



# Vale of Aylesbury Local Plan

## Aylesbury Garden Town - 1

### Supplementary Planning Document

#### Draft for Consultation

*xx/xx/xx to xx/xx/xx*





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# 1 - Introduction



## 1.1 Introduction

The site, known as South Aylesbury, is a strategic allocated site for Aylesbury, which together with other allocations and commitments contribute to the delivery of the housing requirement identified within the adopted Vale of Aylesbury Local Plan, together with associated infrastructure and facilities.

South Aylesbury is an approximately 95 hectares sustainable extension to Aylesbury being developed on land between the town, to the north, and the village of Stoke Mandeville, to the south. The AGT1 site will integrate with the existing built-up area of Aylesbury whilst maintaining the setting and individual identity of Stoke Mandeville. Wendover Road (A413) forms the boundary to the east, with Lower Road (B4443) to the west of the site. The London Marylebone to Aylesbury Vale Parkway railway line runs north to south through the centre of the site.

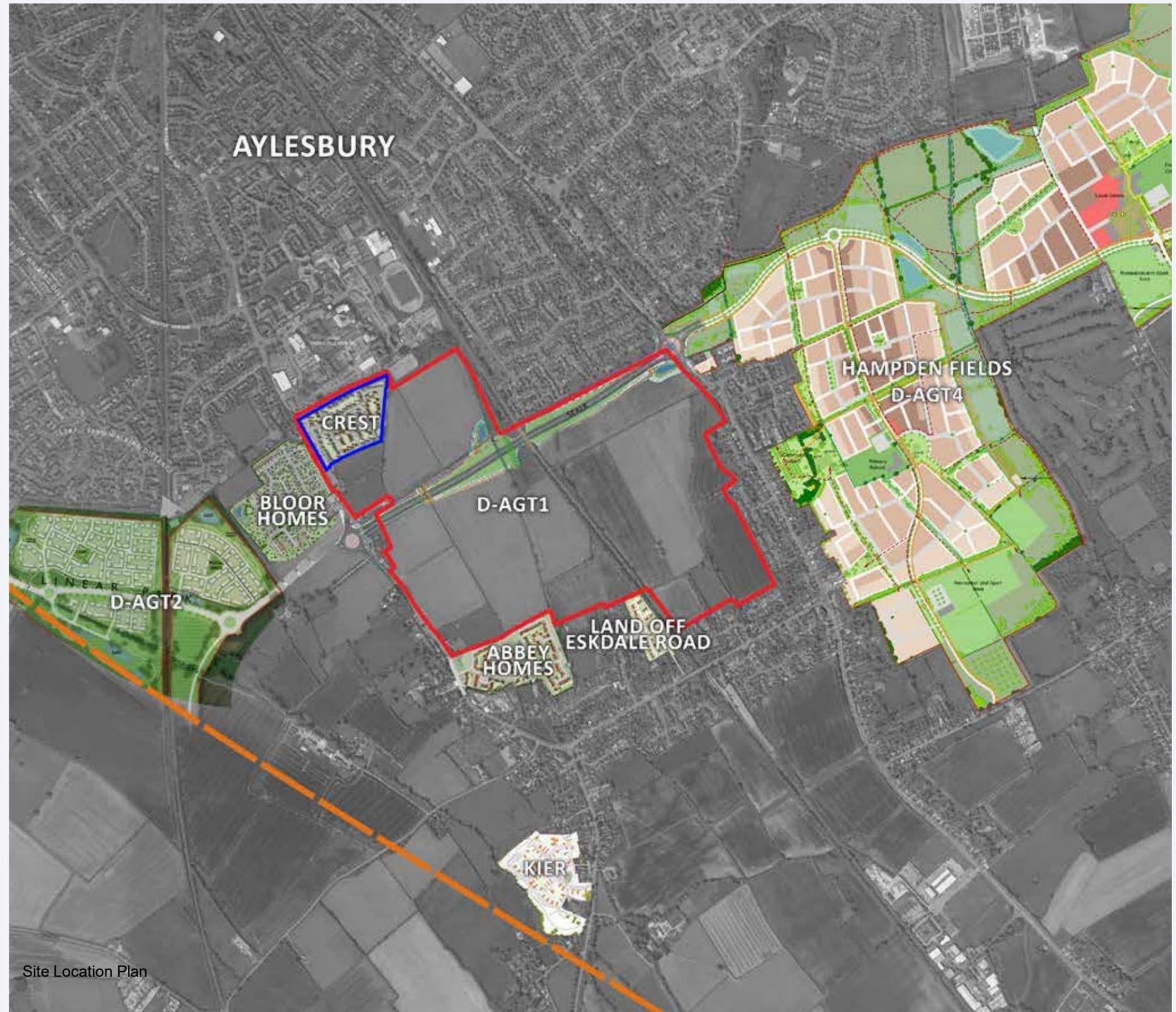
Located within Stoke Mandeville Civil Parish the site is situated within Buckinghamshire and therefore falls under the jurisdiction of Buckinghamshire Council (“the Council”), a Unitary Authority.

The Vale of Aylesbury Local Plan 2013-2033 (VALP) sets out the long-term vision and strategic context for promoting and managing growth within the former Aylesbury Vale area of Buckinghamshire until 2033.

Aylesbury is a primary settlement within Buckinghamshire, identified within the Vale of Aylesbury Local Plan as a Strategic Settlement for growth. The strategy contained within the Vale of Aylesbury Local Plan utilises the settlement hierarchy to localise the most development at the most sustainable locations. Aylesbury Garden Town (comprising Aylesbury town and adjacent parts of surrounding parishes) will grow by 16,207 new dwellings. Taking into account commitments and completions, 3,282 homes are allocated at Aylesbury, with the majority being located within six sites, including South Aylesbury.

The Vale of Aylesbury Local Plan identifies the AGT1 site for the development with the key development and land use requirements being the delivery of at least 1,000 dwellings; a primary school; the South-East Aylesbury Link Road (the “SEALR”) and supporting infrastructure including multi-functional Accessible Natural Greenspace Standard (ANGSt) compliant green infrastructure; a local centre and cycling and walking links.

The AGT1 site consists of several parcels of land which are in different ownerships and / or control by developers / promoters. The parcels are merged to enable a comprehensive, cohesive, and co-ordinated approach to the development of the site as a whole.





## 1.2 Purpose & Role of the Supplementary Planning Document

This masterplan document has been prepared and adopted as a Supplementary Planning Document (SPD) to guide landowners, developers, the public and the local planning authority in respect of environmental, social, economic and design objectives for the site. It has been prepared by Buckinghamshire Council in partnership with the main land promoters, CALA Homes; Lands Improvement Holdings (LIH); Redrow Homes; and Vanderbilt Strategic and has been informed by consultation with key stakeholders and people in the local community.

The Supplementary Planning Document sets out the broad principles for the site to demonstrate how the policy requirements of the Vale of Aylesbury Local Plan and other supporting adopted policy documents should be implemented. It has been prepared in accordance with the Councils guidance and policies contained within the Vale of Aylesbury Local Plan, including Policy D1 and D-AGT1 which specifically relate to the delivery of Aylesbury Garden Town and South Aylesbury.

It is intended to be a flexible guide to development aimed at establishing development principles to achieve a high level of design and quality of place, reflecting the status of Aylesbury as a Garden Town. The Supplementary Planning Document sets out the guiding context that development will have to have regard to in order to be acceptable, whilst also acting as a plan to inform comprehensive development across the site ensuring that the necessary infrastructure is delivered.

Further to Policy D-AGT1 the Supplementary Planning Document sets out a context for new development to ensure that through a series of overarching visions a high quality, distinctive, sustainable, and well-integrated development is achieved.

The masterplan Supplementary Planning Document provides coordination and consistency of approach to the development of the site and its design. It provides the basis for identifying the spatial disposition of the main uses of land and infrastructure to be accommodated on the site together with the main features of the proposed development.

The guidance within this Supplementary Planning Document is adaptable and includes an element of flexibility to allow the development to take account of changing factors such as changes in the housing market, infrastructure requirements/costs, building costs and affordability. The Supplementary Planning Document does not set out a rigid and prescriptive blueprint for the development, but instead sets out a series of key principles and guidance on how the site should be designed and developed. More detailed guidance on urban design and architectural principles will be prepared, if required, as part of the detailed planning permission stage.

