



# Vale of Aylesbury Local Plan (VALP)

2013 - 2033

Adopted Plan



Adoption date TBC

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## **Foreword**

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

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

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

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

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

Councillor Gareth Williams

Deputy Leader and Cabinet Member Planning and Regeneration



# 1 Background

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## Introduction

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

## What is the Local Plan?

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

## How the Local Plan has been prepared

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

## National planning policy

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

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

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

### Expected growth

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

### Duty to cooperate

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

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

## Housing

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

## Employment

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

## Town centres

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

## Infrastructure

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

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

### **Evidence**

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

### **Sustainability appraisal**

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

### **Neighbourhood plans**

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

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

### **Policies Map**

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

### **Using this plan**

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

### **Profile of Aylesbury Vale**

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

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

### Places

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

### Population

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

### Economy and employment

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

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

### Homes

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

### Transport

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



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

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

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

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

#### **Monitoring**

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



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## Aylesbury Vale Key Diagram

### VALP Sites

- Large Housing Commitment
- Key Employment Site

### VALP Settlement Hierarchy

- Strategic settlement
- Large Village
- Medium Village

Railway station

Railway

HS2

East West Rail

Local Plan Area Boundary

Chilterns AONB

Metropolitan Green Belt

Motorway

Primary Road

Canal

## 2 Vision and Strategic Objectives

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## A Vision for Aylesbury Vale to 2033

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

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

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

### Spatial vision

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

For this to happen:

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

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

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

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

## Strategic objectives

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

## Objectives

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

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



## 3 Strategic

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## Sustainable development of Aylesbury Vale

### Sustainable development at the heart of decision making

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

#### S1 Sustainable development for Aylesbury Vale

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

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

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

In assessing development proposals, consideration will be given to:

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

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

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

### **Housing and economic needs**

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

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

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

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

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

## S2 Spatial strategy for growth

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

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

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

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

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

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

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

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

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

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

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

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



### Settlement hierarchy and cohesive development

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

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

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

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

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

Category	Description	Settlements	Total housing development	Completions and commitments	Allocations
	locations for development. The plan allocates some sites at medium villages	Cheddington Cuddington Gawcott Great Horwood Grendon Underwood Ickford Maids Moreton Marsh Gibbon Marsworth Newton Longville North Marston Padbury Quainton Stewkley Stoke Hammond Tingewick Weston Turville (TOTAL 1,423)	115 28 15 81 59 100 188 62 36 52 9 52 108 98 194 110 78 (TOTAL 1,423)	115 13 15 81 59 100 188 62 36 52 9 52 84 98 194 110 78	0 15 0 0 0 0 0 0 0 0 0 0 24 0 0 0 0
Smaller villages	Smaller, less sustainable villages which have relatively poor access to services and facilities. It is expected that some small scale development could be accommodated at smaller villages without causing unreasonable harm. This level of development is also likely to help maintain existing communities. Sites at smaller villages will come forward either through neighbourhood plans or by individual 'windfall' planning applications, no site allocations are made at smaller villages	Total (smaller villages and other settlements)	709	709	0

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

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

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

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

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

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

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

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

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

## Green Belt

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



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

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

#### **S4 Green Belt**

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

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

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

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

## Infrastructure

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

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

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

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

### **S5 Infrastructure**

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

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

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

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

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

### Gypsy, Traveller and Travelling Showpeople provision

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

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

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

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

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

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

- 3.57 As well as identifying the accommodation need figures the original joint Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment published in 2013 recommended the following on how to approach the provision of Traveller sites:
- existing sites should be safeguarded, to ensure that needs continue to be met in perpetuity
  - the identification of additional pitch provision should take into account where the need arises
  - the councils should be reasonably flexible about the location of small private sites
  - the councils should investigate the potential for existing sites to achieve additional pitches/plots either through increasing the capacity within existing boundaries or through site extension onto adjoining land, and
  - the councils should also undertake site assessment work to identify new sites to meet identified future Gypsy and Traveller needs.

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

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

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

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

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



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

3.60 Travelling Showpeople are defined by the PPTS as being:

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

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

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

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

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

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

### **S6 Gypsy, Traveller and Travelling Showpeople provision**

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

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

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

Existing Traveller sites will be safeguarded for Traveller use.

### Previously developed land

- 3.63 Previously developed (or ‘brownfield’) land is defined in the National Planning Policy Framework (NPPF) (2012) and refers to land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The definition excludes land uses such as private residential gardens and agricultural or forestry buildings.
- 3.64 The full definition according to the NPPF (2012 glossary is:
- ‘Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface have blended into the landscape in the process of time.’
- 3.65 One of the core planning principles of the NPPF (2012) is to encourage the effective use of land by reusing previously developed land, provided it is not of high environmental value.

### Brownfield Land Registers

- 3.66 In April 2017, the Town and Country Planning (Brownfield Land Register) Regulations 2017 and the Town and Country Planning (Permission in Principle) Order 2017 came into force. The regulations require local planning authorities to prepare and maintain registers (compiled in two parts) of brownfield land in the local plan area that is suitable for residential development. The Order provides that sites entered on Part 2 of the new brownfield registers will be granted permission in principle.
- 3.67 Part 1 of the registers is a comprehensive list of all brownfield sites in a local authority area that are suitable for housing, irrespective of their planning status. However, registers will also be a vehicle for granting permission in principle for suitable sites where authorities have followed the relevant procedures. If the authority considers that permission in principle should be granted for a site, the local authority is required to enter that site in Part 2 of their register. Part 2 is therefore a subset of Part 1 and will include only those sites for which have permission in principle has been granted.
- 3.68 The intention of brownfield registers is to provide up-to-date, publicly available information on all brownfield land that is suitable for housing. Local planning authorities were expected to have compiled Part 1 of their registers by 31 December 2017.

### S7 Previously developed land

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

### Delivering through neighbourhood planning

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

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

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

## Monitoring and review

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

## Monitoring the five-year housing land supply

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

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

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

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

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

#### Calculating projected supply from windfall sites

- 3.83 Housing supply will also come forward through windfall sites<sup>9</sup>. The NPPF (2012) allows for a windfall allowance if there is “compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply” (para 48). Any allowance must be realistic and should not include residential garden land. It is anticipated that additional small and large windfall sites will continue to come forward (as they have done historically) and contribute towards meeting the additional housing requirement to be planned for in the future.
- 3.84 Based on the NPPF (2012) requirements, the council has put together evidence for windfall projections for sites of four or fewer dwellings which has been accepted by inspectors<sup>10</sup>. This evidence has taken into account historic delivery rates and expected future trends and does not include residential gardens in accordance with the NPPF (2012) definition. Aylesbury Vale is a large rural former district area and therefore the majority of windfall sites are greenfield.
- 3.85 Windfall projections are based on the average dwelling completions for small sites (four or fewer dwellings) over the last ten years (2010 – 2020) (the windfall allowance is based on

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

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

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

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

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

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

#### Five year supply calculation

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



## **S8 Monitoring and review**

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

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

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

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

## 4 Strategic Delivery

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## Delivering growth

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

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

### Aylesbury – Delivery of a Garden Town

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

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

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

### Supplementary planning documents

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

## Challenges and Opportunities for Aylesbury Garden Town

### Sustainable development

#### Aylesbury Garden Town housing

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

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

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

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

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

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

### Aylesbury Garden Town - town centre

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

### Aylesbury Garden Town movement

#### Aylesbury transport strategy

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

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

### **Aylesbury Garden Town community**

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

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

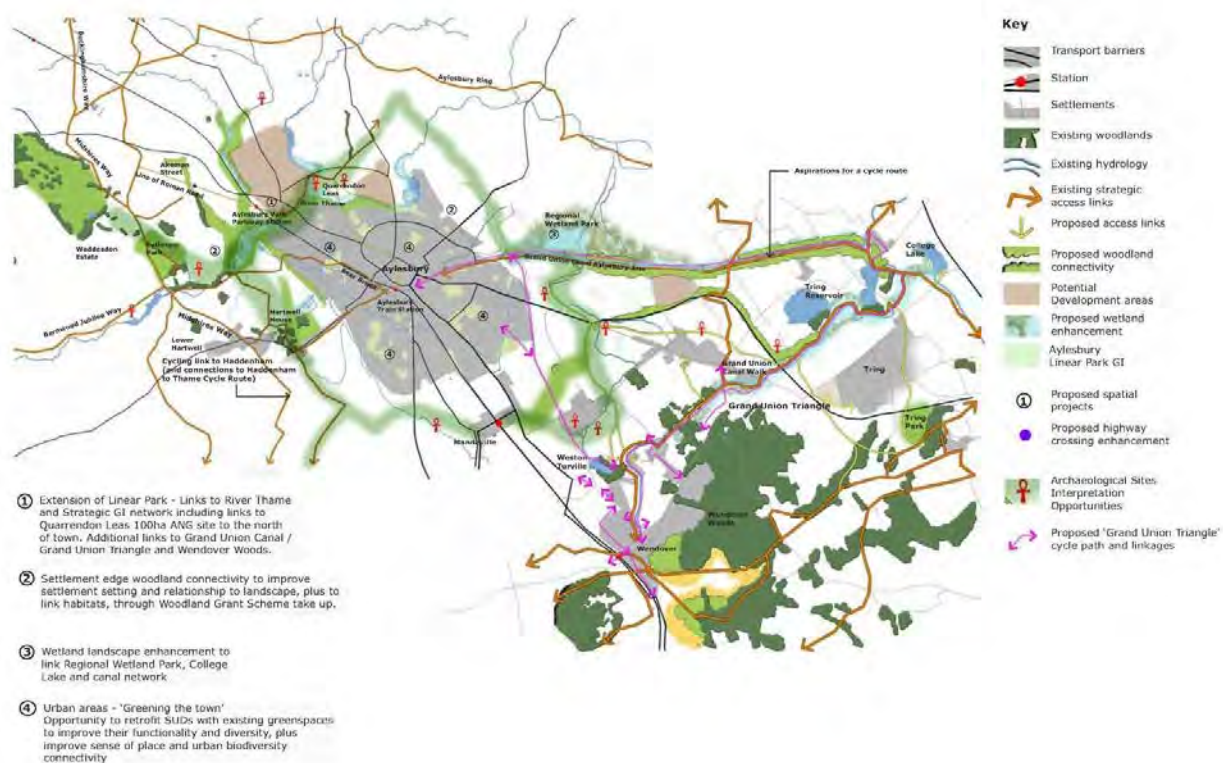
#### **Aylesbury Garden Town green infrastructure**

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

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

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





Aylesbury Linear Park Green Infrastructure Map

### Allocating at Aylesbury

- 4.24 In deciding where Aylesbury should grow, as much development as possible is to be located on previously-developed land in the town centre and existing urban area, but due to the scale of the growth, significant greenfield development will also be necessary.
- 4.25 A Cumulative Impact Assessment<sup>13</sup> has been undertaken to assess the impacts of the indicative future growth at Aylesbury as a whole and to ensure that future delivery of Aylesbury Garden Town is sustainable and well integrated into the town's existing urban edge and consideration of the impact of development, taking into account the following factors:
- transport
  - flood risk
  - access to employment
  - water supply
  - specific infrastructure requirements
  - sewerage
  - integration with Aylesbury
  - landscape
  - strategic multi functional green infrastructure
  - agricultural land classification
  - contaminated land
  - relationship with other settlements

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

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

### Aylesbury Garden Town Vision

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

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

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

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

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

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

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

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

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

The following smaller sites are also allocated:

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

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

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

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

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

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

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

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



## South Aylesbury

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

- 4.38 Regard should be had to the layout and access arrangements for these sites as appropriate in the preparation of the AGT1 Masterplan SPD for this strategic site allocation to ensure a comprehensive approach to development.
- 4.39 The AGT1 Masterplan SPD for the site will elaborate on Policy D-AGT1 by advising on the site layout and disposition of land uses.

#### D-AGT1 South Aylesbury

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



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

### South west Aylesbury

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

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

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

#### D-AGT2: South west Aylesbury

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

Information	Site details
	<p>woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, including pedestrian and cycle routes to directly and appropriately link the site with surrounding communities and facilities.</p> <ul style="list-style-type: none"> <li>g. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages, including green corridors, with surrounding wildlife assets and surrounding communities. The site will have access to a range of open spaces, including the new linear park alongside HS2, and have been carefully designed to respect the identity and character of the existing urban area.</li> <li>h. The development should be designed using a landscape-led approach including consideration of the long-distance views of the AONB, respond positively to the best characteristics of the surrounding area and reflecting the field pattern and mature landscape features on the site</li> <li>i. Provision for public transport into the town and to surrounding areas</li> <li>j. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated</li> <li>k. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be preserved as green space as shown in the policies map as the area of 'not built development'. Built development should be restricted to Flood Zone 1</li> <li>l. Residual risk to the site should be investigated, for example overtopping or breach of the Aylesbury Vale Flood Alleviation Scheme storage areas, risk of overtopping or breach from the Aylesbury Arm (Grand Union Canal), impact of blockage of the A418 culvert on flood risk and deployment of the temporary barriers at the Willows</li> <li>m. Flood alleviation through measures identified in the SFRA Level 2 for investigation, including through flood alleviation systems benefitting the wider community and provision of sustainable drainage systems (SUDS), will be required to reduce pressure on the existing drainage network. The site will also provide flood alleviation to Stoke Brook through diversion of the brook and appropriate complementary measures, such as attenuation lakes.</li> <li>n. Surface water modelling should be undertaken to define the level of surface water risk and the risk areas/flow paths. Climate change should be modelled using the +40% allowance (February 2016) for rainfall intensity. A surface water drainage strategy should ensure that the development does not increase flood risk elsewhere</li> <li>o. A site drainage strategy should consider whether infiltration is feasible under all groundwater conditions and a site investigation carried out to identify likely groundwater levels. A potential detailed hydrogeological assessment may be required, subject to the outcomes of the site investigation. The site should be designed with consideration of potentially high groundwater levels, subject to the above. An assessment of</li> </ul>

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

### Aylesbury north of A41

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

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

### D-AGT3: Aylesbury north of A41

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



Information	Site details
	<p>five years of the development commencing</p> <ul style="list-style-type: none"> <li>c. Provision of land, building and car parking for one primary school with a pre-school, funding to support a children's centre, secondary school provision and expansion of existing special schools</li> <li>d. Existing vegetation should be retained where practicable, including existing woodlands and hedgerows. Existing public rights of way need to be retained and integrated into the development within safe and secure environments as part of a wider network of sustainable routes, to directly and appropriately link the site with surrounding communities and facilities</li> <li>e. Proposals must retain and enhance existing habitats where practicable, including the creation of linkages with surrounding wildlife assets</li> <li>f. The development should be designed using a landscape-led approach including consideration of the long distance views of the AONB and respond positively to the best characteristics of the surrounding area</li> <li>g. Provision for cycleways, footpaths and public transport connections into the town and to surrounding areas. Active travel links to be established to Broughton Lane, the Garden Town Community and the Aylesbury Arm of the Grand Union Canal</li> <li>h. Flood defences through a flood alleviation system benefitting the wider community and provision of sustainable drainage systems (SuDS) will be required to reduce pressure on the existing drainage network</li> <li>i. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated</li> <li>j. Reservoir flood risk to the site should be investigated, for example overtopping or breach of the Weston Turville Reservoir and also canal flood risk of overtopping or breach of the Aylesbury Arm (Grand Union Canal). The impact of blockage of the siphon under the canal or blockage of the culverted ordinary watercourse in the centre of the Woodlands part of the site should be considered. Mitigation for reservoir flood risk should be discussed with the Environment Agency</li> <li>k. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be laid out for uses compatible with these Flood Zones with built development restricted to Flood Zone 1</li> <li>l. New major transport infrastructure such as Eastern Link Road should be designed so that the potential loss of floodplain and change of flow pathways resulting from their implementation do not have an adverse effect on flood risk. They should also be designed to ensure that they remain operational and safe for users in times of flood</li> <li>m. Land at Manor Farm (BIE022) shall not be developed until the Eastern Link Road (South) through the adjacent site WTV018 (Woodlands) has been delivered and opened to traffic. A planning application on site BIE022 must demonstrate that Flood Risk Exception Test Part 2 (See VALP Flood Risk Sequential Test 2017) has been met by a developer. The Exception Test Part 2 will be supported by a site specific Flood Risk Assessment (FRA) to support a planning application and shall demonstrate that access and egress from and to the development, via the ELR and on-site access routes,</li> </ul>

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

## Woodlands concept plan



### Aylesbury south of A41

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

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

## D-AGT4 Aylesbury south of A41

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



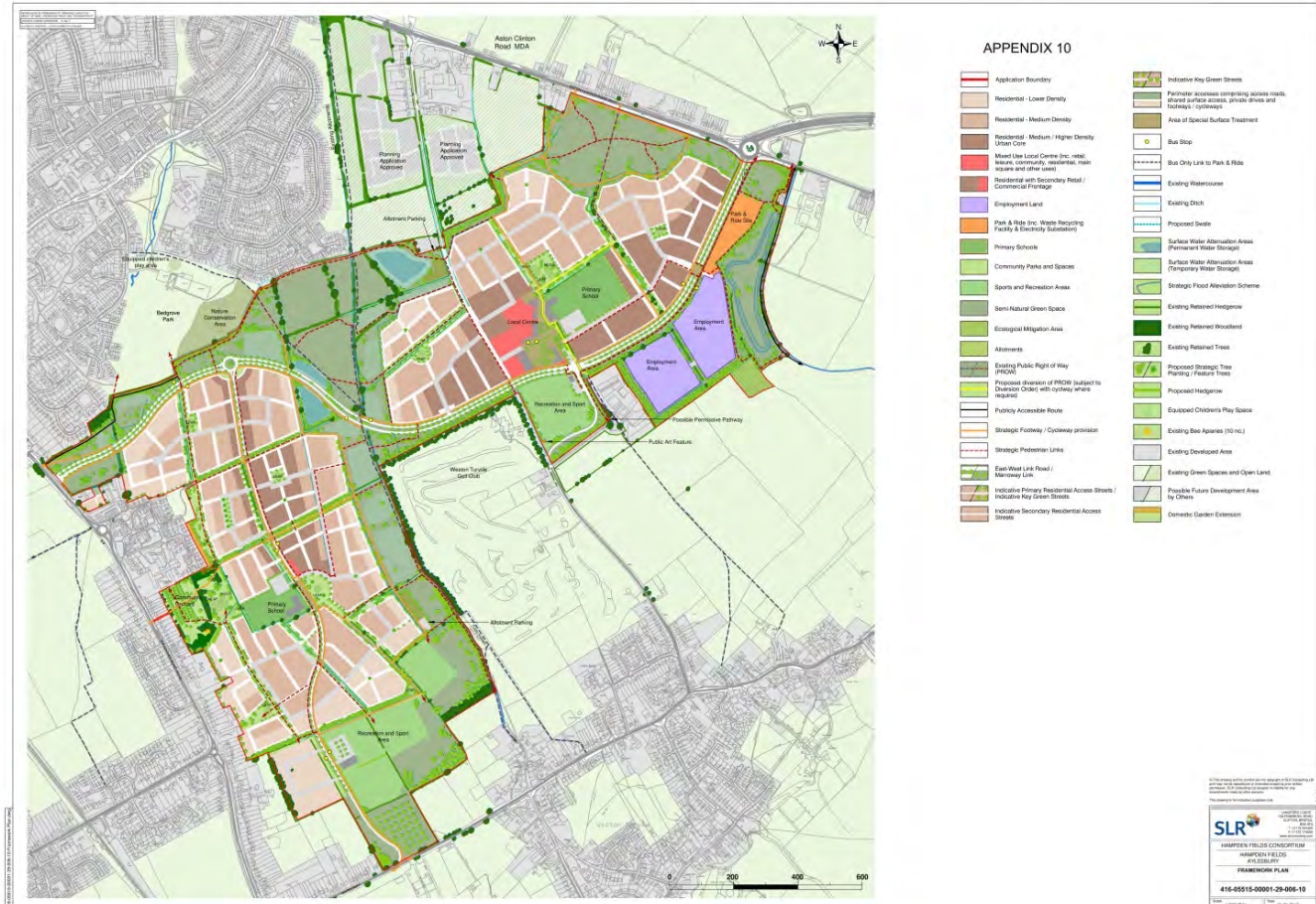
Information	Site details
	<ul style="list-style-type: none"> <li>f. Provision for cycleways, footpaths and public transport connections into the town and to surrounding areas</li> <li>g. Town-wide flood defences through a flood alleviation system benefitting the wider community and provision of sustainable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

## Information

## Site details

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

## Hampden Fields concept plan





## Berryfields, Aylesbury

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

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

## D-AGT5: Berryfields

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

### Kingsbrook, Aylesbury

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

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

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

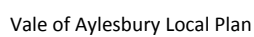
## D-AGT6: Kingsbrook

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

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



## Village 2





## Village 3 phase 1



### Village 3 phases 2a and 2b





## Village 3 phase 3



### Village 3 phase 4







## Ardenham Lane, Aylesbury

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

### D-AYL032: Ardenham Lane, Aylesbury

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

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

### Land at Thame Road, Aylesbury

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

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

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



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

### PO Sorting Office, Cambridge Street, Aylesbury

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

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

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

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

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

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

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

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

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

## Hampden House, Aylesbury

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

### D-AYL063 Hampden House, Aylesbury

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

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

### Land north of Manor Hospital, Aylesbury

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

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

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



## Rabans Lane, Aylesbury

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

### D-AYL115 Rabans Lane, Aylesbury

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

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

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

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

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

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

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

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

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

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

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

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

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

### North East Aylesbury Vale

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

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

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

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

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

Information	Site details
	<ul style="list-style-type: none"> <li>The objective is to ensure that high quality walking, cycling and public transport links to and from Newton Longville, Bletchley and the city of Milton Keynes are an integral part of the development. A new network of primary streets will form the principal circulation route for all vehicular traffic including a bus route. The route will connect with the existing highway network at the three access points. Plans should show that the primary street is to be at least 7.3m wide, with a footway/cycleway of 3m wide and will need to consider drop off provision, widened footways, crossing points, road signage and lining to provide for a serviced school site</li> </ul> <p><b>Grid Road</b></p> <ul style="list-style-type: none"> <li>Whilst the site only requires a single carriageway road for access, a dual carriageway could be provided in the future. The land for the grid road will need to be adequately secured in the S106 Agreement for the future extension of Snelshall Street (V1) so that Buckinghamshire Council can develop and implement a scheme in the future</li> </ul> <p><b>Public Transport Provision</b></p> <p>The enhancement of the existing bus service or provision of a new service to operate between the proposed development and Central Milton Keynes (CMK) via the existing rail station will be required and included within the Framework Travel Plan.</p> <p><b>Public rights of way</b></p> <ul style="list-style-type: none"> <li>A number of improvements to the surfacing of the local footpaths will be required within the site and be completed as part of the development and a financial contribution is to be secured as part of the Section 106 Agreement for those routes outside of the site. The improvements within the site include: <ul style="list-style-type: none"> <li>ensure a Redway compliant Grid Road reserve to link with existing PROW</li> <li>upgrade of footpath and resurface between Weasel Lane and the railway underpass; route to be dedicated as a public bridleway</li> <li>resurface byway in Newton Longville Parish and in Mursley Parish between Dagnall House Buckingham Road to the adopted highway</li> <li>Provision should be made for adequate green links to Tattenhoe Park</li> </ul> </li> </ul>
<b>Site-specific Requirements</b>	<p>Conserving and enhancing the natural environment</p> <p>In terms of the impact on the landscape, site proposals should use land efficiently and create a well-defined boundary as the western edge of Milton Keynes between the settlement and countryside,</p>

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



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

## D-NLV001 concept plan



### Shenley Park

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

## D-WHA001 Shenley Park

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

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

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

## Buckingham

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



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

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



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

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

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

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

## Haddenham

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

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

### D-HAD007 Land north of Rosemary Lane

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

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

### RAF Halton, near Wendover

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

- To link to the green infrastructure network.

#### D-HAL003 RAF Halton

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

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

## Winslow

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

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

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



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

### Delivering the allocated sites – at larger villages

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

## Stone

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

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

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

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

## Whitchurch

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

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

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

### Delivering the allocated sites – at medium villages

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

## Cuddington

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

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

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

### D-CDN003 Dadbrook Farm

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



## Ickford

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

### D-ICK004 Land off Turnfields

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

Information	Site details
	Management Plan.

### Maids Moreton

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

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

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

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

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

## Newton Longville

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

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

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

## Quainton

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

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

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

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

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

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



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

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

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

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

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

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

##### **2. Larger scale development**

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

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

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

### Delivering sites at smaller villages

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

### D4 Housing development at smaller villages

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

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

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

### Assessing proposals at other settlements

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

### D5 Housing at other settlements

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

## The need for new employment land

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

## Provision of new employment land

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

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

## D6 Provision of employment land

Employment development will generally be supported in sustainable locations:

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

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

Employment land is allocated in the following locations:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Table 9 Convenience and comparison floor space**

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

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

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

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

4.177 The policy below suggests the amount of comparison and convenience retail provision that might be provided over the Plan period. The relative balance between comparison and convenience floorspace is indicative only and there may be scope for flexibility on this.

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

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



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

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

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

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

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

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

New local centres will be provided within major development areas.

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

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

**Table 10 Retail allocations**

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

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

## Aylesbury town centre

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

## The challenges

- 4.182 Increase in economic and political uncertainty – Nationally consumers have proved remarkably resilient since the Brexit vote and, despite the unprecedented backdrop, consumer spending has generally remained robust. However, with the prospect of rising inflation, the increasing reliance on consumer debt to support spending, and the lack of detail about the impact of Brexit, there is concern about consumer confidence and how this will affect spending patterns.
- The outlook for retailers is also challenging. With rising costs, but consumer confidence uncertain, retailers are having to consider how much they can pass on to consumers. Retailers are likely to hold back on capital expenditure and employment particularly in towns of Aylesbury’s size which are still working to establish themselves as a destination in their own right. This inevitably means that future aspirations for the town centre need to recognise that phased development within a vision framework will be the favoured approach.
- 4.183 Attractiveness and identity – like all town centres, there are areas of Aylesbury which haven’t been improved for some time and consequently reflect negatively on the town. This affects both visitors’ perception and those of potential new investors. The Aylesbury Town Centre Plan makes clear that future plans need to pay equal attention to these areas as well as the opportunities for new development.
- 4.184 A growing population – with Aylesbury remaining the main focus and a significant area for housing and employment growth in Aylesbury Vale, further infrastructure including outer link roads to help reduce town centre congestion, as well as retail within and beyond the town centre, will need to continue to develop, simply to meet the needs of a growing and working population. However, timescales for new infrastructure can be long and Aylesbury will need to work hard to retain its consumer base.
- 4.185 Protecting existing investment – the success of existing assets and investments, whether private or public, depend on the whole visitor experience. Plans to deliver new shops, catering outlets and public realm improvements to support, for example, Aylesbury Waterside Theatre, have not

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

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

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

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

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

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

### Guiding principles and strategic aims for future development

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

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

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

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

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

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

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

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

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

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

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

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

#### **Economic regeneration**

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

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

#### **Physical regeneration**

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

#### **The vision**

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

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

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

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

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

**Table 91 Aylesbury Town Centre Action plan**

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

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

### A place to shop

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

### New floor space requirements

### Comparison goods

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



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

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

### Convenience stores

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

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

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

### Aylesbury transport hub

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

### D8 Town centre redevelopment

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

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

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

### D9 Aylesbury town centre

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

### A place to live

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

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

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

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

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

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

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

### Gypsy, Traveller and Travelling Showpeople sites

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

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

### D11 Gypsy, Traveller and Travelling Showpeople sites

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

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

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

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

# 5 Housing

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### Affordable housing on open market sites

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

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

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



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

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

## H1 Affordable housing

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

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

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

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

### Affordable housing on rural exception sites

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

### H2 Rural exception sites

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

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

#### Cross-subsidy

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

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

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

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

### **Rural workers dwellings**

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

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

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

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

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

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

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

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

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

### **Occupancy and other conditions**

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

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

### Information and appraisals

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

## H3 Rural workers dwellings

### Requirements for all rural workers' dwellings

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

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

### Temporary rural workers' dwellings

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

### Self/custom build housing

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

### H5 Self/custom build housing

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

## Meeting Accommodation Needs

### Housing mix

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

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

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

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

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

### H6a Housing mix

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

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

## Housing for older people

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

**Table 13 Demand for older person housing**

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

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

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

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

**Table 14 Types of older people accommodation**

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

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



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

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

## H6b Housing for older people

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

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

**Table 15 Older person C2 accommodation allocations**

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

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

## Accessibility

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

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

### H6c Accessibility

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

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

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

## 6 Economy

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## Employment

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

### Protection of key employment sites

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

**Table 16 Key employment sites**

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

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

Key employment sites will be protected through the following criteria:

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

### Other employment sites

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



## **E2 Other employment sites**

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

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

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

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

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

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

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

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

### **Working at home**

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

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

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

## Development outside town centres

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

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

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

## **E5 Development outside town centres**

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

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

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

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

### Shop and business frontages

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

### Primary shopping frontages

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

### Secondary shopping frontages

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

### Use class E and main town centre uses

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

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

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

## **E6 Shop and business frontages**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## **Tourism development**

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

### **E7 Tourism development**

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

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

In all cases such development must:

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

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

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

### **Tourist accommodation**

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

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

### **E8 Tourist accommodation**

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

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

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

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

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

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

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

Proposals for hotels will be subject to the following considerations:

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

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

## **Agricultural development**

### **Agricultural buildings**

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

### **E9 Agricultural development**

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

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

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

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

## Silverstone Circuit and Silverstone Park EZ

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

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

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

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

#### **Motor sports**

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

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

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

#### **Education**

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

### **Leisure and tourism**

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

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

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



## 7 Transport

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## **Sustainable transport vision**

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

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

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

## **Aylesbury Transport Strategy**

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

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

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

### **Aylesbury Garden Town**

- 7.6 Transport measures and interventions contained in the ATS are required to facilitate growth in the Aylesbury Garden Town. The key measures and interventions are set out in Policy [T3] below and supported by the Infrastructure Delivery Plan. The proposed growth will be planned in a way which minimises the need to travel by private car, with more and more people choosing to walk, cycle or use public transport. Traffic growth will be managed to control congestion and provide opportunities to significantly maximise infrastructure improvements including:
- increased public transport, building on the success of the Aylesbury Rainbow bus routes
  - increased walking and cycling facilities, building on the success of the Aylesbury Gemstone cycleways
  - improving road infrastructure linking new developments to the town, which will create a series of link roads around the town
  - enhancements to the regional rail infrastructure linking us to neighbouring growth areas

### **Buckingham Transport Strategy**

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

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

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

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

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

### **Strategic transport schemes**

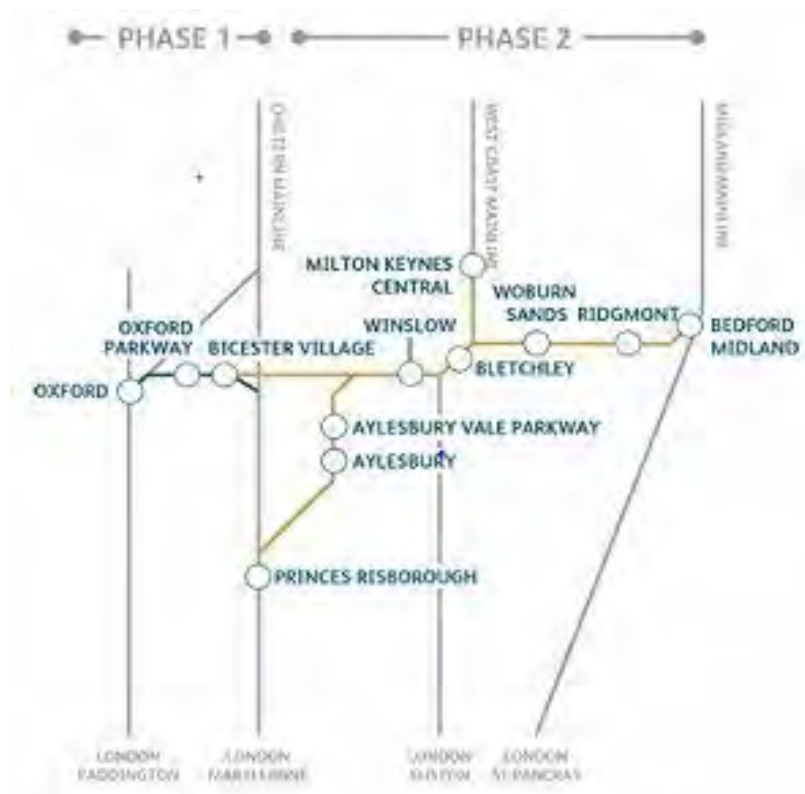
- 7.11 The Plan will ensure that land needed to facilitate protected transport schemes, including both local and national projects, is protected from development that would prejudice their implementation.

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

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

### **East West Rail**

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



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

### **Oxford to Cambridge Expressway**

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

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

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

## Local Schemes

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

### T2 Supporting and Protecting Transport Schemes

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

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

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

### T3 Supporting local transport schemes

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

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

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

**Table 17 Protected and supported transport schemes**

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

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



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

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

## Delivering transport in new development

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

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

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

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

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

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

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

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

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

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

## Vehicle parking

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

### T6 Vehicle Parking

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

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

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

### Footpaths and cycle routes

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

### T7 Footpaths and cycle routes

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

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

## Electric vehicle infrastructure

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

## T8 Electric Vehicle Parking

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

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

**Table 19 Electric Vehicle charging requirements**

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

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

\*\*Dedicated freestanding weatherproof chargers

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

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



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

# 8 Built Enviroment

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## **Heritage assets**

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

## **Designated heritage assets**

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

## **Listed buildings**

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

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

### Conservation areas

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

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

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

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

### **Scheduled monuments**

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

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

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

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

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

### **Defining significance**

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

### **Evidential**

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

### **Historic**

- 8.25 Historic value lies in the ways in which past people, events and aspects of life can be connected through a place to the present and is often illustrative or associative. The links between places and people or events in history feeds into this value, and the tangible way in which modern day settlements have been affected by historic events (such as the setting up of a mediaeval market square) is key to understanding the development of a place.

### **Aesthetic**

- 8.26 The intellectual and sensory impact of a place creates its aesthetic value. This may be as simple as the appreciation of a historic house and garden for its beauty, or the less formal glimpsed views around an historic settlement.

### **Communal**

- 8.27 The collective experience or memory of a place and the meaning that it holds for people who relate to it form the communal value of an asset. In terms of publicly accessible places and spaces this is often fairly easy to define, but is harder to interpret for areas that are not easily visible to communities. Neighbourhood plans and associated documents offer a good opportunity to try to define the communal value of a place or heritage asset.

### **Archaeological interest**

- 8.28 There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of people and cultures that made them. Identification of archaeological interest will be made in conjunction with the Buckinghamshire Council Archaeological Service. Sub-surface archaeological interest is considered and advised on separately by the service.

### **Architectural interest**

- 8.29 The architectural interest of a building or structure may be aesthetic, based on the intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic. It may be in part derived from the local context of a place, or an association with a known architect or designer of regional or national note.
- 8.30 The integrity of a building or structure may add to its interest – a degree of intactness and lack of harmful external alteration may make a building more significant. Equally, the ongoing organic development and growth of a building over centuries may be what gives it its value and interest.
- 8.31 If a building sits as a landmark, by virtue of its design, age, innovation, construction, position, use or communal associations contributes, within the local scene or as a valuable member of a group of buildings this may also add to its interest.

### **Setting**

- 8.32 The setting of a heritage asset is the surroundings within which the asset may be experienced. It is not fixed and may evolve over time. Elements within a setting may be positive, negative or neutral, and so the ability to appreciate setting may be harmed or improved by development within the setting of an asset. Setting must not be confused with curtilage, to avoid confusion with residential curtilage for permitted development rights as this may differ.

### **Curtilage**

- 8.33 Curtilage in heritage terms, refers to an area around a building and, with listed structures, the extent of curtilage is defined by consideration of ownership, both past and present, functional association and layout. The setting of a historic asset will include, but generally be more extensive than, its curtilage

### **Non-designated buildings and structures**

- 8.34 Within the Buckinghamshire Council Conservation Area Appraisals a number of buildings are identified as 'Buildings of Local Note'. These buildings, as well as forming part of the designated conservation area are also considered to be non-designated heritage assets in their own right. From time to time other non-designated heritage asset buildings may be identified through the planning process.
- 8.35 Where applications affect the significance of these assets, the likely harm that will be caused is weighed in the planning balance, and weight is placed on the conservation of these assets. Where it is not practicable to retain a building which is considered to be a non-designated heritage asset, the council will expect to see a full appraisal of the significance of the building and the reasons why it is not practicably repairable or reusable submitted as part of the planning application. In addition the council may require a full record of the building to be made prior to demolition.

### **Archaeological remains**

- 8.36 There are a number of known and identified sites of archaeological importance, known as Archaeological Notification Areas listed on the County Historic Environment Record system. From time to time other sites of archaeological interest may become apparent as a result of the planning process. The council is committed to protect these sites from development that would damage or endanger them and will afford protection to archaeological remains in accordance with their archaeological importance.
- 8.37 Applications for development of sites containing or likely to contain archaeological remains will require an archaeological field evaluation. It is recommended that prospective developers consult the council at pre-application stage in this respect. The council will expect proposals for sites containing important archaeological remains to be preserved, where possible, in situ, i.e. preservation undisturbed in the monument's existing location and setting. Where preservation in situ is not justified, the council will seek preservation by record. This involves digging the site, exposing and removing whatever archaeological remains are found and making a record of the findings. The developer will be required to make satisfactory arrangements for the excavation and recording of the archaeological remains and the publication of the results. This will be achieved by the imposition of suitable conditions and/or agreement between the council and the developer.

### **Heritage at Risk**

- 8.38 Investing in historic buildings can have a direct impact on the quality of life of residents. Many buildings at risk have a rich historic legacy and contribute to local identity. The repair and refurbishment of declining and/or derelict historic buildings can often be a catalyst in encouraging confidence and investment in an area.
- 8.39 Wherever practicable the council will support endeavours to repair and reuse heritage assets in a manner appropriate to their significance and to provide long-term viable uses for buildings and structures that are vacant and at risk through cooperation with owners and Historic England. The council will continue to feed into national projects to record Heritage at Risk, such as the Historic England Heritage Counts surveys, and will support local communities who wish to partake in these projects. The council will continue to work with Historic England to identify options for known Heritage Assets at Risk within Aylesbury Vale and take action to address risks where appropriate. The council will cooperate with owners to find acceptable solutions where possible, but will take formal action where necessary.



## BE1 Heritage assets

The historic environment, unique in its character, quality and diversity across the Vale is important and will be preserved or enhanced. All development, including new buildings, alterations, extensions, changes of use and demolitions, should seek to conserve heritage assets in a manner appropriate to their significance, including their setting, and seek enhancement wherever possible.

Proposals for development shall contribute to heritage values and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset and/or its setting negatively, the significance of the heritage asset must be fully assessed and supported in the submission of an application. The impact of the proposal must be assessed in proportion to the significance of the heritage asset and supported in the submission of an application. Heritage statements and/or archaeological evaluations will be required for any proposals related to or impacting on a heritage asset and/or possible archaeological site.

Proposals which affect the significance of a non-designated heritage asset should be properly considered, weighing the direct and indirect impacts upon the asset and its setting. There will be a presumption in favour of retaining heritage assets wherever practical, including archaeological remains in situ, unless it can be demonstrated that the harm will be outweighed by the benefits of the development. Heritage statements and/or archaeological evaluations may be required to assess the significance of any heritage assets and the impact on these by the development proposal.

The council will:

- a. Support development proposals that do not cause harm to, or which better reveal the significance of heritage assets
- b. Require development proposals that would cause substantial harm to, or loss of a designated heritage asset and its significance, including its setting, to provide a thorough heritage assessment setting out a clear and convincing justification as to why that harm is considered acceptable on the basis of public benefits that outweigh that harm or the four circumstances in paragraph 133 of the NPPF all apply. Where that justification cannot be demonstrated proposals will not be supported, and
- c. Require development proposals that cause less than substantial harm to a designated heritage asset to weigh the level of harm against the public benefits that may be gained by the proposal, including securing its optimum viable use.

Development affecting a heritage asset should achieve a high quality design in accordance with the Aylesbury Vale Design SPD and the council will encourage modern, innovative design which respects and complements the heritage context in terms of scale, massing, design, detailing and use.

