Assessed		Not Assessed	
2024 (B) Do Nothing	Not Assessed		Not Assessed	
2024 (B) Do Something	Not Assessed		Not Assessed	
2036 Do Nothing	Not Assessed		Not Assessed	
2036 Do Something	0.79	4.5	0.86	6.7

The results by arm taken from the output file also do show the Do Minimum. The lane simulation assessment also suggests that the junction can accommodate the forecast vehicle demand. It is therefore considered that the proposed roundabout operation is adequate.

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Proposed Layout [Lane Simulation] - 2036 DM										
1 - SMRRD (NE)	D1	2.9	8.33		A	D2	2.7	6.86		A
2 - SMRR (SW)		4.4	16.77		C		8.1	32.58		D
3 - SWALR (W)		2.6	8.89		A		1.8	6.81		A
Proposed Layout [Lane Simulation] - 2036 DS										
1 - SMRRD (NE)	D3	3.4	9.06		A	D4	2.7	7.25		A
2 - SMRR (SW)		4.5	15.85		C		6.7	26.56		D
3 - SWALR (W)		2.4	8.20		A		2.0	7.93		A

Summary

In summary, the provision of the proposed scheme is considered to have some overall benefit on the operation of the transport network in the study area, with a neutral or beneficial impact on 80% of junctions assessed, including the Stoke Road Gyratory.

BC have concerns with regards to the design of the western SEALR Phase 2 / SWALR/ SMRR Roundabout and require a number of changes to be made:

- The applicant is required to relax the radius of the field access, in line with the original design, which would allow large vehicles to access and egress the site using one running lane only.

- The applicant is required to relax the radii of the HS2 access on the western approach and change it into a left in left out only access to remove right turn movements into the access.

- The applicant is required to remove the maintenance bay on the Roundabout and reposition it in a more suitable location.

Following review of the Road Safety Audit BC also have concerns with regards to the design of the road:

- BC are concerned about the proximity of the maintenance track located south of the westbound carriageway to the road and require the applicant to reposition the track further south.

- The applicant is required to reposition the substation maintenance bay, which is currently located at the exit of the western roundabout on the eastbound section of SEALR Phase 2, to a location near the entry of the roundabout, possibly at the northern (SWALR) arm.

An assessment has been made of the change in traffic flow at each of the junctions for each assessment year.

BC requires a table demonstrating the impact of the scheme on the Walton Street Gyratory in all scenarios.

The majority of junctions experience no significant change in vehicular trips, but four junctions were assessed in more detail.

The modelling of the SEALR Phase 1 / Phase 2 Eastern Roundabout indicates that all arms will operate with spare capacity in all DS scenarios and the impact of the proposal on the operation of the junction is minimal.

However, lane simulation analysis of the DS scenarios suggests that there may be significant queuing on the B4443 northern approach to the junction as vehicles on the B4443 give way to eastbound traffic from SEALR Phase 2. The applicant is required to provide DM scenarios of the lane simulation modelling in order for BC to review the effect of the scheme on this junction and consider whether proposed roundabout operation is adequate.

The SMRR South / SWALR / SEALR Phase 2 Western Roundabout is expected to operate with a significant amount of spare capacity and queues of less than 3 vehicles in both the 2036 Do Minimum and Do Something scenarios.

The applicant is required to provide a drawing annotated with ARCADY measurements for the A41 Aston Clinton Road / Park Street / Tesco Access/Walton Road Roundabout. The modelling results indicate the impact of the proposed development would be acceptable and mitigation measures are therefore not required, but this will need to be confirmed with when the geometry has been checked.

The applicant is required to provide updated flow charts for 2036 which include the ahead flows on the Southern Link Road / New Road junction. The modelling suggests that this signalised junction is likely to be at capacity in the Do Minimum PM peak hour in 2036 with a Practical Reserve Capacity (PRC) of -1.4 and saturation greater than 90% on a number of arms. However, the implementation of SEALR Phase 2 is likely to create a slight improvement in this peak hour and mitigation measures are therefore not required.

I should therefore be grateful if the applicant could be invited to submit additional information that responds to and seeks to address the highways comments raised in this response.