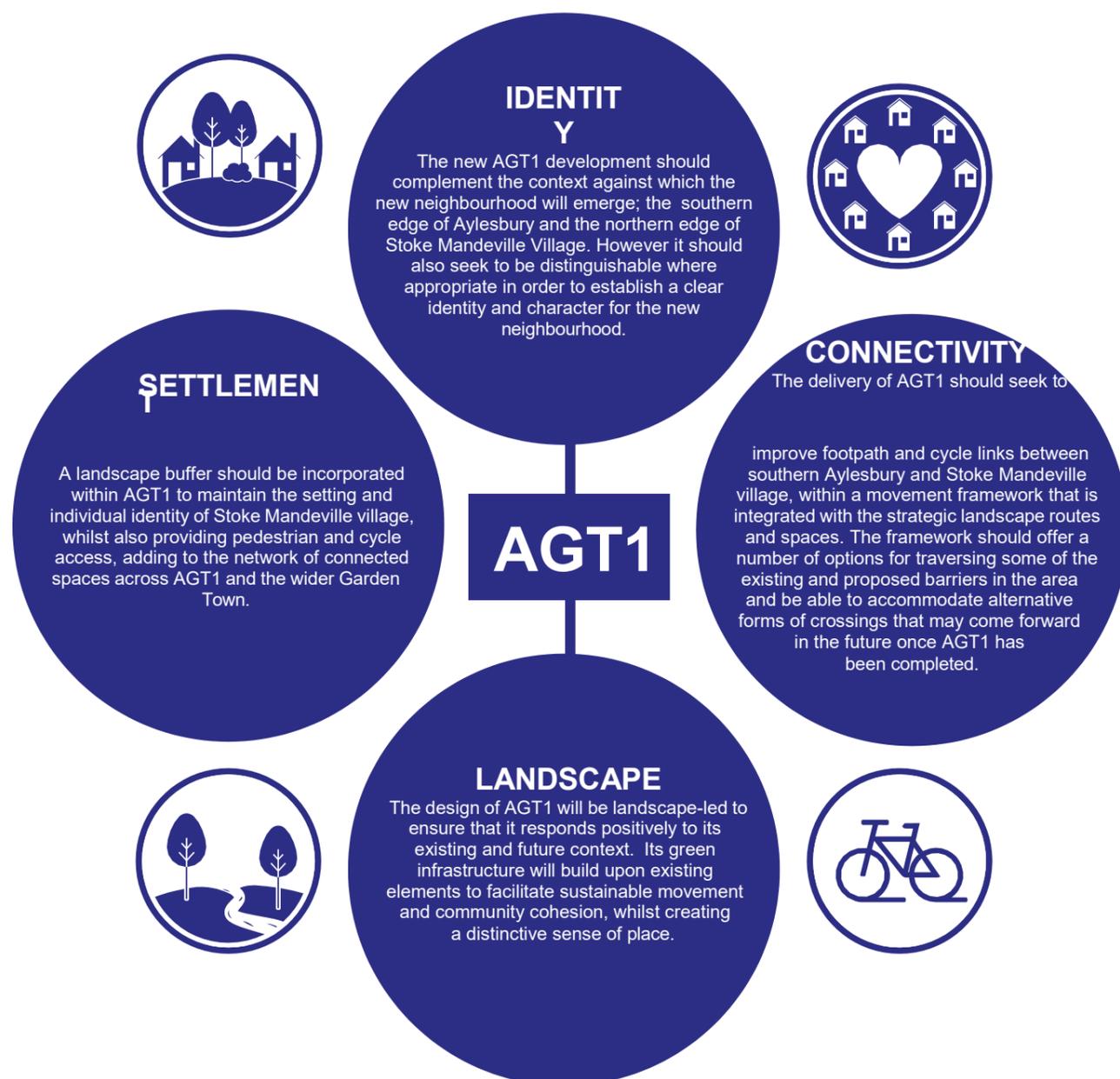
The Supplementary Planning Document has been informed by extensive survey work and analysis and has been prepared in accordance with national planning policies and has been subject to the required statutory consultation process. In line with design principles / guidance and the requirements of Policy D-AGT1 the site will provide a high quality built and semi natural environment with 50% ANGSt compliant green infrastructure.

The document, together with the Vale of Aylesbury Local Plan, the Supplementary Planning Document, together with the Stoke Mandeville Neighbourhood Plan (SMNP - which will ultimately form part of the Development Plan once 'made') will be used as the policy basis on which the determination of planning applications relating to the development of the site are made. It will inform the preparation of planning applications, assist the Council when considering proposals, and can be referenced by stakeholders and the local community when viewing and responding to development proposals.

## 1.3 Vision

The new AGT1 development should complement the context against which the new neighbourhood will emerge; the southern edge of Aylesbury and the northern edge of Stoke Mandeville Village. However it should also seek to be distinguishable where appropriate in order to establish a clear identity and character for the new neighbourhood.

The objectives for the design of the new community to be established at AGT1 have therefore been established as follows:





## 1.4 Planning Policy Context and Requirements

Whilst other policies from the Local Plan apply, Policy D-AGT1 is specific to the site, allocating approximately 95ha of land south of Aylesbury and within Stoke Mandeville Parish, for the following site-specific requirements:

- A landscape led approach to providing at least 1,000 dwellings and 5 Gypsy and Traveller pitches.
- Safeguarding of land for the South-East Aylesbury Link Road (SEALR).
- Provision of new access points from Wendover Road (A413) and Lower Road (B4443). Access from the SEALR will not be supported unless it can be demonstrated that this would leave a parcel of land inaccessible and incapable of development.
- Provision of public transport and integration of existing public rights of way into the development together with the creation of cycling and walking links.
- Existing vegetation to be retained and existing habitats enhanced where practicable including the creation of linkages with surrounding wildlife assets.
- Provision of 50% multi-functional ANGSt compliant green infrastructure and a buffer between the new development and Stoke Mandeville to maintain its setting and individual character.
- Retention of the Grade II listed Magpie Cottage within an appropriate setting
- Provision of one primary school and associated facilities, together with contributions to secondary school provision and off-site health facilities.
- Provision of a local centre, including parking and a community building.
- The development is to be designed using a sequential approach with drainage designs designed to exceed and accommodate existing surface water flows.
- Surface water and the Aylesbury Arm (Grand Union Canal) should be modelled.

Policy D-AGT1 expects development proposals to demonstrate how they positively contribute to the achievement of the Supplementary Planning Document and the Aylesbury Garden Town Principles as set out in Policy D1 of the Vale of Aylesbury Local Plan.

Stoke Mandeville Parish Council are in the process of producing a Neighbourhood Plan which includes the D-AGT1 allocation area. The Neighbourhood Plan is required to be in general conformity with the Vale of Aylesbury Local Plan, which sets out the requirement for this Supplementary Planning Document to guide development of the land.

## 1.5 Relationship to & Integration with the Wider AGT

In 2017 Aylesbury was given Garden Town Status and the Aylesbury Garden Town Masterplan was published in July 2020. This document explains how the Aylesbury Garden Town 2050 Vision will be delivered through a comprehensive and co-ordinated town-wide plan. The Aylesbury Garden Town Masterplan is an advisory framework, providing support and guidance further to the policies contained within the Vale of Aylesbury Local Plan (VALP) covering the period to 2033, and the further opportunities, aspirations and ambitions for the Garden Town to 2050.