## Design of new development

- 8.40 Good design of the built environment and landscape as part of new development is a key priority in preserving and enhancing the quality of the built environment in Aylesbury Vale. A design-led approach is required that respects the vernacular character of towns and villages, and where development in the countryside is necessary or appropriate, new development respects the existing character and visual amenity of rural landscapes and buildings.
- 8.41 The character of settlements differs across Aylesbury Vale, particularly in the building materials used in vernacular buildings, reflecting the changing geology and geography. Local building traditions determine this local distinctiveness through their siting and the use of local materials and building styles. It is vital that new development reflects the scale and characteristics of its surroundings and adds to the built quality of the area.
- 8.42 The key to the council's approach towards the design of new development is a focus on local distinctiveness. This refers to the unique quality of buildings, landscape and topography in a locality that defines its character. Within Aylesbury Vale there is a wide variety of landscape character types, from the nationally recognised natural beauty of the Chilterns Area of Outstanding Natural Beauty (AONB) to the locally important pattern of fields, hedgerows and streams in other parts of Aylesbury Vale. Similarly, there is a wide range of settlements with distinctive characteristics such as the narrow roads and high walls of Haddenham and Chearsley, to the wide main street and limestone houses of Thornborough. Designs or layouts that may be entirely acceptable in one part of Aylesbury Vale may not be appropriate elsewhere.
- 8.43 The council wishes to conserve and enhance these distinctions between areas of Aylesbury Vale and neighbouring districts and to reinforce a sense of place by requiring development to be appropriate to its context. This will be especially important in areas recognised for their landscape or townscape quality, i.e. the designated special landscape areas and conservation areas.
- 8.44 The historic environment can be an important component of local distinctiveness. Development that respects the historic characteristics of its surroundings will be encouraged. Modern developments should look towards the same qualities in order to be appropriate to their setting. That is not to suggest that previous styles should be reproduced or to discourage innovation in building styles but rather to ensure that development respects existing architectural styles. The council wishes to encourage development that has an individual identity that either complements or forms an attractive contrast with its surroundings.
- 8.45 A supplementary planning document (the Aylesbury Vale Design SPD) will be prepared setting out detailed guidance relating to design of new development.

## BE2 Design of new development

All new development proposals shall respect and complement the following criteria:

- a. The physical characteristics of the site and its surroundings including the scale and context of the site and its setting
- b. The local distinctiveness and vernacular character of the locality, in terms of ordering, form, proportions, architectural detailing and materials
- c. The natural qualities and features of the area, and
- d. The effect on important public views and skylines.

More guidance on the detail for the application and implementation of this policy will be provided in the Aylesbury Vale Design SPD.

### **Protection of the amenity of residents**

- 8.46 It is a central theme of planning that good neighbourliness and fairness are among the most important factors against which development proposals should be measured. While planning decisions should always be made on balance in the public interest, this should not be at the expense of unreasonable harm to peoples' peaceful enjoyment of their property. Most development will have some impact on its neighbours, but it is important to ensure that this impact is reasonable in relation to the benefits of the development.
- 8.47 Amenity can be harmed in a number of ways, for example by privacy, noise, light pollution, fumes or odours, excessive or speeding traffic, loss of light, and/or the overbearing nature of a new structure which would impact on the character of outlook. Aylesbury Vale is a valued place in which to live, and the council aims to protect this aspect of its residential environment.

### **BE3 Protection of the amenity of residents**

Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of existing residents and would not achieve a satisfactory level of amenity for future residents. Where planning permission is granted, the council will use conditions or planning obligations to ensure that any potential adverse impacts on neighbours are eliminated or appropriately controlled.

### **Density of new development**

- 8.48 Land is a finite resource and it is Government policy to make best use of what is available by promoting sustainable housing developments. Central to this policy is the need to use land efficiently taking into account level of demand, availability of suitable land, future level and capacity of infrastructure, services and facilities, provision of open space, impacts on climate change, accessibility and public transport, characteristics of the area, and proposed mixes of use.

### **BE4 Density of new development**

Proposed densities of developments should generally constitute effective use of the land and reflect the densities of their surroundings, and will be appraised on a site-by-site basis to ensure satisfactory residential amenity. Where large scale developments are proposed, particularly towards the edge of settlements, higher density areas should be located towards the centre of the sites whilst the rural edge should be a lower density. The Aylesbury Vale Design SPD will provide further guidance to assist applicants on this matter.

# 9 Natural Environment

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## Biodiversity and Geodiversity

- 9.1 The VALP seeks to conserve and enhance Aylesbury Vale's biodiversity through the protection and improvement of the terrestrial and water environments and fauna and flora, relative to their importance. The VALP also seeks to protect Aylesbury Vale geodiversity, commensurate with the value and importance a site has.
- 9.2 The Aylesbury Vale Green Infrastructure Strategy 2011-26 was agreed by a consortium of stakeholders including the former AVDC (now Buckinghamshire Council). It seeks to ensure that high quality green infrastructure (GI) is delivered which is accessible, attractive, and which conserves and enhances Aylesbury Vale's special natural and historic environment, its wildlife and its landscape. GI offers the opportunity to engage with the community to build a strong sense of place, and to achieve cohesion between new and existing settlements. GI has an important role in providing a wide range of formal and informal health and recreational benefits at little or no cost to its users, by delivering economically sustainable GI. Strategic Principle 3 of the strategy is that GI should maintain and enhance biodiversity and ensure that development and its implementation results in a net gain of biodiversity as identified in biodiversity action plan habitats and species plans.
- 9.3 Buckinghamshire and Milton Keynes Biodiversity Action Plan (BAP), including the 2009 update Forward to 2020, identifies the key principles and goals that planning decisions must take into account. The BAP's aim is to retain, protect and where possible enhance biodiversity now and in the future. For biodiversity in the Aylesbury Vale area to be supported sustainably, it needs to be meaningfully integrated into land management beyond protected sites and sites managed for wildlife. Biodiversity opportunity areas are the key areas in Buckinghamshire and Milton Keynes for the restoration and creation of priority habitat. They are the most important areas for biodiversity in Aylesbury Vale and represent a targeted approach to conserving biodiversity, and the basis for an ecological network and biodiversity improvement areas as defined in the Buckinghamshire and Milton Keynes BAP. The BAP is currently being revised by the Natural Environment Partnership to cover the period 2021-2030.
- 9.4 Aylesbury Vale supports a rich variety of natural habitats and species. Many of these are of regional and national significance. Part of Aylesbury Vale south of Pitstone is in the internationally designated Chilterns Beechwoods Special Area of Conservation (SAC). The council expects that the planning system should contribute to the conservation and enhancement of these, and to the ecological systems that support them. In accordance with the National Planning Policy Framework (NPPF) (2012), development policies will seek to maximise the benefits of planning decisions to biodiversity, within the context of sustainable development
- 9.5 Local wildlife sites (LWS) and biological notification sites (BNS) are non-statutory designated sites that occur within Buckinghamshire. There are over 200 LWSs in Aylesbury Vale and 186 BNSs. There are also many non-designated sites that conform to the definition of priority habitat, as defined by the Natural Environment and Rural Communities Act 2006 (NERC). These are of varying degrees of importance for nature conservation and receive varying degrees of protection as set out in the NERC.
- 9.6 The Buckinghamshire and Milton Keynes Environmental Record Centre (BMERC) holds records of all known sites of nature conservation value in Buckinghamshire. There are also many known sites of critical importance to species of national and international importance, such as bat roosts. Records of these are held by BMERC and/or specialist recording groups.
- 9.7 Local geological sites, being of regional significance, are also accorded a high degree of importance. Aylesbury Vale has 14 such sites, and in terms of size the most significant are Brill Hill, College Lake, the Ridgeway Complex, Ivinghoe Beacon to Inchcombe Hill and Wendover Woods.

- 9.8 The approach through Policy NE1 is to consider planning applications for development affecting any of these sites against criteria weighted according to their ecological status and protection within the hierarchy of sites, which assesses a particular site's local, national and international status. A site's local context is particularly important. A particular habitat or species may be nationally frequent but extremely rare locally, or nationally scarce and locally frequent. Examples of this include native black poplar, water vole, otter or Bechsteins bat, which are locally frequent but nationally rare.
- 9.9 Priority habitats are those habitats that were identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). Priority habitats and priority species are also defined under section 41 of the Natural Environment and Rural Communities Act 2006, and are not always fully protected under UK wildlife laws. However, they can be sensitive to development and both national and local priority species and habitats are capable of being a material consideration when determining planning applications. Priority Habitats in Aylesbury Vale include the following: Lowland Calcareous Grassland, Lowland Meadow, Lowland Beech and Yew Woodland, Lowland Mixed Deciduous, Wet Woodland Wood Pasture and Parkland, Flood Plain Grazing Marsh, Eutrophic Standing Water, Lowland Fens, Ponds, Reedbeds, Rivers, Arable Field Margins, Hedgerows, Lowland Heathland, Open Mosaic Habitats on Previously Developed Land, Traditional Orchard. Although not always protected under UK wildlife laws, these sites may have been designated as nationally important such as a SSSI, Ancient Woodland or locally important, such as a Local Wildlife Site.
- 9.10 Many species have historically been entirely dependent on human habitation for their reproductive success. However, modern housing standards virtually eliminate opportunities for these species. Consequently, where appropriate, features for biodiversity within development will be expected. Simple inexpensive measures can result in significant gains and these are listed in Appendix 2 of the Buckinghamshire and Milton Keynes Natural Environment report Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes (September 2016). Such measures will be expected to be permanent in order to deliver meaningful ecological gain and protection. The location of any features for biodiversity provided in a development is very important. Biodiversity features will be expected to be integrated into suitable structures rather than provided as vulnerable, isolated and temporary boxes in order to help ensure the success of such features.
- 9.11 Developments will also be expected to include a variety of forms of biodiversity within built development, such as street trees, wildflower rich verges and swales, living roofs and walls, hedgerows, and sustainable drainage systems (SuDS) designed to enrich biodiversity.
- 9.12 Bat populations are particularly sensitive to development that severs or disturbs movement corridors. Where appropriate, flight corridors should be identified and protected or enhanced to ensure the ecological functionality of bat populations. Examples of suitable measures include green bridges, underpasses or tunnels that are situated on the exact traditional routes of bat populations and free from disturbance. Appropriate lighting schemes are also important to ensure bat movement corridors remain dark.
- 9.13 In order to implement criterion (a) of the policy below, a Buckinghamshire Biodiversity Accounting Supplementary Planning Document (SPD) is being prepared in conjunction with the Buckinghamshire and Milton Keynes Natural Environment Partnership, to explain how the policy objective of 'net gain' can be achieved. 'Net gain' means protecting existing habitats and ensuring lost or degraded environmental features are compensated for by restoring or creating environmental features that are of greater value to wildlife and people. The SPD will set out the expectations to use a recognised Biodiversity Impact Assessment calculator to quantify gains and losses, and how the requirement for net gain will be managed and monitored.

- 9.14 A biometric calculator applies a statistical analysis to biological data and measures the habitat gains or losses of a development and then quantifies how many “biodiversity units” would be lost or gained. Any development would need to generate a net gain so the unit figure would need to be positive. A negative unit loss would need to be offset. The biodiversity unit value can be equated to monetary value, and the relevant details will be considered in the SPD. In this way, a calculator quantifies how many biodiversity units would need to be paid for by a development in order to offset any biodiversity loss. Offset providers are able to offer for sale conservation projects that deliver biodiversity units, and these may be bought by a developer. Developer contributions will need to seek to show a net gain on the biometric calculator. A best practice methodology should be used to determine the quantitative ecological impact of any development –for example the most recent Warwickshire County Council’s biodiversity impact assessment calculator –until a formally agreed local approach is set out in the SPD, agreed by Buckinghamshire Council in conjunction with the Buckinghamshire and Milton Keynes Natural Environment Partnership. These assessments must be undertaken in accordance with nationally accepted standards and guidance including the DEFRA Metric, BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain Good practice principles for development.
- 9.15 Sites of Special Scientific Interest (SSSI) are hugely important to the council as these are sites of national importance for flora, fauna, geological and physiographical (landform) features. They are statutorily protected from harm under the Wildlife and Countryside Act 1981. The 28 SSSIs in Aylesbury Vale are:
- Ashridge Commons & Woods
  - Aston Clinton Ragpits
  - Bacombe and Coombe Hills
  - Bierton Clay Pit
  - Bugle Quarry
  - Dancer’s End
  - Dancer’s End Waterworks
  - Finmere Wood
  - Foxcote Reservoir and Wood
  - Grendon and Doddershall Woods
  - Ham Home-cum-Hamgreen Woods
  - Ivinghoe Hills
  - Kings & Bakers Woods and Heaths
  - Long Herdon Meadow
  - Muswell Hill
  - Pilch Fields
  - Pitstone Hill
  - Pitstone Quarry
  - Poker’s Pond Meadow
  - Rushbeds Wood
  - Shabbington Woods Complex
  - Sheephouse Woods Complex
  - Stone
  - Tingewick Meadows
  - Tring Reservoirs
  - Warren’s Farm (Stewkley)



- Weston Turville reservoir
- Whitecross Green and Oriel Woods

9.16 Local Nature Reserves are places with wildlife or geological features that are of special interest locally. There are Local Nature Reserves at Buckingham (Buckingham Sand Pit, Coombs Quarry) and at Haddenham (Snakemoor).

## NE1 Biodiversity and Geodiversity

### Protected Sites

Internationally or nationally important Protected Sites (SACs and SSSIs) and species will be protected. Avoidance of likely significant adverse effects should be the first option. Development likely to affect the Chiltern Beechwoods SAC will be subject to assessment under the Habitat Regulations and will not be permitted unless any significant adverse effects can be fully mitigated.

Development proposals that would lead to an individual or cumulative adverse impact on an internationally or nationally important Protected Site or species, such as SSSIs or irreplaceable habitats such as ancient woodland or ancient trees, will be refused unless exceptional circumstances can be demonstrated as follows:

- the benefits of the development at this site significantly and demonstrably outweigh both the impacts that it is likely to have on the features of the site that make it internationally or nationally important and any broader impacts on the national network – for example of Sites of Special Scientific Interest, and
- the loss can be mitigated and compensation can be provided to achieve a net gain in biodiversity/geodiversity

Sufficient information must be provided for the council to assess the significance of the impact against the importance of the Protected Site and its component habitats and the species which depend upon it. This will include the area around the Protected Site and the ecosystem services it provides and evidence that the development has followed the mitigation hierarchy set out in (d) below

### Protection and enhancement of Biodiversity and Geodiversity

Protection and enhancement of biodiversity and geodiversity will be achieved by the following:

- A net gain in biodiversity on minor and major developments will be sought by protecting, managing, enhancing and extending existing biodiversity resources, and by creating new biodiversity resources. These gains must be measurable using best practice in biodiversity and green infrastructure accounting and in accordance with any methodology (including a Biodiversity Impact Assessment) to be set out in the Buckinghamshire Biodiversity Accounting SPD.
- If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted. If a net loss in biodiversity is calculated, using a suitable Biodiversity Impact Assessment (see c) then avoidance, mitigation and compensation, on site first, then offsite must be sought so the development results in a net gain (percentage of net gain to meet any nationally-set minimum standard and

or as detailed in an SPD) in order for development to be permitted. Mitigation, compensation and enhancement measures must be secured and should be maintained in perpetuity. These assessments must be undertaken in accordance with nationally-accepted standards and guidance (BS 8683 Biodiversity net gain in project design and construction; and CIRIA Biodiversity Net Gain Good practice principles for development).

- e. Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance (such as Local Wildlife Sites or Local Geological Sites) including habitats of principal importance (known as Priority Habitats) or the habitats of species of principal importance (Priority Species) or their habitats will not be permitted except in exceptional circumstances where the need for, and benefits of the development significantly and demonstrably outweigh the harm it would cause to the site, and the loss can be mitigated and compensation provided to achieve a net gain.
- f. The Council will, where appropriate, expect ecological surveys for planning applications. These must be undertaken by a suitably qualified person and consistent with nationally accepted standards and guidance (BS 42020: Biodiversity – Code of Practice for planning and development; and CIEEM Ecological Report Writing guidance) as replaced
- g. Where development proposals affect a Priority Habitat (As defined in the Buckinghamshire Biodiversity Action Plan or UK Biodiversity Action Plan and as listed in accordance with s41 of the NERC Act 2006) then mitigation should not be off-site. Where no Priority Habitat is involved then mitigation is expected to follow the mitigation hierarchy, where options for avoidance, mitigation and compensation on- site, and then offsite compensation, should be followed in that order as outlined in d. When there is a reasonable likelihood of the presence of protected or priority species or their habitats, development will not be permitted until it has been demonstrated that the proposed development will not result in adverse impacts on these species or their habitats. The only exception will be where the advantages of development to the protected site and the local community clearly outweigh the adverse impacts. In such a case, the council will consider the wider implications of any adverse impact to a protected site, such as its role in providing a vital wildlife corridor, mitigating flood risk or ensuring good water quality in a catchment.
- h. Development proposals will be expected to promote site permeability for wildlife and avoid the fragmentation of wildlife corridors, incorporating features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value on site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors including water courses should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
- i. Planning conditions/obligations will be used to ensure net gains in biodiversity by helping to deliver the Buckinghamshire and Milton Keynes Biodiversity Action Plan targets in the biodiversity opportunity areas and other areas of local biodiversity priority. Where development is proposed within, or adjacent to, a biodiversity opportunity area, biodiversity surveys and a report will be required to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Biodiversity Opportunity Area from being achieved will not be permitted. Where there is potential for development, the design and layout of the development should secure biodiversity enhancement and the council will use planning conditions and obligations as needed to help achieve the aims of the biodiversity opportunity area. A monitoring and management plan will be required for

biodiversity features on site to ensure their long-term suitable management (secured through planning condition or Section 106 agreement).

- j. Development proposals adversely affecting a Local Nature Reserve will be considered on a case-by-case basis, according to the amount of information available about the site and its significance, relative to the type, scale and benefits of the development being proposed and any mitigation. Any mitigation strategy will need to include co-operation with the nature reserve managers.

### **River and stream corridors**

- 9.17 The river network of Aylesbury Vale has considerable ecological and amenity value and the Local Plan should include policy to ensure the protection and enhancement of its watercourses (see Forward to 2020 Buckinghamshire and Milton Keynes Biodiversity Action Plan, 2014).
- 9.18 A watercourse advice note for Aylesbury Vale is in the process of being produced by a partnership of organisations including, amongst others, Buckinghamshire Council and the Environment Agency. The advice note will guide planning applications in line with the following policy.

### **NE2 River and stream corridors**

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

## **Landscape**

### **Nationally important landscape**

- 9.19 The Chilterns were designated as a nationally important landscape in 1965 by the Government in recognition that the Chilterns countryside is amongst the finest in England and Wales. The Chilterns Area of Outstanding Natural Beauty (AONB) forms part of a continuous landscape from Central Bedfordshire to South Oxfordshire and encompasses the landscape in the vicinity of Wendover and Pitstone/Edlesborough within Aylesbury Vale. The main purpose of designation is to conserve beauty which includes protecting flora, fauna and geological features as well as the overall landscape.
- 9.20 Buckinghamshire Council (BC), as a member of the Chilterns Conservation Board, endorses the Chilterns Conservation Board Management Plan 2019-24. The management plan sets a comprehensive vision for the management of the AONB (beyond just town planning) and provides a policy framework for achieving it. Specific policies and guidelines produced by the Chilterns Conservation Board may, if appropriate (such as the Chilterns Building Design Guide), be adopted by Buckinghamshire Council as supplementary planning documents.
- 9.21 The former AVDC engaged Land Use Consultants (LUC) in early 2015 to advise on the policy approach for landscape in VALP and they recommended having a specific policy on development in the AONB and how its national significance requires a different approach to assessing proposals affecting other landscapes.
- 9.22 A considerable extent of the southeast of Aylesbury Vale around Aylesbury, Stoke Mandeville Weston Turville, Wendover, Aston Clinton, and south of Cheddington has views from public vantage points to the Chilterns AONB and its setting. There is no defined boundary to the 'setting' for the purposes of the VALP – a judgement will need to be made at the time a planning application is made.
- 9.23 A two-tiered approach to this policy is proposed as major developments are likely to have more wide-ranging impacts on the AONB.
- 9.24 Most of the AONB is also Green Belt and therefore Policy S4 applies.

### **NE3 The Chilterns AONB and setting**

The Chilterns Area of Outstanding Natural Beauty (AONB) is a nationally designated landscape and as such permission for major developments will be refused unless exceptional circumstances prevail as defined by national planning policy.

Proposals for any major development affecting the AONB must demonstrate they:

- a. conserve and enhance, in accordance with criteria f-m below, the Chiltern AONB's special qualities, distinctive character, tranquillity and remoteness in accordance with national planning policy and the overall purpose of the AONB designation
- b. are appropriate to the economic, social and environmental wellbeing of the area or is desirable for its understanding and enjoyment

- c. within the AONB areas, meet the aims of the statutory Chilterns AONB Management Plan<sup>37</sup>, making practical and financial contributions as appropriate;
- d. within the AONB area, have had regard to the Chilterns Building Design Guide and technical notes by being of high quality design which respects the natural beauty of the Chilterns, its traditional built character and reinforces the sense of place and local character, and
- e. avoid adverse impacts from individual proposals (including their cumulative effects), unless these can be satisfactorily mitigated.

In the case of major developments, actions to conserve and enhance the AONB shall be informed by landscape and visual impact assessment, having considered all relevant landscape character assessments, and shall focus upon:

- f. the Chilterns AONB's special qualities which include the steep chalk escarpment with areas of flower-rich downland, broadleaved woodlands (especially beech), commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, chalk streams and a rich historic environment of hillforts and chalk figures
- g. the scope for enhancing and restoring those parts of the landscape which are degraded or subject to existing intrusive developments, utilities or infrastructure
- h. locally distinctive patterns and species composition of natural features such as chalk downland, trees, hedgerows, woodland, field boundaries, rivers and chalk streams
- i. the locally distinctive character of settlements and their landscape settings, including the transition between man-made and natural landscapes at the edge of settlements;
- j. visually sensitive skylines, geological and topographical features
- k. landscapes of cultural, historic and heritage value
- l. important views and visual amenity from public vantage points, including key views from the steep north-west facing chalk escarpment overlooking the low clay vale, and foreground views back to the AONB, and
- m. tranquillity, remoteness and the need to avoid intrusion from light pollution, noise, and transport.

Any other (non-major) development can also have an impact on the AONB and its setting and will be required to meet criteria a., d. and e. above. Any development likely to impact on the AONB should provide a Landscape and Visual Impact Assessment (LVIA) in line with the Guidelines for Landscape and Visual Impact Assessment - version 3 or as amended.

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<sup>37</sup> See the Chilterns Conservation Board webpage for the latest AONB Management Plan  
<http://www.chilternsaonb.org/conservation-board/management-plan.html>

## Landscape character and locally important landscape

- 9.25 All the landscape in Aylesbury Vale is considered to have character and particular distinctive features to be conserved, positive characteristics to be enhanced and detracting features to be mitigated or removed. The 2008 landscape character assessment (LCA) is the primary evidence base which divides the entire landscape (beyond towns and Areas of Outstanding Natural Beauty) into landscape character areas and landscape character types. The assessment sets out landscape conservation guidelines for each landscape character area. Therefore, all the landscape in Aylesbury Vale can have innate 'value' as referred to in the National Policy Planning Framework (NPPF)<sup>38</sup> (2012). That said, of the locally designated landscape, the areas of attractive landscape (AALs) are of the greatest significance followed by the local landscape areas (LLAs).
- 9.26 In early 2015, the former AVDC engaged the consultants Land Use Consultants (LUC) to review the 2008 LCA, update it in light of major developments since 2008, and consider its conformity with the NPPF (2012). The evidence base was considered to be a valid basis to develop a policy approach and a specific policy approach was recommended to note landscape character across Aylesbury Vale and special qualities and differences between character areas and character types.
- 9.27 Areas of attractive landscape (AALs) were first designated in the Buckinghamshire County Structure Plan 1979 and in successive plans through to the Aylesbury Vale District Local Plan (AVDLP) (2004). Local landscape areas (LLAs) were designated by the former AVDC in the 1990s and carried forward into AVDLP in 2004. Neither of these designations are seeking to resist development in principle, unless regard has not been given to distinctive features and key characteristics of the AALs and LLAs.
- 9.28 LUC carried out a criteria-based assessment of all AALs and LLAs, applying a nationally-accepted methodology to what influences landscape value. This evidence base 'defining the special qualities of local landscape designations in Aylesbury Vale District' has been published as a final draft report following stakeholder engagement in August 2015 and public engagement in October-December 2015. A final report was completed in March 2016. The study concludes at paragraph 4.4:
- 9.29 'Most of the areas of attractive landscape (AALs) have stronger special qualities and are relatively higher in landscape value in comparison to the local landscape areas (LLAs), which are generally smaller scale locally valued features. The LLAs generally do not contain so many nationally significant natural or cultural designations, and they are typically less memorable or distinctive than the AALs. It may therefore be useful to retain the hierarchy of AALs and LLAs in order to distinguish the most valued landscapes from those that are not so greatly valued although still considered worthy of designation.'
- 9.30 Buckinghamshire Council has accepted the recommendations of LUC on which AALs and LLAs have the greater value (following criteria based assessment of each sub area) and together with the support for locally designated landscapes received in response to the VALP Issues and Options consultation, designate new AALs and LLAs. The council has also accepted the recommendations of the LUC Addendum on 'Defining the special qualities of local landscape designations in Aylesbury Vale District' (February 2018) that notwithstanding the nationally designated landscape (AONB) and locally designated landscapes in the VALP, non designated landscapes can also be considered valued for the purposes of Paragraph 109 of the NPPF (2012).
- 9.31 The council intends to review the 2008 LCA to take place relatively early in the VALP plan period. The LUC study of 2015 did not include primary on-site fieldwork.

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<sup>38</sup> paragraph 109.

#### **NE4 Landscape character and locally important landscape**

Development must recognise the individual character and distinctiveness of particular landscape character areas set out in the Landscape Character Assessment (LCA), their sensitivity to change and contribution to a sense of place. Development should consider the characteristics of the landscape character area by meeting all of the following criteria:

- a. minimise impact on visual amenity
- b. be located to avoid the loss of important on-site views and off-site views towards important landscape features
- c. respect local character and distinctiveness in terms of settlement form and field pattern, topography and ecological value
- d. Carefully consider spacing, height, scale, plot shape and size, elevations, roofline and pitch, overall colour palette, texture and boundary treatment (walls, hedges, fences and gates)
- e. minimise the impact of lighting to avoid blurring the distinction between urban and rural areas, and in areas which are intrinsically dark and to avoid light pollution to the night sky
- f. ensure that the development is not visually prominent in the landscape, and
- g. not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value

The first stage in mitigating impact is to avoid any identified significant adverse impact. Where it is accepted there will be harm to the landscape character, specific on-site mitigation will be required to minimise that harm and, as a last resort, compensation may be required as part of a planning application. This reflects the mitigation hierarchy set out in paragraph 152 of the NPPF (2012). Applicants must consider the enhancement opportunities identified in the LCA and how they apply to a specific site.

The Policies Map defines areas of attractive landscape (AALs) and local landscape areas (LLAs) which have particular landscape features and qualities considered appropriate for particular conservation and enhancement opportunities. Of the two categories, the AALs have the greater significance. Development in AALs and LLAs should have particular regard to the character identified in the report 'Defining the special qualities of local landscape designations in Aylesbury Vale District' (Final Report, 2016) and the LCA (2008).

Development will be supported where appropriate mitigation to overcome any adverse impact to the character of the receiving landscape has been agreed.

Where permission is granted, the council will require conditions to best ensure the mitigation of any harm caused to the landscape.



## **Pollution, noise, contaminated land and air quality**

### **Pollution**

- 9.32 The council will ensure that no development creates or triggers unacceptable levels of pollution and land instability that could impact on human health, property and the wider environment, including environmental designations. Consideration must be given to adopting environmental best practice measures in all cases.

### **Light, noise and odour pollution**

- 9.33 Although appropriate lighting may help to enhance community safety and reduce the fear of crime, caution must be taken to ensure that lighting only illuminates the intended areas or structures and does not negatively impact surrounding areas.
- 9.34 Consideration will be given to the impact of the proposed lighting on the natural environment and the effect on wildlife. Lighting within and around any development is expected to respect the ecological functionality of wildlife movement corridors. Certain species of invertebrate and mammal are highly sensitive to inappropriate lighting. In these circumstances, surveys are expected to determine where these wildlife movement corridors are and measures put forward that demonstrate how these will be protected and enhanced.
- 9.35 Similarly, the effects of noise on amenity can be limited by separating noise-sensitive development such as homes, schools and hospitals from major noise sources. In cases where separation is not possible, the impact of noisy development and vibration on ambient noise levels should be assessed, for example by an environmental assessment, using the best available techniques and relevant technology and design guidance. This assessment will be relative to the scale of development being considered. Inconvenience can also be caused to local residents by late night opening, odours from cooking bars, restaurants and similar facilities.
- 9.36 It is important to stress that in addition to development proposals potentially having pollution impacts that require mitigation, applicants need to consider the impact of existing sources of pollution on proposed development (for example, proposals for residential development adjacent to railway lines, and associated noise and vibration impacts). As such, necessary supporting survey information will be required as appropriate.

### **Air quality**

- 9.37 There are considerable health benefits related to the improvement of air quality through the reduction of air pollution in Aylesbury Vale. The council's annual status report has identified that road traffic is the main source of air pollution in Aylesbury Vale. These are mostly in roads with a high flow of buses and/or HGVs, and junctions. The pollutants of greatest concern in Aylesbury Vale are nitrogen dioxide and particulate matter, although other pollutants such as carbon monoxide and sulphur dioxide can also impact on health at high concentrations.
- 9.38 All development proposals which may cause significant impact on air quality directly or indirectly within air quality management areas (AQMA<sup>39</sup>) will need to submit an air quality impact assessment to the council. This needs to demonstrate how the proposal would impact on local air quality, whether the proposed use is appropriate, and how it would avoid, reduce and mitigate local pollutant emissions. Where appropriate, planning conditions or Section 106 agreements will be sought to minimise harmful air quality impacts arising from development.

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<sup>39</sup> <http://www.aylesburyvaledc.gov.uk/air-quality-management-areas>

- 9.39 Nitrogen oxides from both industrial and vehicle emission can have a significantly detrimental effect on wildlife habitat. Therefore any large development needs to be carefully assessed through monitoring and air quality impact assessments prior to planning application determination.

### **Contaminated land**

- 9.40 The presence of contamination may affect or restrict the use of land, but equally development may address the issue for the benefit of the wider community, and bring the land back into beneficial use. In determining whether land contamination is an issue when assessing a planning application, the council will consider a range of information sources including its database of past industrial and commercial land uses, information provided by developers and third parties, statutory guidance, historic maps, and the council's contaminated land strategy.
- 9.41 In April 2000, Part IIA of the Environmental Protection Act (EPA) 1990 came into force, introducing a new regime for the regulation of contaminated land in England. The main purpose of Part IIA is to provide a system for the identification of land that is posing unacceptable risks to health or the environment, and for securing remediation where unacceptable risks cannot be controlled by other means.
- 9.42 Although most developments are rural in nature, there is development built on previously developed land, some of which may formerly have been employment land of an industrial or commercial nature, and may therefore be affected by contamination and require further investigation. The term 'contaminated land' describes land polluted by, for example heavy metals and hydrocarbons, all of which may harm soils, fauna, flora, water resources and construction components.
- 9.43 Redeveloping such land provides an opportunity to remediate the site of any contamination, so that any threat to health, the environment and the structure itself is removed. The assessment and remediation of contaminated land is complex, with each site being judged specifically to make it fit for end use. When carrying out an assessment, interested parties should take into account guidance set out in the council's Technical Guide for Planning Applicants and Developers. This document provides a guide for developers on how to deal with land contamination and what information should accompany a planning application for the development of affected sites. It should also be read in conjunction with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR11) and the National Planning Policy Framework (NPPF) (2012).
- 9.44 It is essential that a contaminated land assessment is carried out by a competent person and in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites. Where there is evidence of contamination, remedial measures will need to be specified to ensure the development will not pose a risk to human health, and where appropriate, improve the wider environment.
- 9.45 Consideration should also be given to the protection of groundwater from areas of contamination, in particular where source protection zones (SPZs) are present. Reference should be made to the Environment Agency's Groundwater Protection: Principals and Practice (GP3) document.

## **NES Pollution, air quality and contaminated land**

### **Noise pollution**

Significant noise-generating development will be required to minimise the impact of noise on the occupiers of proposed buildings, neighbouring properties and the surrounding environment. Applicants may be required to submit a noise impact study or to assess the effect of an existing noise source upon the proposed development, prior to the determination of a planning application.

Developments likely to generate more significant levels of noise will be permitted only where appropriate noise attenuation measures are incorporated which would reduce the impact on the surrounding land uses, existing or proposed and sensitive human and animal receptors, to acceptable levels in accordance with Government guidance.

Where necessary, planning conditions will be imposed and / or a planning obligation sought in order to specify and secure acceptable noise limits, hours of operation and attenuation measures. Planning permission for noise-sensitive development, such as housing, schools and hospitals, will not be granted if its users would be affected adversely by noise from existing uses (or programmed development) that generate significant levels of noise.

### **Light pollution**

In developments where external lighting is required, planning permission will only be granted where all of the following criteria are met:

- a. The lighting scheme proposed is the minimum required for the security and to achieve working activities which are safe
- b. Light spill and potential glare and the impact on the night sky is minimised through the control of light direction and levels, particularly in residential and commercial areas, areas of wildlife interest or the visual character of historic buildings and rural landscape character
- c. The choice and positioning of the light fittings, columns and cables minimise their daytime appearance and impact on the streetscape, and
- d. In considering development involving potentially adverse lighting impacts to wildlife, the council will expect surveys to identify wildlife corridors and ensure that these corridors are protected, and enhanced where possible.

### **Air quality**

Developments requiring planning permission that may have an adverse impact on air quality will be required to prove through a submitted air quality impact assessment that:

- e. The effect of the proposal would not exceed the National Air Quality Strategy Standards (as replaced) or
- f. The surrounding area would not be materially affected by existing and continuous poor air quality.

Potentially polluting developments will be required to assess their air quality impact with detailed air dispersion modelling and appropriate monitoring. Air quality impact assessments are also required for development proposals that would generate an increase in air pollution and are likely to have a significantly adverse impact on biodiversity. Required mitigation will be secured through a planning condition or Section 106 agreement.

### **Contaminated land**

Development on or near land that is or may be affected by contamination will only be permitted where:

- g. an appropriate contaminated Land Assessment has been carried out as part of the application to identify any risks to human health, the natural environment or water quality
- h. where contamination is found which would pose an unacceptable risk to people's health, the natural environment or water quality, the council will impose a condition, if appropriate, to ensure the applicant undertakes a desktop study, and if required, an intrusive site investigation, remedial measures and a validation report to ensure that the site is suitable for the proposed use and that the development can safely proceed.

Remediation works will usually be carried out prior to first occupation or use of any part of the development. Required remediation methods will be secured through a planning condition.

## Local green spaces

- 9.46 The designation 'local green space' was introduced in 2012 by the National Planning Policy Framework (NPPF) (2012). It is the identification of locally important land for special protection, ruling out development other than in exceptional cases, meaning managing development within a Local Green Space should be consistent with policy for Green Belts. Local green space is designated when a local or neighbourhood plan is prepared or reviewed and should complement investment in sufficient homes, jobs and services. The majority of the neighbourhood plans that have been made or are in the process of being prepared in Aylesbury Vale have identified their own local green spaces, taking up the opportunity given for communities to protect local green areas of special importance.
- 9.47 The NPPF (2012) sets out strict requirements that the area must meet in order for the designation to apply, which would not be the case for most green areas or open space. It requires that the designation is only used:
- where the green space is in reasonably close proximity to the community it serves
  - where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife
  - where the green area concerned is local in character and is not an extensive tract of land
- 9.48 The main land uses for local green spaces are wide ranging, from allotments and village greens to agricultural fields. They are not always publicly assessable and can be privately owned. Whether public accessibility can be improved will depend on what the landowner will permit on their land.
- 9.49 When working out volume increase calculations for the replacement of existing buildings, the term 'existing building' means as it was first built or stood on 1 July 1948 (if it was built before that date) excluding sheds and outbuildings.

### NE6 Local green space

Where land is identified as local green space on the policies map of a made neighbourhood plan, national policy will be applied. This means that new development will not be permitted other than in very special circumstances.

Within local green spaces, small-scale development within the following categories will only be supported providing that its provision does not conflict with the demonstrably special significance of the local green space and preserves the purpose of its designation. Such development should be:

- a. For the purposes of agriculture or forestry, the enjoyment of tranquillity and richness of wildlife, appropriate facilities for outdoor sport and recreational facilities or cemeteries
- b. The replacement of existing buildings in the local green space by new buildings that are not significantly larger in volume, normally by no more than 25-30%.

Measures to improve public access to local green spaces will be encouraged.

### **Best and most versatile agricultural land**

- 9.50 The National Planning Policy Framework (NPPF)<sup>40</sup> (2012) encourages Local Planning authorities to support economic development in rural areas. The NPPF<sup>41</sup> (2012) sets out that poorer quality agricultural land should be prioritised for development over higher grades. The council's approach to site allocations as advised by the Housing and Economic Development Land Availability Assessment (2016) follows this advice. However a Local Plan policy approach is needed to safeguard any other agricultural land sites that come forward over the VALP period that could affect the best and most versatile agricultural land.
- 9.51 Agriculture still forms a significant economic sector in Aylesbury Vale in terms of land use, and a significant proportion of farmland in Aylesbury Vale is classified as the 'best and most versatile' (i.e. grades 1, 2 and 3a). Large areas of highest quality land will be afforded greatest protection. Conversely, a lot of the farmland that does not fall into these categories is sensitive for other reasons – in areas of flood risk, important landscapes and in and adjoining areas of biodiversity importance.

### **NE7 Best and most versatile agricultural land**

Subject to the development allocations set out in the VALP, the council will seek to protect the best and most versatile farmland for the longer term. Proposals involving development of agricultural land shall be accompanied by an assessment identifying the Grades (1 to 5) Agricultural Land Classification. Where development involving best and more versatile agricultural land (Grades 1, 2 and 3a) is proposed, those areas on site should be preferentially used as green open space and built structures avoided. Where significant development would result in the loss of best and more versatile agricultural land, planning consent will not be granted unless:

- a. There are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and
- b. The benefits of the proposed development outweighs the harm resulting from the significant loss of agricultural land.

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<sup>40</sup> paragraph 28

<sup>41</sup> paragraph 112

### Trees, hedgerows and woodlands

- 9.52 Trees, woodlands and hedges make an vital contribution to the beauty, diversity and distinctiveness of our rural landscapes and the beauty and liveability of our urban landscapes. Tree and woodland canopies create shelter and shade, intercept rainfall and airborne pollutants, and regulate the movement of water through river catchments – reducing soil erosion and the leaching of pollutants into surface and ground waters. Woodland ecosystems are a key component of Aylesbury Vale's biodiversity, providing habitats for both rare and common species. Trees and woodlands take many years to mature – ancient woodlands and veteran trees in particular are irreplaceable.
- 9.53 Ancient woodlands play a critical role in resilience to climate change. Connected woodland allows the movement of species in response to climate change. Woodlands can uptake rainfall faster and better than all other forms of vegetation providing mitigation for increased and extreme rainfall. They provide storage of carbon dioxide as they grow, removing CO<sub>2</sub> from the atmosphere. However, many areas of ancient woodland are too small and fragmented to provide these essential services. Development must provide buffers to ancient woodland and should provide additional planting to join up fragmented areas of woodland to produce resilient woodlands capable of mitigating climate change.
- 9.54 Mature trees, woodlands and hedges are sensitive to the impacts of development, both directly through their removal or indirectly through the impacts of construction. Due to the contribution they can make to the quality of development, and the length of time and the cost taken to replace mature features, they should be retained and protected wherever possible. Surveys and assessments carried out in accordance with recognised standards should be used to inform the design process and minimise impacts. The council will expect the treatment of trees on potential development sites to demonstrably follow the principles of the 'mitigation hierarchy' as set out in the NPPF (2012).
- 9.55 Where tree loss is unavoidable, they should be replaced with suitable new planting, either within the site or in the locality if this is more appropriate. Replacement planting should, as a minimum, be of commensurate value to that which is lost. Development can make a positive contribution to the tree and hedgerow resource in the locality through new planting or the restoration and improved management of existing features. New plantings should endeavour to link up fragmented areas of existing woodland.
- 9.56 Black poplars (*Populus nigra* subsp. *betulifolia*) are a rare species of tree. Aylesbury Vale has a high proportion of the British population. Black poplars are important features in the landscape of Aylesbury Vale and also support a wide variety of wildlife (see Policy NE1 on biodiversity). The loss of Black poplars should be avoided where ever possible. Where Black Poplar tree removal is unavoidable replacement plantings should achieve a net gain.
- 9.57 Tree surveys required through the policy need to be carried out at a sufficiently early stage to inform the design of the development, with the aim of maximising benefits from retained trees, highlighting opportunities, and ensuring a harmonious relationship between the built and natural environments (See Policy BE2 on design).
- 9.58 A supplementary planning document (SPD) will be prepared with more information and guidance on the importance of trees, policy and legal context, considerations when incorporating trees into development. The SPD may be combined into one covering design, landscape, biodiversity and the wider natural environment.
- 9.59 There are a significant number of sites of ancient woodland in Aylesbury Vale across many parishes. Notable are woods at Whitfield, Sheephouse, Balmore, Foxcote, Stratford, Doddershall, Broadway/Thrift, Tittershall, Boarstall, Work/Shabbington/Oakley, Hell's Coppice and Salden. Ancient woodland will be accorded the same level of importance as SSSIs, as it comprises a

number of woodland habitats that are a national priority for improvement under the UK Biodiversity Action Plan. Ancient woodland and trees are irreplaceable. As such, the opportunities for mitigation are extremely limited, and planning permission is likely to be refused for development that would result in the loss or harm of ancient woodland or trees. Where the council becomes aware of ancient trees not previously identified and under threat from development, a tree preservation order will be likely to be served.