Yours sincerely

Sarah Halsey

Highways Development Management
Planning Growth & Sustainability

This page is intentionally left blank

Directorate for Planning Growth & Sustainability
Buckinghamshire Council,
Walton Street Offices,
Walton Street,
Aylesbury
HP20 1UA

highwaysdm.av@buckinghamshire.gov.uk
01296 382416
www.buckinghamshire.gov.uk

Development Management
(Aylesbury Area)
Planning, Growth & Sustainability
Buckinghamshire Council

31st March 2023

F.A.O. Sue Pilcher

Dear Sue

Application Number:	22/03783/APP
Proposal:	South East Aylesbury Link Road (Phase 2) improvement scheme including dual carriageway (for the Stoke Mandeville Relief Road and to provide connection with the South West Aylesbury Link Road), new roundabout, lighting columns, maintenance bays and access points, diverted public right of way, uncontrolled crossing, provision of two shared cycle/footways, noise bunds and barriers, relocated field accesses, grass verges, road restraint systems, mammal tunnel, flood compensation storage areas, woodland planting, landscaping, habitat creation, drainage ponds and swales, substation and associated infrastructure and earthworks
Location:	Field To North Of Hall End Adjacent To Lower Road, Stoke Mandeville, Buckinghamshire.

Thank you for your request for consultation on the South East Aylesbury Link Road (SEALR) Phase 2. An initial Highways response was submitted on the 22nd December 2022 which commented on the Transport Assessment dated 10th November 2022. An additional Technical Note, dated 26th January 2023, has now been received, a Technical Note relating to Highway Design dated 20th February 2023 and updated plans which include General Arrangement, Connectivity and Prow as well as long sections and cross sections. A meeting was conducted with the applicant to discuss any outstanding matters on the 22nd of March 2023. This second response should be read in combination with the December 2022 Highways response.