Within the Aylesbury Garden Town Masterplan is the aspiration to create ‘Distinctive Garden Communities’ (Chapter 8) of which AGT1 is one. The Masterplan states that:

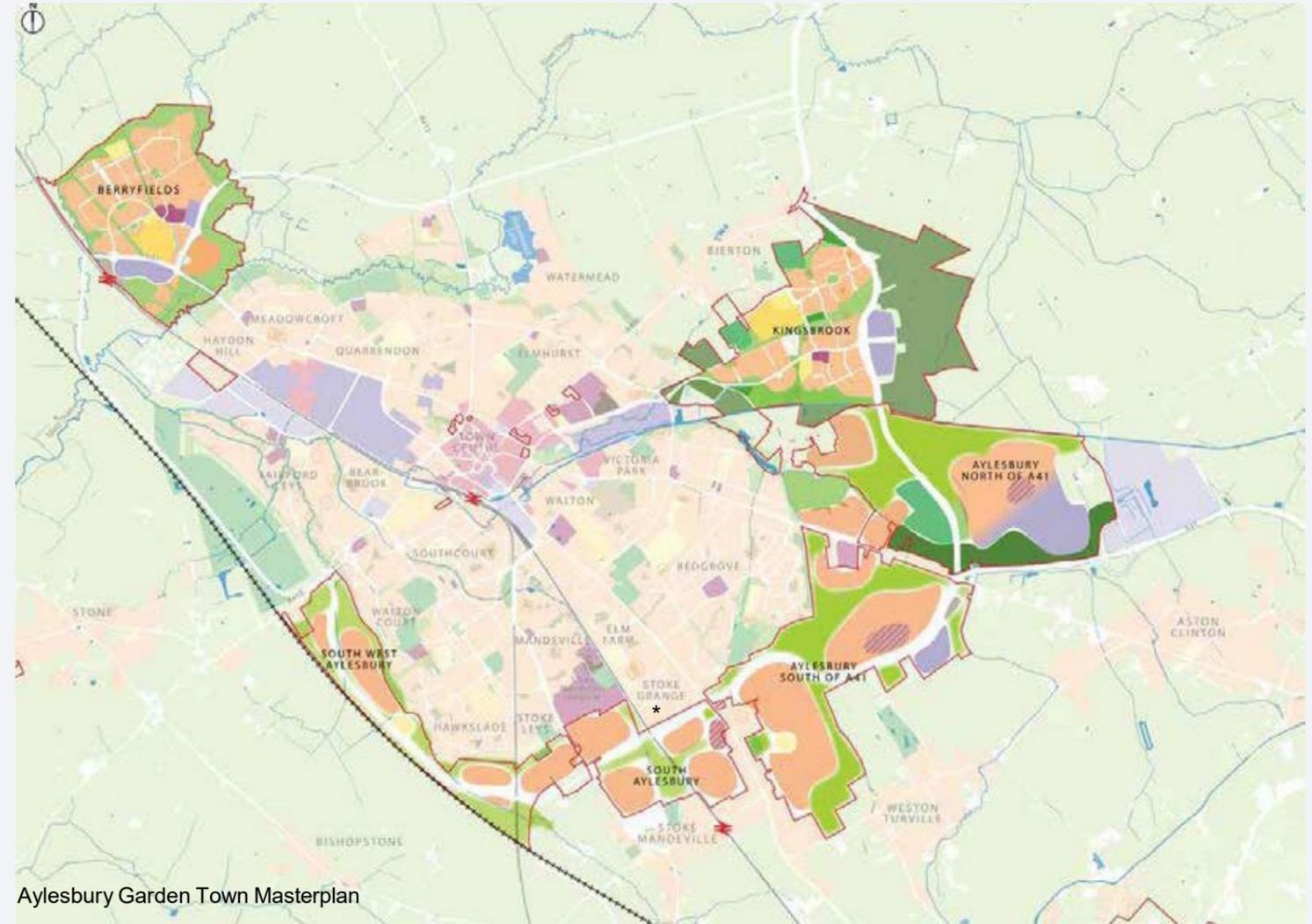
*“The neighbourhoods are to be designed to embody the Garden Town Vision, deliver elements of the town-wide Garden Town projects such as the Gardenway and create exemplary and distinctive living environments”.*

AGT1: South Aylesbury ‘Stoke Mandeville Park’ – the site is designated within the Vale of Aylesbury Local Plan for accommodation of new housing, a primary school, multi-functional green space, link road (South-East Aylesbury Link Road), local centre and walking & cycling links. The Vale of Aylesbury Local Plan also contains a series of site specific requirements providing further detail on the key accommodation. The AGT Masterplan identifies a series of site specific opportunities:

- Physical link between Stoke Mandeville Village/Station and Stoke Mandeville Hospital/ Stadium;
- Opportunity to capture views of Chiltern ridge through orientation of streets and spaces;
- Minimise the potential impact of the South-East Aylesbury Link Road + embankment through landscaping, crossing points and walking/cycling routes;
- Potential for 3 different character areas related to their immediate surroundings (Stoke Mandeville Village and Stoke Leys/Stoke Mandeville Hospital);
- Consider position of local centre & primary school – close to Wendover Road or Lower Road?;
- Opportunity for ‘Stoke Mandeville Park’ – potential at crossing point of north-south & east-west routes, link with existing village recreation ground.

The Vale of Aylesbury Local Plan requires that 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. South Aylesbury (D-AGT1) will deliver at least 1,000 of these homes.

The Council published the Aylesbury Garden Town Masterplan in July 2020 which provides an advisory and guidance framework for the delivery of the Aylesbury Garden Town. To accompany the Garden Town Masterplan, an AGT Framework and Infrastructure Supplementary Planning Document details the wider Garden Town phasing and delivery requirements to 2033.



Aylesbury Garden Town Masterplan

Site D-AGT1 sits between D-AGT2 to the west, and D-AGT4 (including Hampden Fields) to the east. D-AGT4 has been granted planning permission and will connect to the D-AGT1 site via the South-East Aylesbury Link Road roundabout on Wendover Road.

D-AGT2 is separated from the site by development in Stoke Mandeville Parish, but would ultimately be connected via the South West Link Road, the Stoke Mandeville Relief Road and the South-East Aylesbury Link Road junction on Lower Road.

South Aylesbury will create a distinctive, inclusive, sustainable, high quality, successful new community which supports and enhances existing communities and integrates with Aylesbury, Stoke Mandeville, D-AGT2 and D-AGT4 and adheres to the Council’s vision for Aylesbury Garden Town.



## 1.6 Stoke Mandeville Neighbourhood Plan

The emerging Stoke Mandeville Neighbourhood Plan establishes a number of 'masterplan zones' across the parish that the Council are seeking to be reviewed through forthcoming designs/ applications in a cohesive manner. The AGT1 site falls within the 'Stoke Mandeville Corridor' masterplan zone, and therefore should be reviewed in the context of this area which also includes part of the AGT2 development area.

The first publicly circulated version of the Plan has been consulted upon (Regulation 14 Consultation) with comments requested by the 19 August 2021.





## 1.7 Community and Stakeholder Consultation

The South Aylesbury Supplementary Planning Document has been prepared and informed by technical and stakeholder consultation events. This has taken the form of three Stakeholder Workshops, and a further four Technical Workshops, in addition to extensive engagement with statutory consultees.

The comments and feedback gathered from those events have influenced the final Supplementary Planning Document document. The consultation process is summarised in this section.

### Stakeholder Workshops – January to March 2021

Three Stakeholder Workshops were held in January, February, and March 2021. These events had a range of attendees comprising the D-AGT1 principal landowners, Buckinghamshire Council, Stoke Mandeville Neighbourhood Plan Steering Group and Network Rail.

The events focused on the following matters:

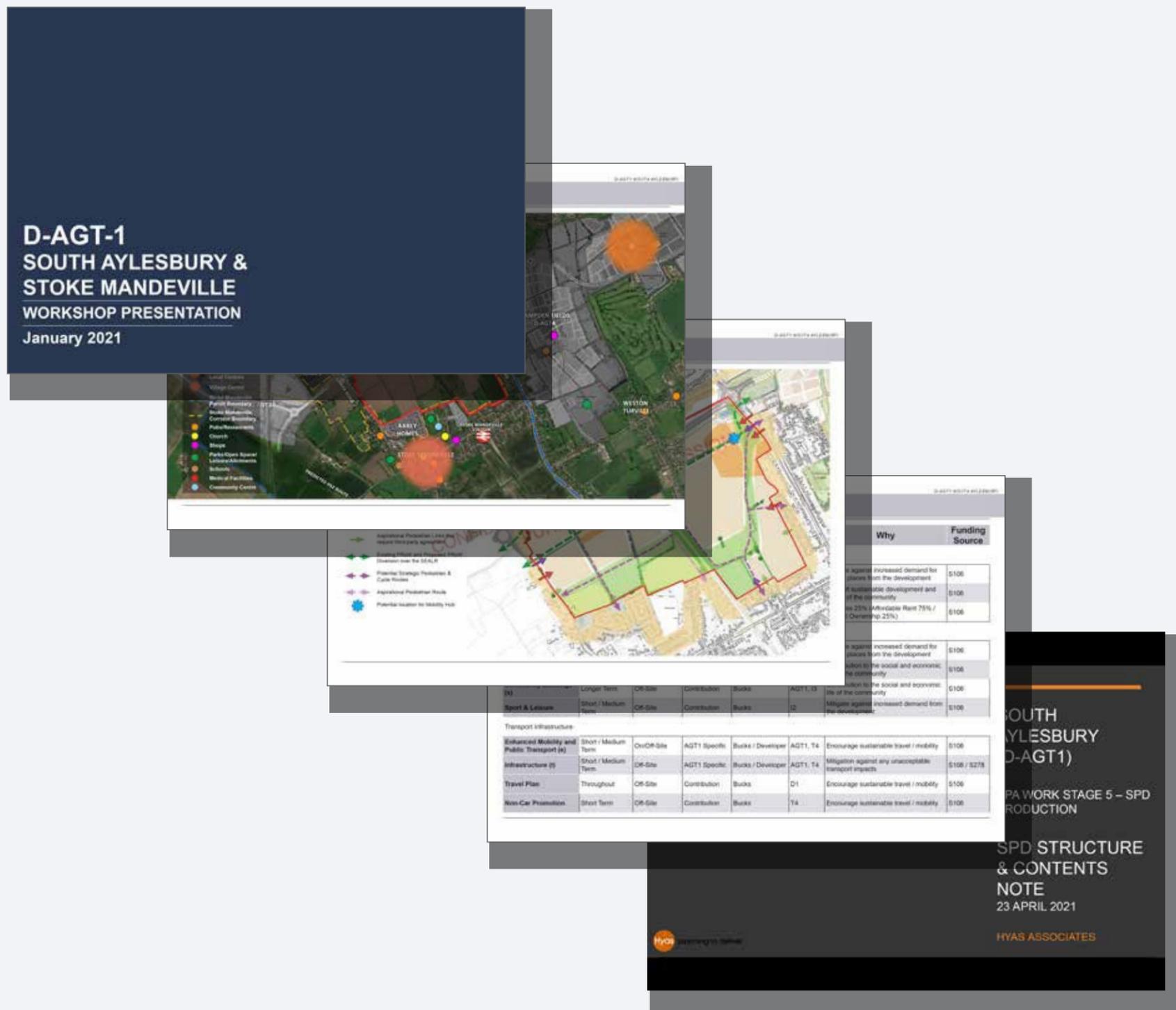
- Workshop 1: Site and Contextual analysis, scope of technical evidence base work and opportunities and constraints;
- Workshop 2: Framework proposals – landscape, transport and connectivity, uses and character;
- Workshop 3: Supplementary Planning Document form and content, design principles, concept framework masterplan, infrastructure, and delivery.

### Technical Workshops and on-going focused Technical Meetings - April to October 2021

Following completion of the Stakeholder Workshops, four Technical Workshops were held across April and May which took themes and emerging discussions from the Stakeholder Workshops, and explored these further in a more detailed, technical matter. Attendees comprised the D-AGT1 principal landowners, Buckinghamshire Council Officers and Parish Council representatives.

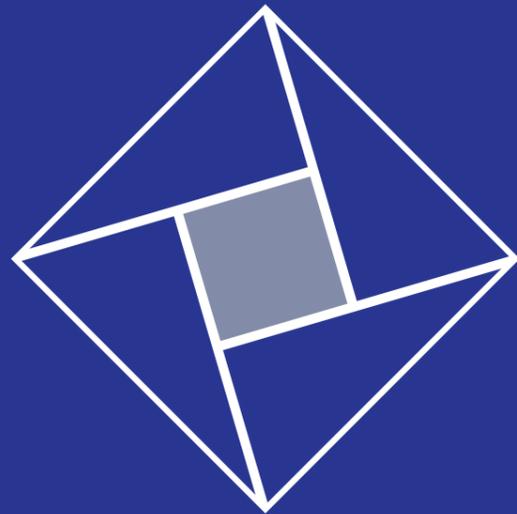
The Technical Workshops were structured around the following programme of work:

- Technical Session 1: Access and Movement.
- Technical Session 2: Landscape, Green & Blue Infrastructure.
- Technical Session 3: Character Areas, Design Principles and Land Uses.
- Technical Session 4: Infrastructure.





## 1.8 Public Consultation and Response





## **2 - Context and Understanding of the Site and Area**



# 02 Context and Understanding of the Site and

## 2.1 The Site and its Location

South Aylesbury is in a highly sustainable location, on the southern edge of Aylesbury. Lower Road passes the western edge of the site connecting Aylesbury to Stoke Mandeville. Lower Road provides access to Station Road and Risborough Road and onwards to High Wycombe. Wendover Road passes the eastern edge of the site and also provides access to Station Road.

The AGT1 site is well located to take advantage of a range of sustainable transport options, these include: bus, train and existing pedestrian/cycle routes linking through to Aylesbury in the north and Stoke Mandeville to the south. Public footpaths also cross the site linking Stoke Mandeville Hospital to the north and the adjacent Asda Superstore.

There are a number of existing bus stops in close proximity on both Lower Road and Wendover Road.

The route of the South-East Aylesbury Link Road (SEALR) crosses the site east to west.

Part of AGT1 is already under construction by Crest Nicholson, in the north west corner, and as such is not included as part of the design considerations of this Supplementary Planning Document.



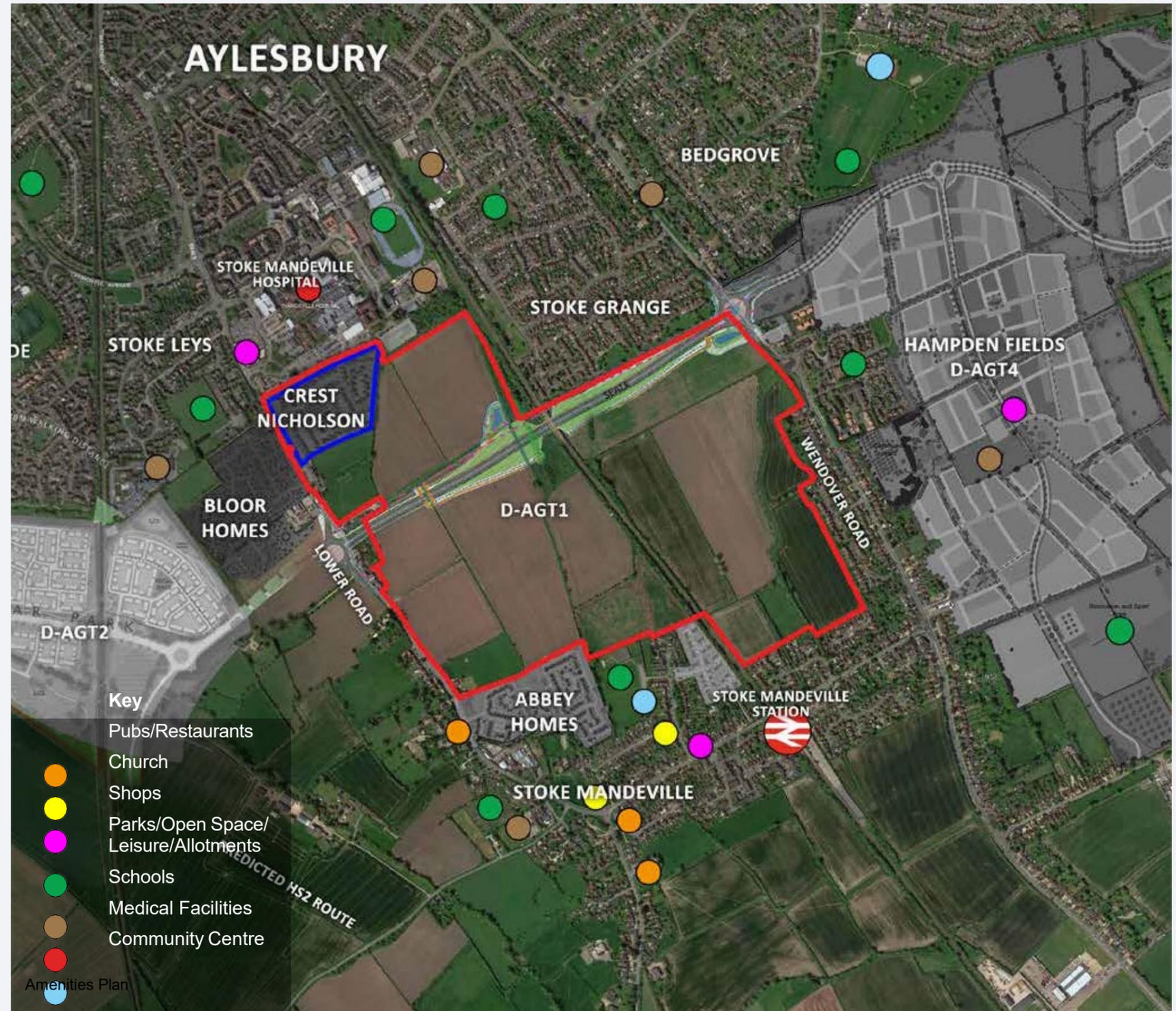


## 2.2 Site Context

South Aylesbury is well located relative to existing amenities as illustrated on the adjacent diagram. To the north, the Stoke Leys area contains Stoke Mandeville Hospital, a supermarket, Stoke Mandeville Stadium with its sport facilities, and education facilities such as a nursery immediately north of AGT1 and Booker Park School and the Mandeville School.