### **NE8 Trees, hedgerows and woodlands**

Development should seek to enhance and expand Aylesbury Vale's tree and woodland resource, including native black poplars.

Where trees within or adjacent to a site could be affected by development, a full tree survey and arboricultural impact assessment to BS 5837 (as replaced) will be required as part of the planning application. The implementation of any protective measures it identifies will be secured by the use of planning conditions.

Development that would lead to an individual or cumulative significant adverse impact on ancient woodland or ancient trees will be refused unless exceptional circumstances can be demonstrated that the impacts to the site are clearly outweighed by the benefits of the development.

Development that would result in the unacceptable loss of, or damage to, or threaten the continued well-being of any trees, hedgerows, community orchards, veteran trees or woodland which make an important contribution to the character and amenities of the area will be resisted. Where the loss of trees is considered acceptable, adequate replacement provision will be required that use species that are in sympathy with the character of the existing tree species in the locality and the site.

Where species-rich native hedgerow (as commonly found on agricultural land) loss is unavoidable the developer must compensate for this by planting native species-rich hedgerow, which should result in a net gain of native hedgerow on the development site.

Developers should aspire to retain a 10m (with a minimum of 5m) natural buffer around retained and planted native hedgerows (100m with a minimum 25 m natural buffer around woodlands) for the benefit of wildlife, incorporating a dark corridor with no lighting.

Development must provide buffers to Ancient Woodland and should provide additional planting to join up fragmented areas of woodland as part of the development's GI. Buffers should allow the maximum space proportionate to the development, and would generally be expected to be a minimum of 50m between the ancient woodland and any built development or grey infrastructure. Within the buffer, native trees may be planted along with other ecology features to secure net gains in biodiversity and/or landscape mitigation unless the achievement of this would be contrary to other policies in the plan.



## 10 Countryside

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### **Conversion of rural buildings**

- 10.1 In support of the transition to a low carbon future, national policy (National Planning Policy Framework 2012 paragraph 17) indicates that planning should encourage the re-use of existing resources, including existing buildings.
- 10.2 National policy recognises that the conversion of existing buildings can help to promote a strong rural economy, as can the development and diversification of agricultural and other land-based rural businesses and sustainable rural tourism and leisure developments.
- 10.3 Local Planning authorities should avoid new isolated homes in the countryside unless there are special circumstances, such as where the development would re-use a redundant or disused building and lead to an enhancement to the immediate setting.
- 10.4 Stimulating economic growth and supporting the recovery of the local economy is one of the council's corporate priorities. In support of this priority, and in the context of the National Planning Policy Framework (NPPF) (2012), Policy C1 encourages the re-use of existing rural buildings for a variety of uses.
- 10.5 The policy is primarily aimed at redundant, disused or underused building. It sets out:  
  
the characteristics existing buildings should have to make them acceptable for re-use,  
the council's approach to different types of use, and  
how the council will assess the acceptability of any scheme for re-use.
- 10.6 Proposals should refer to the Aylesbury Vale Design SPD.

### **Permitted development rights**

- 10.7 A number of permitted development rights apply to existing buildings in the countryside and these rights may change over the VALP period. Development (including change of use) allowed under such rights cannot be controlled by the policies in the VALP.

### **Characteristics of the existing building**

#### **Permanency**

- 10.8 The council only permits the re-use of existing permanent buildings under this policy. This ensures that it is not used to establish a permanent use on a site where only a temporary consent exists or where a permanent use has lapsed as a result of dereliction. The council does not wish to penalise those who have recently lost convertible buildings due to accidental damage such as fire. Therefore, exceptionally, the council may permit the re-use of such a building if the applicant can demonstrate that dereliction was the result of severe accidental damage or destruction in the past two years.

#### **Status**

- 10.9 The re-use of buildings in the countryside may involve redundant or disused buildings. An existing building does not need to be empty before a scheme for conversion or diversification would be considered. However, the council wishes to ensure that any existing use or activities could be accommodated either on or off site, without the need for an additional building to fulfil the function of the building being converted.
- 10.10 Buildings need to be soundly constructed to merit retention and re-use. Buildings should clearly be capable of conversion and not constitute a fresh build. Derelict buildings are clearly no longer of sound construction, but some other buildings are also not suitable for re-use. These include

buildings constructed with temporary or short-life materials and those built without proper foundations.

### **Location**

- 10.11 The council supports the re-use of buildings in the countryside, particularly those close to towns and villages, as a means of supporting sustainable growth. However, it is not considered that the re-use of buildings in the countryside well away from settlements, in locations not served by utilities would be sustainable due to traffic impacts, distance to facilities and the expense of providing utilities like sewerage, water and electricity, so re-use of such buildings will generally not be allowed.
- 10.12 However, there are some businesses that already exist in the countryside, so development may be permitted where the re-use of a building could support an existing business. Diversification of agricultural and other land-based rural businesses and sustainable rural tourism and leisure development are supported to promote a strong rural economy.

### **Merits**

- 10.13 The countryside has many buildings of historic or architectural importance and buildings which contribute to local character. Some buildings enhance the countryside and the council will actively encourage their retention and re-use.
- 10.14 However, national policy has widened the types of building suitable for re-use with changes to agricultural permitted development rights through The Town and Country Planning (General Permitted Development) (England) Order 2015 Schedule 2 Part 3 Classes Q, R and S.
- 10.15 For existing agricultural buildings over 500sqm, the council may not permit its retention and re-use if it considers that the characteristics of the existing building have a harmful impact on its immediate surrounding or the wider landscape. Often, the removal of disused agricultural buildings which are damaging to rural character is preferable to retention as it can bring about an environmental improvement. This is most likely to be the case with a modern building, whose retention and re-use is unlikely to be acceptable if it is large in scale, clad with unattractive materials such as profiled steel or asbestos sheeting, or has a very utilitarian appearance.
- 10.16 Buildings proposed for residential re-use, should readily lend themselves to residential conversion in terms of scale, height, depth and number and location of existing openings. The area of land cultivated and maintained as a garden ('domestic curtilage') should be restricted to that necessary to provide immediate amenity space without detracting from the countryside setting. Permitted development rights may be restricted.

### **Assessing the acceptability of the proposed scheme for re-use**

- 10.17 All schemes for the re-use of existing buildings in the countryside should be designed with their rural location in mind and any potential impacts that the re-use might have on the surrounding area.
- 10.18 Larger scale schemes are more likely to have an impact on the rural roads, the amenity of local residents and the landscape setting. Such impacts will be considered against the relevant policies elsewhere in the VALP.
- 10.19 Applicants should be realistic about the uses to which an existing building in the countryside might be put. Existing buildings should be large enough to accommodate the intended re-use but applicants should also be aware that a building's design and construction may limit the type of use that can be accommodated. Any scheme should enable conversion without the need for

complete or substantial reconstruction. The council may require a structural survey for buildings outside the built-up area of settlements to confirm the level of reconstruction required.

- 10.20 Since the existing building should be large enough to accommodate the intended re-use, there should be no need for significant extensions.
- 10.21 Many existing buildings in the countryside have a well-defined 'curtilage', or an established site area which may be defined on the ground or legally, for example in a certificate of lawful use or development. Any activities associated with the re-use of a building should take place within that curtilage or site area. Where it is necessary to define a curtilage or operational site area as part of the scheme for re-use, this should be the minimum required to meet the operational needs of the intended re-use and not harm the character of the countryside.
- 10.22 Where a scheme for the re-use of a building is permitted, the use should be capable of being accommodated to a large extent within the building itself. Incidental external ancillary uses such as essential operational parking are likely to be acceptable, provided that they are the minimum necessary to meet the needs of the development. Other ancillary uses, such as the outdoor storage of goods or materials are unlikely to be acceptable. In all cases, the use, layout and design of any outdoor areas should ensure that the development is not visually intrusive in the landscape.

### **Extensions**

- 10.23 Proposals to convert traditional buildings should normally be contained within the confines of the existing building shell. Proposals which rely on substantial alteration or extension in order to make them work will not be permitted.
- 10.24 Within settlements it will be particularly important to ensure that any extension does not harm the essential character of its surroundings so, an extension may be acceptable if it is designed with sensitivity for the host building and does not conflict with any other planning requirements. In all locations an extension should enhance the character and appearance of its immediate surroundings, and where possible, make a positive contribution in the wider area, so as to preserve an area's essential rural character.
- 10.25 Where permission is granted for the conversion of a traditional rural building, the council will consider the impact of the use of permitted development rights available at the time. The council may restrict or remove them if it is necessary to preserve the appearance of the building, or the amenity of users of neighbouring properties.

### **Extensions to existing conversions**

- 10.26 Proposals to alter or extend previously converted buildings will be assessed in the same way as proposals to alter or extend buildings as part of a conversion scheme. Buyers of converted traditional rural buildings should be aware of any restriction or removal of permitted development rights.

## **C1 Conversion of rural buildings**

### **Building Characteristics**

The re-use of an existing building that is of permanent and substantial construction and generally in keeping with the rural surroundings in the countryside will be permitted provided that all the following assessment criteria are met:

- a. Conversion works should not involve major reconstruction or significant extensions and should respect the character of the building and its setting, except in exceptional circumstances where it can be demonstrated that dereliction was the result of severe accidental damage or accidental destruction in the past two years
- b. Where the building is suitable for modern agricultural practice it would not give rise to a future need for another building to fulfil the function of the building being re-used
- c. The long-term retention of a building that is by reason of its location, size, condition and appearance is harmful to the character of the countryside is not encouraged
- d. The redundant or disused status of the building has been demonstrated and the re-use of the building would enhance the immediate setting
- e. The existing building is inherently suitable, in terms of its size, design and construction for the intended re-use, and the proposed scheme enables the intended re-use to be achieved without the need for complete or substantial reconstruction
- f. The existing building is not located well away from existing settlements and is not located where utilities are not available
- g. The existing building is not damaging to the surrounding character by virtue of a utilitarian appearance or cladding in unattractive materials
- h. The proposed re-use is of a scale that would not have an adverse impact on its surroundings or the viability of existing facilities or services in nearby settlements
- i. Any extension to the existing building included in the proposed scheme is modest in scale, ancillary in nature, subordinate to the main building and necessary to meet the essential functional requirements of the intended re-use
- j. Any extension to the existing barn conversion is modest in scale, ancillary in nature, subordinate to the main building, in keeping with the rural character, designed with sensitivity to the host building and will enhance the character and appearance of its immediate surroundings
- k. Where the existing building is of designated or non-designated heritage assets or contributes to local character, the proposed scheme would retain significant historical features and not adversely affect the character and appearance of the building or its setting
- l. Where any curtilage is required it should not be excessive in size and should relate well to the existing building and landscape
- m. The proposed scheme would not give rise to ancillary uses that could not be accommodated within the site and does not include, or would not give rise to, ancillary uses within the site, such as open storage, that would be visually intrusive, and
- n. Conversion works should not adversely impact upon wildlife using the structure. If impacts to nesting sites are unavoidable mitigation will be required (see Policy NE1).

## **Equestrian development**

10.27 National policy (National Planning Policy Framework 2012 paragraph 28) indicates that Local Planning policies should support economic growth in rural areas in order to create jobs and prosperity, by taking a positive approach to sustainable new development. Local Plans should:

support the sustainable growth and expansion of all types of business and enterprise in rural areas

promote the development and diversification of agricultural and other land-based rural businesses, and

support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, which respect the character of the countryside.

10.28 In the Vale, the riding and keeping of horses are popular leisure pursuits and equestrian businesses can contribute to the rural economy. However, both of these activities have the potential to adversely affect environmental quality and the rural character of Aylesbury Vale.

10.29 This policy sets out the council's approach to equestrian activities in the countryside, which seeks to promote a strong rural economy whilst also protecting environmental quality and other rural character. The policy and supporting text cover both the keeping of horses for private recreational purposes and commercial enterprises including:

the types of equestrian activities and developments that are likely to require planning permission  
the general issues that apply to all equestrian development, such as site suitability and management, horse exercising and highways

the council's approach to different types of development (mainly field shelters and private stables, commercial recreation and leisure developments, and commercial training and breeding businesses), and

ancillary uses (such as riding arenas and occupational dwellings).

10.30 In the policy and supporting text, the term 'equine' means any domestic horse, pony, donkey and hybrids (including mules) and where the word 'horse' is used the reference applies to all equines.

## **The need for planning permission**

10.31 Developments which normally require planning permission include:

- the use of land or a building to keep horses for recreational purposes
- the erection of a building to shelter horses or their provisions
- the erection of a building in which to exercise horses
- the setting out of a riding arena or exercise arena or to create other hard surfaces for a similar purpose
- the putting up of lights to illuminate a riding arena or other area
- any residential development associated with the keeping of horses, including the stationing of a mobile home or caravan in a field, and
- the laying out or surfacing of a vehicular access in connection with the keeping of horses.

10.32 Commercial establishments, such as riding schools, livery stables, racing stables and stud farms (and extensions to existing premises) also require consent.

10.33 Planning permission is not usually required to graze horses which is considered to be an agricultural use, but is required for the keeping of horses for recreational or commercial

purposes. The distinction between 'grazing' and 'the keeping of' horses is not always clear, but the council will assume that horses are being 'kept' (rather than 'grazed') if:

the animals are being fed by imported food rather than off the land  
the land is being used (wholly or in part) as a recreational or exercise area, or  
the stocking density is too high to support the horses by grazing alone. As a general rule, each horse requires about 0.5-1 hectares (or 1.25 to 2.5 acres) of grazing of a suitable quality if no supplementary feeding is being provided.

10.34 Even where grazing is the primary use, any building (such as a field shelter) or other structure associated with the keeping of horses is likely to require permission.

10.35 Proposals should refer to the Aylesbury Vale Design SPD.

### **General issues related to all equestrian development**

#### **Site suitability and site management**

10.36 Any land associated with any equestrian development should be inherently suitable for keeping horses. To function properly any equestrian development should be managed to maintain environmental quality, countryside character, the amenity of local residents and the welfare of the horses themselves.

10.37 Important details of a proposed site include where the ground is wet and boggy or where poisonous plants such as ragwort are present is unlikely to be suitable for keeping horses unless these issues can be fully addressed through pasture management. Where it is proposed to keep horses close to residential properties they should not be able to gain access to garden waste (including lawn clippings) or garden plants that may be toxic (such as yew and laburnum). There should be sufficient land to support the number of horses proposed without causing problems such as overgrazing.

10.38 Horses require regular supervision and, as a minimum, should be visited at least once a day. Consideration therefore needs to be given to the site management regime, which will vary according to the size and nature of the development. However, in all cases consideration should be given to basic operational requirements. For instance, field shelters or stables for private recreational use, should be reasonably close to the site access, with the water supply for the horses close to the buildings.

10.39 Any arrangements for the storage and disposal of manure should not cause amenity problems for neighbours (for example, through smell or flies), or adversely affect environmental quality through pollution. The council will have regard to the advice of environmental health officers and the Environment Agency on issues of this nature when making planning decisions.

#### **Exercising horses**

10.40 Where it is proposed to exercise horses primarily on-site, any exercise area should be separate from the area where the horses are kept or grazed. Where it is intended to exercise horses off-site, the routes or sites that will be used for exercise, such as nearby bridleways or areas of open land, should be safely accessible from the proposed development. Where there is likely to be a need for riding on public roads, the council will have regard to any highway safety issues. The council will also seek to ensure that routes and sites can be used for exercise without contributing to soil erosion (especially on well-used bridleways), harming vegetation or having a detrimental impact on wildlife interests, particularly in respects to designated sites such as Sites of Special Scientific Interest (SSSIs). There may also be opportunities to enhance the biodiversity benefits of pasture.

### **Impact on the highway network**

- 10.41 A site where horses are kept is likely to require access by towed horseboxes, horse-carrying lorries, or other large vehicles with limited manoeuvrability. The vehicular access to such a site should be capable of safely accommodating such vehicles. The routes to the site should be capable of accommodating the type and volume of traffic likely to be generated, without harming the character of the route itself or impacting the local roads, including the safety of horses and riders and traffic using the highway.

### **Types of equestrian development**

#### **Private recreation and leisure use**

- 10.42 The keeping of horses for private recreation and leisure use are popular pastimes in the Vale, and for many owners shelters and stables are necessary for their horses' welfare.
- 10.43 Field shelters or stables will be permitted where they are intended to be used by horses currently present on a site or the horses it is intended to graze or keep on a site for private recreational use, provided that they are suitably designed and located. The need for a field shelter or stable for private recreational use may cease after a period of time. With this in mind, such structures should be built, as far as possible, so that they can be removed when they are no longer needed. The council may use conditions or seek an agreement to require the removal of such structures in the event that the equestrian use ceases. Such structures will not generally be suitable for re-use under Policy C1.
- 10.44 Shelters and stables should normally be built of wood or other similar lightweight material, although a concrete base may be acceptable where this is required for the safety and comfort of the horses (in line with the Code of Practice for the Welfare of Horses, Ponies, Donkeys and their Hybrids, DEFRA December 2009). New stables of stone, brick or block work will not generally be permitted for private use although the conversion of existing building to stables for private recreational use may be acceptable under Policy C1.

#### **Commercial recreation, leisure, training and breeding developments**

- 10.45 Commercial recreation or leisure equestrian developments (such as livery stables and riding schools), and commercial training or breeding equestrian developments (such as racing stables and stud farms) may be acceptable uses in the countryside. Small-scale businesses, such as riding schools, may provide a useful form of farm diversification, but the council may also permit larger-scale enterprises as they can help to diversify the wider rural economy. The council may therefore require an application to be supported by a business plan that shows the proposed enterprise has a sound financial basis.
- 10.46 Due to their scale, such enterprises can be difficult to accommodate within existing buildings, though existing buildings or group of buildings should form the basis for a development of this nature. The council may permit new building or an additional element of new building where there is an essential need, and there is no suitable alternative existing building available. Where an element of new build is permitted, it should be sensitively designed to integrate with the existing buildings. Elements of new building that are disproportionate in scale to, or out of character with, the existing buildings are unlikely to be acceptable.

#### **Viability and change of use of commercial premises**

- 10.47 Since commercial equestrian developments may be permitted in the countryside as an exception to the general policy of restraint, the council will wish to be satisfied that any such enterprise is likely to be viable before allowing it. Such proposals should, therefore, be supported by a business plan that shows the proposed enterprise has a sound financial basis. In the event that a



commercial equestrian business fails, the owner or occupier will need to produce evidence that the business is not viable, or cannot be made viable before a change of use may be permitted. Any change of use will be assessed against the criteria outline in Policy C1.

### **Ancillary development**

#### **Riding arenas and other exercise facilities**

- 10.48 A riding arena (or manège) or other exercise facilities (such as horse exercisers) may be permitted in association with a commercial equestrian development or private recreation and leisure use. The council will expect an applicant or private individual to be able to explain why an arena or other facility is required, and to be able to justify its intended size and scale. Siting and scale will be key issues in the design. An arena and other exercise facilities should be sited close to the buildings where the related enterprise is located, to limit the impact of the development on the landscape. Other key design issues include hard landscaping, including fencing and surfacing, landscape planting, drainage and the potential impacts on the amenity of nearby residents. Given the rural nature of Aylesbury Vale, floodlighting will only be permitted where it is reasonably necessary and at an appropriate level for the use and where there are no harmful impacts on residential amenities.
- 10.49 Approvals for riding arenas or other exercise facilities for private recreation or leisure use will be subject to conditions to prevent them from being used commercially. An arena (or other facility) used for commercial purposes has a far greater neighbouring amenity impact than one used solely for private recreation and leisure purposes.

#### **Occupational dwellings**

- 10.50 The council may permit occupational dwellings related to commercial equestrian enterprises, but will not permit such dwellings to enable people to live close to horses that are kept for private recreation or leisure use. Application for such occupational dwelling will be determined in accordance with Policy H3.

## **C2 Equestrian development**

### **General criteria**

When considering proposals for horse-related development the council will have particular regard to:

- a. The site being suitable for the keeping of horses and capable of supporting the number of animals proposed, having taken account of the arrangements for site management
- b. Adequate provision made for the exercising of horses without causing harm to rights of way, other equestrian routes, or other areas such as open land, that will be used for exercise
- c. Vehicular access to the site and the road network in the vicinity are capable of accommodating horse-related transport in a safe manner
- d. The impact on land of high agricultural or ecological value, or the fragmentation of farm units and the effect on the viability of farm units
- e. The environmental effects of the development in terms of noise, smell, light pollution or other disturbances
- f. The cumulative impacts of equestrian developments in the locality on the character of the countryside, appearance of the surrounding area, maintenance of the open nature and rural character of the land or on highway safety, and
- g. The scale, construction and appearance of the proposed development including the entrance and boundary treatment should be designed to minimise adverse impact on the immediate locality, landscape character and residential amenity.

### **Private recreation and leisure uses**

In the case of a new field shelter or stable used for private recreation or leisure use:

- h. It will be for the exclusive use of the horses that are grazed or kept on site
- i. It should be of a scale that reflects the number of horses to be kept or grazed on site
- j. It should be built of material that is capable of being easily removed if the equestrian use ceases, and
- k. It should be sited, where possible, adjacent to existing buildings or natural features such as trees or hedgerows, be of a design and constructed of such materials as are appropriate to the locality and proposed use, and be landscaped or screened so as to minimise any visual intrusion.

### **Commercial recreation, leisure, training or breeding uses**

In the case of commercial recreation, leisure, training or breeding enterprises, developments should re-use an existing building or group of buildings in the countryside. An element of new building or buildings may also be permitted alongside the re-use of an existing buildings (or group of buildings), provided that:

- l. it can be demonstrated that no other building or group of buildings is available that is capable to accommodating the proposed equestrian use,
- m. the element of new building is the minimum required to accommodate the proposed equestrian use (over and above the requirement to re-use the existing building or group of buildings),
- n. any new buildings and ancillary facilities would be erected to integrate with the existing building (or group of buildings), and
- o. be supported by a business plan that shows the proposed enterprise has a sound financial basis

**Failure of a commercial enterprise**

The change of use of an existing equestrian commercial site to another use (other than agriculture or forestry) will not be permitted, unless it can be demonstrated that the existing use is not, or cannot be made, viable.

**Ancillary development**

In the case of a riding arena or other exercise facility:

- p. it can be justified in that location and is of a size and scale appropriate to the existing commercial enterprise, or the number of privately kept horses that will use the facility,
- q. any floodlighting is reasonably necessary and at an appropriate level for the use, and
- r. it is located close to other buildings on the site and is not visually intrusive in the landscape.

## Renewable energy

10.51 Low carbon and renewable energy is defined as:

‘energy for heating and cooling as well as generating electricity, provided through renewable sources that occur naturally and repeatedly in the environment (e.g. wind, water, solar, biomass and geothermal heat), or through low carbon technologies which generate significantly less carbon emissions than compared to conventional use of fossil fuels’. Low carbon includes energy efficiency (Fabric First principles in new build) and a range of different sectors (transport, construction, etc. as well as energy generation).

10.52 The European Union Renewable Energy Directive (Directive 2009/28/EC) sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020. This overall target is divided by country. The UK's target is 15% by 2020.

10.53 The Climate Change Act (2008) established a legal requirement for the UK to achieve an 80% cut in carbon dioxide emissions by 2050, with a 34% cut by 2020. The Planning and Energy Act (2008) allows Local Planning authorities’ policies to impose reasonable requirements for a proportion of energy used in developments to be from renewable and low carbon sources in the locality of the development. The National Planning Policy Framework (NPPF) (2012) recognises the key role planning plays in supporting the delivery of renewable and low carbon energy. To help increase the use and supply of renewable and low carbon energy, the NPPF (2012) states in paragraph 97 that Local Planning authorities should:

have a positive strategy to promote energy from renewable and low carbon sources  
design policies to maximise renewable and low carbon energy development, while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts, and  
identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

10.54 In June 2015, the Secretary of State for Communities and Local Government set out considerations to be applied to proposed wind energy developments. It made clear that planning permission should only be granted if:

- the site has been identified as suitable for wind energy development in a Local Plan or neighbourhood plan
- the planning impacts identified by the affected local community have been fully addressed, and
- the proposal has the local community’s backing.

10.55 Local authorities in Buckinghamshire in partnership with Buckinghamshire and Milton Keynes Natural Environment Partnership (the NEP) have led on the development of the Buckinghamshire Energy Strategy. The strategy establishes a long-term framework for delivering a shared vision for energy in Buckinghamshire, with the aims of improving energy efficiency of both domestic and commercial premises as well as delivering greater local generation with the benefits this produces being received by the community. The strategy action plans will set out short to medium term actions and targets and an identified route to delivery.

10.56 VALP aims to mitigate the impact of climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks – particularly flood risk. It will also aim to reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the VALP area.

- 10.57 The Council's assessment of proposals will involve consideration of building design, new material and construction technologies, sustainable urban drainage scheme and water capture, layout and orientation, the use of sustainable (including re-used) materials, and planning a scheme's resilience in terms of the future implications of climate change. Developments should minimise construction waste and encourage reuse and recycling wherever possible.
- 10.58 Applications for renewable energy schemes (in particular those designed to meet and match generation to local consumption and installed alongside appropriately sized storage technologies) will be considered in light of the wider environmental, social and economic benefits. The council will expect developments for energy generation to address potential adverse impacts, especially in relation to visual impact, through careful location, design and landscaping following the design principles set out in the VALP.

### **Carbon reduction and resource use**

- 10.59 Building-related energy consumption is also a significant contributor to greenhouse gas emissions. The need to achieve higher levels of energy efficiency (such as high quality lighting, heating controls, insulation, draught proofing etc. alongside locally-produced clean, low carbon and renewable energy), is an important aspect of sustainable construction in new developments. However, sustainable construction for new and refurbished buildings incorporates more than just aspects of energy use. It also relates to other environmental impacts that buildings and inhabitants cause, for example, on water drainage and usage, waste generation and the use of unsustainable materials (in construction). Improved design of buildings can also lead to benefits in terms of, increased available income, reduced fuel poverty, ecology and quality of life for residents. Various standards for the efficient construction of new dwellings have been removed and are now covered by building regulations.

### **Off-site renewable energy**

- 10.60 National policy promotes increasing energy efficiency, minimising energy consumption and developing renewable energy sources. The VALP supports development that promotes these objectives. An important element in this is to ensure that the council embraces effective energy efficiency and the use of both on and off-site renewable energy in all new developments, helping to reduce the emission of greenhouse gases and their effect on climate change. Proposals should normally be accompanied by a landscape assessment appropriate to the nature and scale of the proposal and its setting. The council supports renewable and low carbon energy provision wherever any adverse impacts can be addressed satisfactorily. Given the significantly low available capacity in Aylesbury East<sup>42</sup>, where such developments are large scale (over 5MW), they will only be considered by the council where evidence of a robust feasibility has been conducted for energy storage. The potential local environmental, economic and community benefits of renewable energy schemes will be a key consideration in determining planning applications.

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<sup>42</sup> Aylesbury East includes the Kingsbrook development

### C3 Renewable Energy

All development schemes should look to achieve greater efficiency in the use of natural resources.

Planning applications involving renewable energy development will be encouraged provided that there is no unacceptable adverse impact, including cumulative impact, on the following issues:

- a. landscape and biodiversity including designations, protected habitats and species
- b. visual impacts on local landscapes
- c. the historic environment including designated and non designated assets and their settings
- d. the Green Belt, particularly visual impacts on openness
- e. aviation activities
- f. highways and access issues, and
- g. residential amenity.

The council will seek to ensure that all development schemes achieve greater efficiency in the use of natural resources, including measures minimise energy use, improve water efficiency and promote waste minimisation and recycling. Developments should also minimise, reuse and recycle construction waste wherever possible.

In seeking to achieve carbon emissions reductions, the council will assess developments using an 'energy hierarchy'. An energy hierarchy identifies the order in which energy issues should be addressed and is illustrated as follows:

- h. reducing energy use, in particular by the use of sustainable design and construction measures
- i. supplying energy efficiently and giving priority to decentralised energy supply
- j. making use of renewable energy
- k. making use of allowable solutions, and
- l. an energy statement will be required for proposals for major residential developments (over 10 dwellings), and all non-residential development, to demonstrate how the energy hierarchy has been applied.

With continually improving standards through building regulations, new buildings carry reduced need for heating and loads are based on winter heat and all year-round hot water demands. A feasibility assessment for district heating (DH) and cooling utilising technologies such as combined heat and power (CHP), including biomass CHP or other low carbon technology, will be required for:

- m. all residential developments of 100 dwellings or more
- n. all residential developments in off-gas areas for 50 dwellings or more, and
- o. all applications for non-domestic developments above 1000sqm floorspace.

Where feasibility assessments demonstrate that decentralised energy systems are deliverable and viable and can secure at least 10% of their energy from decentralised and renewable or low carbon sources, such systems will be encouraged as part of the development.

Planning permission will normally be granted for off-site renewable energy (for example, but not confined, to wind, solar, biomass and energy crops, anaerobic digestion and landfill gas), where it has been demonstrated that all the following criteria have been met:

- p. There is no significant adverse effect on landscape or townscape character, ecology and wildlife, heritage assets whether designated or not, areas or features of historical significance or amenity value

- q. there is no significant adverse impact on local amenity, health and quality of life as a result of noise, emissions to atmosphere, electronic interference or outlook through unacceptable visual intrusion, and
- r. there is no adverse impact on highway safety. Where development is granted, mitigation measures will be required as appropriate to minimise any environmental impacts. When considering the social and economic benefits, the council will encourage community participation/ownership of a renewable energy scheme.

Aylesbury Vale is located within an area of water stress and as such the council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.

Applications for the adaption of older buildings should include improved energy and water efficiency and retrofitted renewable energy systems where possible.

### Protection of public rights of way

- 10.61 Walking, cycling and horse riding have a valuable role in recreational and leisure trips, and in meeting local access needs. There is considerable potential to make horse riding, cycling and walking more attractive alternatives for short journeys, providing a healthy alternative option to the car. Such routes can also provide wildlife corridors and form part of a green infrastructure network. The council will therefore support the provision of multi-user routes (those that can be used by walkers, cyclists and horse riders) and better integrate paths with the wider highway network and also with public transport and parking facilities.
- 10.62 Public rights of way are protected in law and comprise four types: footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). Buckinghamshire y Council has responsibility for Public rights of way, and publishes a rights of way improvement plan. It also promotes routes for walkers, cyclists and horse riders in order to encourage sustainable access to the countryside. In recognition of the health benefits of walking, cycling and horse riding, the council also promotes a number of circular walks and rides.
- 10.63 Protection and enhancement of open space, sport and recreation sites, and sites of importance to nature conservation will assist in maintaining the green infrastructure network. Green corridors consist of canals, river corridors and hedgerows, together with public rights of way. These can provide areas for walking, cycling and horse riding and also provide opportunities for wildlife migration, which on a strategic scale can help to address the impact of climate change on biodiversity.

### C4 Protection of public rights of way

The council will enhance and protect public rights of way to ensure the integrity and connectivity of this resource is maintained.

The protection and conservation of public rights of way needs to be reconciled with the benefits of new development, to maximise the opportunity to form links from the development to the wider public rights of way network, public transport, recreational facilities and green infrastructure. Development proposals will be required to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces. Planning permission will not normally be granted where the proposed development would cause unacceptable harm to the safe and efficient operation of public rights of way.



## 11 Detailed Infrastructure

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## Green infrastructure

- 11.1 Open space includes green infrastructure and also civic space including market squares and other hard surfaced community areas used for community activities. However, hard surfaced or civic spaces do not count as providing green infrastructure to meet Policy I1. Green infrastructure is a strategically planned network of high quality multi-functional green spaces in both urban and rural areas as well as associated features such as trees, hedgerows, ponds, waterways, green roofs and green walls. It is designed, developed and managed to meet the environmental, social and economic needs of communities and wildlife. The term includes open green spaces such as parks and gardens, country parks, allotments, cemeteries, green corridors (potentially including cycleways and rights of way), village greens and trees. It also includes informal amenity green spaces and accessible countryside such as river and canal corridors, woodland, natural grassland, wetlands, lakes and nature reserves (water related green infrastructure is also known as 'Blue Infrastructure'). Where the VALP site allocations require (or development coming forward on any other site that would be required to meet the standards in Policy I1) the provision of 'green infrastructure', private green spaces such as residential gardens do not count towards meeting this requirement as they are not publicly accessible natural green space and so do not meet Natural England's definition of ANGSt in para 11.8.
- 11.2 Well-planned multi-functional green infrastructure is an important component of achieving sustainable communities. Green infrastructure helps to deliver conservation and enhancement of biodiversity, create a sense of place and appreciation of valuable landscapes and cultural heritage, increase recreational opportunities and support healthy living, improve water resources and flood management as part of environmentally sustainable design. It can also positively contribute towards combating climate change through adaptation and mitigation of impacts and production of food, natural fibre and fuel. It helps deliver NHS initiatives around improving people's health and tackling obesity. Aylesbury Vale's high quality green infrastructure is a vital asset and an important element in ensuring that Aylesbury Vale is somewhere people choose to live and locate their businesses. Policy I1 below will be used to ensure a green infrastructure network is provided throughout Aylesbury Vale with enhancements helping to replace existing green infrastructure deficiencies.
- 11.3 The character of Aylesbury Vale is defined by a wide variety of green infrastructure assets such as the Grand Union Canal (including its arms) and reservoirs, former royal hunting forests such as Whaddon Chase and Bernwood Forest, the valleys of the River Great Ouse and the River Thames, the urban fringe Aylesbury and Buckingham riverside walks, and the Chilterns AONB including Wendover Woods which is the largest area of publicly accessible green space in Aylesbury Vale. These features should be recognised, enhanced and connected where possible, such as improving pedestrian and cycle links to existing natural trails in the Chilterns AONB.
- 11.4 The following Green Infrastructure Strategies cover Aylesbury Vale at varying hierarchal levels:
- **Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire & Milton Keynes**<sup>43</sup>. County-wide. Produced by the Buckinghamshire and Milton Keynes Natural Environment Partnership ("NEP"), the Vision and Principles set out 9 Principles which should be followed to achieve the NEP vision by 2030.
  - **Buckinghamshire Green Infrastructure Delivery Plan (2013)**<sup>44</sup>. County-wide. The Delivery Plan includes specific project areas in Aylesbury Vale, particularly Whaddon Chase, west of Milton Keynes and Aylesbury Linear Park. Part of Aylesbury Linear Park is being

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<sup>43</sup> <http://www.bucksmknepe.co.uk/wp-content/uploads/2016/09/NEP-GI-Vision-and-Principles-FINAL.pdf> (2016)

<sup>44</sup> [https://www.buckscc.gov.uk/media/1521901/5326-Bucks-GI-Delivery-Plan-FINAL-ISSUE\\_2013\\_08\\_07\\_low\\_res.pdf](https://www.buckscc.gov.uk/media/1521901/5326-Bucks-GI-Delivery-Plan-FINAL-ISSUE_2013_08_07_low_res.pdf)

delivered through Berryfields and Kingsbrook (Aylesbury East) Major Development Areas (MDA's). Kingsbrook will provide approximately 100ha of wetlands park. Further development sites around Aylesbury should deliver green infrastructure in-line with the Delivery Plan.

- **Aylesbury Vale Green Infrastructure Strategy (2011)**<sup>45</sup>. District-wide detail. The Green Infrastructure Strategy follows on from the 2009 Buckinghamshire Green Infrastructure Strategy. These strategies identified green infrastructure deficiencies within Aylesbury Vale – for example, 69% of dwellings do not meet any of Natural England's Accessible Natural Green space standards (ANGSt). Priority areas identified include North Aylesbury Vale and Aylesbury Environs.
- **Aylesbury Garden Town**<sup>46</sup> has an accompanying Masterplan which will set out how Green Infrastructure will be integrated into new and existing Garden Town developments.

- 11.5 The 'Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report' (2017)<sup>47</sup> identifies typologies of green infrastructure, current provision of green infrastructure, provision standards and future need based on applying those standards. The 2017 Final Report makes clear that green infrastructure is able to cover any number of the typologies identified. It also identifies specific green infrastructure features which can enhance the sport and recreational value of green space while not duplicating other provision in an area. Therefore, the approach in the VALP Policy I1 is for Green Infrastructure to perform a range of functions where possible in order to enhance the sport and recreation value of green space.
- 11.6 The 2017 Final Report also identifies accessibility/quantitative and qualitative standards to be applied to new development. These standards have been incorporated into the VALP to be applied for larger new housing developments or mixed use proposals including an element of housing. Quantitative standards are the size of green space provision. Accessibility standards represent a zone of influence of a provision and the distance that people are prepared to travel. The standards to be used are the ANGSt, developed nationally in the 1990s and reviewed by Natural England in 2008. These standards were also recommended in the Aylesbury Vale Green Infrastructure Strategy 2011.
- 11.7 The ANGSt are a response to Natural England's belief that everyone should have access to good quality natural greenspace near to where they live. The three underlying principles of ANGSt are: Improving access to greenspaces; Improving naturalness of greenspaces; and Improving connectivity with greenspaces. The distances in the ANGSt are based on research into the minimum distances people would travel to experience the natural environment.
- 11.8 In terms of meeting the ANGSt, to be 'Accessible' a place must be "available for the general public to use free of charge and without time restrictions (although some sites may be closed to the public overnight and there may be fees for parking a vehicle)"<sup>48</sup>. The places must be available to all, which means that every reasonable effort must be made to comply with the requirements

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<sup>45</sup> [http://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/Aylesbury-Vale-Green-Infrastructure-Strategy-2011.pdf](http://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/Aylesbury-Vale-Green-Infrastructure-Strategy-2011.pdf)

<sup>46</sup> <https://www.aylesburygardentown.co.uk/what-is-the-big-idea>

<sup>47</sup> [https://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/CD.SLB\\_001%20Assessment%20of%20Open%20Space%2C%20Sports%20and%20Recreation%20Needs%20for%20AV%20%28Torkildsen%20Barclay%2C%20March%202017%29.pdf](https://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/CD.SLB_001%20Assessment%20of%20Open%20Space%2C%20Sports%20and%20Recreation%20Needs%20for%20AV%20%28Torkildsen%20Barclay%2C%20March%202017%29.pdf)

<sup>48</sup> Natural England 'Nature Nearby' (2011)  
<https://webarchive.nationalarchives.gov.uk/20140605145320/http://publications.naturalengland.org.uk/publication/40004?category=47004>

under the Equality Act (2010). For a space to be 'Natural' it must be a "place where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate"<sup>52</sup>.