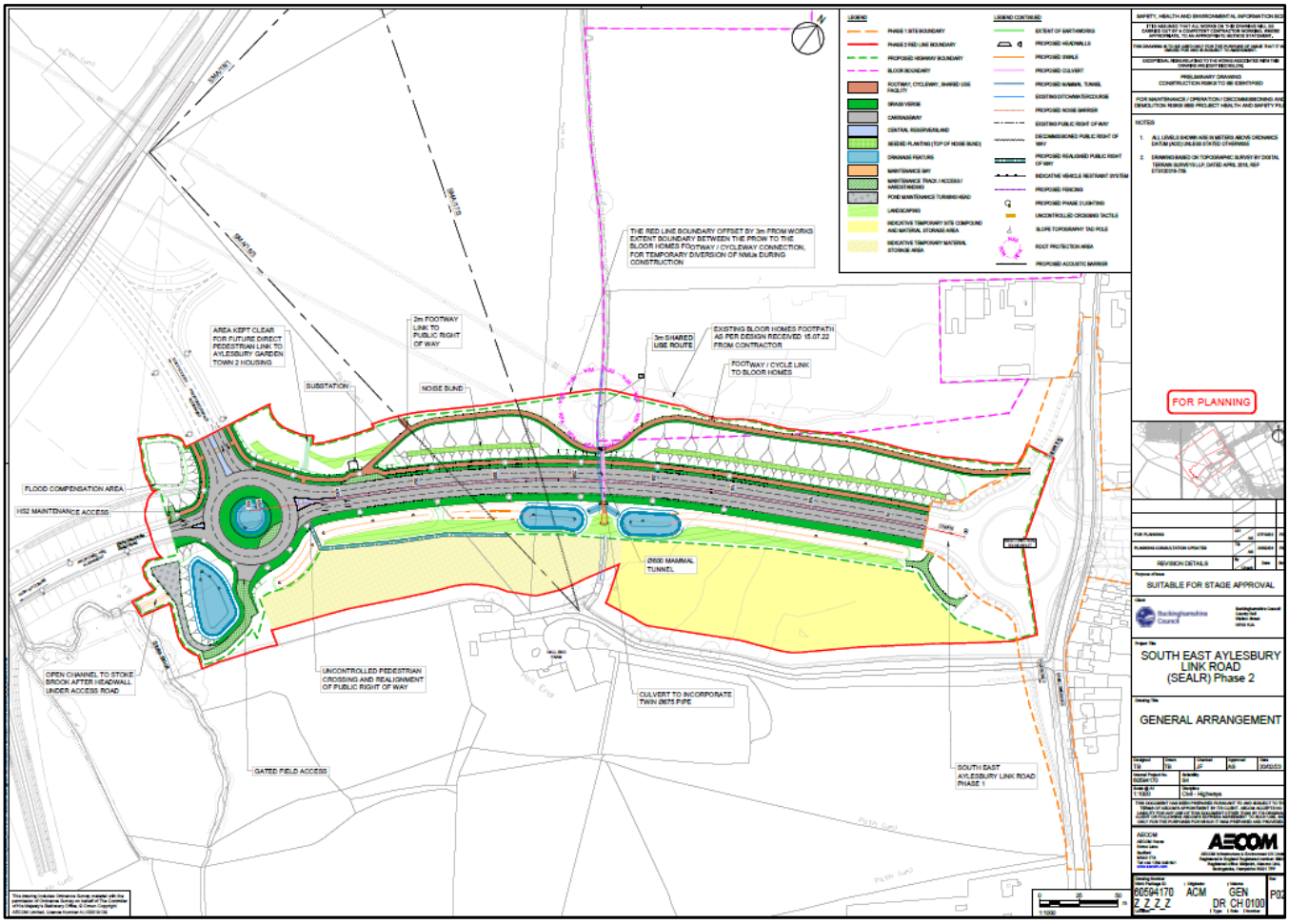
Proposal

Buckinghamshire Council (BC) is seeking to obtain detailed (full) planning permission to upgrade the northern part of the consented Stoke Mandeville Relief Road (SMRR) to dual carriageway status. SEALR Phase 2, as the scheme is known, will provide a 500m section of dual carriageway and a roundabout, linking in to B4443 Lower Road as the western arm of the consented SEALR Phase 1 roundabout.

Design

A four-arm roundabout connecting B4443 Lower Road, SEALR Phase 1, and the proposed scheme will represent the eastern extent of the scheme. The link road will follow an east to south-west alignment for approximately 450m before reaching a new roundabout junction linking in with the South West Aylesbury Link Road (SWALR) and the remainder of the SMRR to the south which will continue to be delivered by HS2 as a single two-way carriageway road.

The February submission includes an updated General Arrangement plan, reproduced below. It shows that the northern footway /cycleway at the bottom of the embankment now bends round a tree protection zone broadly half way along the road.



The proposed amendment to the layout is considered acceptable.

In the December response BC highways had a number of concerns related to the design of the SEALR Phase 2 / SWALR/ SMRR Roundabout.

BC Highways expressed concern that the swept path analysis drawing of the western SMRR / SWALR / SEALR 2 Roundabout showed that an articulated HGV is required to use both running lanes to access and egress the field access. This layout would result in the potential for collisions on the roundabout. BC Highways required the applicant to relax the radius of the field access, in line with the original design, which would allow large vehicles to access and egress the site using one running lane only.

The Technical Note submitted by the applicants has revisited the swept path analysis (vehicle tracking) for a combine harvester and trailer and demonstrates that the combine can manoeuvre through the roundabout using one lane only.

The amended swept path analysis has resolved BC Highways' concerns regarding the roundabout design in this respect.

The second concern related to the location of the HS2 maintenance access west of the SMRR / SWALR / SEALR 2 Roundabout. BC Highways are concerned that right turning vehicles entering and exiting this access need to cross opposing lanes which would increase the risk of collisions and entering vehicles would also need to slow and turn at a point where through traffic will be accelerating, again at the risk of

conflict. BC Highways requested that the radii be relaxed, and the design changed into a left in left out only access to remove right turn movements into the access.
The Technical Note states that the swept path analysis for the HS2 access was revisited to ensure that it was possible to track 4.6t light van in line with the BC Highways requirement and the tracking has shown that it is possible to meet the BC Highways requirements without the need to modify the design and by reinforcing the left in left out only manoeuvre by additional signage.