To the south, Stoke Mandeville village includes the local railway station, a post office and convenience store, local pubs and Stoke Mandeville Primary School,

To the east, the forthcoming AGT4 site will include a number of amenities within its local centre.





## 2.3 Placemaking Challenges

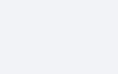
The Vision for AGT1 as outlined in section 1.3 includes the commitment to offer solutions for traversing some of the existing and proposed barriers in the area. This point relates to the railway line that dissects AGT1 on a north to south axis centrally to the site, and the forthcoming South-East Aylesbury Link Road that will link Wendover Road and Lower Road across the northern part of the site on an east to west basis.

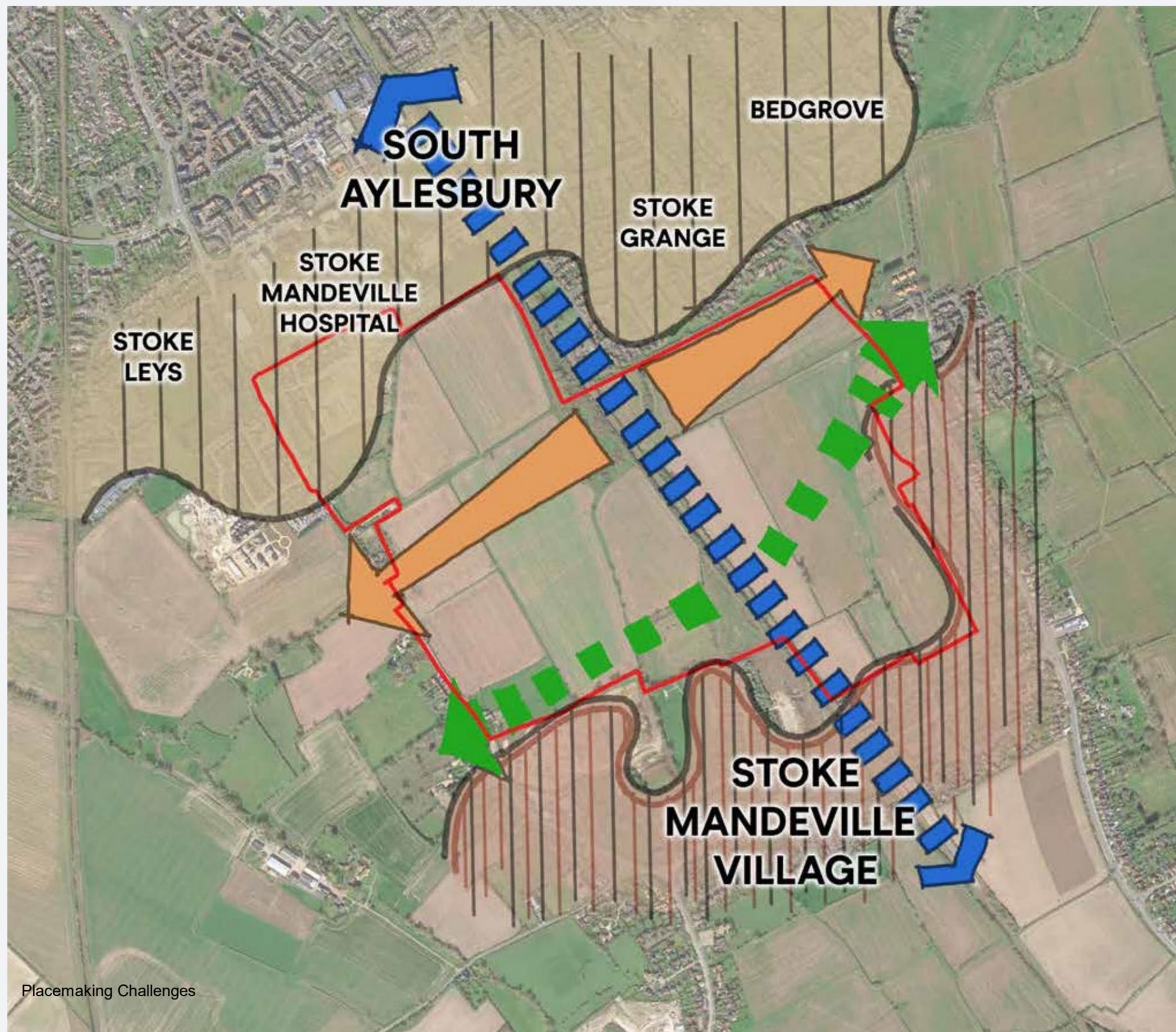
One of the objectives of Policy D-AGT1 in the Vale of Aylesbury Local Plan is for the new development to be in accordance with the overarching principles for the development of Aylesbury Garden Town. Commentary on this point is included in section 3.1 of this Supplementary Planning Document. However one of the challenges for AGT1 will be to deliver the design principles of the Garden Town Vision such as Inclusive Design, a connected street layout, and a clear hierarchy of streets and spaces, without letting these 'barriers' reduce the strength of these aspirations.

Another objective of Policy D-AGT1 in the Vale of Aylesbury Local Plan is to incorporate a buffer to maintain the setting and individual identity of Stoke Mandeville village. The routing of this buffer will require careful consideration regarding how it can fulfil this role.

Another challenge to consider is the differing context to the north and south of the AGT1 area; a dense settlement edge to south Aylesbury against a looser context to Stoke Mandeville village to the south. The existing context is considered further in section 2.5.1 of this Supplementary Planning Document.

### KEY

-  **Railway line corridor** - barriers to connectivity east-west across the site; limited opportunities for crossing the railway;
-  **South-East Aylesbury Link Road corridor** - barrier to connectivity north-south across the site; limited opportunity at bridge for pedestrian/cycle crossing the South-East Aylesbury Link Road without having to go across the road;
-  **Settlement Identity** - South Aylesbury settlement area to north vs Stoke Mandeville Village area to south/east
-  **Provision of settlement buffer** - what route should this take; treatment of settlement edge in south-east of AGT1;
- 





### 2.4 Landscape Context

The landscape character of the area in which the South Aylesbury site is located is predominantly influenced by its position within the Vale of Aylesbury, with the nationally important landscape of the Chilterns Area of Outstanding Natural Beauty (AONB) forming the southern valley slopes, and with the town of Aylesbury directly to the north.