- 11.9 The 2017 Final Report refers to the Buckinghamshire Green Infrastructure Strategy (2009) that identifies deficiencies across Aylesbury Vale against the ANGSt standards for access to natural greenspace. Only three settlements in Aylesbury Vale – Aston Clinton, Buckingham and Wendover – meet the minimum ANGSt requirements for the provision of larger accessible green space. Many parts of Aylesbury Vale do not meet the standard of providing at least one 20ha site within 2km or one 500ha site within 10km of people's homes. There is also a deficiency of accessible green infrastructure over 100ha in Aylesbury Vale.
- 11.10 Development proposals, particularly on larger sites, provide an opportunity to improve the green infrastructure network (as demonstrated through the Berryfields and Aylesbury East MDAs), Policy I1 seeks to achieve this. Green infrastructure will be delivered through development proposals and on site or off site obligations will be imposed through the CIL regime, S106 contributions or conditions to the planning permission as appropriate. HS2 mitigation works will also deliver some green infrastructure. All green infrastructure proposals should include details of management and maintenance to ensure these areas are permanently protected.
- 11.11 Although Policy I1 is the primary policy for green infrastructure, several VALP policies will also secure elements of green infrastructure. Policy T7 ensures development connects to existing pedestrian and cycle networks and provides new facilities, Policy NE1 secures biodiversity enhancements and Policy I2 sets out what is required in terms of sport and recreation provision. Development proposals will be expected to identify, retain and enhance existing green infrastructure assets, including corridors and to ensure new links are provided between existing green spaces. Local green space designations, which are now commonplace in neighbourhood plans, will provide protection for those areas, as outlined in Policy NE5. Green infrastructure should ensure permeability for wildlife through development and provide sufficient beneficial habitat to support target species, independent of its connective function. The incorporation of sustainable drainage systems can contribute to green infrastructure provision as well as help to alleviate flooding and providing other biodiversity benefits. New landscaping areas are important and will be required in larger development schemes to assimilate development into the landscape and assist in the transition between the urban and rural boundary. The size and location of green infrastructure is expected to be suitable for the function it is intended to fulfil.
- 11.12 There are areas of the green infrastructure network in Aylesbury Vale which are not in the council's ownership or control, so partnership working is required to plan, provide and manage the network to achieve the objectives of the policy.

### Principles for Aylesbury Vale

- 11.13 The accessibility/quantitative and qualitative standards will apply to development proposals of 10 homes or more and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area). These thresholds are a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications. It is also considered a threshold whereby at 10 or more homes the development is more likely to itself create a deficiency. Where the standards are applicable, development proposals will need to demonstrate to the Council that a development itself, with committed developments, would not create a deficiency.
- 11.14 Long term stewardship of the public realm is important to ensure that open space provided from development is maintained to high standards. The Open Space, Sports, Leisure and Cultural Facilities SPD will set out detailed guidance for the maintenance and adoption of open space, and will set out how maintenance is to be provided by a developer; at what time period land

ownership should be transferred to the Council or other body; and how payments may be required towards future maintenance after the land transfer – including arrangements for Performance Bonds. In the case of open space not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to the use of such contributions.

- 11.15 The SPD will set out the details as to how the policy and standards in Appendix C are to be implemented and guidance for where they will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy I2) and cultural facilities. The SPD will also set out any possible exceptions to on or off site provision. Finally, the SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.

## **I1 Green infrastructure**

Green Infrastructure should provide a range of functions and provide multiple benefits for wildlife, improving quality of life and water quality and flood risk, health and wellbeing, recreation, access to nature and adaptation to climate change. The council will support proposals for green infrastructure where there is no significant adverse impact on:

- a. Wider green infrastructure networks including public rights of way and green infrastructure opportunity zones identified by the Buckinghamshire and Milton Keynes Natural Environment Partnership
- b. Potential to contribute to biodiversity net gains
- c. Management of flood risk and provision of sustainable drainage systems
- d. Provision of a range of types of green infrastructure
- e. Provision of sports, recreation facilities or public realm improvements
- f. Potential for local food cultivation by communities
- g. Achieving a satisfactory landscaping scheme including the transition between the development and adjacent open land

New housing developments of more than 10 units or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the ANGSt (accessible natural green space standards) in Appendix C to meet the additional demand arising from new residential development. Amenity green space will need to be provided on site. Sports and recreation facilities can be provided as required (Policy I2) on the same site where these are compatible with publicly accessible green infrastructure.

The Accessibility Standards in Appendix C will need to be met by providing accessible natural green space on or off site for developments of more than 10 homes and which have maximum combined gross floorspace of more than 1,000 square metres (gross internal area) unless it has been demonstrated in an assessment for a planning application that accessible natural green space provision has already been met, when including the increased population of the new development and any other committed development.

Conditions will be imposed on permissions or planning obligations sought in order to secure green infrastructure reasonably related to the scale and kind of housing proposed. The benefits to be obtained or provided by the council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.

To count towards any ANGSt quantitative/accessibility requirement, such green space must meet the definitions of 'accessible' and 'natural' in paragraph 11.8

The council will only accept the loss of ANGSt including the incorporation of such areas into private garden land if:

- h. The ANGSt has been subject to an assessment which shows it to be surplus to requirements
- i. The land does not fulfil a useful purpose in terms of its appearance, landscaping, recreational use or wildlife value
- j. The land does not host an element of semi-natural habitat or any other feature of value to wildlife to a greater extent than would be the case if it were planted as a garden
- k. The loss of publicly accessible green infrastructure would not set a precedent for other similar proposals which could cumulatively have an adverse effect on the locality or the environment
- l. The continued maintenance of the land for publicly accessible green infrastructure would be impractical or unduly onerous
- m. Publicly accessible green infrastructure lost will need to be replaced by equivalent or better following an assessment justifying this need based on applying the standards in Appendix C

Formal outdoor sports areas, play areas, and allotments all serve a specific purpose and may be located within or outside ANGSt. Either way such facilities should be located on land that is additional to the ANGSt provided by a developer and be complimentary to it.

Green infrastructure being provided must have a long term management and maintenance strategy to be agreed by the council with assets managed for at least 30 years after completion and during this time secure a mechanism to manage sites into perpetuity. The management and maintenance strategy shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

## Sport and recreation

- 11.16 Participation in sport and recreation activities has many physical and health benefits while promoting community cohesion. Facilities that allow for this participation help deliver NHS initiatives around improving health and tackling obesity. Aylesbury Vale has a wide range of sports and recreation facilities which provide for a variety of recreational sporting needs. There are important leisure centres in Aylesbury and Buckingham. Stoke Mandeville receives global recognition as the birthplace of the Paralympic Games and Stoke Mandeville Stadium provides a venue for community participation alongside disabled athletes from across the world. Building on this the ambition is for the Vale to become a national leader in accessibility for disabled people to sport and recreation facilities. Within the Vale there is also Silverstone racing circuit which has established itself as a premier motor sport venue.
- 11.17 Accessible natural green space required through Policy I1 does not need to be planned separately and can co-exist within a properly masterplanned approach for open space on a development site. However, sports and leisure facilities provided to meet Policy I2 must be treated separately to accessible natural green space so these areas can function to ensure financial sustainability. Sports facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is usually limited and sports facilities may be co-located or shared with a school, college, community hall or sports club.
- 11.18 A number of bodies are responsible for delivering and managing sport and recreation facilities, including Buckinghamshire Council, town and parish councils, Sport England, developers, and private sports clubs and associations. Effective partnership working is required to maintain and enhance the provision in Aylesbury Vale.
- 11.19 A large part of Aylesbury Vale has a rural nature, which can mean that access to sport and recreation facilities can be difficult. However current provision across Aylesbury Vale is generally sufficient. New housing development are likely to create additional need for sport and recreation facilities. The 'Assessment for Open Space, Sports and Recreation Needs for Aylesbury Vale: Final Report' (2017)<sup>49</sup> identifies the existing provision of sports and recreation facilities, and identifies deficiencies and opportunities for future provision. Chapter 5 of the 2017 Final Report sets out the need for new provision is based on the draft Vale of Aylesbury Local Plan levels of growth. As the levels of growth proposed in the VALP are now lower overall and the distribution has changed, these needs should be amended according to the recommended standards set out in Chapter 6. The minimum threshold for provision is intended as a guide to developers; however the composition of provision will be dependent on the proposal and location of the site.
- 11.20 The 2021 Playing Pitch Strategy being drafted and any future Built Facilities Strategy will look closely at the users of facilities in Aylesbury Vale and the existing facilities and sets out whether the existing facilities are adequate or not, need replacing, or can be expanded. The 2021 Playing Pitch Strategy (PPS) will ensure a strategic approach to playing pitch provision. The PPS will act as a tool for Buckinghamshire Council and partner organisations to guide resource allocation and to set priorities for pitch sports in the future. The PPS will provide robust evidence for capital funding. As well as proving the need for developer contributions towards pitches and facilities, the PPS provides evidence of need for a range of capital grants. Current funding examples include the Sport England Funding Programmes, Heritage Lottery Fund (for park improvements), the Football Foundation and the Big Lottery.

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<sup>49</sup> [http://www.aylesburyvaledc.gov.uk/sites/default/files/page\\_downloads/AV-Leisure-Cultural-Facilities-FINAL-Mar-17.pdf](http://www.aylesburyvaledc.gov.uk/sites/default/files/page_downloads/AV-Leisure-Cultural-Facilities-FINAL-Mar-17.pdf)

- 11.21 The PPS is a complete update and replacement of the 2010 Playing Pitch Strategy and will utilise elements of the 2017 Assessment of Open Space, Sport and Recreation Needs for Aylesbury Vale. The PPS will be produced in consultation with Sport England, National Governing Bodies of Sport, Neighbouring Local Authorities, Leisure Operators and Developers, Outdoor Sports Leagues, Major Sports Clubs, LEAP and Parish and Town Councils and will follow Sport England's Playing Pitch Strategy Guidance.
- 11.22 A Built Facilities Strategy (BFS) proposed to be prepared is a strategic assessment that will provide an up to date analysis of the supply and demand of built sports facilities across Aylesbury Vale. In conjunction with the PPS, the BFS will provide a holistic analysis of sports facilities across the study area, leading to a comprehensive set of recommendations for the future development of facilities, in line with the demands and needs of local residents. The BFS will help ensure the priority provision, adoption and maintenance of sport and leisure facilities in the Vale. The facilities covered in the BFS will be swimming pools, sports halls, community halls, health and fitness/gyms, athletics, gymnastics, indoor tennis, indoor bowls, squash courts, multi sport leisure complex/sports villages and gymnastic centres. The Strategy will be produced in partners including Sport England, Leap, Bucks NHS CCG, Parish and Town Councils, site operators and Wheelpower.
- 11.23 Long term stewardship of sports and recreation facilities is important to ensure facilities provided from development are maintained to high standards. The Open Space, Sports, Leisure and Cultural Facilities SPD will set out detailed guidance for the maintenance and adoption of facilities. The SPD will cover how maintenance is to be provided by a developer; at what time period land ownership should be transferred to the Council or another body; and how payments may be required towards future maintenance after the land transfer. In the case of facilities not being provided on site, the SPD will also set out a calculation for the financial amount due as a developer contribution and the general approach to what such contributions will be used for.
- 11.24 The SPD will set out guidance for where it will be appropriate for on or off site provision for open space, sports and leisure facilities (see Policy I2) and public realm. The SPD will also set out any possible exceptions to on or off site provision. The SPD will set out arrangements in general terms for Performance Bonds which will cover the expenses associated with the provision, maintenance and administration of open space, sports and leisure facilities and public realm. Finally, the SPD will set out any good practice which the Council suggests should be followed in terms of how open space, sports and recreation and public realm are provided in/from development.
- 11.25 A new Open Space, Sports, Leisure and Cultural Facilities SPD and new Ready Reckoner will be produced once the VALP has been adopted. These documents will further detail how Policy I2 is to be implemented on individual planning applications, provide advice on onsite and off-site provision and explain when financial contributions would be sought. These documents will replace the 2004 Sports and Leisure Facilities SPG and 2005 Ready Reckoner, providing details on what developments should provide. The documents will be developed utilising the standards in Chapter 6 of the 2017 Assessment of Open Space, Sports and Recreation Needs for Aylesbury Vale (CD/SLB/001). In addition, an Aylesbury Vale Playing Pitch Strategy is at an advanced stage of being prepared.

## I2 Sports and recreation

The council will support development proposals involving the provision of new sport and recreation facilities that are accessible by pedestrians and cyclists and public transport where available and have no unacceptable impact upon the following:

- a. visual, noise or other impact on public amenity including safety



- b. the highway network
- c. on wildlife and habitats
- d. the historic environment
- e. flooding or drainage

New housing development of more than 10 units or which have a combined gross floorspace of more than 1,000 square metres (gross internal area) will be required to meet the Council's adopted standards in Appendix D to secure adequate provision of sports and recreation facilities increased capacity to meet the additional demand for sports and recreation facilities arising from new residential development. Facilities are required to be provided on-site except where off-site provision is acceptable according to the circumstances in Appendix D.

Accessible natural green space required through Policy I1 will be treated separately to formal outdoor sports areas, equipped play facilities and allotment provision, which may be located within or outside such accessible natural green space, on land that is in addition to the accessible natural green space required under Policy I1.

Conditions will be imposed on permissions or planning obligations sought in order to secure appropriate sport and recreation facilities reasonably related to the scale and kind of housing proposed. The recreational benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers and fairly and reasonably related to its scale and kind.

Any proposals involving the loss of existing sports and recreation facilities will only be accepted where any of the following criteria are met:

- f. An assessment has been undertaken which has clearly shown the sports and recreation facilities are surplus to requirements and their loss is not detrimental to the delivery of the Playing Pitch Strategy or a Built Facilities Strategy; or
- g. The development will significantly enhance the Open Space network as a whole and help achieve the Council's most recently adopted Green Infrastructure Strategy. In some cases, enhancements could be provided at nearby locations off site; or
- h. The loss of sports and recreation facilities would be replaced by equivalent or better provision in terms of quality and quantity in a suitable location; or
- i. The developments is for other types of sports or recreational provision or ancillary development associated with the Open Space and the needs for which clearly outweigh the loss

Sports and recreation facilities being provided must have a long-term management and maintenance strategy agreed by the Council and shall set out details of the owner, the responsible body and how the strategy can be implemented by contractors.

The policy applies to all types of sports and associated built facilities required for their operation or facilities of a more community nature where sports can take place within. This includes sports halls, swimming pools, community centres and village halls, artificial grass pitches (such as for football), grass playing pitches (such as for cricket), climbing walls, stadia and facilities for outdoor and indoor tennis, outdoor and indoor bowls, athletics, golf, health and fitness, squash and climbing walls.

Formal outdoor sports areas providing facilities for football, netball, cricket, hockey, rugby and other sports should be treated separate to ANGSt so these areas can function to ensure financial sustainability. Facilities are usually hired for a fee and may include built facilities such as a pavilion or club house. Access is controlled and to maximise daytime use the facility should ideally be co-located/shared with a school, college, community hall, sports club or other facility

## Community facilities

- 11.26 The National Planning Policy Framework (2012) promotes healthy inclusive communities where residents have opportunities to meet through safe and accessible environments. Community facilities and services include public halls, schools, shops, post offices, public houses, places of worship, libraries, museums, community centres, theatres, arts centres, crèches, day centres and doctor's surgeries. They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and for those who do not have easy access to private or public transport. Community infrastructure also includes heritage and interpretation, public realm improvements, skateboard facilities and signage such as community information points
- 11.27 The council therefore generally aim to resist proposals that would result in the erosion of the valuable community facilities and services in the Vale, unless it can be clearly demonstrated that there is no long-term requirement for their retention. In the case of a proposal affecting a commercial venture which operates as a community facility, it is important that the existing use is no longer commercially viable and to prove that a genuine attempt has been made to market the enterprise as a going concern.
- 11.28 Similarly, new development, depending on its scale, creates an additional need for community facilities and community infrastructure. This may be new provision or enhancement/maintenance of existing provision. The type of facilities and infrastructure needed depends on existing infrastructure facilities in the locality, and the type of development proposed. The threshold in the policy for requiring a financial contribution to community facilities or infrastructure is a national standard in Planning Practice Guidance for securing infrastructure contributions through planning applications.
- 11.29 An asset of community value (ACV) is land or property of importance to a local community which is subject to additional protection from development under the Localism Act 2011. Voluntary and community organisations can nominate an asset to be included on their local authority's register of assets of community value. ACV status is a material consideration when dealing with planning applications that affect an asset.
- 11.30 The Open Space, Sports, Leisure and Cultural Facilities SPD will set out guidance for on or off site provision for open space, sports and leisure facilities (see Policy I2), cultural facilities and also community facilities and community infrastructure required under Policy I3. The SPD will also set out any possible exceptions to on or off site provision.

### **13 Community facilities, infrastructure and assets of community value**

The council will resist proposals for the change of use of community buildings and facilities for which there is a demonstrable local need, unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. In considering applications for alternative development or uses, the council will consider the viability of the existing use, that the site/use has been marketed for a minimum period of 12 months at a price commensurate with its use together with proof there has been no viable interest, marketing of the building or facility at a price commensurate with its use, the presence of alternative local facilities and the community benefits of the proposed use. Where permission includes converting the use of a building, conditions will be imposed to ensure later resumption of a community use is not excluded.

In considering applications for residential development, the council will consider the need for new community facilities and community infrastructure arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought in order to secure appropriate community facilities, or financial contributions towards community facilities, reasonably related to the scale and kind of development proposed.

A financial contribution will be required subject to compliance with the CIL Regulations to provide or enhance community facilities or community infrastructure on developments of more than 10 homes or which have a combined gross floorspace of more than 1,000 square metres (gross internal area).

## Flooding

- 11.31 Climate change is expected to increase instances of extreme weather, causing: greater flooding, coastal erosion, crop failures/agricultural decline, species and habitats decline, human health risks from extreme temperatures, more limited drinking water resources, heavy rainfall and more frequent and severe storms, increased average sea levels and warmer, wetter winters and hotter, drier summers. The 2009 UK Climate Projections (UKCP09) set out projections of climate change. These include increases in summer mean temperatures, particularly in southern England, decreases in summer precipitation, again particularly in southern England, and increases in winter precipitation in southern England. Climate change allowances are set out in National Planning Practice Guidance for use in assessing flood risk. These set a range of allowances for peak river flows for areas which rise every 30 years. For example in the South East in the 2080s peak river flows will be between 35% to 105% higher than they are now.
- 11.32 Changes as small as a 2°C global temperature rise will have serious impacts: rising sea levels, extreme events such as droughts and heavy rainfall, leading to disruption to natural and man-made habitats. Communities across the UK may struggle to cope with the effects of warmer summers and wetter winters. As a consequence of climate change, parts of Aylesbury Vale will be at increased risk from groundwater, fluvial and/or tidal flooding. It might not be possible to maintain hard defences in the long term. Development therefore need to be strongly restricted in areas at risk to flooding, whilst ensuring that existing towns and villages are protected by sustainable means that make space for water in suitable areas.
- 11.33 Inevitably, there are serious concerns amongst residents about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore key factors in determining the scale and location of development. Development should protect and enhance the natural environment by directing development away from sensitive areas that cannot accommodate change. Any development in Aylesbury Vale must therefore have regard to flood and erosion risk, by way of location-specific measures such as additional flood alleviation, to protect people, properties and vulnerable habitats from flooding.
- 11.34 It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere. Development will generally be directed away from areas where there is likely to be significant risk of flooding. Where development is needed and harm cannot be avoided, appropriate mitigation to offset any adverse impact will be required. Any risk must be assessed using the Environment Agency flood maps and the council's strategic flood risk assessment (SFRA). The Plan takes a sequential risk-based approach to ensure that development does not take place in areas at high risk of flooding, when appropriate areas of lower risk are reasonably available.

## Strategic flood risk assessment

- 11.35 The National Planning Policy Framework (NPPF) (2012) requires that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA), which identifies areas that may flood taking into account all potential sources of flooding. It is used to inform planning policies and assist Local Planning Authorities in directing new development to areas of lower flood risk, and ensure that new development helps to manage flood risk. A new SFRA has been prepared to support this Plan. Stage 1 of the SFRA assesses flood risk from all forms of flooding and gauges the impact (including cumulative impact) that land use changes and development will have on flood risk and the opportunities to reduce flood risk to existing communities and developments. Any areas of significant risk where development may occur are then subject to a more detailed Stage 2 assessment where required including the new climate change allowances. The SFRA has provided the basis for a sequential test of locations selected for development in Flood Zones 2

and 3. It also sets out measures that need to be taken into account when planning for new development in relation to flooding in these locations.

- 11.36 Site-specific flood risk assessment (FRAs) will be required in accordance with the NPPF (2012) and NPPG (National Planning Policy Guidelines) (2012). An FRA should identify and assess the risks of all forms of flooding to and from the development, and demonstrate how these flood risks will be managed, taking climate change into account. Fluvial (river) flood events up to and including the 1 in 100 year event with an allowance for climate change should be considered. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should also prioritise the use of sustainable drainage systems.
- 11.37 We will work actively with the Environment Agency, Buckinghamshire Council (BCC) as local lead flood authority, other operating authorities and relevant stakeholders to ensure that best use is made of their expertise. We will ensure that spatial planning supports existing flood risk management policies and plans, management plans and emergency planning.

### **Flood risk**

- 11.38 Flooding occurs adjacent to rivers and other watercourses, but it can also occur elsewhere, such as groundwater flooding, or where buildings or other structures affect the natural drainage of the land. Flooding also occurs from surface water, canals and reservoirs. Some areas are at risk from fluvial flooding, or have the potential to exacerbate flooding elsewhere through surface water runoff and overland flow. The council wishes to avoid danger to life and damage to property wherever flood risk may exist. The Flood and Water Management Act 2010 assigns BCC with responsibility for managing flood risk as lead local flood authority. The probability of flooding can be reduced through the management of land, river systems and flood defences, and the impact reduced through influencing the type of development located in flood risk areas.
- 11.39 Through the Local Plan the council will manage and reduce flood risk in Aylesbury Vale by undertaking a strategic flood risk assessment, together with a sequential approach to development, locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed through flood risk assessments where appropriate, a sequential approach to site appraisal and where necessary the exceptions test as set out in the NPPF (2012) and NPPG. Tables within the NPPG set out the relative vulnerabilities of types of development to flooding relative to the flood zones. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding. Defended areas should be sequentially tested as though the defences are not there.
- 11.40 In addition to safeguarding floodplains from development, opportunities will be sought to restore natural river flows and floodplains, increasing their amenity and biodiversity value (see policy NE2).
- 11.41 Planning applications will also be assessed against the Environment Agency's standing advice on flood risk. Account will also need to be taken of the Buckinghamshire Local Flood Risk Management Strategy (LFRMS) produced by the former Buckinghamshire County Council and the catchment flood management plans published by the Environment Agency for the Thames and Ouse catchments. Wherever a watercourse will be altered or diverted as a result of development land drainage consent will be required under Section 23 of the Land Drainage Act 1991.

## I4 Flooding

### Management of flood risk

In order to minimise the impacts of and from all forms of flood risk the following is required:

- a. Site-specific flood risk assessments (FRAs), informed by the latest version of the SFRA, where the development proposal is over 1ha in size and is in Flood Zone 1, or the development proposal includes land in Flood Zones 2 and 3 (as defined by the latest Environment Agency mapping). A site-specific FRA will also be required where a development proposal affects land in Flood Zone 1 where evidence, in particular the SFRA, indicates there are records of historic flooding or other sources of flooding, e.g. due to critical drainage problems, including from ordinary watercourses and for development sites located within 9m of any water courses (8m in the Environment Agency's Anglian Region<sup>50</sup>)
- b. All development proposals must clearly demonstrate that the flood risk sequential test, as set out in the latest version of the SFRA, has been passed and be designed using a sequential approach, and
- c. If the sequential test has been satisfied, development proposals, other than those allocated in this Plan, must also satisfy the exception test in all applicable situations as set out in the latest version of the SFRA.

### Flood risk assessments

All development proposals requiring a Flood Risk Assessment in (a) above will assess all sources and forms of flooding, must adhere to the advice in the latest version of the SFRA and will:

- d. provide level-for-level floodplain compensation, up to the 1% annual probability (1 in 100) flood extent with an appropriate allowance for climate change, and volume-for-volume compensation unless a justified reason has been submitted and agreed which may justify other forms of compensation
- e. ensure no increase in flood risk on site or elsewhere, such as downstream or upstream receptors, existing development and/or adjacent land, and ensure there will be no increase in fluvial and surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event, with an allowance for climate change (the design storm event)
- f. not flood from surface water up to and including the design storm event, or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site
- g. explore opportunities to reduce flood risk overall, including financial contributions from the developer where appropriate
- h. ensure development is safe from flooding for its lifetime (and remain operational where necessary) including an assessment of climate change impacts
- i. ensure development is appropriately flood resistant, resilient and safe and does not damage flood defences but does allow for the maintenance and management of flood defences
- j. take into account all sources and forms of flooding
- k. ensure safe access and exits are available for development in accordance with Department for Environment, Food and Rural Affairs (DEFRA) guidance<sup>51</sup>. Access to "safe refuges" or "dry

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<sup>50</sup> north of a line from Marsh Gibbon-Whitchurch-Wingrave-Dagnall – p.35 of the Water Cycle Strategy Phase 1 (2017)

<sup>51</sup> DEFRA 'Flood Risks to People Methodology' (FD2321/TR1 (2006) and 'Framework and Guidance for Assessing and Managing Flood Risk for New Development' (FD2320/TR2' (2005) (As replaced)

islands” are unlikely to be considered safe as this will further burden the Emergency Service in times of flood

- l. include detailed modelling of any ordinary watercourses within or adjacent to the site, where appropriate, to define in detail the area at risk of flooding and model the effect of climate change
- m. provide an assessment of residual flood risk
- n. provide satisfactory Evacuation Management Plans, where necessary, including consultation with the Emergency Services and Emergency Planners

#### **Sustainable drainage systems (SuDS)**

All development proposals must adhere to the advice in the latest version of the SFRA and will:

- o. Ensure development layouts are informed by drainage strategies incorporating SuDS and complete site specific ground investigations to gain a more local understanding of groundwater flood risk and inform the design of sustainable drainage components
- p. All development will be required to design and use sustainable drainage systems (SuDS) for the effective management of surface water run-off on site, as part of the submitted planning application and not increase flood risk elsewhere, including sewer flooding. All development should adopt exemplar source control SuDS techniques to reduce the risk of flooding due to post-development runoff. SuDS design should follow current best practice (CIRIA Manual 2015 or as replaced) and Buckinghamshire Council guidance on runoff rates and volumes to deliver wider environmental benefits. Where the final discharge point is the public sewerage network the runoff rate should be agreed with the sewerage undertaker.
- q. Where site-specific FRAs are required in association with development proposals, they should be used to determine how SuDS can be used on particular sites and to design appropriate systems
- r. In considering SuDS solutions, the need to protect groundwater quality must be taken into account, especially where infiltration techniques are proposed in considering a response to the presence of any contaminated land. The Environment Agency need to be consulted where infiltration is proposed in contaminated land. SuDS should seek to reduce flood risk, reduce pollution and provide landscape and wildlife benefits. Opportunities will be sought to enhance natural river flows and floodplains, increasing their amenity and biodiversity value and a watercourse advice note is being prepared for further guidance
- s. Applicants will be required to provide a management plan to maintain SuDS in new developments, and a contribution will be required for maintenance of the scheme/SuDS
- t. Onsite attenuation options should be tested to ensure that changing the timing of peak flows does not exacerbate flooding downstream, and
- u. Only in exceptional circumstances will surface water connections to the combined or surface water system be permitted. Applicants will need to demonstrate in consultation with the sewerage undertaker that there is no feasible alternative and that there will be no detriment to existing users.

Applicants will be required to liaise with the lead local flood authority, Internal Drainage Boards, and the Environment Agency on any known flood issues, and identify issues from the outset via discussions with statutory bodies.

#### **Climate change**

- v. Climate change modelling should be undertaken using the relevant allowances (February 2016) for the type of development and level of risk
- w. Safe access and egress should be demonstrated in the 1 in 100 plus climate change event, and

- x. Compensation flood storage would need to be provided for the built footprint as well as any land-raising within the 1 in 100 plus appropriate climate change flood event. This compensation would need to be demonstrated within a Flood Risk Assessment (FRA).



## Water resources

- 11.42 Water resources need to be safeguarded from the potentially negative impacts of development. The council will therefore require sustainable construction, sustainable flood risk management and sustainable drainage systems (SuDS) to reduce the impact of development on the natural environment and water resources. This will assist in contributing to the objectives of the Water Framework Directive which seeks to protect and enhance the quality of water bodies, and indicates that development should not result in any deterioration in the status of surface water bodies. Some development can remediate contaminated land which may be having an adverse impact on controlled water and human health.
- 11.43 The council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use. Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals will not be permitted which would adversely affect the water quality of surface or underground water bodies (including rivers, canals, lakes and reservoirs) as a result of attributable factors. Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place.
- 11.44 Aylesbury Vale, which has parts of both the Anglian and Thames Water supply regions is in an area of 'water stress' This means it has poor overall water quality and quantity of water resources hindering the achievement of the Good status under the Water Framework Directive (the UK is bound as a member state to achieve 'Good status'). The Water Cycle Study 2017 has assessed all water resources and supply in Aylesbury Vale and recommended VALP policy measures to address this.
- 11.45 The Water Cycle Study 2017 includes an assessment by Anglian and Thames Water of the capacity available to serve the housing growth in VALP, the infrastructure upgrades needed and where constraints exist to serve infrastructure enhancements. The site allocation policies in this Plan and infrastructure delivery plan will set out where wastewater treatment work capacity needs headroom capacity boosting. A 2019 Water Cycle Study update has considered water cycle infrastructure in the vicinity of Milton Keynes and Bletchley to advise on an additional site allocation in VALP.
- 11.46 Thames Water previously identified the possible need for a major new storage reservoir partly in the Aylesbury Vale area to the west of Chinnor. Most of the site is in South Oxfordshire and the Wycombe area of Buckinghamshire. The purpose of the reservoir is to address long-term water resource management in the Thames Valley. Thames Water has completed and published the latest Fine Screening Report (February 2018) as part of Water Resource Management Plan 2019 (WRMP19). This Fine Screening Report confirms that the Chinnor reservoir site is no longer a preferred option to be included in the draft WRMP19 and has been screened out. Therefore, the Chinnor reservoir site does not need to be safeguarded in Local Plans.

## 15 Water resources and Wastewater Infrastructure

The council will seek to improve water quality, ensure adequate water resources, promote sustainability in water use and ensure wastewater collection and treatment has sufficient capacity.

The baseline position on water resources, quality and supply infrastructure, wastewater collection and treatment work capacity is set out in the Aylesbury Vale Water Cycle Study 2017. On major

developments where development could have an impact on water resources and wastewater infrastructure capacity, early consultation is advised with either Anglian or Thames Water (whichever is appropriate) at the time a planning application is submitted (and evidence of this must be provided) to understand if the baseline position on water resources and wastewater has changed. Development proposals must meet all the following criteria:

**Water quality**

- a. Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals will not be permitted which would adversely affect the water quality of surface or underground water bodies (including rivers, canals, lakes, reservoirs, source protection zones and groundwater aquifers) as a result of directly attributable factors.

**Water resource availability**

- b. Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. New homes should be built to not exceed the water consumption standard of 110 litres per person per day.

**Wastewater treatment**

- c. Planning applications must demonstrate that adequate capacity is available or can be provided within the foul sewerage network and at wastewater treatment works in time to serve the development.

**Phasing**

- d. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place in time to serve development. Conditions may be used to secure this phasing.

## Telecommunications

- 11.47 Telecommunications is the general term for the transfer of information over varying distances using technologies such as telephone, television, mobile phones and the internet. High quality communications infrastructure includes the recent advances in broadband and wireless technologies.
- 11.48 High quality telecommunications are becoming increasingly important for economic growth – attracting new business and allowing existing businesses to remain competitive. Telecommunications also have social benefits – increasing social inclusion through better access to services that are web-based. Superfast broadband can also encourage homeworking and reduce car journeys. Focus on developing networks in urban areas has however led to rural areas being relatively disadvantaged.
- 11.49 Broadband networks are being developed with the Government’s vision for the UK to have the best superfast broadband network in Europe. The Buckinghamshire Thames Valley Growth Deal includes commitments to extend superfast broadband across Buckinghamshire to areas of high business population, and to stimulate growth in Buckinghamshire electronics and telecommunications sectors through early access to 5G technologies.
- 11.50 The VALP recognises the importance of delivering superfast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services. At the same time the council is keen to minimise any adverse impact on the character of the locality and the environment. Nevertheless, the Government has given permitted development rights to some telecommunications development and they cannot be addressed by policies in this Plan.
- 11.51 A key element of the approach in the VALP is that the planning for new development should be co-ordinated with the telecommunications infrastructure it requires, and take into account the capacity of existing infrastructure. Delivery of infrastructure will be dependent upon maximising the contribution from the development process, whilst recognising that a contribution from both the public and private sector will be necessary. This includes the Government’s role in providing the necessary investment to achieve sustainable growth, including appropriate revenue support to those agencies required to manage or serve such development.

## Determining applications

- 11.52 In determining all applications for telecommunications installations, the council is required to consider its decisions in the light of site-specific issues, such as siting, design, effect on the street scene and highway safety. The council is also required to make its decisions in accordance with nationally established policy. National planning policy is included in Section 5 of the NPPF (2012), and provides guidance on planning for telecommunications development - including radio masts, towers and antennas of all kinds.
- 11.53 In undertaking installations, the telecommunications operators have to comply with the requirements of Part 16 of Schedule 2 of the General Permitted Development Order (GPDO) 2015 which gives deemed planning permission subject to exclusions and conditions. Changes to telecommunication permitted development rights came into effect in November 2016. Amongst other changes the revisions permit taller new or replacement masts with heights dependant on whether an area is protected or not without the need for a planning application.

## Strategic policy

- 11.54 The VALP will encourage and facilitate improved access to high speed broadband and new communications technologies across Aylesbury Vale. The VALP recognises the importance of delivering superfast broadband to rural areas. Development should facilitate where possible the

growth of new and existing telecommunications systems to ensure people have a choice of providers and services. The council expects high quality communications infrastructure to be incorporated into the design of all new housing and commercial development in Aylesbury Vale, ensuring the future-proofing of telecommunications, enabling them to be easily provided and/or upgraded in the future. The council will therefore expect developers to explore the option of providing on-site infrastructure, including ducting to industry standards in any new residential, employment or commercial development for efficient connection to existing networks. If such measures cannot be delivered, the developer will need to submit evidence to justify the reasons why this is the case, whether it be for viability or technical reasons.

## I6 Telecommunications

Telecommunications development will be permitted where:

- a. It is provided as part of high quality communications infrastructure in new housing and commercial development providing it is future-proofed to industry standards
- b. Developers have explored the option of providing on-site infrastructure, including ducting to industry standards in any new residential, employment or commercial development for efficient connection to existing networks. If such measures cannot be delivered, the developer will need to submit evidence to justify the reasons why this is the case, whether it be for viability or technical reasons
- c. It is sited and designed to minimise visual impact and does not have a detrimental visual impact on the character or appearance of the building or the area to which it relates
- d. It has been adequately demonstrated that the use of alternative sites involving mast sharing and other buildings or structures that provide a less visual impact have been considered, together with any technical considerations and limitations
- e. It can be clearly demonstrated that the benefits of high masts and large telecommunication structures within the Green Belt, designated Areas of Outstanding Natural Beauty, other areas of landscape importance, areas of ecological interest, conservation areas, listed buildings or other designated heritage assets including within their settings outweighs the harm, and all reasonable alternatives to avoid or mitigate impacts have been considered
- f. Proposals are, where necessary, to be supported by an appropriate landscaping scheme and appropriate means of camouflage, and
- g. Mechanisms, such as conditions or planning obligations, will ensure the removal of equipment when it is no longer required.

## 12 Glossary

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<b>Term</b>	<b>Definition</b>
<b>Affordable Housing</b>	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Homes that do not meet the above definition of affordable housing, such as low-cost market housing, are not currently considered as affordable housing for planning purposes.
<b>Area of Outstanding Natural Beauty (AONB)</b>	A landscape where the distinctive character and natural beauty is so outstanding that it is in the nation's interest to safeguard it. Aylesbury Vale includes part of the Chilterns AONB. The AONB is managed by the Chilterns Conservation Board.
<b>Aylesbury Vale District Local Plan (AVDLP)</b>	The spatial development plan for Aylesbury Vale used to determine planning applications. Adopted by the former Aylesbury Vale District Council (AVDC) in February 2004, only some of the policies have been saved for use in planning decisions. The AVDLP will be replaced by the Vale of Aylesbury Local Plan (VALP) and neighbourhood plans.
<b>Black or Ethnic Minority (BME)</b>	A socio-economic grouping used with other such groups in housing and economic analysis including from the latest Census data. Utilised within background studies informing the Plan.
<b>Blue Infrastructure</b>	Part of Green Infrastructure - see Policy I1. Blue infrastructure is the green infrastructure elements linked to water. They can be pools, ponds and pond systems, artificial buffer basins or watercourses.
<b>Biodiversity</b>	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
<b>Brownfield Register</b>	A register of locally identified brownfield sites (previously developed land) suitable for housing which is in the process of being implemented
<b>Climate Change</b>	The lasting and significant change in weather patterns generally agreed to be caused as a result of higher global temperatures brought about by greenhouse gas emissions over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.

<b>Term</b>	<b>Definition</b>
<b>Community Infrastructure Levy (CIL)</b>	A charge on new buildings and extensions to help pay for supporting infrastructure. This new charge replaces the Section 106 tariff, but Section 106 agreements will still be used for the specific impacts of a development (such as a new access road) and for affordable housing. Unlike Section 106, CIL is non-negotiable and collection is purely an administrative process. The levy and what it covers is set out in a charging schedule that is consulted on prior to submission to Government and a public examination prior to adoption by the council.
<b>Conservation Area</b>	A locally designated area (by Buckinghamshire Council for conservation areas in the Vale) of special architectural interest, where the character or appearance is desirable to preserve or enhance. The council carries out occasional reviews of the special interest through character appraisals and management plans.
<b>Council Monitoring Reports</b>	Monitoring reports are published regularly usually covering a financial year. The first purpose of the reports is to review the progress of planning policy documents, secondly to assess the effectiveness of existing planning policies and identify whether any policies are not being implemented, or should be amended or replaced. The second of these tasks is achieved by reporting against a number of indicators. Housing land supply is monitored more frequently and the council publishes regular five-year land supply position statements.
<b>Community Facilities</b>	Multi-purpose community buildings such as community centres, village halls, church halls, indoor and outdoor sports facilities available for public and community use and public open space including green infrastructure
<b>Cultural Facilities</b>	Purpose-built arts and entertainment venues such as cinemas, theatres and arts centres
<b>Defined Town Centres</b>	A locally designated area which defines the extent of a town centre. The defined town centres of Aylesbury Vale are located in Aylesbury, Buckingham, Winslow and Wendover respectively. The extent of the defined town centres are specified on the policies maps. The Buckingham town centre extent is based on the town centre boundary in the made Buckingham Neighbourhood Development Plan. The Winslow town centre extent is based on the Central Shopping Area extent in the Winslow Neighbourhood Plan. The Wendover town centre extent is based on the defined Central Shopping Area in the Aylesbury Vale District Local Plan (2004).

<b>Term</b>	<b>Definition</b>
<b>Development Plan</b>	The statutory development plan for determining planning applications and appeals in Aylesbury Vale. This currently comprises the Adopted Aylesbury Vale District Local Plan (AVDLP) 2004 saved policies, any made neighbourhood plans and the Buckinghamshire Minerals and Waste Local Plan. Vale of Aylesbury Local Plan (VALP) will replace AVDLP when adopted.
<b>Duty to Co-operate</b>	The 'duty to co-operate' is a legal requirement on the council in the VALP plan preparation process. The duty concerns the council and neighbouring district/borough councils, county councils and other identified public bodies. The council is required to provide sufficient evidence to demonstrate that the duty has been undertaken appropriately for the Plan.
<b>East-West Rail</b>	A new railway network, partly using existing track that will connect Reading and Oxford across to East Anglia via Milton Keynes, Bedford and Cambridge. In the shorter term, the East West Rail Consortium's priority is to deliver the western section of the route comprising Reading to Milton Keynes and Bedford via Oxford and also Milton Keynes to Aylesbury. There will be a new station at Winslow due to be built on the line between the Aylesbury spur/Bicester and Bletchley.
<b>Economic Development</b>	Any development for the following Use Classes, B2 (General Industrial), B8 (Storage and Distribution), C1 (Hotels), D1 (Non-residential institutions), D2 (Assembly and Leisure), E (Commercial, Business and Service) and Sui Generis uses (other than Houses in Multiple Occupation and Hostels. The term 'economic development' land is mainly used in the Housing and Economic Land Availability Assessment (HELAA) study.
<b>Extra Care Housing</b>	Housing which offers self-contained accommodation together with communal facilities and where care, as well as support services, are provided on site.
<b>Flood Zones</b>	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b) where no development should take place. The Environment Agency identifies where the flood zones are and reviews them quarterly. Buckinghamshire Council must carry out a strategic flood risk assessment to support VALP that will look at all forms of flooding and the impact of flood defences. Guidance on planning and flood risk is set out in the NPPF (2012) and Planning Practice Guidance.