It is considered that signing only is not sufficient to enforce the left in left out and physical measures to prevent right turns are required in the interests of highway safety. A meeting was conducted on the 22nd of March 2023 with the applicant's consultant. At the meeting it was agreed that a splitter island which physically discourages right in, right out movements would be provided within the HS2 access. The HS2 access might require widening to allow introduction of this island. BC Highways are satisfied that details of this HS2 access can be secured by Condition as any changes would remain within the red edge.

In the December response BC highways expressed concern regarding the location of the substation maintenance hardstanding at the eastern exit of the SMRR / SWALR / SEALR 2 Roundabout. This issue was also raised in the Road Safety Audit (RSA) which states that the location of the hardstanding relatively close to the exit of the roundabout may result in road safety issues with respect to a) vehicles slowing immediately having left the roundabout to access the bay (rear end shunts) and/ or b) vehicles pulling out of the bay at inappropriate times.

The response in the Technical Note does not address the safety issue, but it states that it will be infrequently used.

BC Highways remain concerned about the proximity of the lay-by to the roundabout exit and this issue was therefore also discussed at the meeting on the 22nd March 2023. The applicants have now agreed to move the substation maintenance hardstanding between the SWALR entry and SEALR exit on the eastern side of the roundabout. The slower circulatory speeds make this location more suitable. BC Highways are satisfied that details of the location of the substation maintenance hardstanding can be secured by Condition as any changes will remain within the red edge.

In the previous Highways Response BC also expressed a concern with regards to the location of the maintenance hardstanding located in the centre of the SMRR / SWALR / SEALR 2 Roundabout as it could create potential conflict and it was requested that the maintenance hardstanding was removed from the roundabout and repositioned in a more suitable location.

The Technical Note states that "*The maintenance hardstanding will be used infrequently and then only by the maintenance authority for grass cutting (or pond maintenance if required). It is expected that its use may only be needed once or twice a year. As such the location of the maintenance bay, as proposed, is considered to be suitable*."

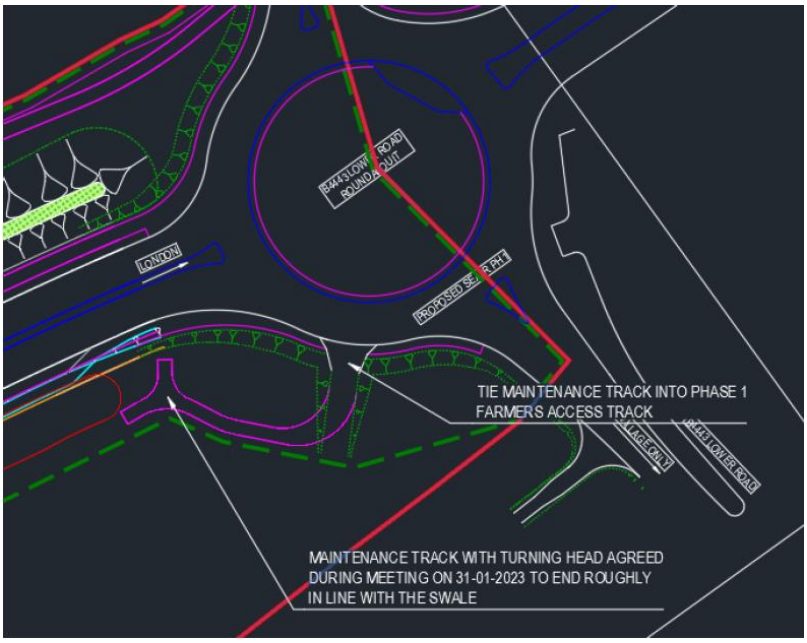
After consideration of the issues further including acknowledging the slower circulatory speeds and the frequency of use, it is considered that the hardstanding in the roundabout is acceptable.

BC Highway's final concern related to the 2m wide maintenance track which was proposed adjacent and parallel to the westbound phase 2 link carriageway, segregated by a narrow verge. The RSA raised a number of issues with this track mainly relating to inadequate clearance between track users and vehicles on the link road.