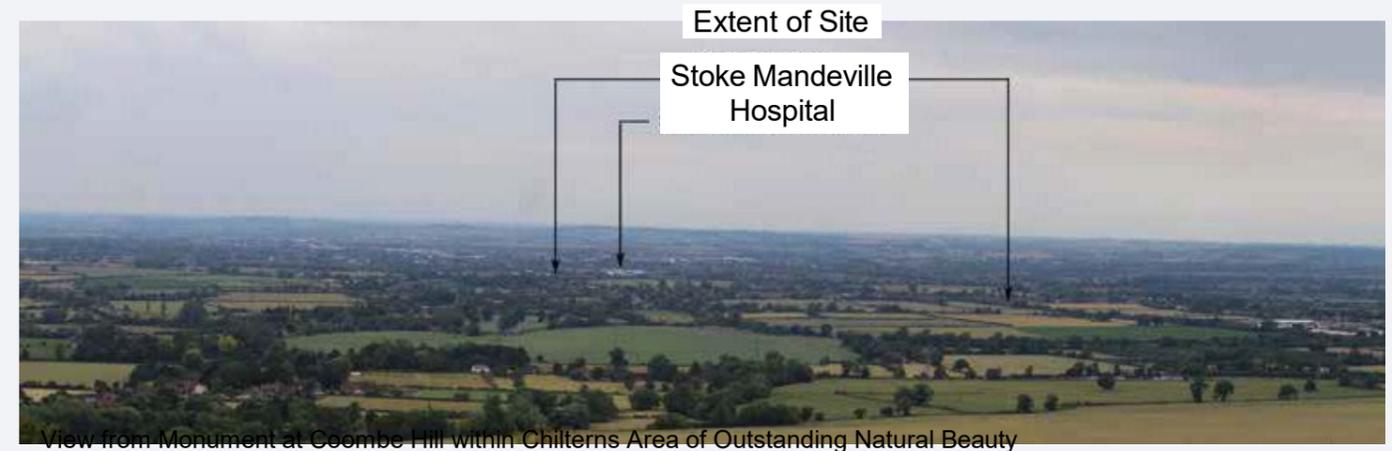
The AGT1 site occupies currently open fields that form the existing gap between the settlements of Aylesbury to the north and Stoke Mandeville to the south and east.

The wider context of the Vale is that of open agricultural land, predominantly arable and punctuated with small to medium-sized villages. To the south, the land rises with a combination of pasture and woodland to the Chiltern Escarpment, from which expansive views over the Vale can be gained, particularly from Coombe Hill.

The Aylesbury Vale Landscape Character Assessment, published in 2008, places the site within the Southern Vale Landscape Character Area, which is associated with the Vale Landscape Character Type. This is broadly described as a “large area of low lying vale landscape with limited topographic variation and containing transport corridors and large villages that due to the open nature and the urban edge of Aylesbury break down the rural character. This is least apparent between the A41 and the Grand Union Canal. The Chilterns to the south are the backdrop to many views.”

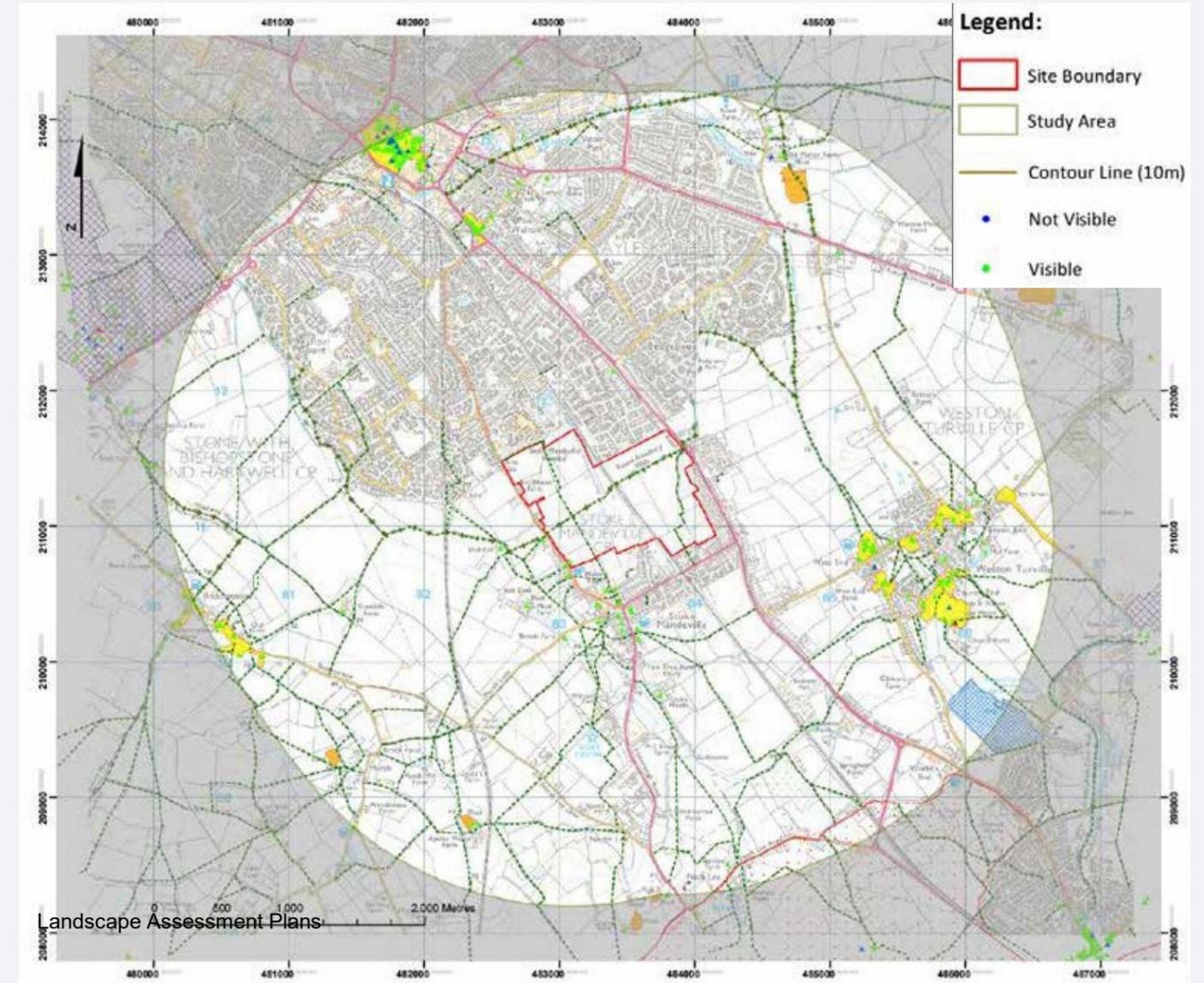
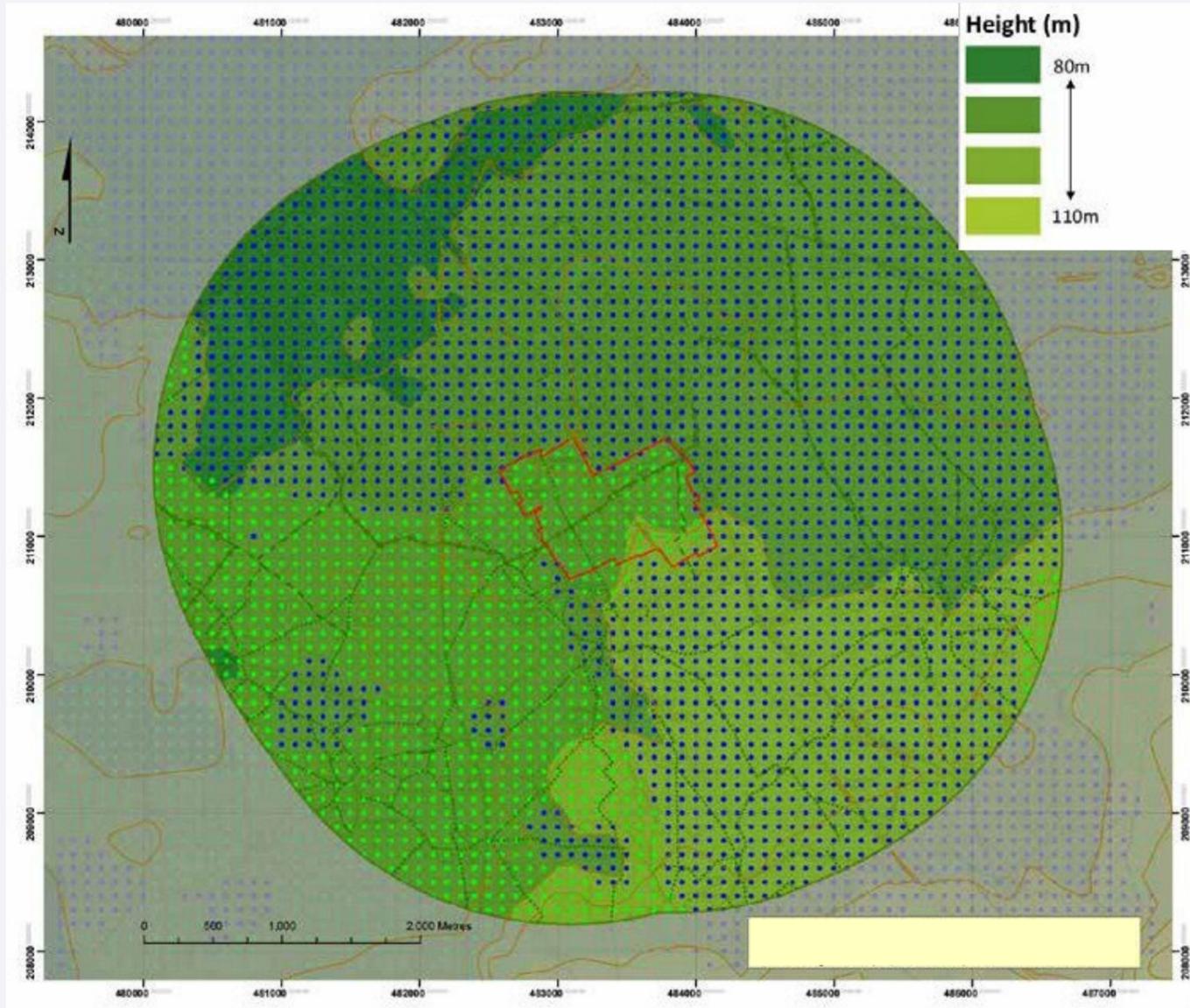
The published assessment found the overall condition of the Southern Vale to be Poor and its sensitivity to be Moderate. A strategy of landscape restoration and enhancement is therefore recommended, which includes the following guidelines:

- Restore and enhance the original field pattern, where practical.
- Maintain and improve the condition of existing hedgerows through traditional cutting regimes.
- Encourage the planting of new woodland coverts and hedgerow trees, to enhance the landscape structure and screen suburban edges and road corridors.
- Encourage the development of native vegetation in particular black poplar along streams and other watercourses.
- Maintain the condition and extent of neutral grassland.
- Maintain and improve connectivity, particularly of areas of neutral grassland.
- Encourage car-free access to the countryside from Aylesbury and settlements within the Landscape Character Area through the creation of safe routes accessible to the less mobile and cyclists.





# 02 Context and Understanding of the Site and





### 2.5 Townscape and Heritage

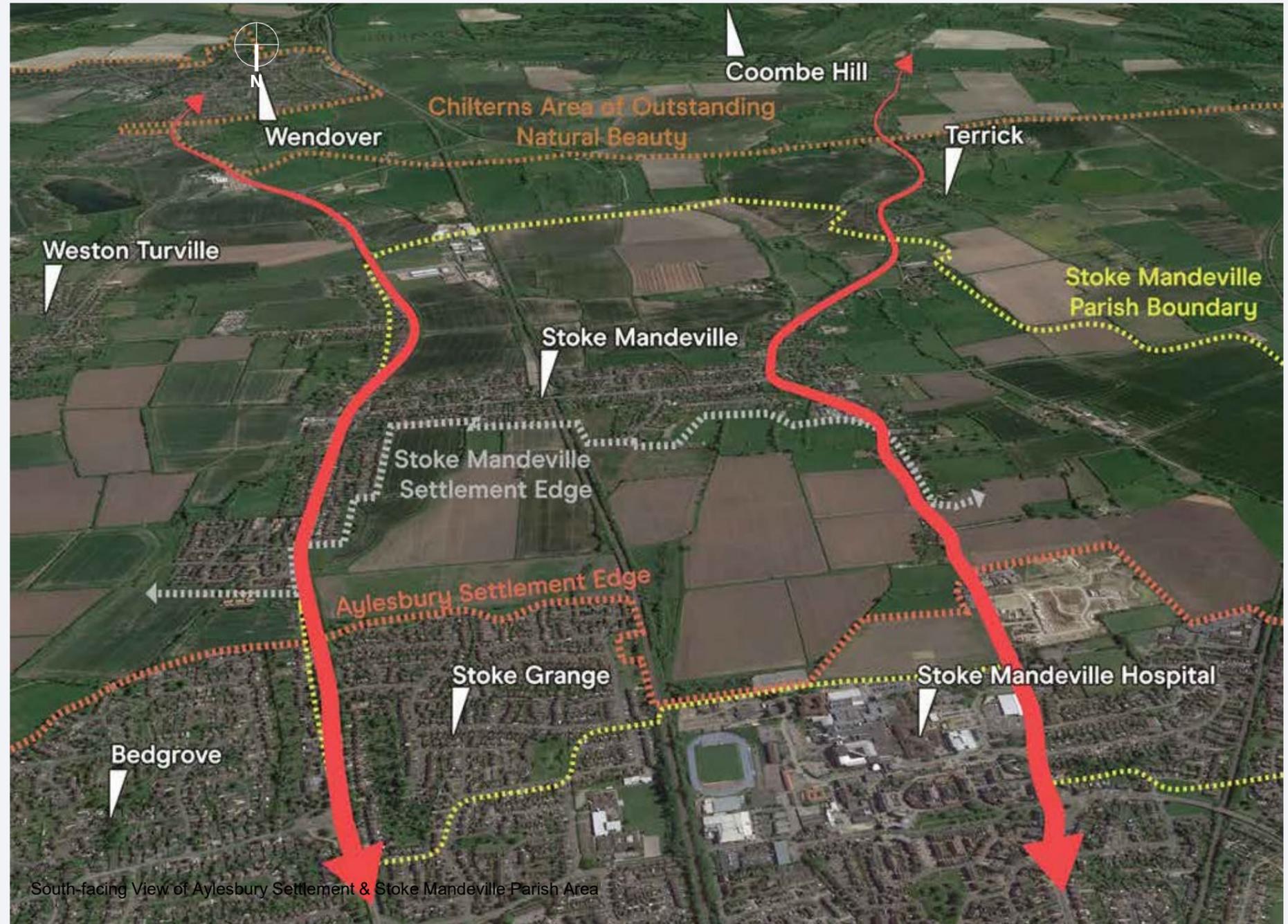
#### 2.5.1 Townscape

South Aylesbury borders a number of Townscape Character Areas:

- Stoke Leys (including Stoke Mandeville Hospital) to the north-west;
- Stoke Grange (including Elm Farm) to the north-east;
- Stoke Mandeville village to the south and east;

These areas are highly varied and indicative of settlement evolution over time, with each element of townscape being reflective of the era in which it was built. The differing settlement context will require consideration as outlined in Vision and section 2.3 of this Supplementary Planning Document.

The southern suburbs of Aylesbury (Stoke Leys and Stoke Grange) establish the most dominant urban areas around AGT1. Two main routes (Wendover Road and Lower Road) connect Aylesbury with the villages and settlements to the south which are characterised by their linear and historic development and evolution along these routes.





# 02 Context and Understanding of the Site and

## Stoke Leys

The southern edge of Stoke Leys is urban in form with large buildings within the Stoke Mandeville Hospital complex and large areas of parking. Within this development area is Stadium Approach and a large amount of high density residential development up to three and four storeys in height.



Higher density housing around Stadium Approach

## Stoke Grange

The southern edge of Stoke Grange is more domestic with outwardly facing housing areas onto a stronger landscape boundary. There is a varied typology of houses and density, with low density to the east adjacent to Wendover Road, increasing to a higher density including maisonettes adjacent to the railway.



Medium density terrace housing within Stoke Grange



Lower density detached housing within Stoke Grange

## Stoke Mandeville

Stoke Mandeville has evolved into a linear settlement along Station Road, and whilst initially separate from Aylesbury, there is only a small gap between the settlements along Wendover Road to the east. A more convincing buffer from Aylesbury is maintained to the south-west along Lower Road. Stoke Mandeville retains a partially rural character in its centre. Its northern edges, closest to the AGT1 site, are characterised by a feathered edge west of the railway line reflecting the most recent development areas which are in general outwardly facing, whereas east of the railway line a harder edge is formed due to piecemeal developments backing onto the AGT1 site. The density of these areas are generally low to medium, with a mixture of detached and semi-detached houses.