<b>Term</b>	<b>Definition</b>
<b>Green Belt</b>	A policy designation for controlling urban growth to prevent neighbouring towns from merging into one another, assist in safeguarding the countryside from encroachment, preserve the setting and special character of historic towns, and assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Within the Green Belt, guidance for which is set out in the National Planning Policy Framework (2012), land is to be kept permanently open and only used for agriculture open space, forestry and outdoor recreation and limited infilling of villages and previously development land.
<b>Green Infrastructure</b>	A planned network of high quality multi-functional green space and interconnecting links in urban and rural areas with environmental features designed in delivering a wide range of environmental social and economic quality-of-life benefits for local communities. The former AVDC (now Buckinghamshire Council) published a Green Infrastructure Strategy and has contributed to a Buckinghamshire Green Infrastructure Delivery Plan. Green infrastructure includes urban and country parks, green open recreation spaces, commons and village greens, woodland, natural and semi-natural habitats for wildlife, Local Nature Reserves and Local Wildlife Sites, historic parks, ancient monuments and landscapes, watercourses, lakes, ponds, footpaths, cycleways, allotments and other recreational routes.
<b>Greenfield land</b>	Land which has not been previously developed.
<b>Gypsy, Traveller and Travelling Showpeople Needs Assessment</b>	The Government requires each local planning authority to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area. The four former district authorities in Buckinghamshire worked collaboratively to bring forward a traveller accommodation needs assessment in conjunction with Opinion Research Services (ORS).

Term	Definition
<b>Habitats Regulations Assessment (HRA)</b>  <b>(Appropriate Assessment)</b>	<p>Habitats Regulations Assessment (HRA) is required under the European Directive 92/43/EEC on the 'conservation of natural habitats and wild fauna and flora for plans' that may have an impact of European (Natura 2000) Sites. The sites relevant to Aylesbury Vale are two Special Areas of Conservation.</p> <p>HRA is the assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. Its purpose is to consider the impacts of a land-use plan against conservation objectives of the site and to ascertain whether it would adversely affect the integrity of the site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects. The council's HRA Screening concluded that an Appropriate Assessment, the more detailed stage of HRA Assessment was required because case law (The 'People over Wind' Court of Justice of the European Union (CJEU) case 323/17) now means mitigation measures proposed in the local plan cannot be take into account at the HRA Stage 1 Screening Stage. The Appropriate Assessment has concluded that the VALP would have no adverse effects on the integrity of European sites alone or in combination with other plans or projects.</p>
<b>Heritage Assets</b>	<p>A collective term for either designated or non-designated assets. Designated assets are listed buildings, scheduled monuments, registered historic parks and gardens, registered battlefields and conservation areas.</p>
<b>High Speed 2 Rail (HS2)</b>	<p>The Government's high speed railway line from London to Birmingham (phase 1 due to open in 2026) and the north of England (phase 2), cutting through Aylesbury Vale from the southeast near Wendover and Aylesbury to northwest near Turweston. The council is working with other partner organisations to minimise its impact.</p>
<b>Historic Environment</b>	<p>A collective term to encompass people's interaction with heritage assets which include buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest.</p>
<b>Historic Parks and Gardens</b>	<p>The Register of Historic Parks and Gardens of special historic interest in England provides a listing and classification system for historic parks and gardens similar to that used for listed buildings. The register is managed by Historic England under the provisions of the National Heritage Act 1983. Over 1,600 sites are listed, ranging from the grounds of large stately homes to small domestic gardens, as well as other designed landscapes such as town squares, public parks and cemeteries.</p>

<b>Term</b>	<b>Definition</b>
<b>Homes England</b>	The national housing and regeneration agency for England. The agency contributes to economic growth by helping communities to realise their aspirations for prosperity and to deliver high-quality housing that people can afford. Homes England provides investment for new affordable housing and to improve existing social housing, as well as for regenerating land.
<b>5 Year Housing Land Supply</b>	The supply of specific deliverable housing sites on which housing completions are expected. The five-year housing land supply is the number of dwellings expected to be completed in the next five years, compared to the Local Plan target for the next five years (this is normally expressed in terms of the number of years worth of supply).
<b>Housing Market Area (HMA)</b>	The best-fit Housing Market Area (HMA) has been defined as Aylesbury Vale, Wycombe, Chiltern and South Buckinghamshire Council areas following work by Opinion Research Services (ORS). The HMA is the basic area for determining housing need through the Housing and Economic Development Needs Assessment
<b>Housing and Economic Land Availability Assessment (HELAA)</b>	A key component of the evidence base to support the delivery of sufficient land for housing and employment to meet the community's need for more homes. The HELAA is an assessment to identify land for housing and assess the deliverability and developability of sites. These assessments are required by the National Planning Policy Framework (2012).
<b>Housing and Economic Development Needs Assessment (HEDNA)</b>	A Housing and Economic Development Needs Assessment (HEDNA) is a study required by Government of Local Planning authorities to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy as well as the future quantity of land or floorspace required for economic development needs. For Aylesbury Vale the HEDNA has been undertaken by Opinion Research Services (ORS) for the Central Bucks HMA.
<b>Housing trajectory</b>	A table (optionally accompanied by a graph) included in the Local Plan which sets out information on past and projected annual housing completions in comparison to the Local Plan target. The trajectory is a tool for analysing and illustrating whether or not housing delivery is on track.
<b>Infrastructure Delivery Plan (IDP)</b>	The IDP's role will be to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the VALP. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development up to 2033.
<b>Listed building</b>	A listed building is a building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest.

<b>Term</b>	<b>Definition</b>
<b>Live Work Space</b>	Property that is specifically designed for dual use, combining both residential and employment space. It is regarded as sui generis ('in a class of its own')[1] but for ease of enforcement the work element will be regarded as a separate A2 or appropriate class E activity and will be conditioned as such. (B2 may be considered where no other residential property is affected but B8 will not, given its low employment density.) Live/Work is distinct from conventional 'home working' which usually comprises a residential unit with ancillary and often temporary or informal work areas. Such businesses do not normally require planning permission. Live/Work is a distinctive and formal division of residential and workspace floorspace which does require planning permission.
<b>Local Green Space</b>	Areas of green space of importance to local communities which are designated as such and protected preventing their future development unless under very special circumstances. Neighbourhood Plans are usually the mechanism for designating Local Green Spaces and a number of made plans have such designations.
<b>Localism Act</b>	An Act of Parliament which is the primary legislative basis for local authority planning powers which came into force following gaining Royal Assent in November 2011. The Act made provision for new regulations to be made including on plan making (came into force in April 2012) and a basis for the review of existing planning policy (the National Planning Policy Framework was published in March 2012).
<b>Local Development Scheme (LDS)</b>	The detailed timetable and project plan of all development plan documents and supplementary planning documents that are to be produced over a set period – normally three years.
<b>Local Enterprise Partnership (LEP)</b>	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area. They carry out some of the functions previously carried out by the regional development agencies which were abolished in March 2012. The two LEPs that involve Buckinghamshire Council (Aylesbury Vale area) are the South East Midlands LEP (covering Aylesbury Vale, Central Bedfordshire, Milton Keynes Council, South Northamptonshire District and other Bedfordshire and Northamptonshire districts) and the Buckinghamshire Thames Valley LEP (covering all of Buckinghamshire).
<b>Local Geological Site</b>	Local sites are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites (previously Regionally Important Geological Sites).

<b>Term</b>	<b>Definition</b>
<b>Local Nature Reserve</b>	Local Nature Reserves are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally for both people and wildlife.
<b>Local Nature Partnership (LNP)</b>	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. There is one LNP covering Aylesbury Vale; this is called the Buckinghamshire and Milton Keynes Natural Environment Partnership, established in 2012, including the Delivery Group.
<b>Local Plan</b>	This plan (the Vale of Aylesbury Local Plan) or its predecessor, the Aylesbury Vale District Local Plan saved policies. More generally, the term “local plan” can refer to any development plan document adopted under the Planning and Compulsory Purchase Act 2004, such as the Buckinghamshire Minerals and Waste Local Plan. These local plans, together with any made neighbourhood plans, form the development plan for Aylesbury Vale which is the basis for determining planning applications and appeals for Aylesbury Vale.
<b>Local Wildlife Site</b>	Previously known as Sites of Importance for Nature Conservation or County Wildlife Sites, these are areas of land with significant wildlife value. They are typically an area of ancient woodland, a flower-rich hay meadow or a village pond.
<b>Market Housing</b>	Private housing for rent or for sale, where the price is set in the open market.
<b>Ministry of Housing, Communities and Local Government (MHCLG)</b>	The Ministry of Housing, Communities and Local Government sets national planning policy in England, as well as determining what local government does, how well it is working and how it is funded.
<b>National Planning Policy Framework (NPPF)</b>	The National Planning Policy Framework (NPPF) is the Government’s statement of national planning policy and all Local Plans must be in general conformity with it and this is tested at a Local Plan Examination. The NPPF that the VALP was prepared and examined under was published on 27 March 2012 and replaced numerous planning policy guidance documents, statements and circulars. It was accompanied by Technical Guidance to the NPPF on flood risk, on minerals and waste and a planning policy statement on Traveller sites.

<b>Term</b>	<b>Definition</b>
<b>Neighbourhood Plan</b>	A type of planning policy document that after ‘making’ can be used (alongside the Aylesbury Vale District Local Plan/ Vale of Aylesbury Local Plan) to determine planning applications. The plans are prepared by a parish/town council or designated neighbourhood forum for a particular neighbourhood area (made under the Localism Act 2011) and have to be in general conformity with Aylesbury Vale plan, undergo Examination and a Referendum. A neighbourhood plan should support strategic development needs set out in the Local Plan and plan positively to support local development. A neighbourhood plan becomes part of the statutory development plan once it has been made (brought into legal force) by the local planning authority.
<b>Office for National Statistics (ONS)</b>	The UK’s largest independent producer of official statistics and the recognised national statistical institute of the UK.
<b>Planning in Principle (PIP)</b>	The Homes and Planning Act 2016 requires local authorities to keep a register of brownfield land within its area capable of being granted ‘planning permission in principle’ (PIP) for housing. Proposals include extending PIP for sites identified in local and neighbourhood plans providing permission in respect of matters relating to location, uses and the amount of development on particular sites.
<b>Planning Practice Guidance</b>	Practical guidance that supplements policy in the National Planning Policy Framework. The Government launched the <a href="#">Planning Practice Guidance</a> on 6 March 2014, replacing a raft of separate detailed best practice guidance covering many areas of town planning issues.
<b>Primary and Secondary Shopping Frontages</b>	Cover specified rows of ground floor units within identified town centres and seek to retain activity-generating uses including a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for diversity of uses within the frontages such as restaurants. The defined frontages from AVDL P have been reviewed in the Aylesbury Vale Retail Study, 2015.
<b>Primary Shopping Area</b>	An area defined in a Local Plan where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

<b>Term</b>	<b>Definition</b>
<b>Previously-Developed (Brownfield) Land</b>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
<b>Registered Providers of affordable housing</b>	A registered provider of social housing as defined in Chapter 3 of Part 2 of the Housing and Regeneration Act 2008 who is registered with Homes England and has not been removed from the register.
<b>Rural Exception Sites</b>	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
<b>Self Build and Custom Housing Register</b>	The Homes and Planning Act 2016 requires local authorities to keep a register of people seeking to acquire land to build or commission their own homes and to grant sufficient suitable development permissions of serviced plots to meet demand.
<b>Scheduled Ancient Monuments</b>	Nationally important archaeological site or historic building, given protection against unauthorised change.
<b>Settlement Hierarchy</b>	A way of identifying and arranging the largest settlements into an order for the purposes of distributing the VALP housing and employment land growth to towns and villages around Aylesbury Vale based upon their population and sustainability criteria.
<b>Site Allocations</b>	Designations of land use, types and levels of development and other details identified in a Local Plan. There are existing site allocations in the Adopted Aylesbury Vale District Local Plan 2004 and several made neighbourhood plans. Future allocations will be made in VALP or in further made neighbourhood plans.

<b>Term</b>	<b>Definition</b>
<b>Sites of Special Scientific Interest (SSSI)</b>	A national designation indicating one of the country's very best wildlife and/or geological sites. SSSIs include some of the most spectacular and beautiful habitats: wetlands teeming with wading birds, winding chalk rivers, flower-rich meadows, windswept shingle beaches and remote upland peat bogs.
<b>Special Areas of Conservation</b>	An area which has been given special protection under the European Union's Habitats Directive. SACs provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity. The two SACs relevant to the VALP are the Chiltern Beechwoods and Aston Rowant. The impact of the VALP proposals on these will be considered in the Appropriate Assessment/Habitats Regulations Assessment.
<b>Starter Homes</b>	The Housing and Planning Act 2016 requires local authorities to ensure starter homes are built and sold to young first time buyers below 40 years of age at a minimum 20% discount below open market value. Regulations will consider the requirement for 20% of such homes on sites of a certain size.
<b>Strategic Flood Risk Assessment (SFRA)</b>	A study and final report identifying all types of flood risk in Aylesbury Vale and the considerations that development should adhere to including avoiding building in higher areas of flood risk and incorporating mitigation measures including sustainable drainage systems. A new SFRA will be prepared to support the growth identified in VALP.
<b>Supplementary Planning Document (SPD)</b>	More detailed planning guidance to supplement what is in Development Plan Documents. SPDs cannot make new policy; there must be 'policy hook' to a policy or proposal in a Development Plan Document.
<b>Sustainability Appraisal</b>	An evaluation of the social, environmental and economic effects of policies and proposals in the VALP. The purpose is to ensure that the Local Plan documents are produced in accordance with the Government's definition of sustainable development included in the NPPF (2012). Sustainability Appraisals are carried out in line with Government Guidance to meet the terms of Strategic Environmental Assessment which are required under an EU Directive.
<b>Sustainable Construction</b>	An approach to construction that reduces the environmental impact of a building over its entire lifetime, while optimising its economic viability and the comfort and safety of its occupants. A building designed and constructed in a sustainable way minimises the use of water, raw materials, energy and land over the whole life cycle of the building.
<b>Vale of Aylesbury Local Plan (VALP)</b>	The new planning policy document for Aylesbury Vale covering the period 2013-2033 which will replace the adopted Aylesbury Vale District Local Plan 2004. VALP is referred to as the 'Local Plan' in the VALP Issues and Options consultation document, October 2015.



Term	Definition
<b>Water Cycle</b>	A term used for the assessment of the impact of development on wastewater treatment work capacity, surface water management, wastewater networks, water quality and water supplies.
<b>Windfall Sites</b>	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available for new development.

## 13 Appendices

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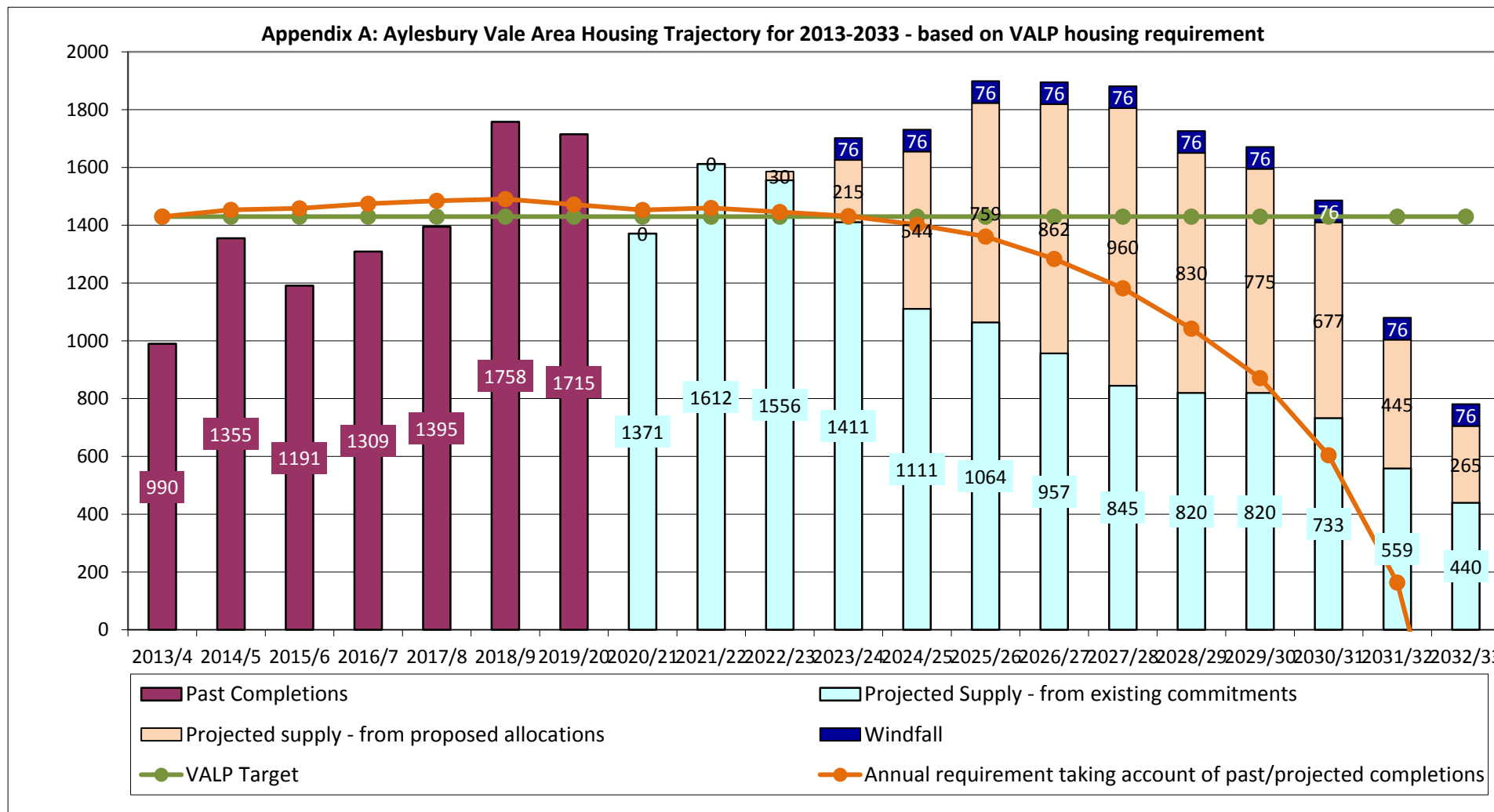
## Appendix A: Aylesbury Vale Area Housing Trajectory for 2013-2033

**Table 1: Housing trajectory overview table**

	2013/4	2014/5	2015/6	2016/7	2017/8	2018/9	2019/20	2020/1	2021/2	2022/3	2023/4	2024/5	2025/6	2026/7	2027/8	2028/9	2029/30	2030/31	2031/32	2032/33	TOTAL
Past Completions	990	1355	1191	1309	1395	1758	1715														9713
Projected Supply - from existing commitments								1371	1612	1556	1411	1111	1064	957	845	820	820	733	559	440	13299
Projected supply - from proposed allocations								0	0	30	215	544	759	862	960	830	775	677	445	265	6362
Windfall											76	76	76	76	76	76	76	76	76	76	760
<b>Total Past Completions</b>	<b>990</b>	<b>1355</b>	<b>1191</b>	<b>1309</b>	<b>1395</b>	<b>1758</b>	<b>1715</b>														
<b>Total Projected Completions</b>								<b>1371</b>	<b>1612</b>	<b>1586</b>	<b>1702</b>	<b>1731</b>	<b>1899</b>	<b>1895</b>	<b>1881</b>	<b>1726</b>	<b>1671</b>	<b>1486</b>	<b>1080</b>	<b>781</b>	<b>20421</b>
<b>VALP Target</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>1430</b>	<b>28600</b>
<b>VALP Target - Cumulative</b>	<b>1430</b>	<b>2860</b>	<b>4290</b>	<b>5720</b>	<b>7150</b>	<b>8580</b>	<b>10010</b>	<b>11440</b>	<b>12870</b>	<b>14300</b>	<b>15730</b>	<b>17160</b>	<b>18590</b>	<b>20020</b>	<b>21450</b>	<b>22880</b>	<b>24310</b>	<b>25740</b>	<b>27170</b>	<b>28600</b>	
Cumulative Completions	990	2345	3536	4845	6240	7998	9713	11084	12696	14282	15984	17715	19614	21509	23390	25116	26787	28273	29353	30134	
Number dwellings above or below cumulative target	-440	-515	-754	-875	-910	-582	-297	-356	-174	-18	254	555	1024	1489	1940	2236	2477	2533	2183	1534	
Annual requirement taking account of past/ projected completions	1430	1453	1459	1474	1485	1491	1472	1453	1460	1446	1432	1402	1361	1284	1182	1042	871	604	164	-753	

Base data on commitments/completions at end March 2020

Chart 1: Housing trajectory diagram



Base data on commitments/completions at end March 2020

## Appendix B: Policy T6 Parking Standards

### 1. Residential Car Parking Standards

- 1.1. The standards set out below in Table 1 have been evidenced using the Buckinghamshire Countywide Parking Standards (former Buckinghamshire County Council, September 2015) as a basis and updated to reflect local circumstances in relation to recently approved developments, best practice and accessibility.

**Table 1 - Residential Car Parking Standards**

Bedroom numbers	Standards (optimum)	Exception
1 (Bedsits/studios are included in the 1 bedroom category.)	1.5 spaces	1 space per dwelling plus one visitor's space for every two dwellings
2	2 spaces	
3	2.5 spaces	2 spaces per dwelling plus one visitor's space for every two dwellings
4	3 spaces	
5 +	3.5 spaces	3 spaces per dwelling plus one visitor's space for every two dwellings

#### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided within the curtilage unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.
  2. Houses in Multiple Occupation (HMOs) and converted student accommodation - there should be provision for parking spaces in line with other residential dwellings. As with all developments the standards allow for flexibility where there is evidence that they would not be appropriate. Where a local planning authority considers that other rooms are likely to be used as bedrooms, they may wish to consider including these within the calculation for parking provision.
  3. Studies, other than those on ground floors, will be regarded as bedrooms.
- 1.2. Where there are changes to existing properties such as extensions and garage conversions, developers will be required to provide sufficient parking to meet the above standards based on the standards specified. It will be the developer's responsibility to make sure that the changes made to an existing property will not prejudice the retention of adequate parking within the curtilage of the property.

### 2. Non-residential car parking standards

- 2.1. Non-residential car parking standards have been derived using TRICS. Table 2 sets out the resulting standards. Each use class parking standard is based on Gross Floor Area (GFA), or by

staff/consultation room where indicated. Due to the limitations of the data available to us, there are a number of exceptions to these standards, and these are outlined in Table 2 below.

**Table 2 - Non-residential Car Parking Standards**

<b>Land use – new developments</b>	<b>Standards</b>
E. Retail (GFA < 1000 sqm) See additional guidance below.	1 space per 23 sqm
E. Non-food retail (GFA >1000 sqm) See additional guidance below.	1 space per 38 sqm
E. Food retail (GFA > 1000 sqm) See additional guidance below.	1 space per 17 sqm
Retail warehouses (DIY, Garden Centre)	1 space per 67 sqm
Retail warehouse w/o garden centre	1 space per 65 sqm
E. Financial and professional services	1 space per 25 sqm
E. Restaurant – single	1 space per 16 sqm
E. Public houses, restaurant	1 space per 17 sqm
E/ Sui Generis Pub restaurants + hotel	Case by case
Sui Generis Public houses without restaurant (although site may sell bar food)	1 space per 25 sqm
Sui Generis Takeaways	1 space per 23 sqm
<b>Business</b>	
E. Business – offices See additional guidance below.	1 space per 25 sqm
B2. General Industrial	1 space per 64 sqm
B2. Industrial Estate	1 space per 87 sqm
B8. General Warehouse, Industrial Units (Please see additional guidance below on servicing arrangements and operational guidance.)	1 space per 130 sqm
<b>Other use classes</b>	
C1. Hotels and hostels	1 space per bedroom
C2. Hospitals	Case by case
C2. Care Homes	1 space per 3 residents
Retirement flats	1 space per 4 units (unallocated)
F1. Art galleries/museums	1 space per 89 sqm
F1. Exhibition centre	1 space per 25 sqm
F1. Place of worship/public assembly buildings	1 space per 25 sqm
E. Health surgeries, nurseries	1 space per 20 sqm
F1. Primary schools See additional guidance below.	1 space per f.t.e staff
F1. Secondary schools See additional guidance below.	1 space per f.t.e staff
F1. Higher, further education, college	1 space per 1 f.t.e staff + student parking to be assessed individually
F1. Library	1 space per 50 sqm
E. Bingo Hall	1 space per 21 seats
E. Cinema	1 space per 12 seats
E/ F2. Leisure Centre – swimming pool	1 space per 62 sqm
Tennis courts	2 spaces per court or individual assessment
E/B2. Motorist centre/car servicing	1 space per 53 sqm

Land use – new developments	Standards
B2. Repair Garage	1 space per 35 sqm
Sui Generis. Theatres	1 space per 12 seats

#### Note

1. The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation. This evidence must be included in (and/or consistent with) the developer's Travel Plan and Transport Assessment.

#### Additional guidance

**E shops** – In all cases, adequate provision should be made for the parking and turning of service vehicles serving the site, off the highway.

**E Business** – These optimum standards are designed to provide an appropriate level of parking across the county. However recent developments suggest higher levels may be required in certain areas. This may be due to specific to local circumstances and/or the geography of Aylesbury Vale. Where this is the case, the flexibility allowed by the standards should be applied.

**Shared use facilities** – When a use forms part of a shared use facility, parking standards must be looked at for all uses and the appropriate amounts supplied. For example when conference facilities are included in a hotel facility, appropriate parking standards must be applied for each use.

**All schools and colleges** - All school and colleges should provide appropriate drop off areas as well as car parking. Drop offs can reduce the need for parking, improve circulation and ultimately reduce congestions problems on local roads around the school.

**Secondary schools** – where there is a 6th form, student parking should be assessed individually.

**Residential schools** – to be assessed individually.

**Warehouse** – Consideration should be given to the requirement for overnight parking and facilities. Also due to variability of the sites, the standard will need to be considered carefully and greater flexibility may be needed here.

**Parking For Service Vehicles** - The provision of spaces for goods vehicles to load and unload will be assessed for each development proposal on its merits. Car sales/showrooms will be expected to ensure that deliveries by car transporters can be appropriately accommodated.

**Converted Care home/sheltered housing accommodation** - Where properties are converted into care homes/sheltered housing accommodation, developers will need to agree with the local planning authority (following appropriate discussion with BC).

**Hospitals** – Due to the complexity of parking requirements in relation to staff management, patient and visitor demand and differing needs form each service it is prudent to consider parking on a case by case basis. A number of points should be considered when determining parking requirements, including existing issues such as lack of capacity, overspill and neighbourhood

issues; existing parking provisions; use and demand; long term development plans; accessibility by public transport; the overall sustainability and accessibility of the site; type of hospital; and number and timing of users.

Where applications are made for 'open' class E uses, the highest parking standard for uses in that class will be utilised.

### 3. Cycle Parking Standards

- 3.1. There is a variety of guidance available on the design and layout of cycle parking. Sustrans (2004) provides extensive information on the location, design, and amount of cycle parking. This takes into account the importance of ensuring cycle parking is safe and secure, attractive, accessible and convenient to the user. Cycle parking for flatted development will be positioned to ensure it is covered, secure and overlooked. For houses, cycle parking is normally accommodated in a garage or a shed within the curtilage of the property. Table 3 below outlines the standards for cycle parking.

**Table 3 - Cycle Parking Standards**

Land use - new developments	Required number of cycle space(s)
Residential dwelling (Flats)	Where no garage or other suitable accommodation is provided at least one secure cycle space per residential
Elderly persons/sheltered accommodation	1 space per 10 residents, plus 1 space per 5 staff on duty
Multiple occupancy	0.5 spaces per bedroom, plus 1 visitor space per 10 bedrooms
E. Retail	3 spaces per 150 sqm (1000sqm)
B8. Storage/distribution warehouse	1 space per 500 sqm up to 10,000 sqm. After 10,000sqm, 1 additional space per 20,000 sqm
Garden centre	Case by case
E. Food and drink (inc pub, restaurant)	1 space per 100 sqm
E. Business offices	1 space per 250 sqm
Industrial unit	1 space per 500 sqm
Industrial estate	1 space per 500 sqm
C1. Hotel and hostels	1 space per 15 bedrooms plus 1 space per 7 staff
E. Surgeries/health centres	1 space per 5 staff
Sui Generis/ E Assembly and leisure: Theatres, cinema	1 space per 100 seats
E/ F2. Leisure centres/ pools	1 space per 400 sqm
Schools (Please note, standards reflect use of scooters plus bikes)	
F1. Primary	1 space per 10 staff and students
F1. Secondary	1 space per 7 staff and students
F1. Colleges	1 space per 20 full time staff and students
F1. Libraries	1 space per 200 sqm
Bus station	Case by case
Train station	Case by case

Where applications are made for 'open' class E uses, the highest parking standard for uses in that class will be utilised.



#### 4. Motorcycle Parking Standards

- 4.1. Motorcycle/scooter spaces will need to ensure they are secure, well lit, and situated in prominent, accessible locations and overlooked. For security, the use of anchor points (such as steel rails or hoops) is recommended as a minimum. Table 4 below outlines the parking standards for motorcycles and scooters.

**Table 4 - Motorcycle Parking Standards**

Land use - new developments	Required number of motorcycle space(s)
Non residential	Minimum of 1 space for all new developments Plus 1 space per 30 car parking spaces
Residential	1 unallocated space (in communal areas) per 30 car parking spaces

#### 5. Blue Badge Parking

- 5.1. When considering blue badge parking, the current district council standards were considered alongside national policies and guidance; guidance from non- governmental organisations; and best practice examples from other authorities as identified in the national policies and guidance. Table 5 below outlines the recommended numbers of reserved spaces for Blue Badge parking.

**Table 5 – Blue Badge Parking Standards**

Land use - new developments	Required number of Blue Badge space(s)
Employment premises for employees and visitors < 200 spaces	5% of capacity, minimum 2 spaces
Employment premises for employees and visitors > 200 spaces	2% of capacity plus 6 spaces
Shopping areas, leisure and recreational facilities < 200 spaces	6% of capacity, minimum 3 spaces
Shopping areas, leisure and recreational facilities > 200 spaces	4% of capacity plus 4 spaces

- 5.2. Blue badge parking should be located within 50 metres of the entrance of the service it is provided for, on firm, level ground, in well-lit areas. If the distance between the parking facility and the entrance is (unavoidably) greater than 50 metres, no more than 50 metres should be uncovered. Where ramps are used to provide level access it is important to consider that these can be difficult to negotiate for some ambulant disabled people.
- 5.3. The route between the parking facility and the service should be direct and suitable for wheelchairs and those with limited mobility, with no steps, bollards, or heavy doors.
- 5.4. In multi-storey car parks blue badge parking should be on the same level as pedestrian access, or positioned close to a lift with wheelchair access. In all cases, blue badge parking should be positioned to protect users from moving traffic.
- 5.5. Where machines with audio capabilities (such as ticket machines and entrance and exit gates) are present, a loop system should be in place to help users with limited hearing to use these.

## 6. Residential car parking size and design

### Dimensions for car parking

- 6.1. Evidence shows that the size of vehicles has increased over time. As a result, the size of parking spaces has been reviewed, and the size increased for both residential and non-residential parking, to better reflect the current size of vehicles. Table 6 below identifies the minimum bay size for cars.

**Table 6 – Minimum car parking dimensions**

Dimension	Minimum Size
Length	5.0m
Width	2.8m

- 6.2. The minimum bay size must be used unless developer evidence suggests otherwise. If spaces are smaller than the minimum bay size, the bay will no longer be considered a usable parking space. Where spaces are constrained by a wall on one side, which may consequently prevent a door from opening, the space may need to be larger.
- 6.3. For Blue Badge parking bays the design of each space will need to make provisions for disabled drivers and cars carrying disabled passengers. The standards for a standards bay, in line bay and bank of bays can be found in Table 7 and 8 below.

**Table 7 – Minimum off-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
When bays are adjacent	5.1 X 3.8m (1.2m of this may be shared between two adjacent spaces)
Parallel bays	6.6 X 3.8m
Height (if applicable)	2.6 m

**Table 8 – Minimum on-street car parking dimensions for Blue Badge parking**

Type	Minimum Size
At an angle to the access aisle	5.1 X 3.3m
Parallel to the access aisle	6.6 X 3m If cannot access footway from vehicle, width should be 3.3m

- 6.4. Street width design needs to be considered to accommodate on-street parking. Where unallocated parking spaces are distributed throughout a development, an increased carriageway width should be used for in line parking provision to allow cars to park on either side of the street, leaving at least an appropriate width carriageway. Increasing the length of an on-street parking bay may also need to be considered for parallel parking. Table 9 below identifies the minimum in line parking dimensions.

**Table 9 – Minimum in line parking dimensions**

Dimension	Minimum Size
Length	6.0m

Dimension	Minimum Size
Width	3.0m

- 6.5. Parking spaces in front of a garage or vertical feature would require a 5.5m space for access to the car boot.
- 6.6. There should be a distance of 6.5m between rows for access where the parking spaces are at right angles to the traffic lane. The distance between rows can be reduced where the parking spaces are at angles to the traffic lane.

### Garage provision and size

- 6.7. It is clear that some garages within Aylesbury Vale are not used for parking of vehicles, but instead are used for storage or other purposes. Historically, garages have been too small to accommodate most family cars, a bicycle and other domestic goods - contributing to this problem. Garages are, therefore, required to provide enough space for all functions they are planned to accommodate. Where a garage is to be used for cycle or motorcycle parking, a suitable area must be provided on top on the dimensions set out here. This area must meet the minimum dimensions set out for cycle and motorcycle parking in Sections 3 and 4 respectively. Table 10 below sets out the minimum dimensions for a garage.

**Table 10 – Minimum garage dimensions**

Dimension	Minimum Size
Length	6.0m
Width	3.0m

## 7. Parking Courts

- 7.1. Rear parking courts will only be considered in circumstances where no other alternative can be used. Where a rear parking court is considered it must be part of a coherent overall layout, be small and overlooked by dwellings and secured.
- 7.2. Front court parking should be located to the front of plots with no more than 6 spaces in a row. Sufficient space will be incorporated in between sections of parking for appropriate planting to reduce the visual dominance of the cars in the street. 2m wide paths to the rear of the bays ensure cars do not overhang and affect pedestrian movement.

### **Appendix C: The standards for Accessible Natural Green Space (Policy I1)**

- C.1 The appendix identifies the standards of provision for publicly accessible natural green space and how the standards are to be applied to proposals for new development as required by Policy I1 of the VALP.
- C.2 The starting point for calculating the green infrastructure requirement of a development proposal are the standards set out in the standards below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, existing open space provision in the surrounding area and the quantity/type of accessible natural green space needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.
- C.3 If either of the following apply:
- a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
  - b) taking into account the accessibility/capacity of existing open space facilities and the circumstances of the surrounding area, the open space needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,
- then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified open space needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis.
- C.4 Where appropriate, the Council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the open space provision, before any grant of planning permission.
- C.5 In addition to the standards in the standards below, the quantitative and access standards for Locally Equipped Areas of Play (LEAP) (and Local Areas of Play – LAP), Neighbourhood Equipped Areas of Play (NEAP), Multi Use Games Areas (MUGAs) and skateboard parks as set out in Tables 1,2 and 4 of the Fields in Trust publication “Guidance for Outdoor Sport and Play: Beyond The Six Acre Standard” (and any subsequent iteration) will apply as will the qualitative and design standards set out for MUGAs in the Sport England publication “Artificial Surfaces for Outdoor Sport” and any subsequent updates.
- C.6 Catchment distances are set out in the Quantity and Accessibility Standards in the standards below. These distances are to be measured as the distance by car from any home in an applicable development. To meet the standard, an accessible natural green space of the required size or larger must be provided within the catchment distance. A category of accessible natural green space of a larger size, including a space with no catchment marked, will be deemed to meet the need of categories of smaller sizes of accessible natural green space as well, providing it is within the required catchment distances of the homes for these smaller sizes of accessible natural green space.
- C.7 To apply the standards the population figure is the existing population plus the number of people living on the proposed development.

### **Quantitative/Accessibility Standard**

1. No person should live more than 300m from their area of natural green space of at least 2ha in size and that there should be at least 2ha of accessible natural green space per 1000 population
2. At least one accessible 20ha of accessible natural green space within 2km of peoples' homes
3. One accessible 100ha of accessible natural green space within 5km of peoples' homes
4. One accessible 500ha of accessible natural green space within 10km of peoples' homes
5. 1.4ha per 1000 population as incidental open space (a type of accessible natural green space that incorporates amenity/landscape planted areas, green corridors)
6. 1.2ha per 1000 population as major open space (a type of accessible natural green space that incorporates parks, formal gardens and public open space)

### **Quality Standard**

1. Contribute to the management, conservation and improvement of the landscape
2. Contribute to the protection, conservation and management of historic landscapes, archaeological and built heritage assets
3. Maintain and enhance biodiversity and ensure that development and its implementation results in a net gain of biodiversity as identified in Biodiversity Action Plan habitats and species plans
4. Deliver the enhancement of existing woodlands and create new woodlands and tree features
5. Create new recreational facilities, particularly those that present opportunities to link urban and countryside areas
6. Take account of and integrate with natural processes and systems
7. Be managed to provide cost-effective and multi-functional delivery and funded in urban areas to accommodate nature, wildlife, historic and cultural assets, economic benefits and provide for sport and recreation activities
8. Designed to high standards of sustainability to deliver social, economic and environmental benefits
9. Provide a focus for social inclusion, community cohesion and development and lifelong learning

## Appendix D: The standards for Sports and Recreation (Policy I2)

- D.1 This appendix identifies the standards of provision for sports and recreation facilities and how they are to be applied to proposals for new development as required by Policy I2 of the VALP.
- D.2 The starting point for calculating the requirement are the standards set out in the table below. The precise type of on-site provision that is required will depend on the nature and location of the proposal, the existing facilities in the surrounding area and the quantity/type of sports and recreation facilities needed in the area. This should be the subject of discussion/negotiation at the pre-application stage.
- D.3 If either of the following apply
- (a) the proposed residential development site would be of insufficient size in itself to make the appropriate provision in accordance with the standards below; or
  - (b) taking into account the accessibility/capacity of existing sport and recreation facilities and the circumstances of the surrounding area, the sports and recreation needs of the proposed residential development can be met more appropriately by providing either new or enhanced provision off-site,
- then proposals will be acceptable if the developer has first entered into a planning obligation to make a financial or in-kind contribution towards meeting the identified sport and recreation needs of the proposed residential development off-site. The precise contribution/obligation will be negotiated on a case by case basis, a formula for calculation will be set out in the Open Space, Sports, Leisure and Cultural Facilities SPD.
- D.4 Where appropriate, the council will seek to enter into a Section 106 agreement with the developer for the future management and maintenance of the sports and recreation facility provision, before granting planning permission.
- D.5 To apply the standards the population figure is the existing population of the closest settlement plus the number of people living on the proposed development.
- D.6 If development proposals are considered to be unviable when complying with the above requirements, open book financial analysis of proposed development will be expected. In accepted circumstances, a reduced provision can be made.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Sports Halls	No part of Aylesbury Vale should be outside of a 20 minute travel time.	0.28 badminton courts per 1,000 population; facilities should be delivered in four court units with ancillary hall of no less than 1,500sqm and relevant support facilities.	The minimum acceptable quality standard for indoor sports halls and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance - Sports Halls Design and Layouts recommendations for a public use facility.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
Swimming Pools	No part of Aylesbury Vale should be outside of a 20 minute travel time.	0.2 pool lanes per 1,000 population. Provision should be accompanied by the necessary support facilities (changing, plant, reception etc.)	The minimum acceptable quality standard for indoor swimming pools and their associated facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Swimming Pool Design recommendations for a public use facility.</i>
Community Centres and Village Halls	See cell in 'Quantitative Standard' column for combined accessibility and quantitative standards	<p>No provision required at Hamlet or Rural Parish 1 level;</p> <p>At Rural Parish 2 level a small community centre with main hall up to 100m<sup>2</sup> with foyer, small meeting room, adequate storage, kitchen, toilet facilities and parking;</p> <p>At Rural Parish 3 level a medium sized community centre up to 250m<sup>2</sup>, as above with addition of meeting room(s), and stage;</p> <p>At cluster and Larger Sustainable Settlement level a minimum 18m x 10m main hall and ancillary facilities suitable for sporting activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i> plus small fitness room to relevant Sport England guidance; and a minimum 18m x 10m main hall with fixed or demountable stage and ancillary facilities suitable for arts and performance activities to standards set in Sport England Design Guidance Note <i>Village and Community Halls</i>. These two halls may in practice be the same if either meets the other's specification.</p> <p>For the Aylesbury and Buckingham Strategic Settlements, and in proximity</p>	The minimum acceptable quality standard for community centres will be to meet the most <i>current (at time of provision) Sport England Design Guidance recommendations for these facilities</i> , accepting that the facility mix may not be directly the same as the Guidance, together with such environmental standards relating to sustainability, energy consumption and recycling, and building construction as required by the Council at the time of provision.

Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
		<p>to Milton Keynes (North East Aylesbury Vale), no part of the settlement should be further than one mile from a community centre. The quantitative standard is one centre per 5,300 population, to include:</p> <ul style="list-style-type: none"> <li>• Hall 18m x 10m</li> <li>• Hall/Meeting Room 10m x 10m</li> <li>• Meeting Room 5m x 3.5m approx</li> <li>• Kitchen with server</li> <li>• Toilets</li> <li>• Storage for chairs, cleaning equipment, kitchen requirements, refuse</li> </ul> <p>Parking to meet the full requirements of the range of uses.</p>	
Artificial Grass Pitches	No part of Aylesbury Vale should be outside of a 6 mile radius of an AGP.	<p>0.03 AGP's per 1,000 population. Delivery should be as a minimum a full size floodlit AGP to the dimensions appropriate for the sport(s) it is being used for and as set out in the Sport England Design Guidance Notes <i>Selecting the Right Artificial Surface</i> and any specific sports National Governing Body requirements appertaining at the time of delivery. Provision should be accompanied by the necessary support facilities (changing, plant etc.) as set out in the qualitative standards.</p>	<p>The minimum acceptable quality standard for AGP's and their associated facilities will be to meet the most current (at time of provision) Sport England Design Guidance Notes ) Sport England Design Guidance on Artificial Surfaces for Outdoor Sport and its associated documents, or such replacement or updated guidance, and any specific sports National Governing Body requirements.</p>
Grass Playing Pitches	A variety of accessibility standards for	Aylesbury Strategic Settlement – 0.49 adult size grass pitch per 1,000 population, 0.03 cricket wickets per	The minimum acceptable quality standard for grass pitches and their associated



Typology	Accessibility Standard	Quantitative Standard	Qualitative Standard
	grass pitches have been used, depending on the specific sport but overall a minimum accessibility standard would be for pitch provision within a 15 minute drivetime of each settlement area.	<p>1,000 population;</p> <p>Aylesbury Vale (other than Aylesbury) - 0.73 adult size grass pitch equivalent per 1,000 population, 0.28 cricket wickets per 1,000 population</p> <p>In terms of provision, delivery should be as a minimum equate to a full adult size football pitch to the maximum recommended dimensions (including run offs) of the Football Association. Provision should be accompanied by the necessary support facilities (changing, showers plant etc.) as set out in the qualitative standards.</p>	facilities will be to meet the most <i>current (at time of provision) Sport England Design Guidance Notes on Natural Turf Pitches</i> and any specific sports National Governing Body requirements. Pavilion standards shall be as set out in the Sports England Design Guidance Note <i>Pavilions and Clubhouses</i> and any specific sports National Governing Body requirements.
Outdoor Tennis	The accessibility standard used is access to floodlit courts within a 10 minute drivetime.	<p>Aylesbury Strategic Settlement – 0.4 floodlit outdoor tennis courts per 1,000 population;</p> <p>Aylesbury Vale (everywhere other than Aylesbury) - 0.7 floodlit outdoor tennis courts per 1,000 population.</p> <p>In terms of provision, delivery should be to Lawn Tennis Association recommended dimensions for the number of courts concerned, and provision should be located in <b>four court</b> blocks and floodlit. Realistically it should be possible to encompass other sports within the facility (e.g. as a MUGA), to maximise the options for usage throughout the year, and this should be considered if there is to be no formal tennis club based on the site and its predominant focus is casual use.</p>	The minimum acceptable quality standard for outdoor tennis courts and their associated facilities will be to meet the most <i>current (at time of provision) Lawn Tennis Association Technical Guidance</i> . Facilities in four court blocks should be suitable for other sporting uses if required.

## **Appendix E: Summary List of Supplementary Planning Documents (SPDs) in support of the Vale of Aylesbury Local Plan (VALP)**

1. SPD1 – Aylesbury Garden Town Framework and Infrastructure SPD

To provide additional guidance on the principles set out in VALP and clear guidance on how it is to be delivered.

2. SPD 2 - Aylesbury South (D-AGT 1) Masterplan SPD

Masterplan for the site to ensure comprehensive development of the strategic allocation.

3. SPD 3 – RAF Halton (D-HAL003) SPD

To ensure a comprehensive development of the site that is likely to extend beyond the plan period.

4. SPD 4 - Affordable Housing SPD

To provide detailed guidance and operation of Policy H1.

5. SPD 5 – Aylesbury Vale Design SPD

To provide detailed design guidance and operation of all relevant Plan policies.

6. SPD 6 – Buckinghamshire Biodiversity Accounting SPD

To provide detailed guidance and operation of Policy NE1. This SPD is being produced to apply Buckinghamshire-wide and will be hooked to policies in the relevant adopted local plans for each former district area.

7. SPD 7 – Open Space, Sports, Leisure and Cultural Facilities SPD

To provide detailed guidance and operation of Policies I1, I2 and I3.

8. SPD 8 – Shenley Park, North East Aylesbury Vale (D-WHA001) SPD

Masterplan for the site to ensure comprehensive development of the strategic allocation

### Appendix F: Schedule of Saved Policies Replaced by VALP

AVDLP Saved Policies	VALP Replacement Policies	Commentary
GP2 Affordable housing	H1 Affordable Housing	
GP3 Low cost market housing	None	Policy redundant no longer relevant
GP4 Affordable housing on small sites for local needs	H2 Rural Exception sites	
GP6 Conversion or subdivision of existing dwellings	BE3 Protection of the amenity of residents	
GP8 Protection of amenity of residents	BE3 Protection of the amenity of residents	
GP9 Extensions to dwellings	BE3 Protection of the amenity of residents	
GP11 Annexes to dwellings in the countryside	BE2 Design of new development	
GP17 Retention in use of existing employment sites	E1 Protection of key employment sites and enterprise zones and E2 Other employment sites	
GP24 Car parking guidelines	T6 Vehicle Parking	
GP25 Re-opening of rail routes	T2 Supporting and protecting transport schemes	
GP26 Safeguarded station sites	T2 Supporting and protecting transport schemes	
GP30 Safeguarded road schemes	T3 Supporting local transport schemes	
GP32 Retention of shops, public houses and post offices	D7 Town, village and local centres to support new and existing communities	
GP35 Design of new development proposals	BE2 Design of new development	
GP38 Landscaping of new development proposals	I1 Green Infrastructure and NE4 Landscape character and locally important landscapes	
GP39 Existing trees and hedgerows Saved	NE8 Trees, hedgerows and woodlands	
GP40 Retention of existing trees and hedgerows	NE8 Trees, hedgerows and woodlands	
GP45 "Secured by Design" considerations	BE2 Design of new development	
GP53 New development in and adjacent to Conservation Areas	BE1 Heritage assets	
GP57 Advertisements in Conservation Areas	BE1 Heritage assets	
GP59 Preservation of archaeological remains	BE1 Heritage assets	
GP60 Development and Parks or Gardens of Special Historic Interest	BE1 Heritage assets	
GP66 Access corridors and buffers adjacent to watercourses	NE2 Rivers and stream corridors	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
GP69 Hotel and motel development	E7 Tourism Development and E8 Tourism accommodation	
GP70 Changes of use of rural buildings and historic buildings to hotel use	E7 Tourism Development and BE1 Heritage assets	
GP71 Bed and breakfast and guesthouse development	E8 Tourism accommodation	
GP72 Proposals for self-catering holiday accommodation and holiday homes	E8 Tourism accommodation	
GP73 Proposals for camping and touring caravan sites	E8 Tourism accommodation	
GP77 Horse-related development	C2 Equestrian development	
GP78 Stables, loose boxes and other buildings for horses	C2 Equestrian development	
GP79 Proposals for noisy sports	NE5 Pollution, air quality and contaminated land	
GP80 The Wendover Arm of the Grand Union Canal Saved	C4 Protection of public rights of way	
GP81 Development of canal-related facilities	NE4 Landscape character and locally important landscape	
GP84 Public rights of way	C4 Protection of public rights of way and T7 Footpaths and cycle routes	
GP86 Provision of outdoor playing space	I1 Green infrastructure	
GP87 Application of open space policies Saved	I2 Sports and recreation	
GP88 Payment in lieu of providing sports and play areas	I2 Sports and recreation	
GP90 Provision of indoor sports facilities	I2 Sports and recreation	
GP91 Provision of amenity areas Saved	I1 Green infrastructure	
GP92 Safeguarding of allotment land	I1 Green infrastructure	
GP93 Safeguarding of community buildings and facilities	I3 Community facilities and assets of community value	
GP94 Provision of community facilities and services	I3 Community facilities and assets of community value	
GP95 Unneighbourly uses	BE3 Protection of the Amenity of Residents and NE5 Pollution, air quality and contaminated land	
GP99 Development beneath overhead electricity lines Saved	BE3 Protection of the amenity of residents	
GP100 Proposals for telecommunication development	I6 Telecommunications	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
AY1 Considerations for traffic-generating proposals	None	Policy redundant; ALUTS abandoned non CIL compliant
AY2 Additional financial contributions to the ALUT strategy	None	Policy redundant; ALUTS abandoned non CIL compliant
AY3 Phasing of transport infrastructure	T3 Supporting local transport schemes	
AY4 Tring Road (former BPCC factory) site	None	Policy redundant; development started
AY5 Stoke Mandeville Hospital site	None	Policy redundant; development complete
AY6 Bearbrook House site, Oxford Road	None	Policy redundant; development complete
AY7 TA Centre site, Oxford Road	None	Policy redundant; development complete
AY8 Ardenham Lane site	D-AYL032	Reduced site reflecting changes of circumstances.
AY11 Reallocated sites - Circus Fields	None	Policy redundant; development complete
AY12 Requirement for planning briefs and public consultation regarding MDAs	None	No longer relevant – specifics included in separate policies D-AGT 1 – D-AGT 6
AY13 Berryfields MDA	D-AGT5: Berryfields	
AY14 Weedon Hill MDA	None	Policy redundant; development complete
AY15 Aston Clinton Road MDA	None	Policy redundant; planning permission granted & development committed
AY16 Other employment sites	None	Policy redundant; development complete or with Planning permission
AY17 Public transport to serve new developments	T5 Delivery transport in new development	
AY18 Safeguarded land for new rail stops	None	Policy redundant; development complete or no longer safeguarded
AY20 Development of the cycle network	T7 Footpaths and cycle routes	
AY21 Parking policy guidelines	T6 Vehicle parking	
AY22 Western Link Road	None	Policy redundant; road complete
AY24 Mixed-use redevelopment, Exchange Street	D8 Town centre development	
AY27 Provision of new foodstore retailing	D8 Town centre redevelopment and D9Aylesbury town centre	Policy partially redundant; development complete or permission granted
AY28 Development within the Primary Shopping Frontages	E6 Shop and business frontages	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
AY29 Development within the Central Shopping Area outside the Primary Shopping Frontages	D8 Town centre development	
AY30 Café and restaurant development	D9 Aylesbury town centre	
AY31 Housing in the town centre	D8 Town centre development and D10 Housing in Aylesbury town centre	
AY34 Redevelopment of Exchange Street/Canal Basin	None	Policy redundant development complete
BU1 Housing development at Moreton Road	None but see D-BUC043	Policy redundant; development complete
BU3 Employment development	None	Policy redundant; development complete
BU6 Primary Shopping Frontages	E6 Shop and business frontages	
BU7 Development elsewhere in the CSA	D7 Town, village and local centres to support new and existing communities	
BU8 Sites at West Street/Moreton Road and Bridge Street	None (Buckingham Neighbourhood Plan EE2)	Policy redundant; development complete or committed
BU10 Pedestrian priority area proposals	D7 Town, village and local centres to support new and existing communities	
BU11 Buckingham Riverside Walk	Buckingham Neighbourhood Plan CLH8	
HA1 Employment development at Thame Road	None	Policy Redundant development complete or committed
HA2 Primary Shopping Frontage at Banks Parade	Haddenham Neighbourhood Plan RJB1	
RA2 Loss of open gaps and consolidation of settlements	S3 Settlement hierarchy and cohesive development	
RA3 Extension of residential curtilages into open countryside	BE2 Design of new development and NE4 Landscape character and locally important landscapes	
RA4 Considerations for countryside recreation	I1 Green infrastructure and I2 Sports and recreation	
RA5 New golf courses	I2 Sports and recreation	
RA6 Development in the Metropolitan Green Belt Saved	S4 Green Belt	
RA8 Development in the Areas of Attractive Landscape and Local Landscape Areas	NE4 Landscape character and locally important landscape	
RA11 Conversion of buildings in the countryside	C1 Conversion of rural buildings	
RA13 Development within settlements listed in Appendix 4	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
RA14 Development at the edge of Appendix 4 settlements	D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages and D4 Housing development at smaller villages	
RA17 Replacement dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA18 Extensions to dwellings in the Metropolitan Green Belt and special landscape areas	S4 Green Belt	
RA24 Occupancy conditions for horse-related dwellings	H3 Rural workers dwellings	
RA25 Calvert	None	Policy redundant; development complete
RA26 Pitstone	None	Policy redundant; development complete or committed
RA29 Proposals for new employment uses in the countryside	NE4 Landscape character and locally important landscape and BE2 Design of new development	
RA30 Employment at Silverstone Motor Racing Circuit	E10 Silverstone circuit and Silverstone Park EZ	
RA31 Silverstone Employment Area Saved	E10 Silverstone circuit and Silverstone Park EZ	
RA32 Employment at the Royal Ordnance site, Westcott	E1 Protection of key employment sites and enterprise zones	
RA33 Westcott Sports and Social Club	I3 Community facilities and assets of community value	
RA34 Development of Newton Longville Brickworks	None	Not promoted in HELAA no planning applications other than temporary uses – little/no interest - not critical for VALP employment policies - Delete Allocation
RA35 Safeguarded road corridor at Newton Longville Brickworks	None	Little/no possibility of implementation in VALP no route identified or agreed/safeguarded - uncertainty over Expressway route Policy Redundant
RA36 Development causing traffic adversely affecting rural roads	T5 Delivering transport in new development	
RA37 New accesses to inter-urban A-class or Trunk Roads	T5 Delivering transport in new development	
WE2 The Central Shopping Area (CSA)	D7 Town, village and local centres to support new and existing communities	
WI1 Housing development at Verney Road	None	Policy redundant; development complete
WI2 Employment development at Buckingham Road Saved	Winslow Neighbourhood Plan Policy 6	AVDLP Policy redundant; development complete or committed

<b>AVDLP Saved Policies</b>	<b>VALP Replacement Policies</b>	<b>Commentary</b>
WI3 The Central Shopping Area (CSA)	Winslow Neighbourhood Plan Policy 17	



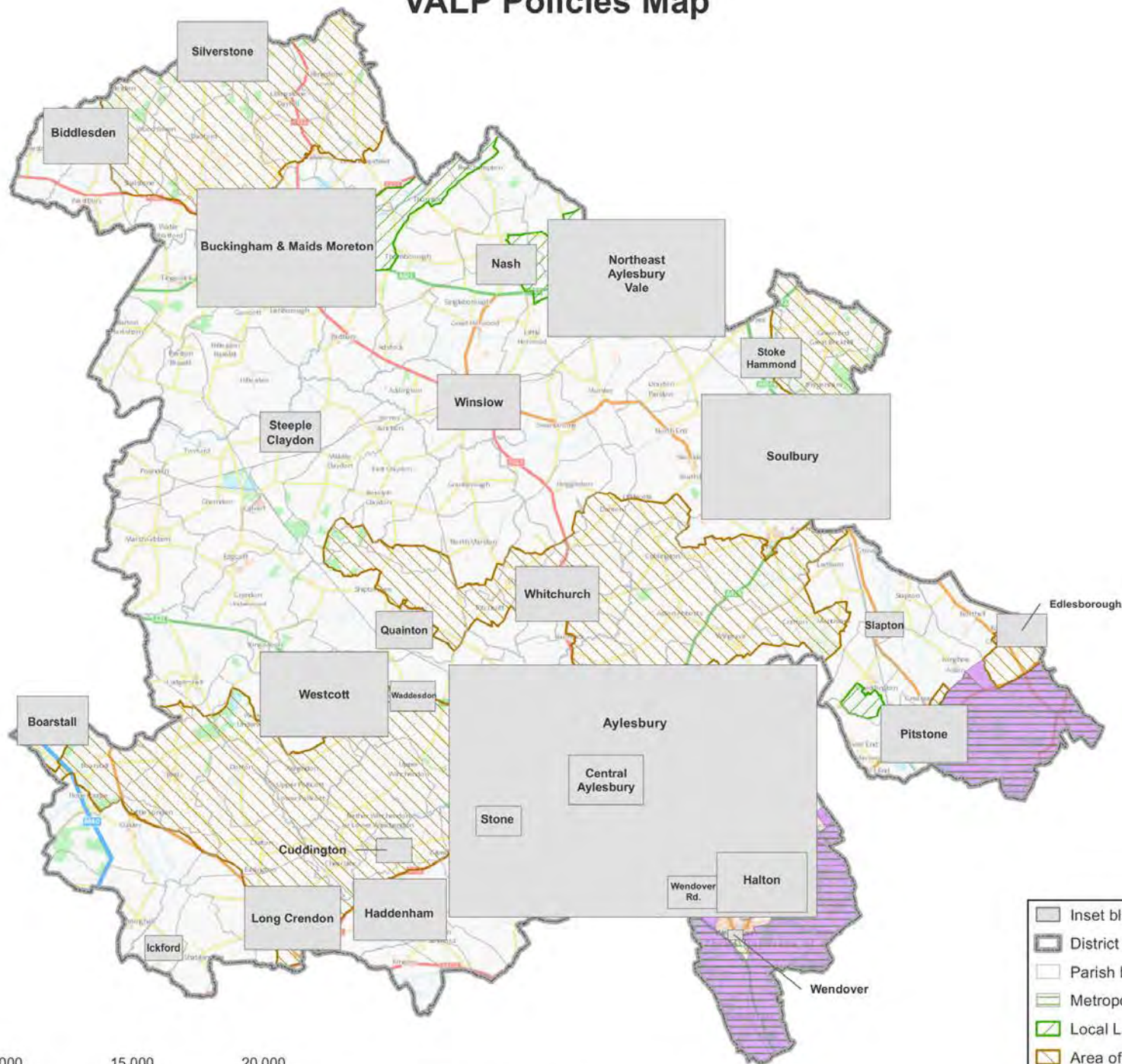
## 14 Policies Maps

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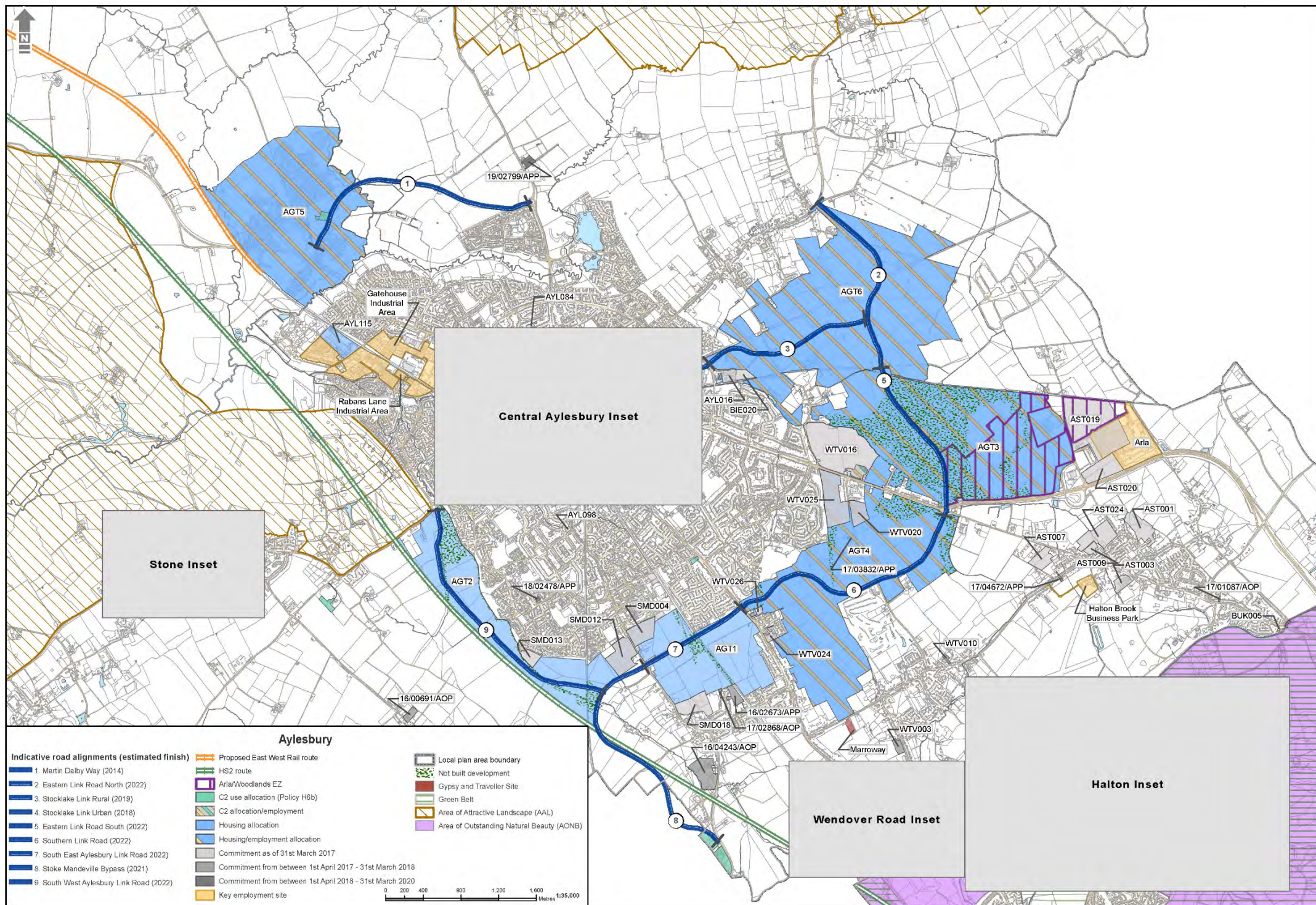
# VALP Policies Map



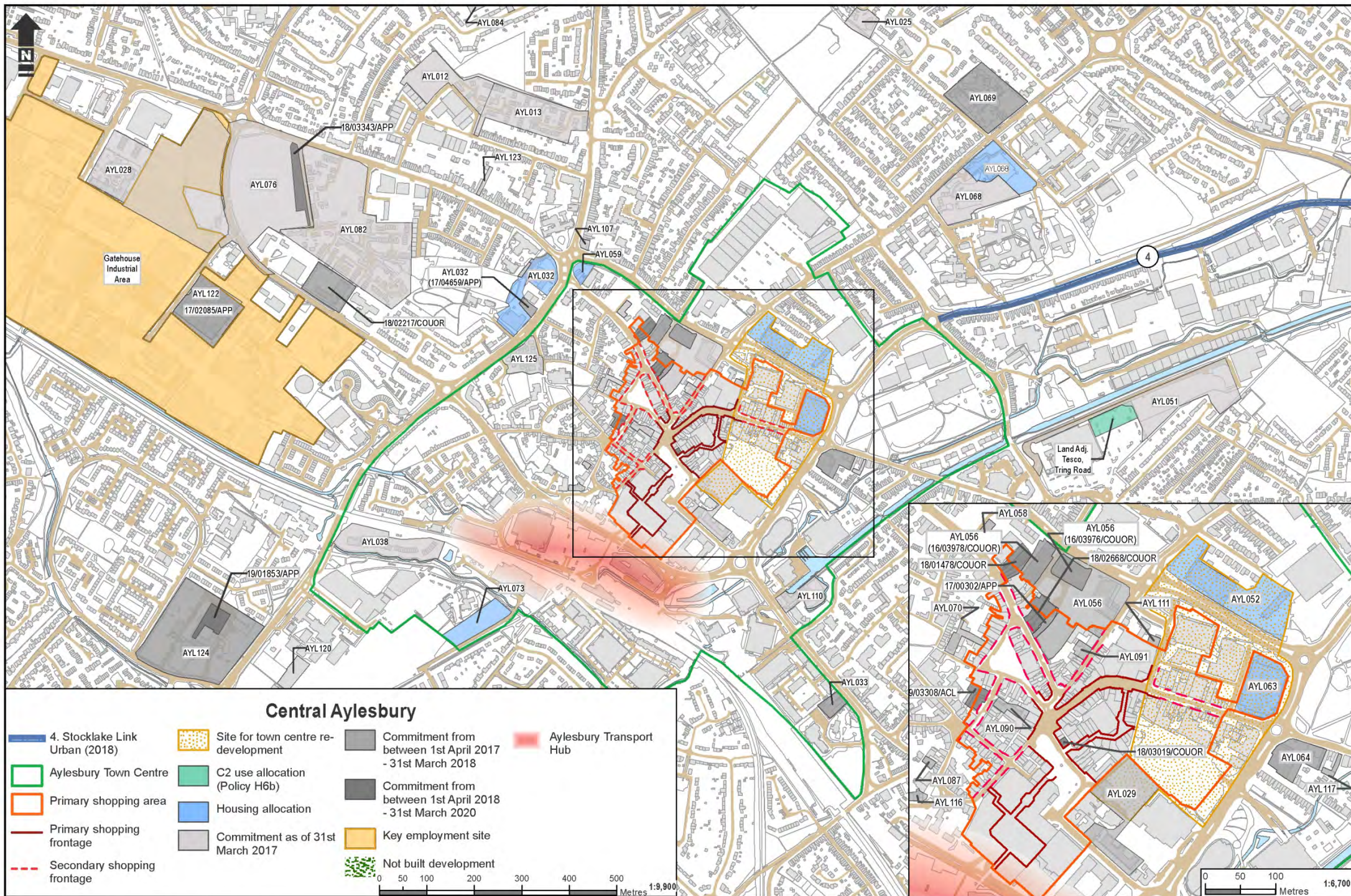
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- Inset blanking
- District boundary
- Parish boundary
- Metropolitan Green Belt
- Local Landscape Area (LLA)
- Area of Attractive Landscape (AAL)
- Area of Outstanding Natural Beauty (AONB)

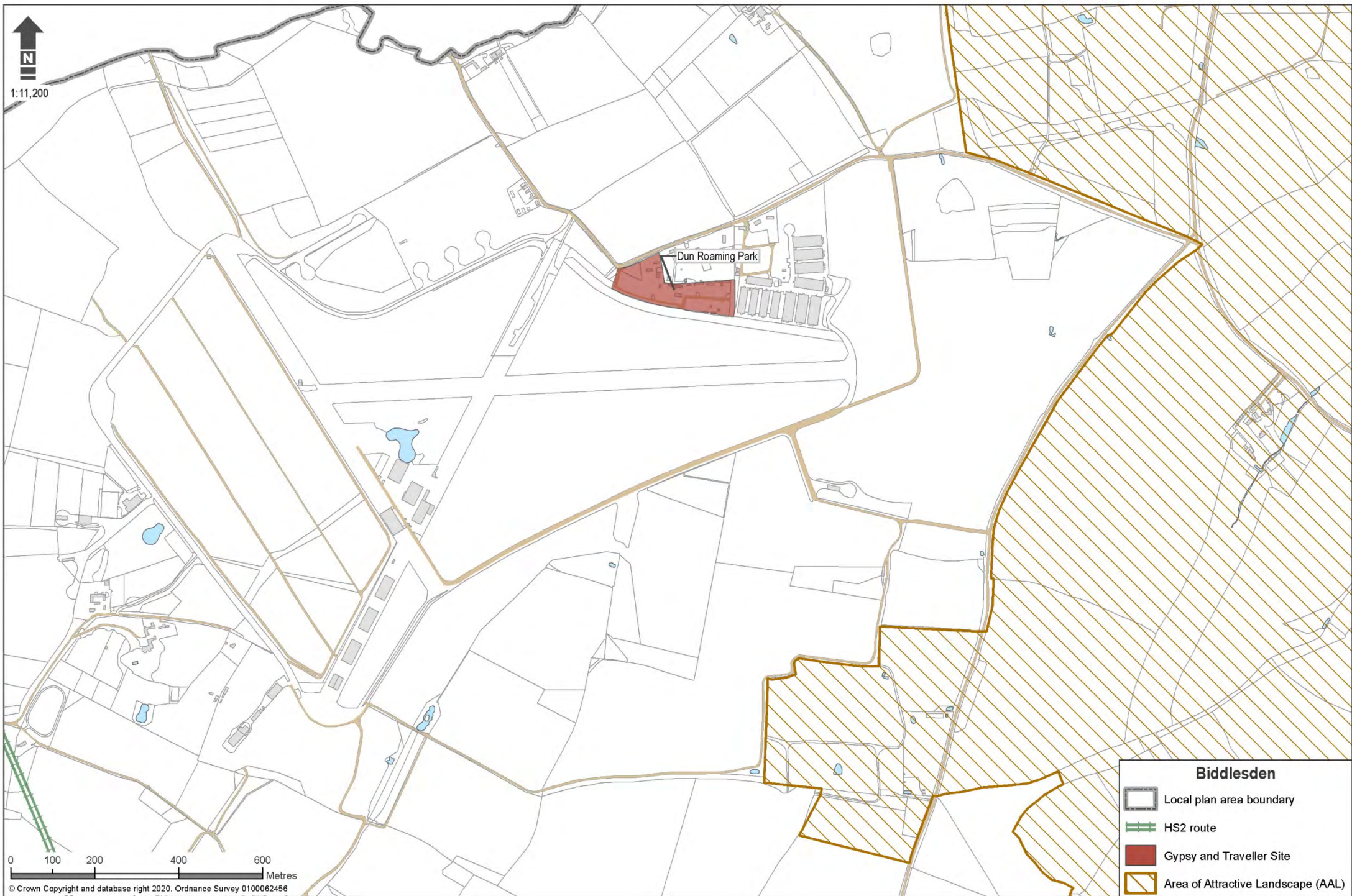








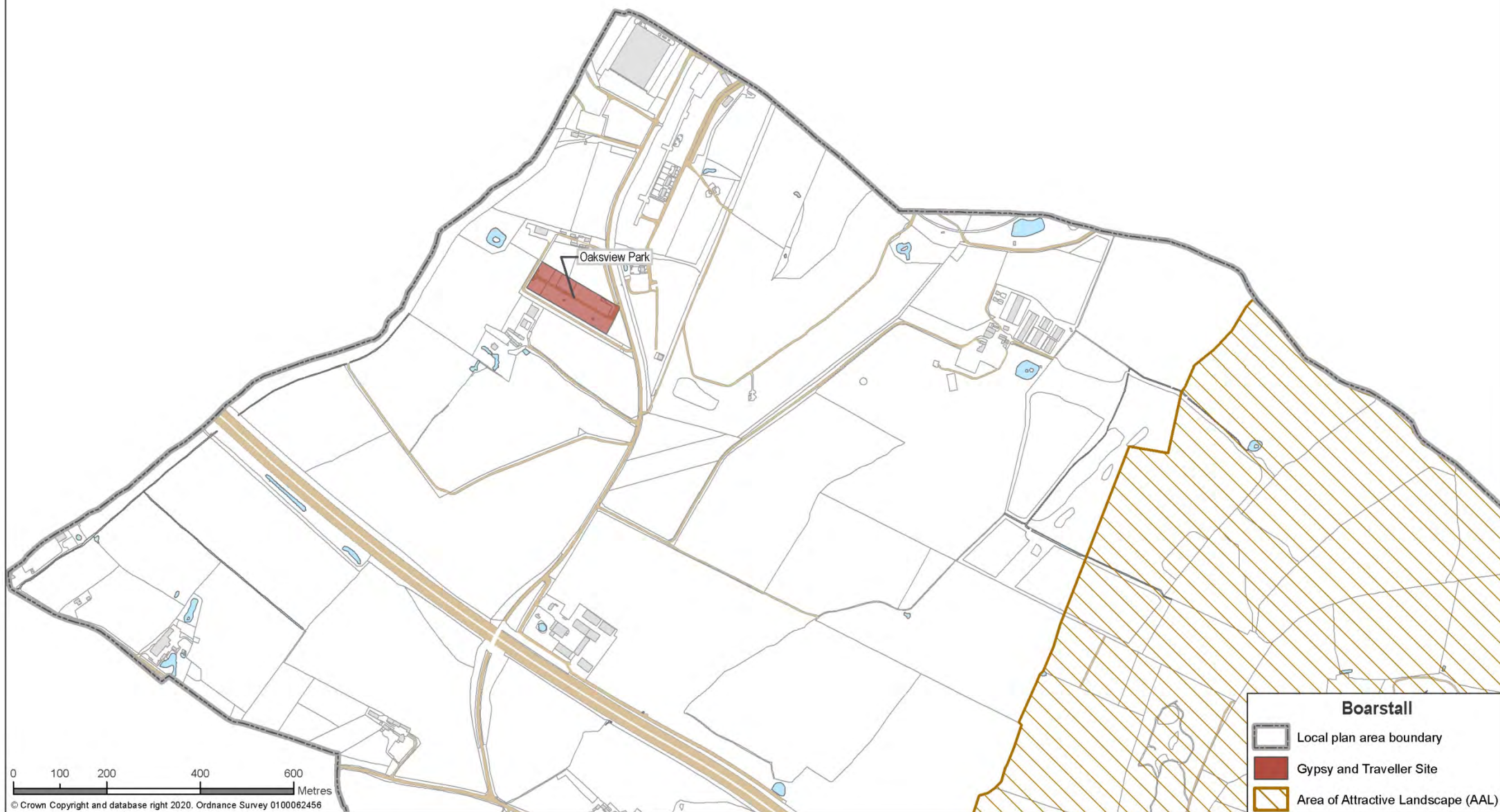






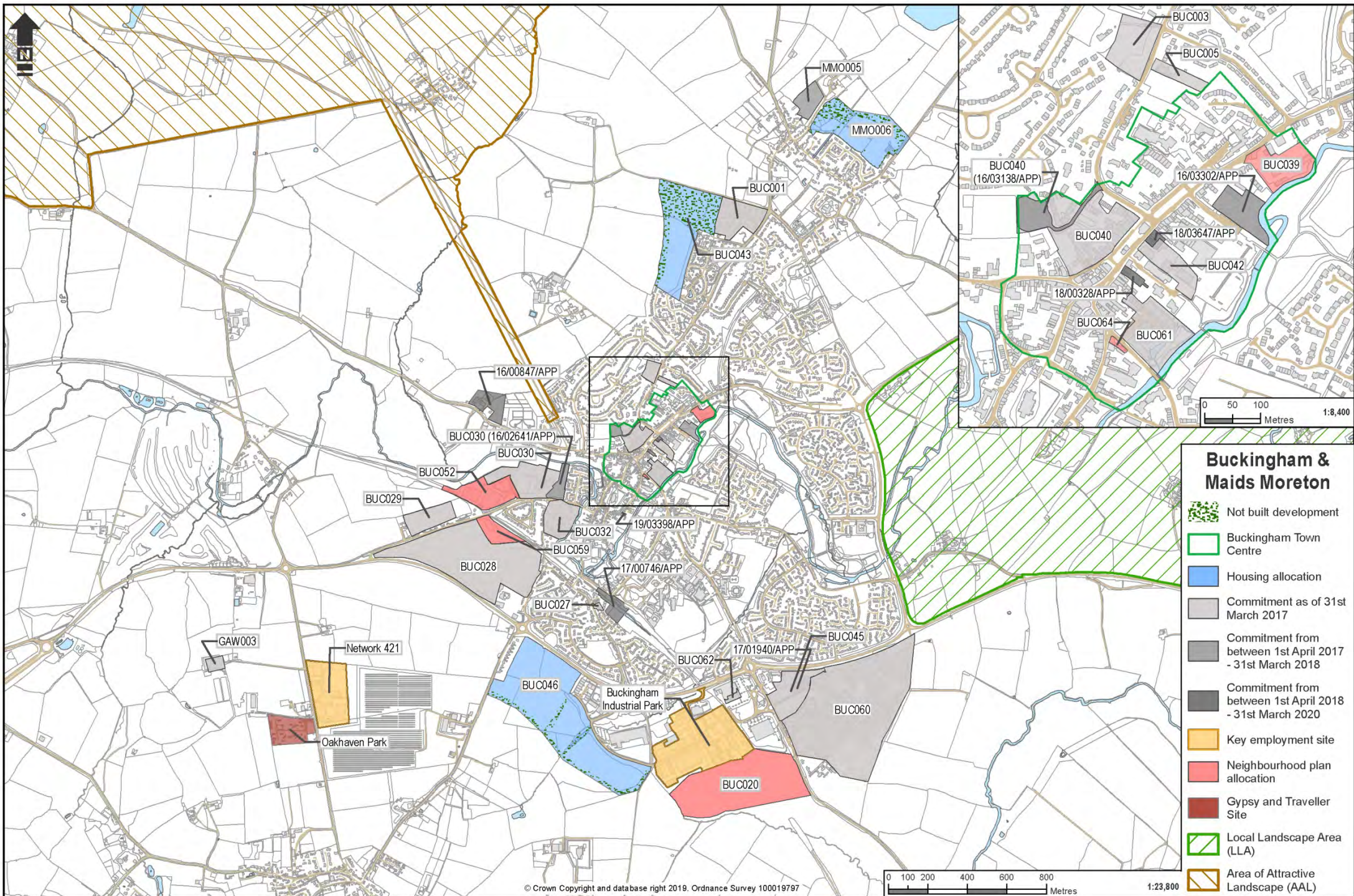


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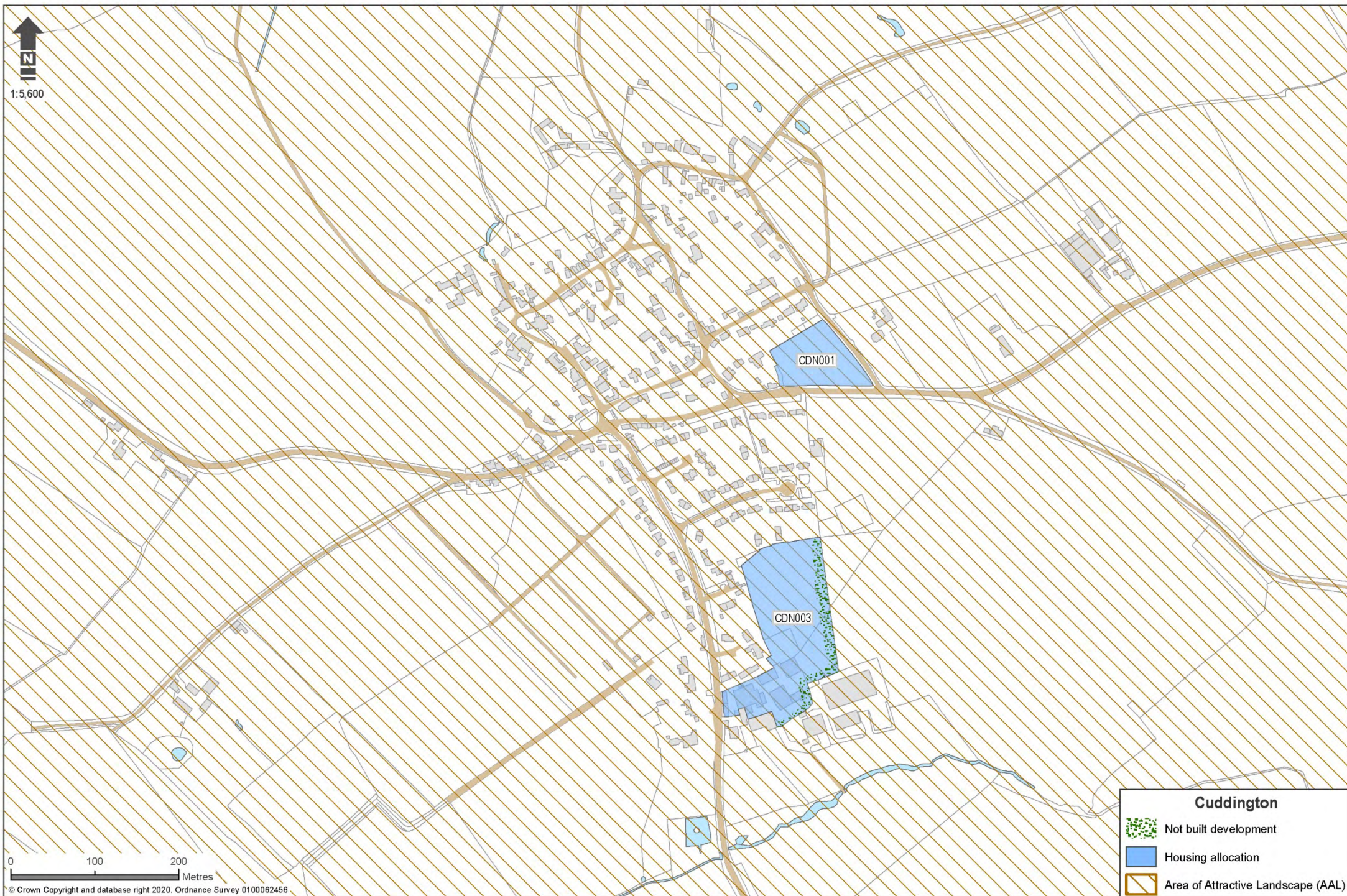