BC Highways stated that they were concerned about the proximity of the maintenance track located south of the westbound carriageway to the road and requested the track be repositioned further south.

The Technical Note explains that a shortened maintenance track at the eastern end of the scheme has now been proposed as an alternative. Access to this would be taken off the Phase 1 proposed farmer's access in the southwest quadrant of the roundabout and would stop at the beginning of the first swale.

The track contains a turning head so that vehicles do not have to reverse all the way back to the access point at the roundabout.



This solution is considered acceptable.

Traffic Impact Scenarios

The assessment of the proposed scheme has been undertaken utilising the Aylesbury Transport Model (ATM). The ATM is a cordon model of the Countywide model for Buckinghamshire maintained by Transport for Buckinghamshire.

A summary of strategic modelling scenarios and committed development and infrastructure is included in Table 9 of the TA reproduced below:

Table 9 – Summary of Scenarios and Infrastructure and Committed Developments

Scenario Reference	Scenario	Committed Infrastructure	Committed Development
2024 (A)	Do Nothing	Stoke Mandeville Relief Road (A4010 Realignment, single carriageway) Eastern Link Road (North) Stocklake Link Road (Rural) SEALR Phase 1	Berryfields Aylesbury East Kingsbrook
	Do Something	2024 (A) Do Nothing plus: Proposed Scheme (dual carriageway replacement of northernmost section of Stoke Mandeville Relief Road)	-
2024 (B)	Do Nothing	2024 (A) Do Nothing plus: Eastern Link Road (South) Southern Link Road	2024(A) Do Nothing plus: Woodlands (1,100 dwellings, 60 extra car units, 107,800 sqm employment space, 18,553 sqm retail, two primary schools and 3,500 sqm leisure) Hampden Fields (3,700 dwellings and 100,000 sqm employment)
	Do Something	2024 (B) Do Nothing plus: Proposed Scheme	-
2036	Do Nothing	2024 (B) Do Nothing plus: SWALR	2024(B) Do Nothing plus: Aylesbury South West, Remaining balance of VALP housing allocation
	Do Something	2036 Do Nothing plus: Proposed Scheme	-

Junction Modelling

BC Highways previously stated that as Table 10 is difficult to read due to the large amount of information, it would be helpful to receive a table demonstrating the impact of the scheme on the Walton Street Gyratory in all scenarios. This junction in the centre of Aylesbury is expected to be at practical capacity and a clear demonstration of the impact of the scheme on this junction is therefore required.

A table has been provided in Appendix B of the Technical Note and this suggests that the impact on all arms is minimal.

Junction 5: A41 Aston Clinton Road / Park Street / Tesco Access/Walton Road

BC Highways previously stated that it has not been possible to check the geometry as no plan has been provided of this junction. The Technical Note explains that the geometries for this roundabout were obtained from the Junctions 8 report included within the consented Hampden Fields TA (planning reference: 16/00424/AOP), in Appendix L.

Following review, it can be concluded that the AECOM model is consistent with the original Hampden Fields model in the TA.

The results of the modelling demonstrate that the junction is expected to operate with spare capacity which indicates that the impact of the proposed development would be acceptable. Mitigation measures are therefore not required.

Junction 23: Southern Link Road / New Road

BC Highways previously stated that the flows had been checked and are slightly higher than those in the flow charts and were therefore assumed to have been entered correctly as PCU's. The ahead flows on the SLR were not visible on the flow charts to check and amended flow charts for all 2036 scenarios were therefore required.

The Technical Note explains that the set of highway impact diagrams show vehicle flows but the junction was modelled within LinSig for which PCU flows were used. Amended highway impact diagrams are included at Appendix D of the Technical Note and now include all flows.

Flows have been checked and are correct. The modelling indicates that the impact of the proposal on the operation of the junction is likely to be minimal and mitigation measures are therefore not required.

J12: B4443 Lower Road / SMRR North (SEALR Phase 2 / SEALR Phase 1 Roundabout)

This is the eastern junction of the proposed scheme and takes the form of a 4 arm roundabout. The Do Nothing scenarios use the model approved for the SEALR Phase 1 application. The Do Something scenarios adjust this model to account for the SEALR Phase 2 dual carriageway on the western arm of the roundabout.

BC Highways previously stated that the geometry and flows have been checked and are correct and the modelling indicates that, although there is a small increase in RFC from 0.8 to 0.83 and queue length increase from 3.9 vehicles to 4.7 vehicles on the Lower Road South arm in the 2036 PM peak hour, all arms are likely to operate with spare capacity in all DS scenarios.

However, it was not possible to establish the impact of the scheme on this junction using the ARCADY lane simulation assessment as the Do Minimum scenarios had not been assessed. BC Highways therefore requested that the applicant provide DM scenarios of the lane simulation modelling in order for BC to review the effect of the scheme on this junction and consider whether the proposed roundabout operation is acceptable.

The Technical Note includes a revised Table 15 showing the results of the Do Minimum lane simulation model. The table shows the maximum queues and RFCs in the worst 15 minute segment.

Table 15. Junction 12 Lane Simulation Capacity Modelling Results

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Q	Max RFC	Max Q
2024 (A) Do Nothing	*0.95*	*28.3*	*0.89*	*5.1*
2024 (A) Do Something	0.98	*22.8*	0.78	3.0
2024 (B) Do Nothing	*0.98*	*65.9*	*0.91*	*18.6*
2024 (B) Do Something	0.98	100.3	0.90	7.0
2036 Do Nothing	*0.97*	*51.3*	*0.89*	*9.2*
2036 Do Something	0.96	47.7	0.91	8.1

The table shows that the impact is mainly positive apart from the 2024(B) AM scenario where there is a maximum queue increase of 35 vehicles. The tables do not show the impact by approach, therefore hourly summary results have been copied below.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Proposed Geometries [Lane Simulation] - 2024A DM													
A - SEALR E	D1	0.8	4.80		A	41.33	% [ ]	D2	0.9	4.79		A	19.96	% [ ]
B - B4443 S		0.9	6.55		A				0.9	6.19		A		
C - SM W		5.4	18.30		C				10.1	36.20		E		
D - B4443 N		31.5	89.10		F				4.6	16.99		C		
	Proposed Geometries [Lane Simulation] - 2024B DM													
A - SEALR E	D3	3.6	9.64		A	70.71	% [ ]	D4	5.8	14.12		B	36.24	% [ ]
B - B4443 S		1.0	8.29		A				1.0	8.83		A		
C - SM W		7.1	26.21		D				24.3	77.94		F		
D - B4443 N		69.6	177.19		F				10.9	33.31		D		
	Proposed Geometries [Lane Simulation] - 2036 DM													
A - SEALR E	D5	3.3	8.41		A	50.81	% [ ]	D6	7.8	17.26		C	23.89	% [ ]
B - B4443 S		3.1	13.08		B				3.6	17.89		C		
C - SM W		4.6	18.27		C				5.9	22.96		C		
D - B4443 N		55.0	139.87		F				12.5	38.11		E		

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Proposed Geometries [Lane Simulation] - 2024A DS													
A - SEALR E	D3	0.8	4.71		A	35.70	% [ ]	D4	1.1	4.92		A	11.51	% [ ]
B - B4443 S		0.9	7.04		A				0.9	6.52		A		
C - SM W		2.8	9.18		A				3.6	10.28		B		
D - B4443 N		25.9	81.97		F				5.2	18.49		C		
	Proposed Geometries [Lane Simulation] - 2024B DS													
A - SEALR E	D7	2.5	8.65		A	86.89	% [ ]	D8	6.1	15.42		C	20.13	% [ ]
B - B4443 S		1.3	8.36		A				1.2	9.34		A		
C - SM W		2.7	9.56		A				5.2	15.09		C		
D - B4443 N		104.1	235.62		F				10.1	33.12		D		
	Proposed Geometries [Lane Simulation] - 2036 DS													
A - SEALR E	D11	4.8	9.09		A	46.06	% [ ]	D12	8.1	16.40		C	20.84	% [ ]
B - B4443 S		2.9	13.53		B				4.3	21.02		C		
C - SM W		2.5	8.31		A				2.7	9.64		A		
D - B4443 N		51.6	132.78		F				11.1	36.18		E		

The hourly summary shows that only the B4443 Lower Road North arm in the 2024(B) AM DS scenario worsens but this again improves as further infrastructure comes forward.