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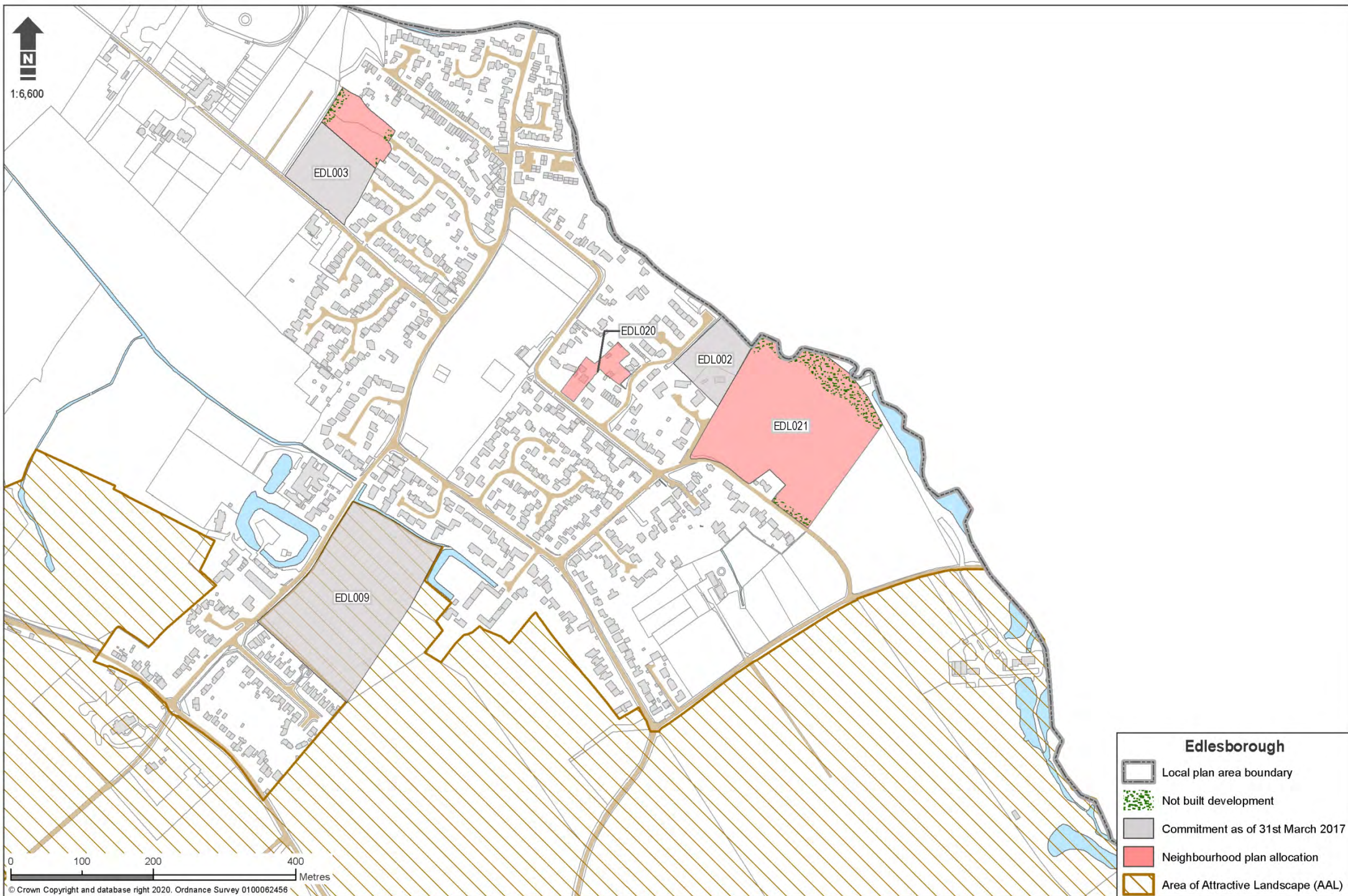




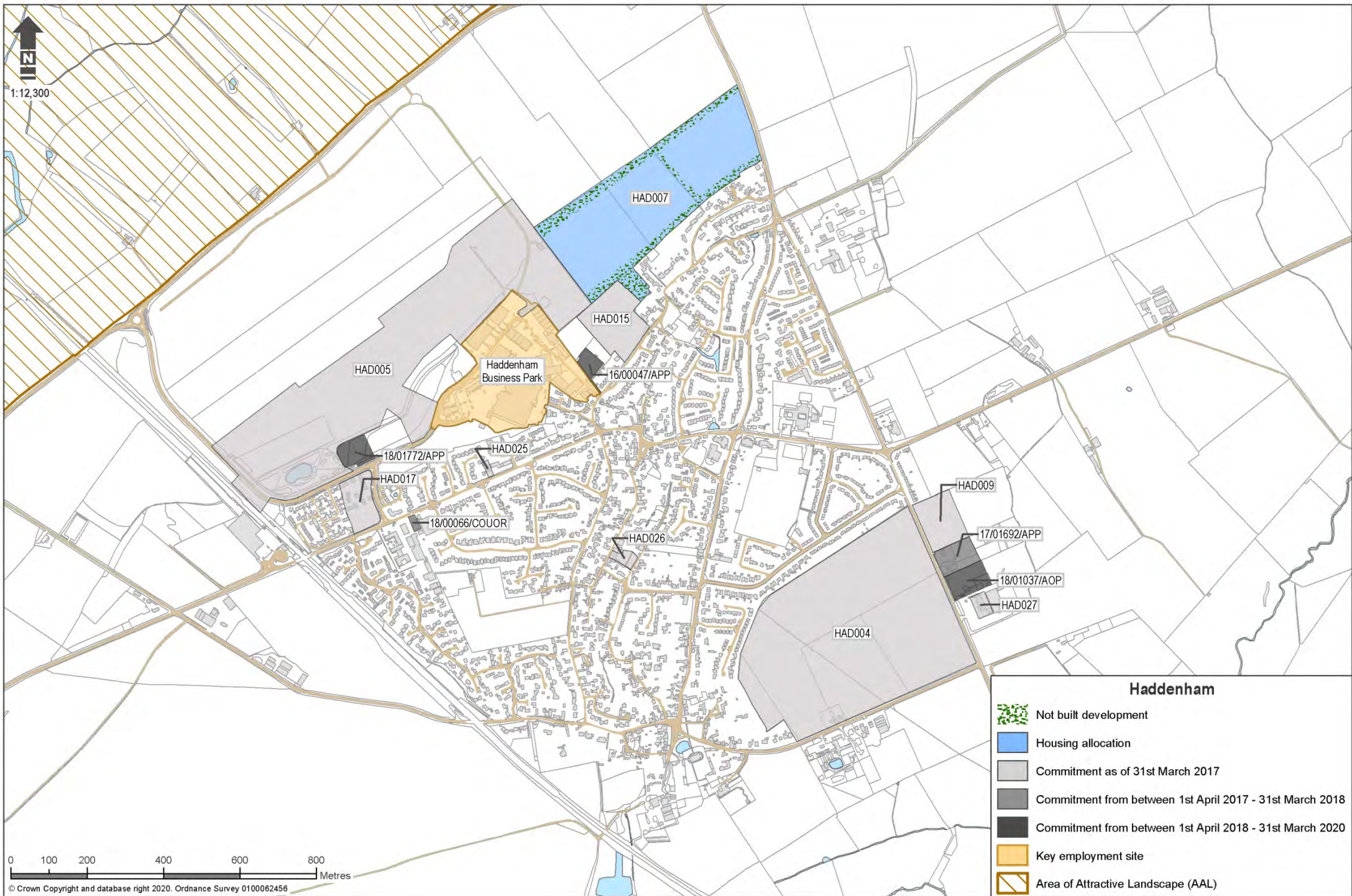




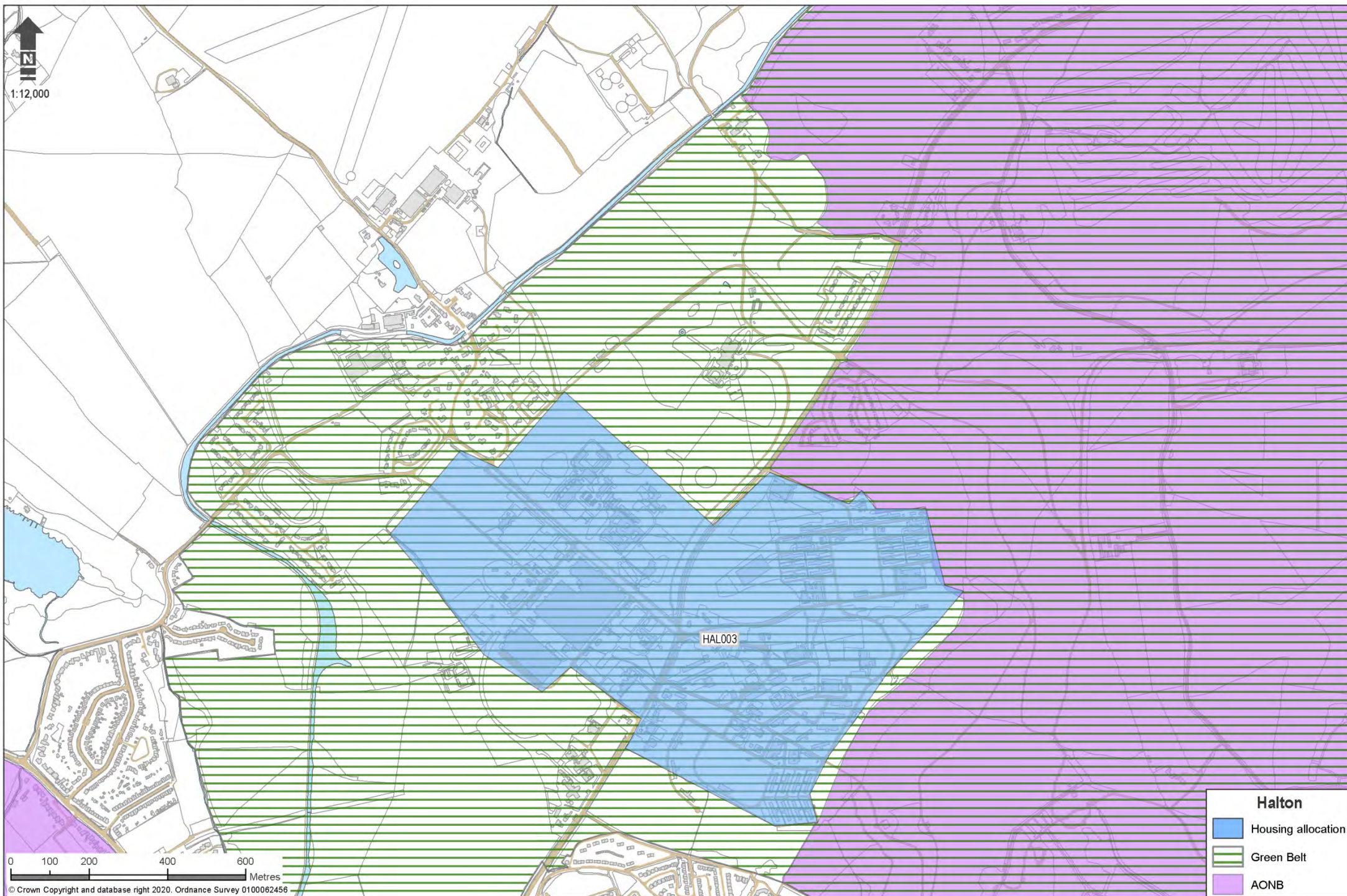








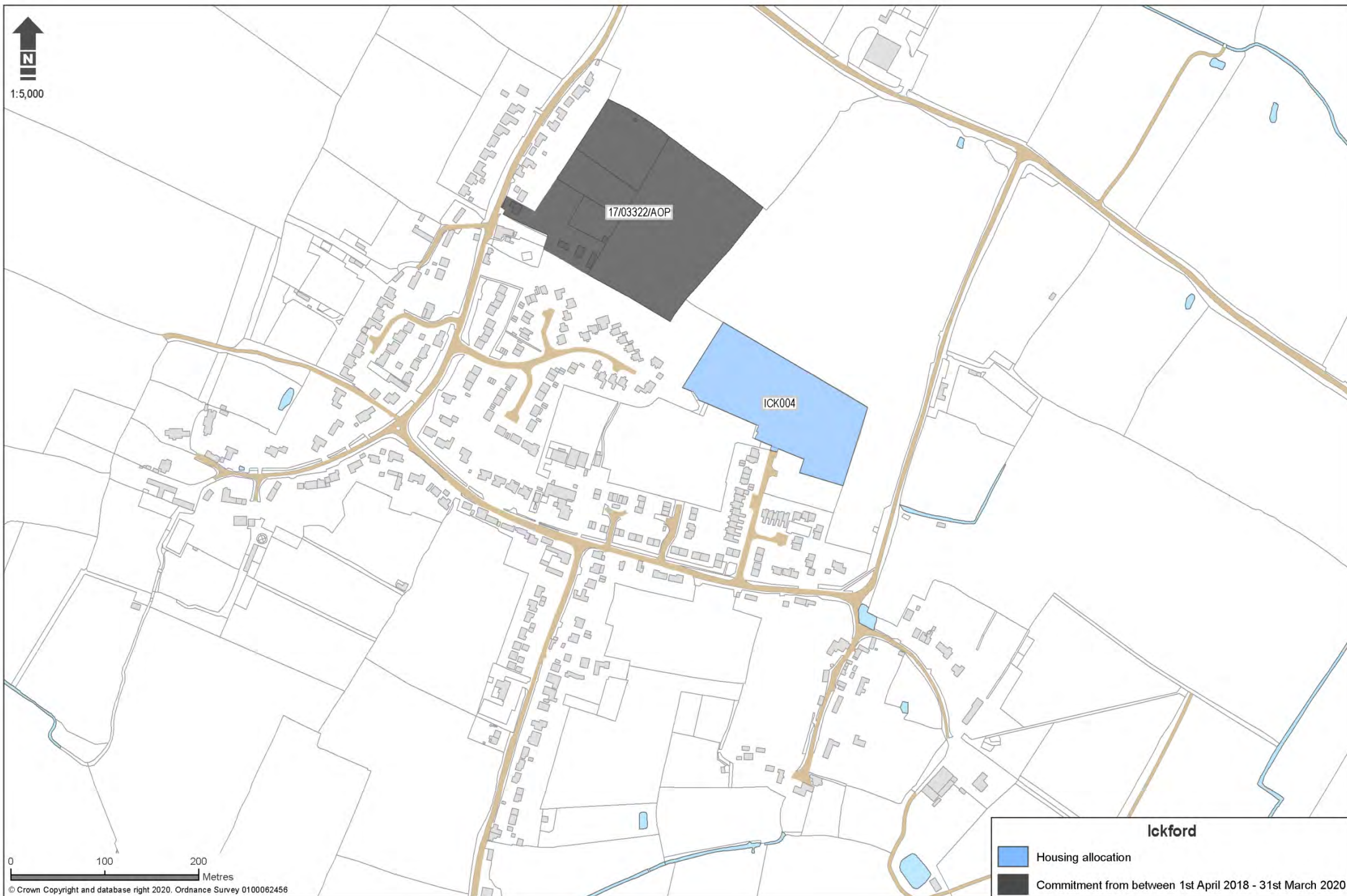










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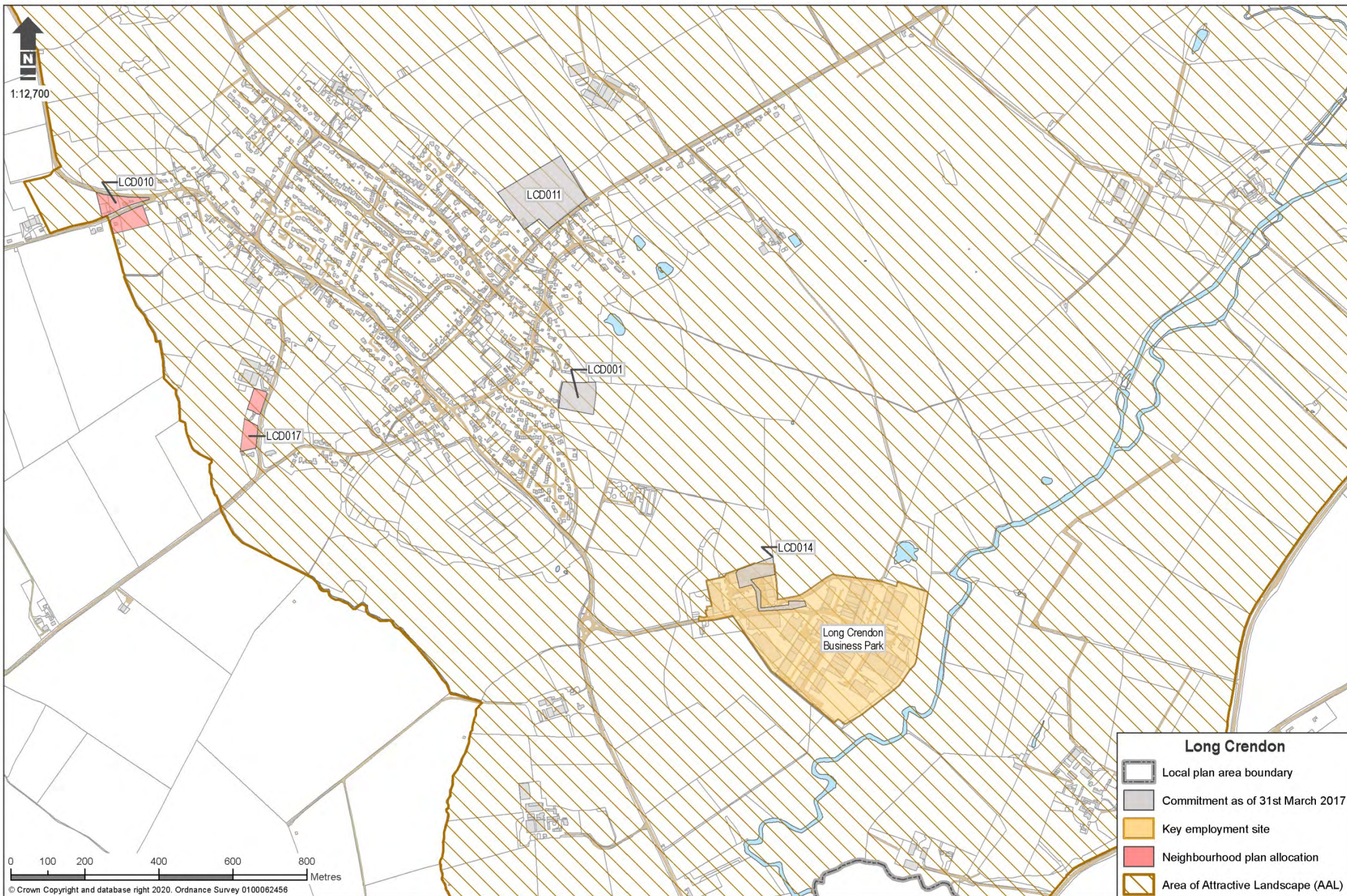
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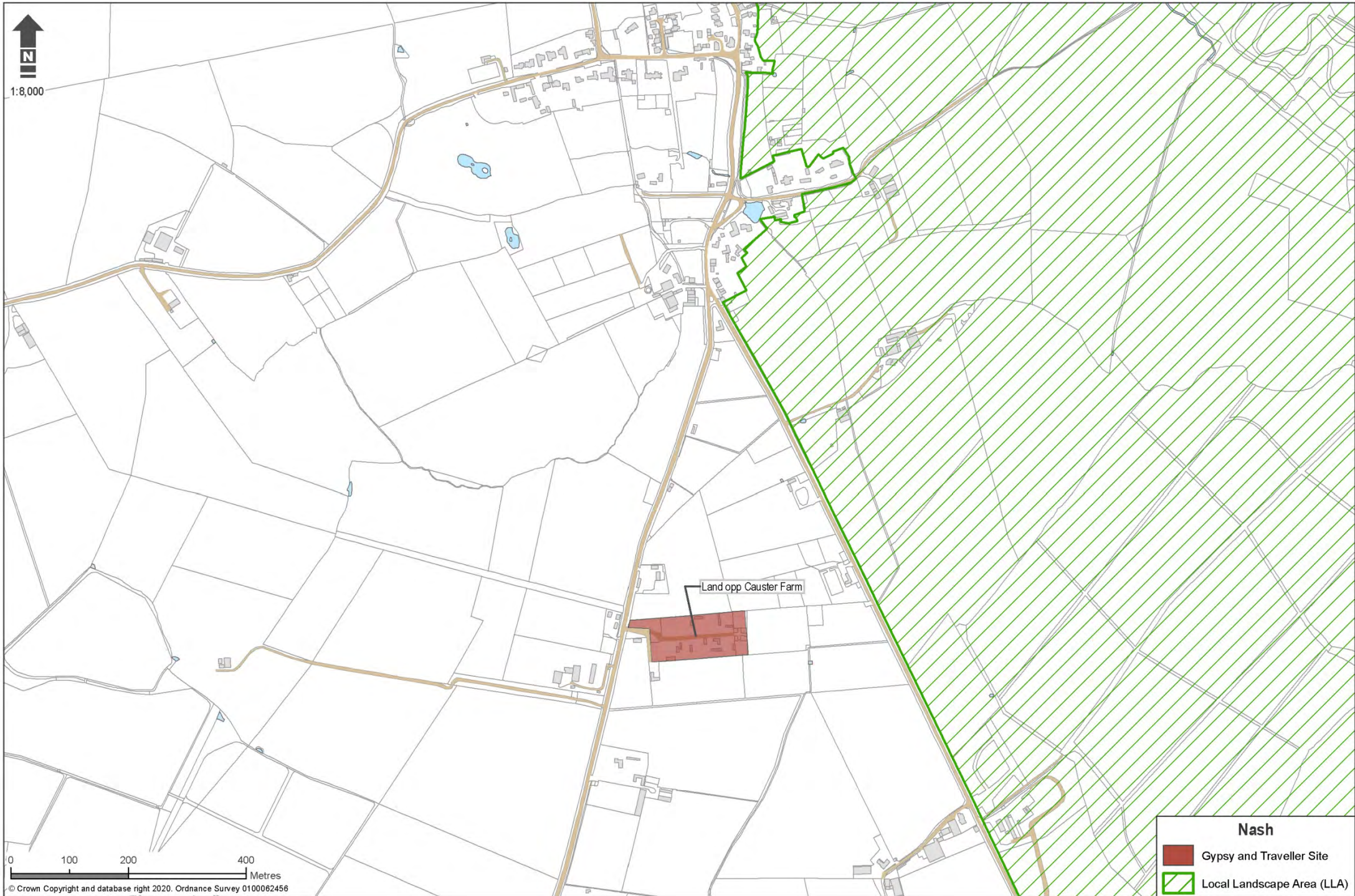
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-  Housing allocation
-  Commitment from between 1st April 2018 - 31st March 2020