It should be noted that the lane simulation results should be treated with caution and used only as a tool to understand the possible implications of lane allocations. The standard Arcady modelling shows a queue length increase from 4.1 to 4.3 vehicles only in the 2024(B) AM DS scenario on the B4443 Lower Road North arm.
It can be concluded that the effect of the scheme on this junction is acceptable.

Summary

The design of the proposed scheme is now considered acceptable.

The proposed scheme is considered to have some overall benefit on the operation of the transport network in the study area, with a neutral or beneficial impact on 80% of junctions assessed, including the A413 Gyratory.

An assessment has been made of the change in traffic flow at each of the junctions for each assessment year. The majority of junctions experience no significant change in vehicular trips, but four junctions were assessed in more detail.

The junction modelling of these four junctions demonstrates that the scheme will result in minimal, or slightly positive impact on the four junctions.

Mindful of the above, I can now confirm that I have no objection to the proposed improvement scheme subject to the following conditions which should be imposed and part of any consent that you may issue.

Condition 1: Prior to the commencement of the development hereby permitted, including works on the construction compound, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include, but not be limited to, the following:

a) Phasing of the development;
b) Layout of construction compound, designed to minimise impacts;
c) Details of construction access;
d) Management and timing of deliveries;
e) Routing of construction traffic;
f) A method statement for undertaking pre commencement and post completion highway condition surveys and a programme for repairs to make good damage;
g) Vehicle parking for site operatives and visitors;
h) Loading/off-loading and turning areas;
i) Storage of materials;
j) Precautions/measures to prevent the deposit of mud and debris on the adjacent highway;
k) How compliance will be monitored, including site inspections and the recording compliance matters.

The CTMP shall then be implemented and adhered to as approved throughout the construction period.

Reason: In the interests of highway safety and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Condition 2: Prior to the commencement of the development hereby permitted details of the adoptable roads and associated works, including but not limited to, structures, earthworks, footways, cycleways, pedestrian crossings and lighting and its junction with the existing highway at Lower Road and the South East Aylesbury Link Road as referred to in the application shall be submitted to and approved in writing by the Local Planning Authority and the adoptable roads and associated works shall not be opened to public use unless the adoptable roads and associated works have been laid out and constructed in accordance with the approved details. The development shall thereafter be retained as approved unless altered for routine maintenance purposes.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Condition 3: Prior to development above ground, full details of the scheme for dealing with the disposal of surface water from the roads, footways and cycleways shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be opened to public use unless the surface water drainage scheme has been laid out and constructed in accordance with the approved details. The highways surface water drainage details for the development shall thereafter be retained as approved unless altered for routine maintenance purposes.

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 and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Condition 4: No other part of the development shall be opened to public use until the new means of agricultural accesses have been sited and laid out in accordance with the approved drawings and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Condition 5: Prior to the commencement of the development hereby permitted details of the HS2 maintenance access, located west of the SMRR / SWALR / SEALR 2 Roundabout, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt such details are expected to included physical measures to discourage traffic turning right in to and right out of the access. The access shall not then be brought in to use unless laid out and constructed in accordance with the details to be approved.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Condition 6: Prior to the commencement of the development hereby permitted details of the location and constriction of substation maintenance hardstanding currently shown east of the SMRR / SWALR / SEALR 2 Roundabout, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the hardstanding is to be relocated on the outside of the circulatory carriageway between the SWALR entry and eastbound SEALR2 exit. The maintenance hardstanding shall not then be brought in to use unless located, laid out and constructed in accordance with the details to be approved.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development and to comply with the requirements of the National Planning Policy Framework and emerging policies T1 and T5 of the Vale of Aylesbury Local Plan.

Yours sincerely

Sarah Halsey

Highways Development Management
Planning Growth & Sustainability

This page is intentionally left blank