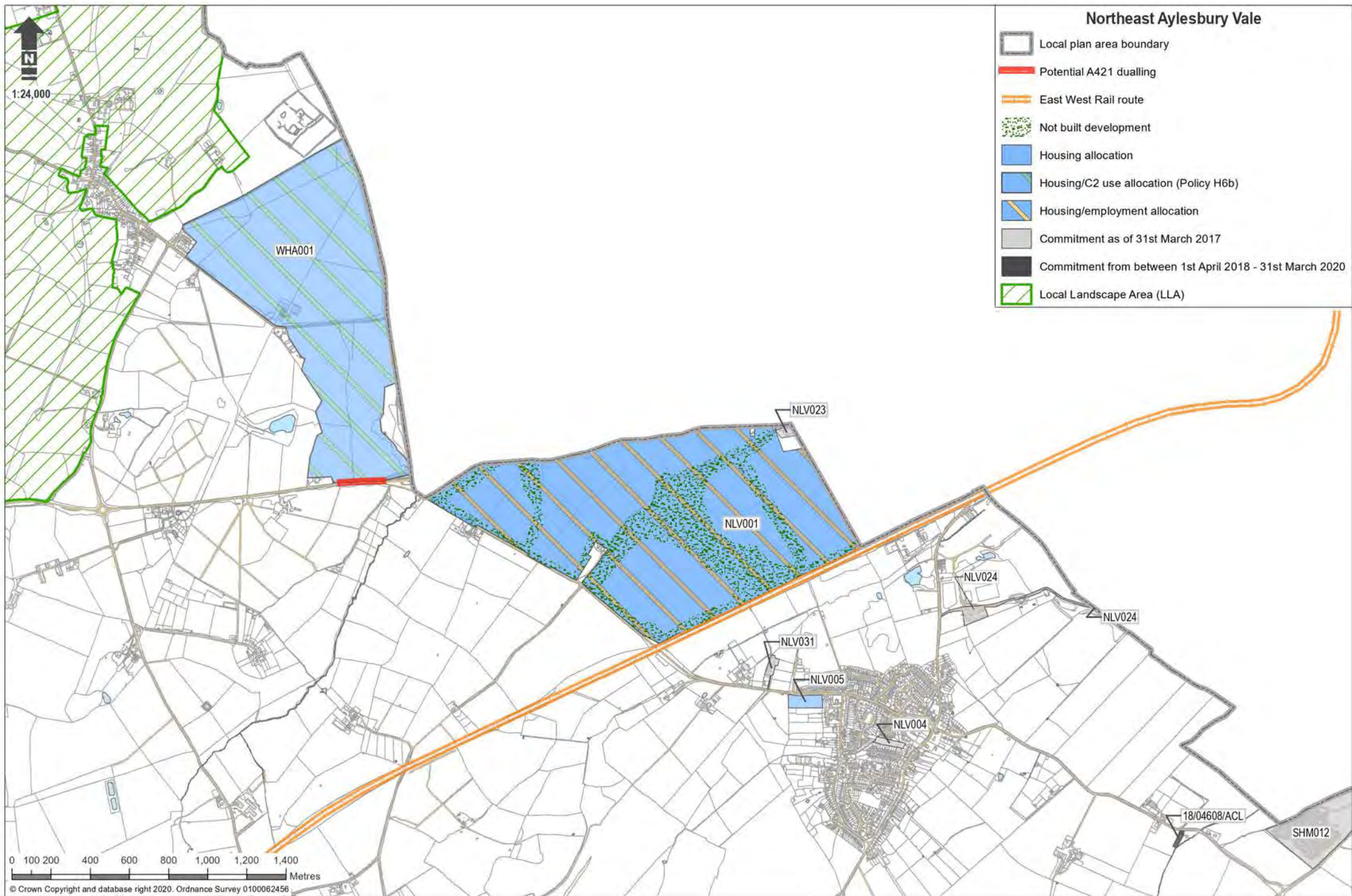




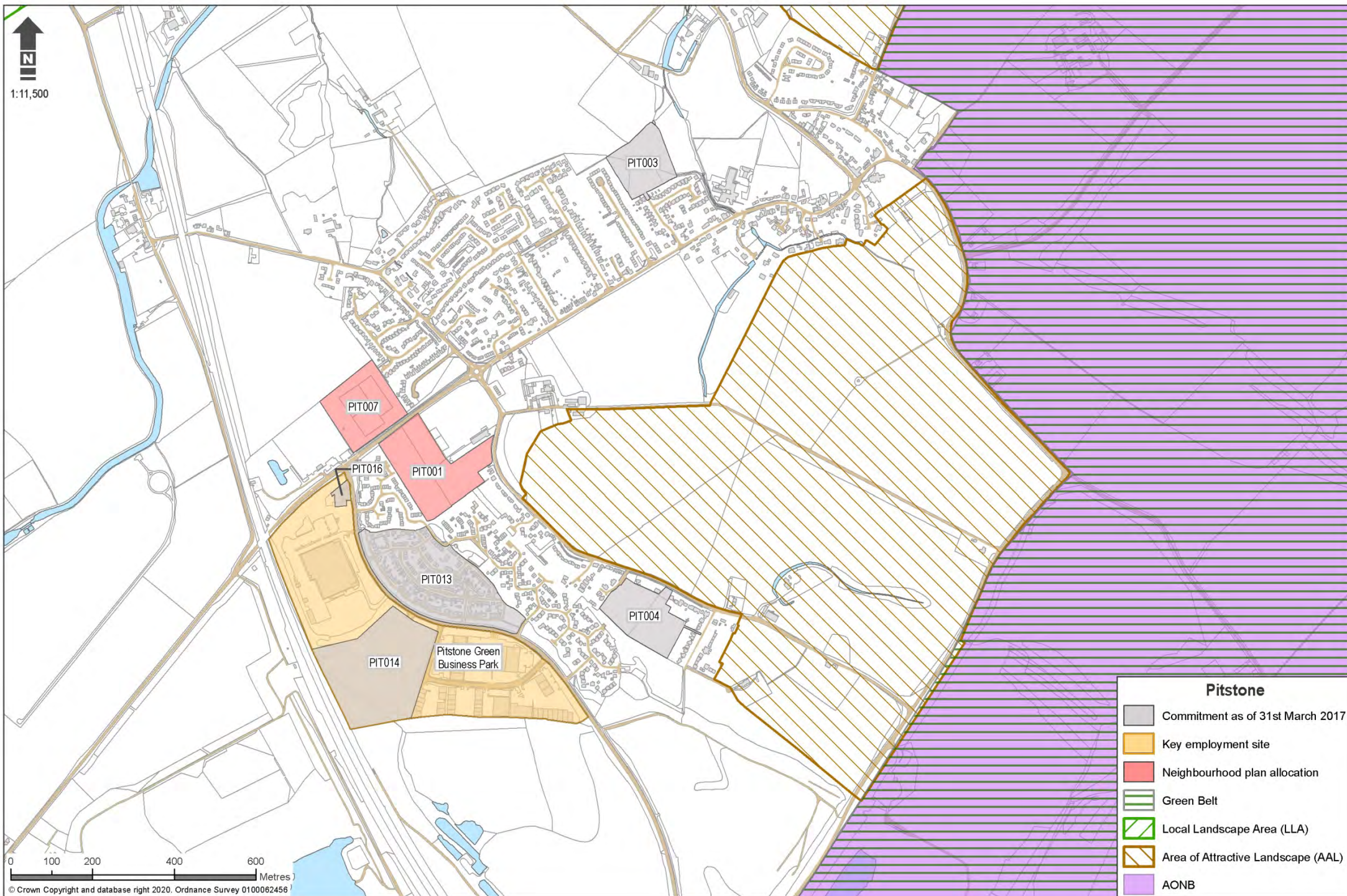




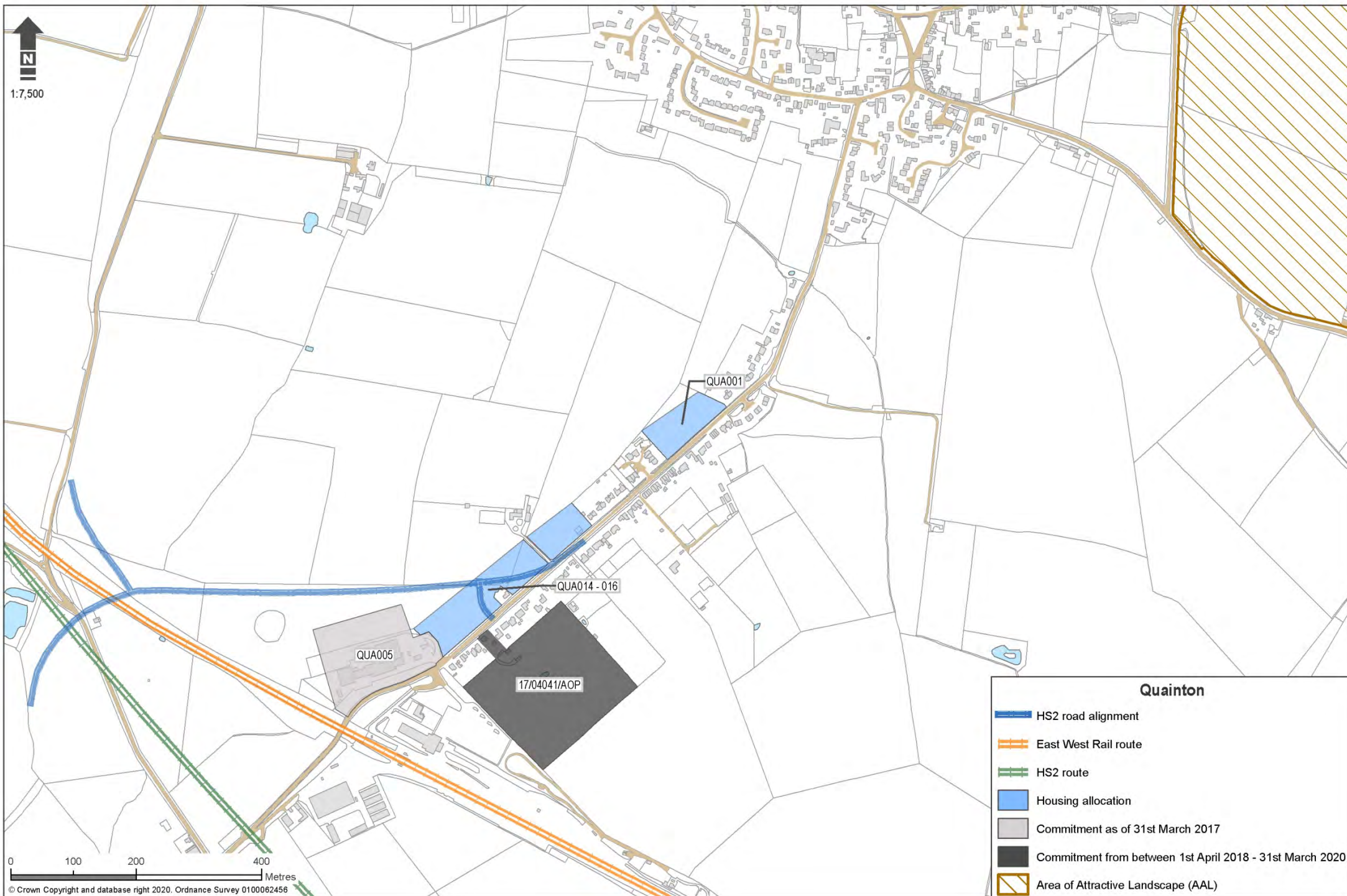








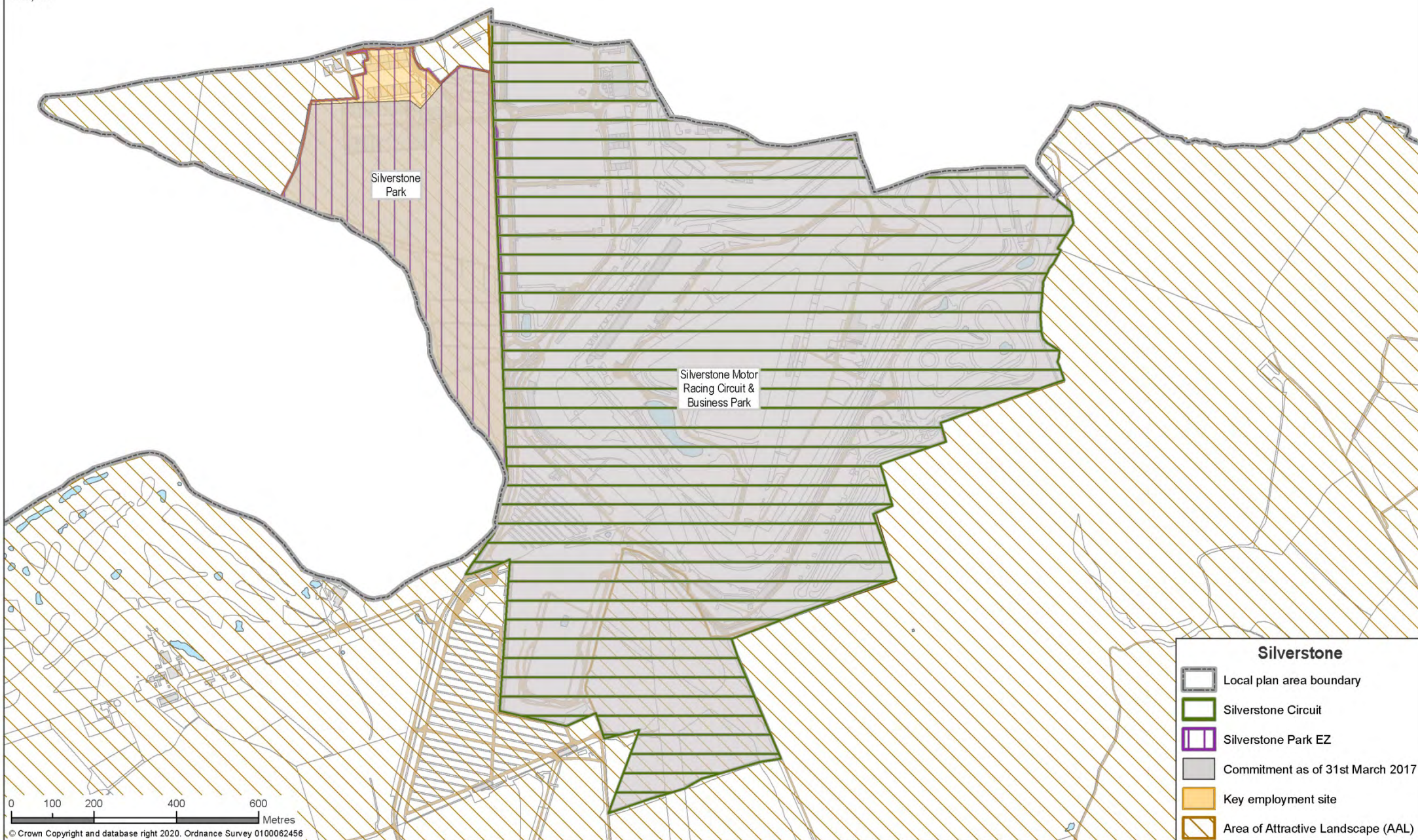




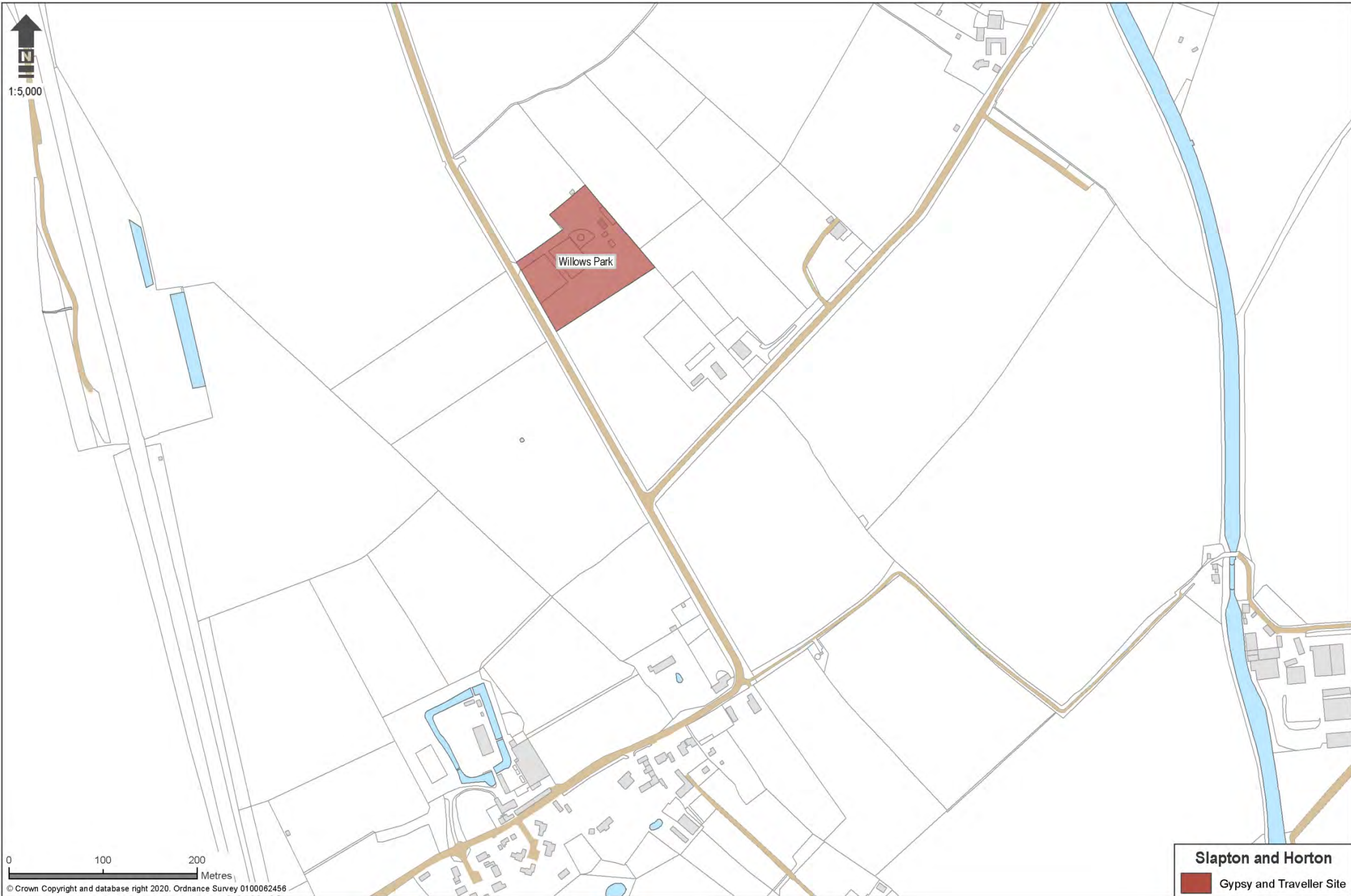


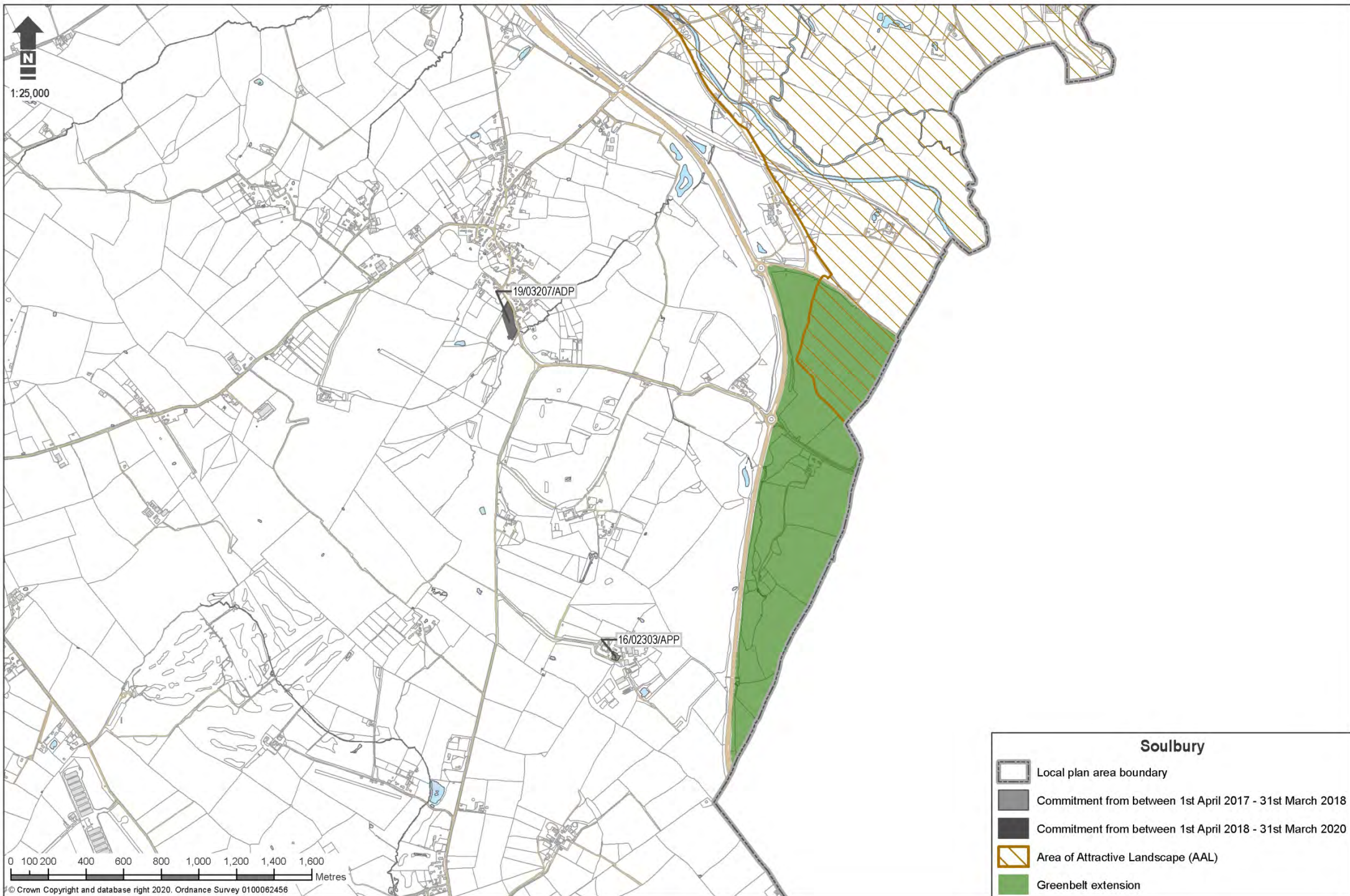


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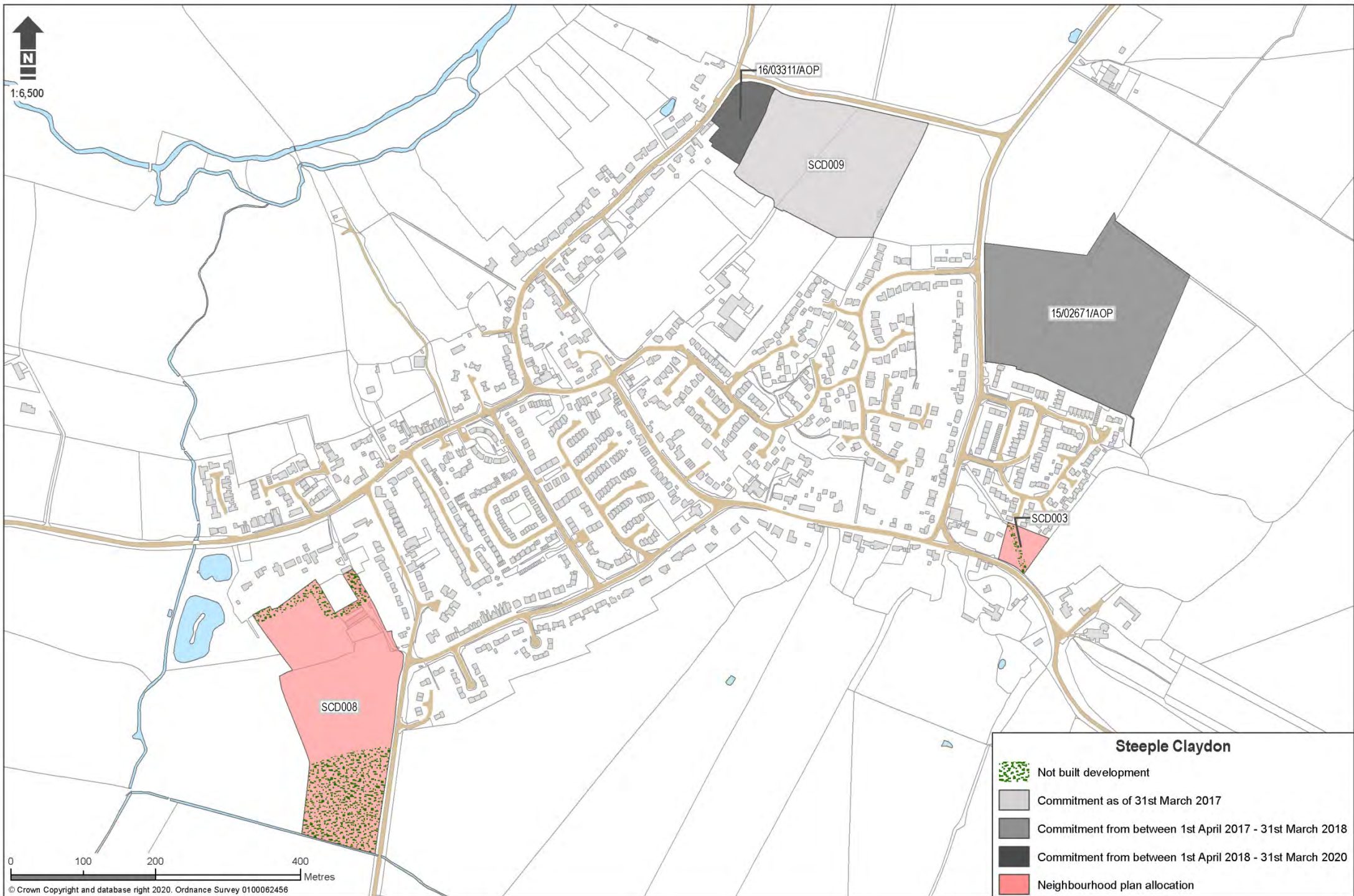




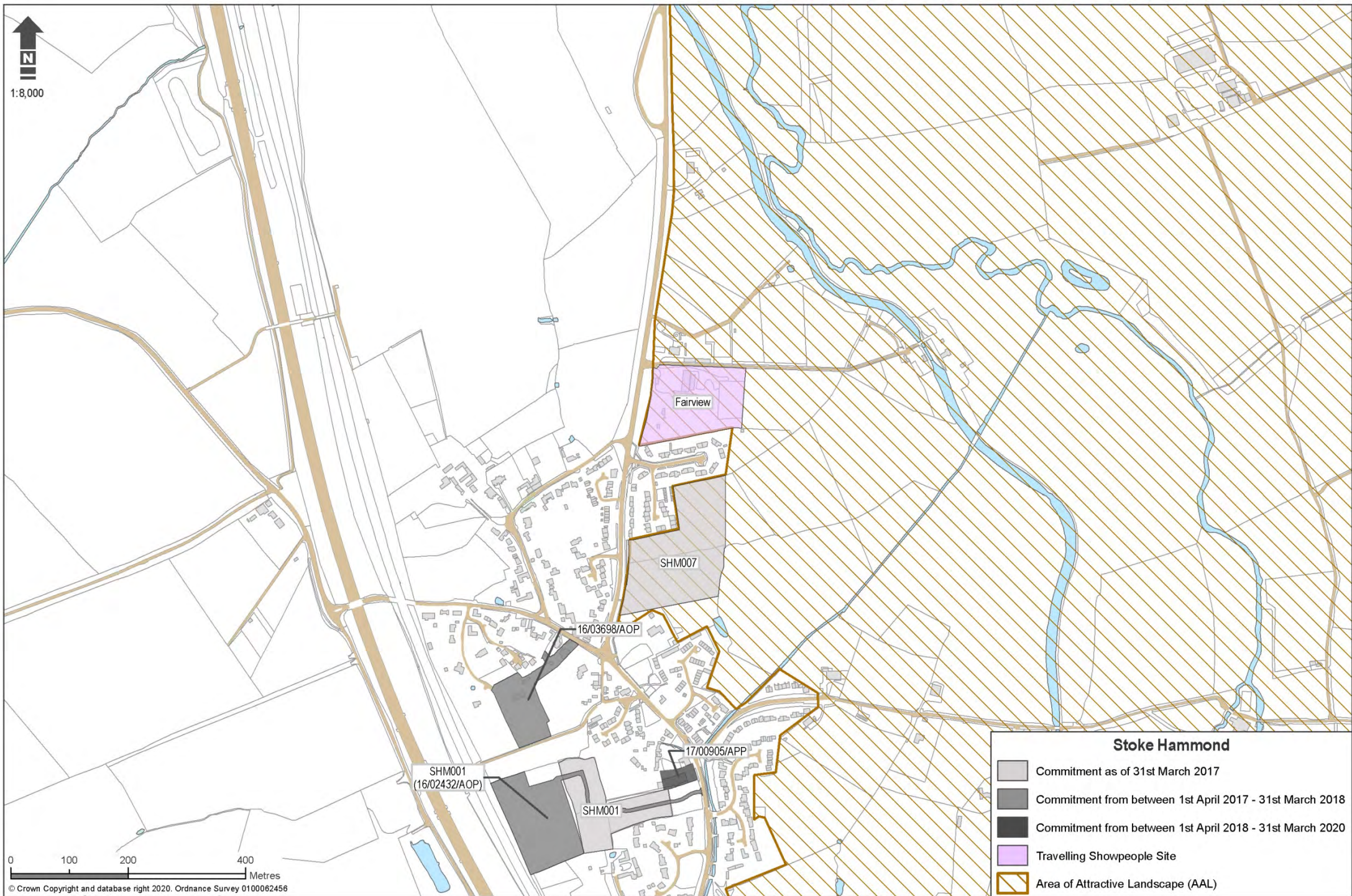




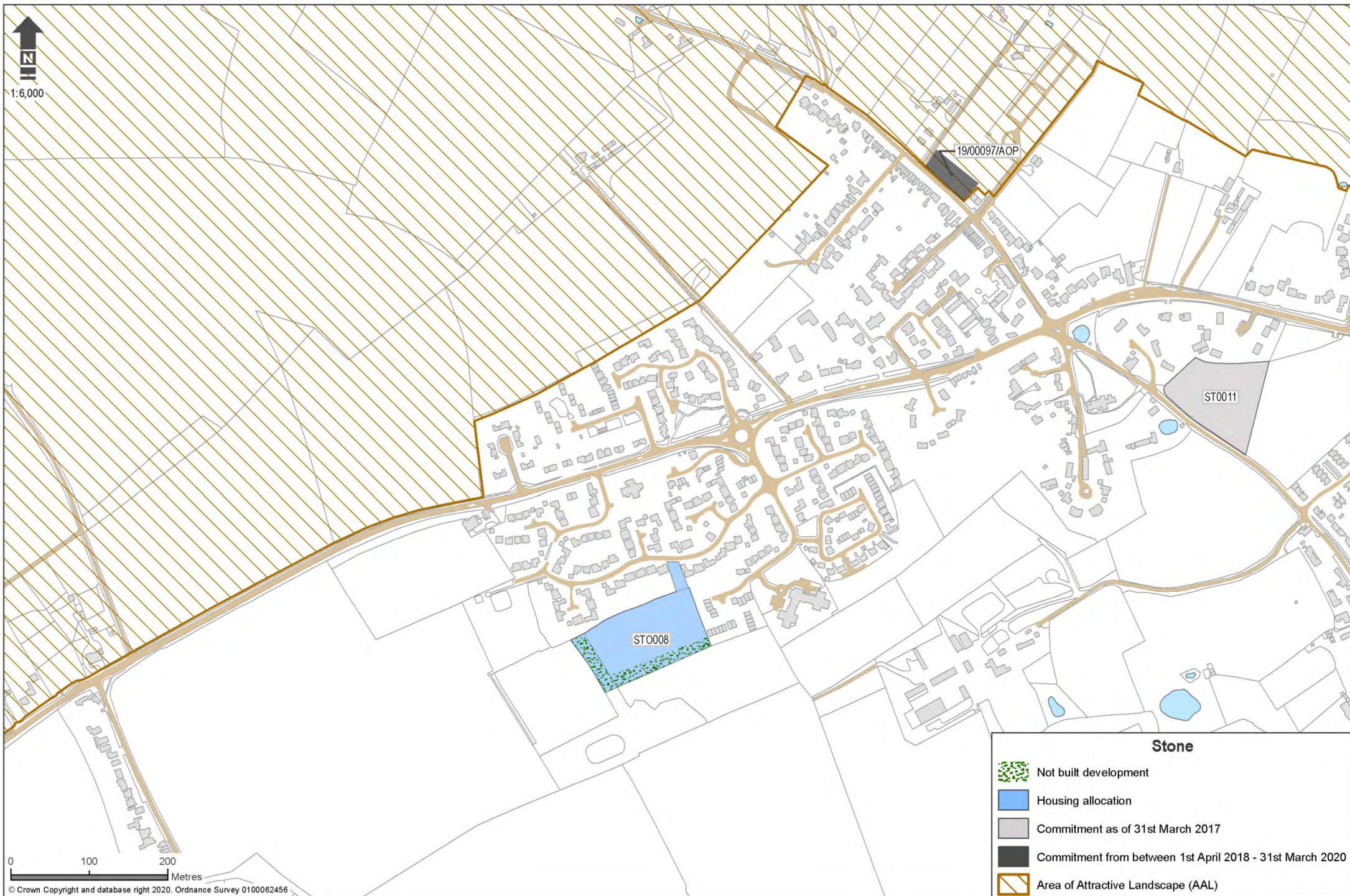




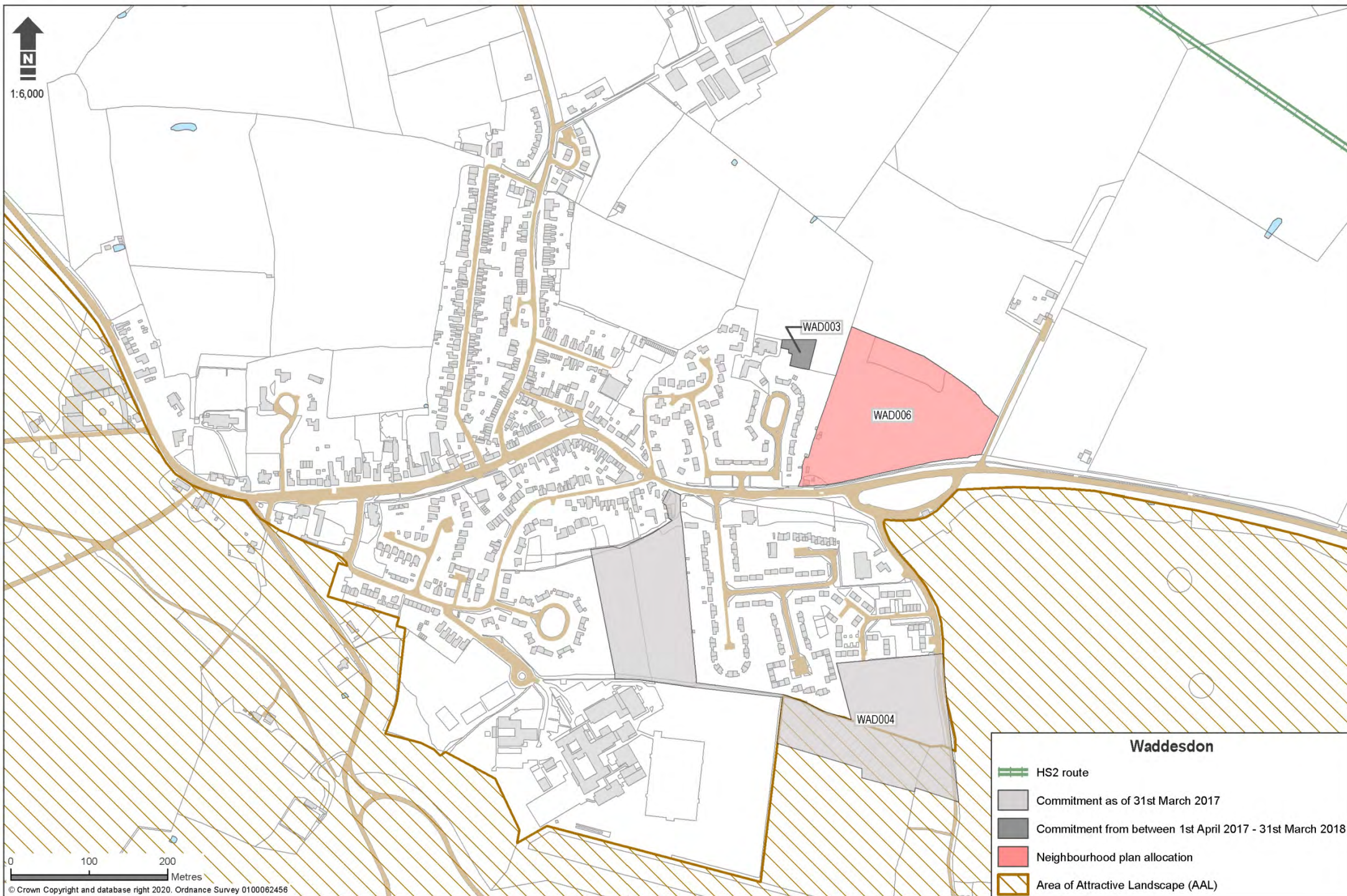




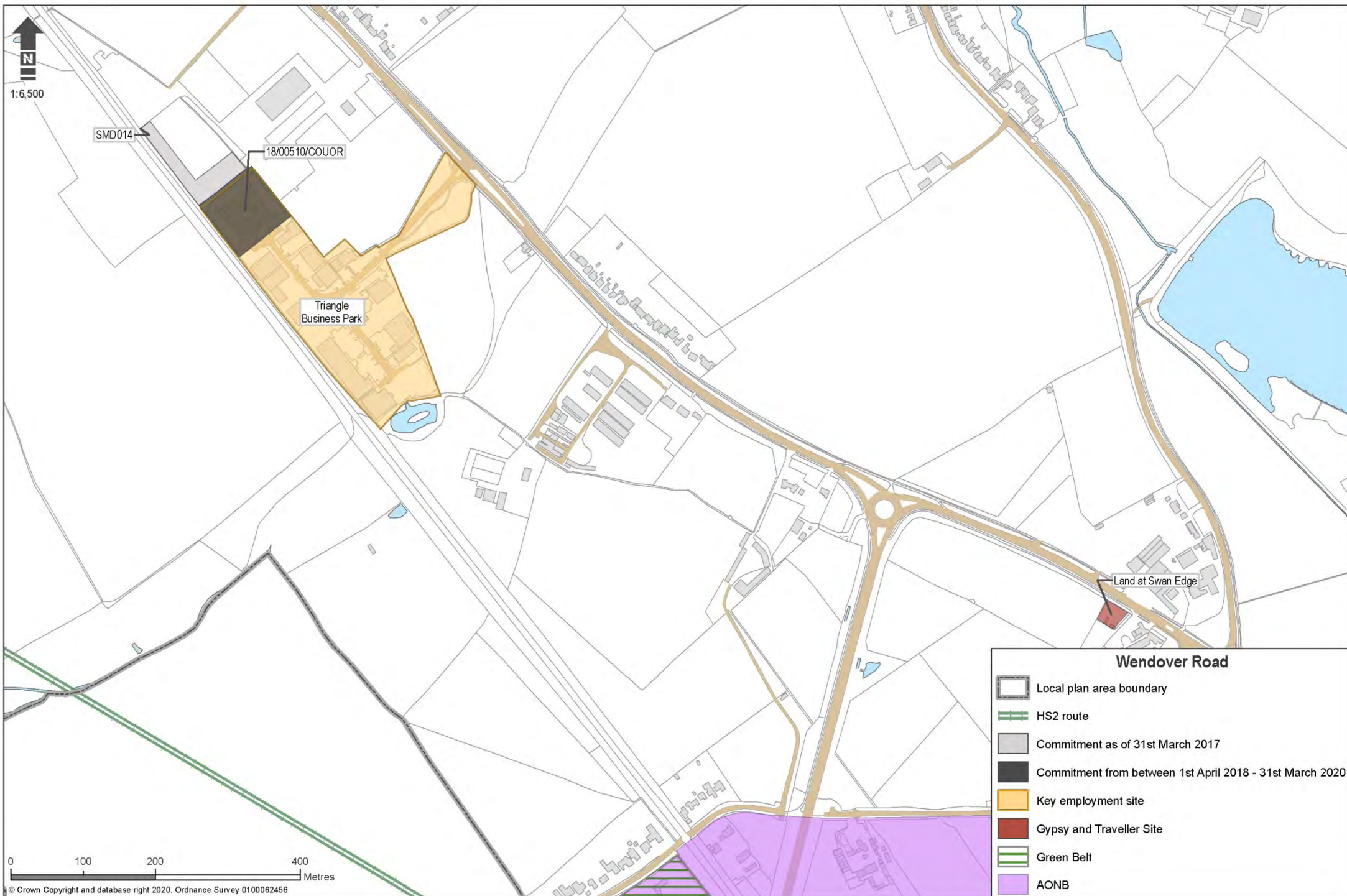




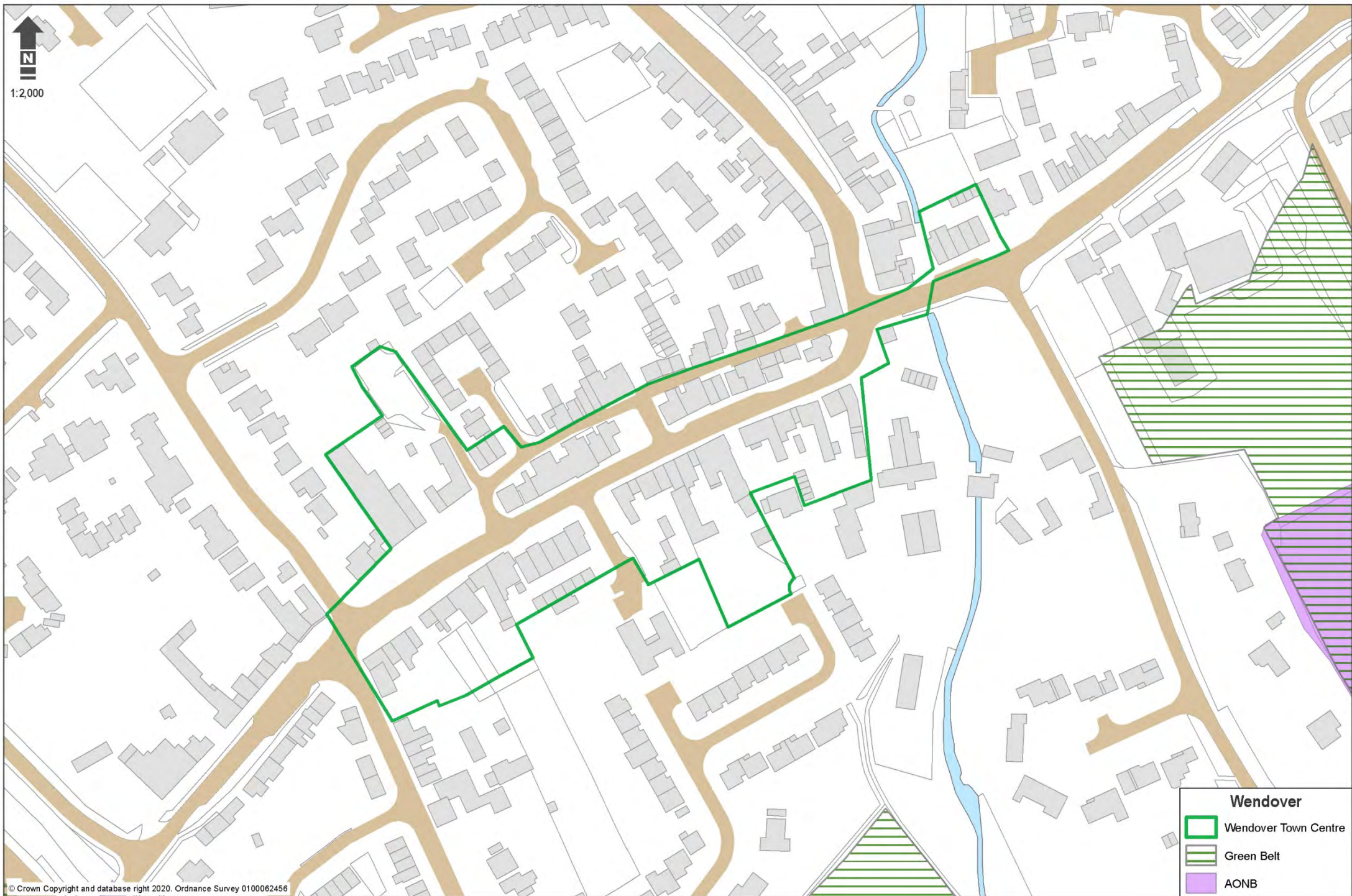




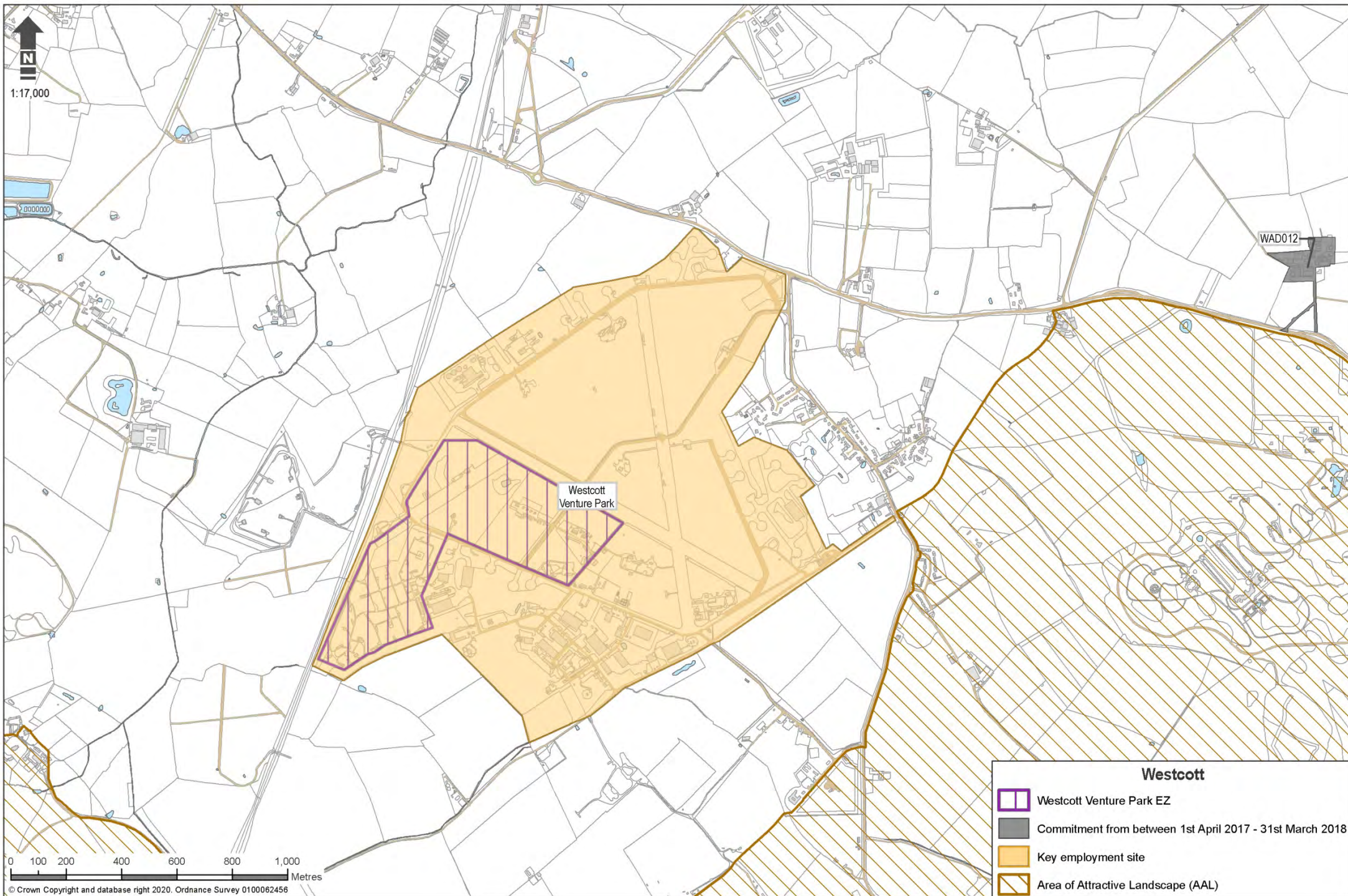




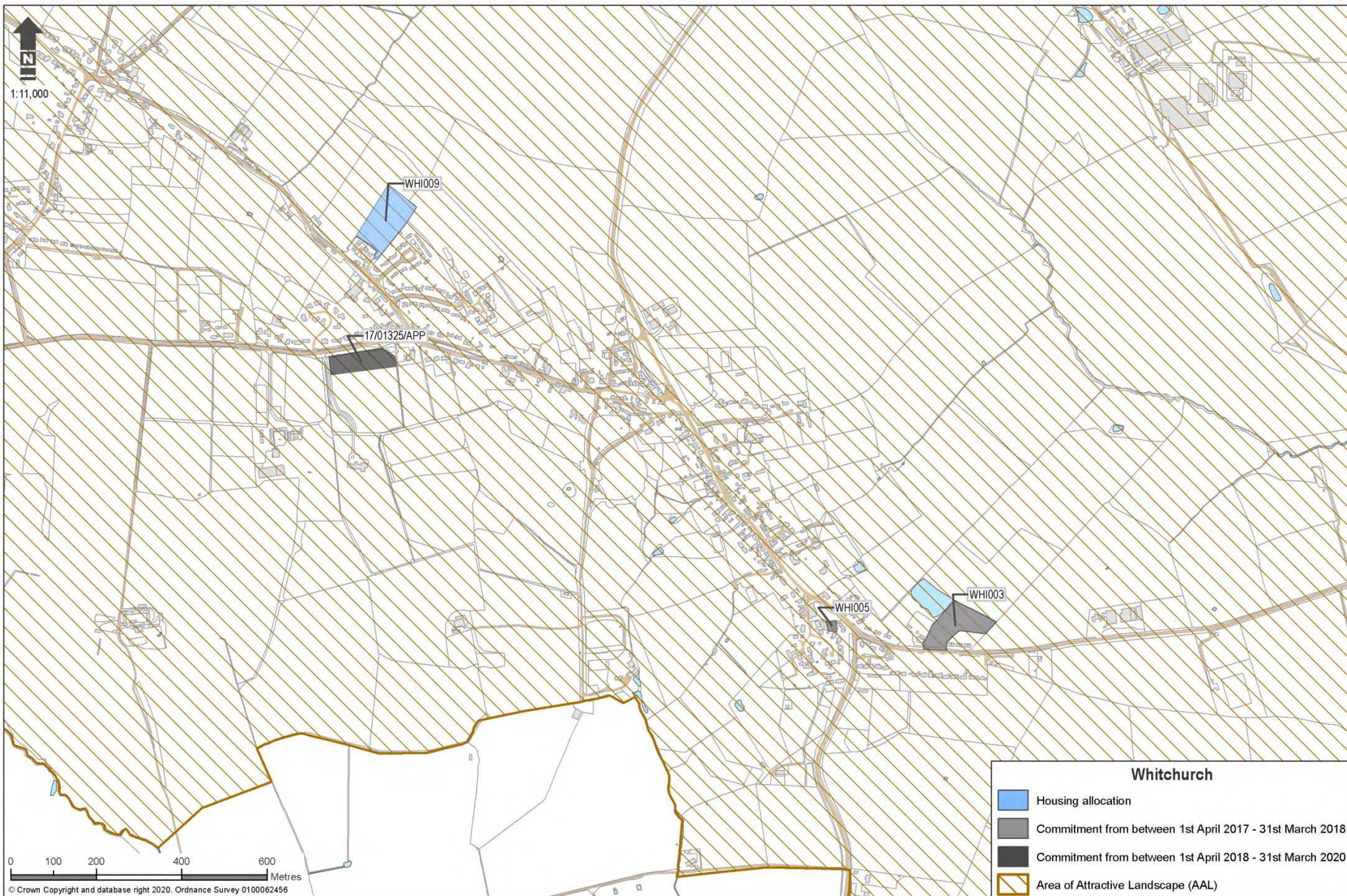




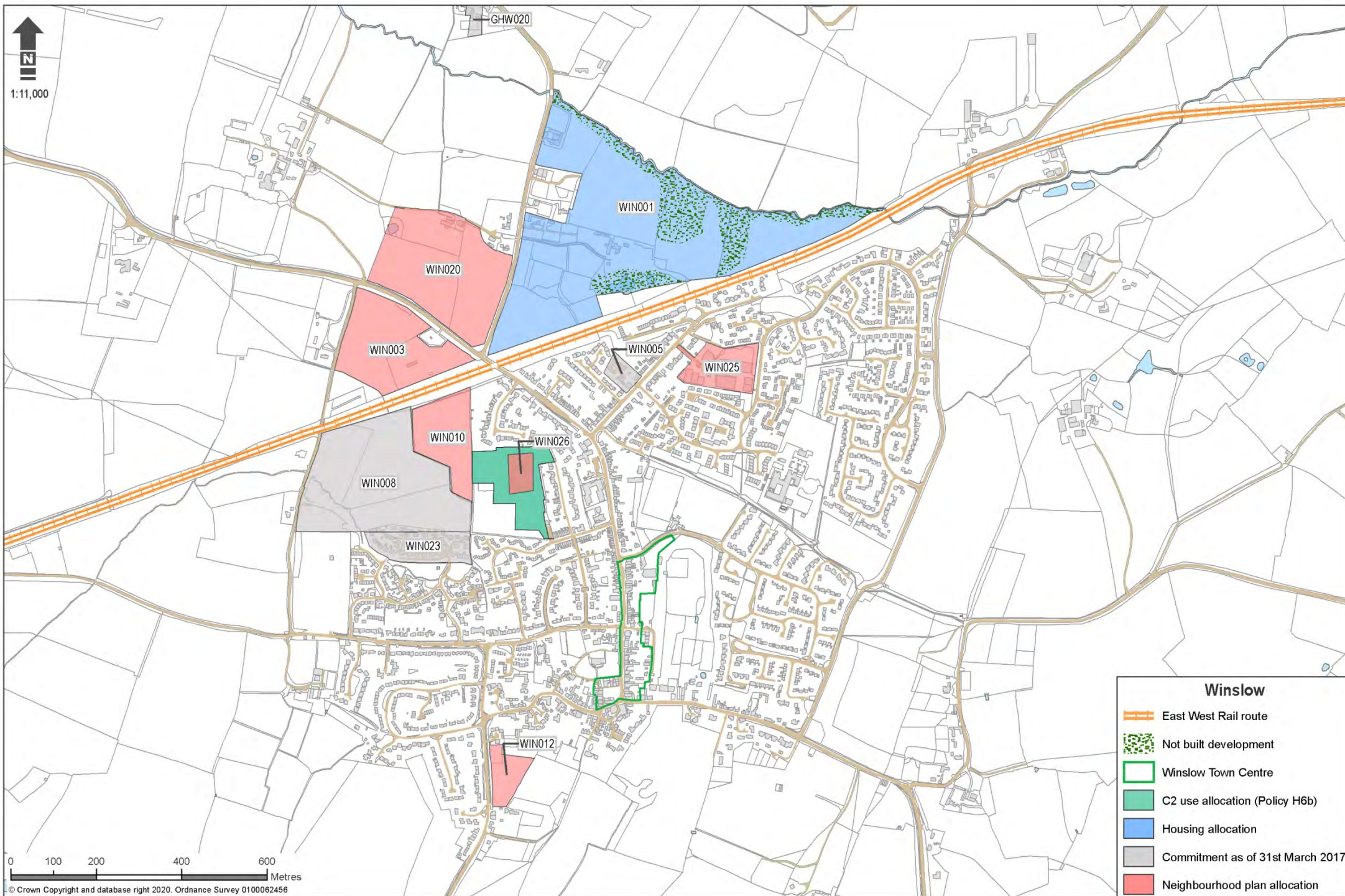
















Buckinghamshire Council

The Gateway Gatehouse Road Aylesbury HP19 8FF

[www.aylesburyvaledc.gov.uk/valp](http://www.aylesburyvaledc.gov.uk/valp)

planningpolicyteam.bc@buckinghamshire.gov.uk