Higher density housing off Wendover Road



Lower density housing on Eskdale Road



Medium density housing on Hampden Road



Medium density housing on Station Road



## 2.5 Townscape and Heritage

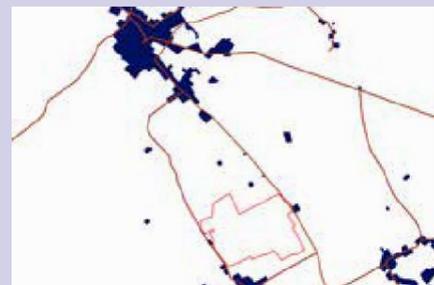
### 2.5.2 Heritage

The nearest conservation area to South Aylesbury is located within the village of Weston Turville, which is separated from the site by the existing settlement of Stoke Mandeville.

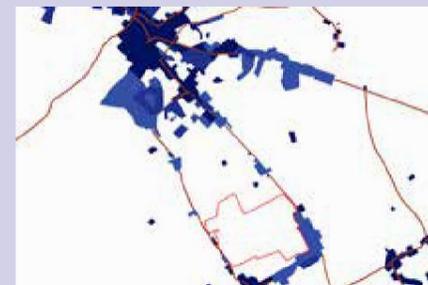
There is one listed building within the AGT1 site, being the Grade II Listed Magpie Cottage which lies directly adjacent to Lower Road in the south-west corner of the site. There are a number of other Listed Buildings within the wider area, however given the strong level of containment afforded to the AGT1 site by adjacent structures, the only Listed Buildings that will require consideration of their setting through the proposed development are Magpie Cottage, Stoke Cottage and Lone Ash. Green buffers should be provided to separate adjacent listed buildings from the new development.



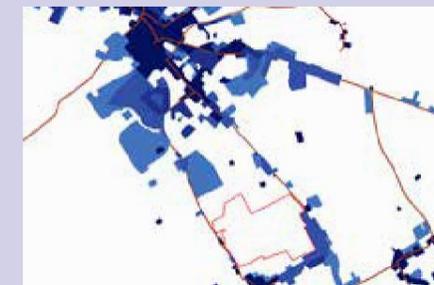
### Historic Townscape



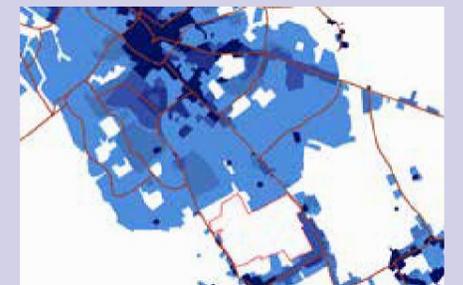
1911



1934



1960



2003

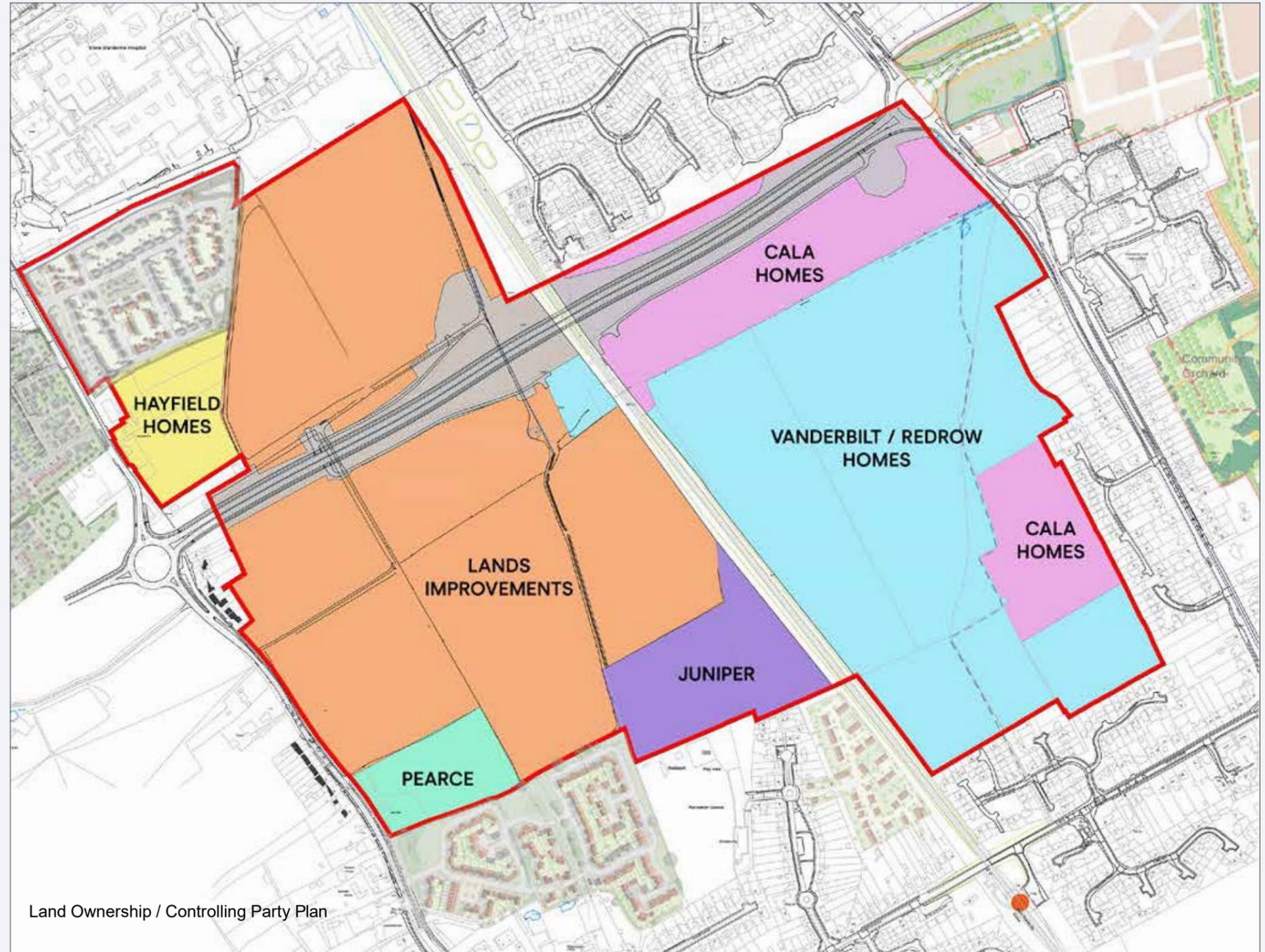




## 2.6 Land Ownership

South Aylesbury is controlled by several different land ownerships / parties, these are identified on the adjacent plan. Buckinghamshire Council have worked together with the four Principle Parties (Lands Improvement, CALA, Vanderbilt Strategic and Redrow) to produce this Supplementary Planning Document in a collaborative fashion to ensure a cohesive and co-ordinated approach to development of the allocation as a whole.

This Supplementary Planning Document provides a strategic context to allow landowners / controlling parties to submit a planning application(s), whilst ensuring a comprehensive and cohesive development is delivered. In the event a single planning application is not submitted which would otherwise ensure the comprehensive development of the site, then multiple applications could be considered provided that an appropriate delivery mechanism is assured, as set out in outline Chapter 5.





## 2.7 AGT1 Site - Existing Features, Topography and Ecology

### 2.7.1 Existing Features

South Aylesbury is divided by the north-south alignment of the London Marylebone to Aylesbury Vale Parkway railway line. The railway is at a similar level as the site, and is fairly well screened by existing vegetation on either side. Away from this, the rest of the site consists of a number of fields, many of which are divided by strong existing hedgerow features which also form the routing of an existing network of public footpaths crossing the site. The east-west route across AGT1 is connected by a level crossing over the railway.

The AGT1 site is generally flat across its entirety, with very gentle falls towards a watercourse in the western half of the site running along the central north-south field boundary on the

### 2.7.2 Ecology

The main constraints are the ecological value of the existing hedgerows, trees and in particular two black poplar trees located on the eastern side of the railway line.

A wintering bird survey of the land has identified that the area is used by relatively low numbers of bird species typically associated with farmland, woodland edge and garden habitats. Although some of the bird species recorded are included on the Birds of Conservation Concern 'Red' and 'Amber' lists, these generally relate to common and widespread, albeit declining, species such as Song Thrush, Starling, Skylark and Yellowhammer. No large flocks of wintering waders such as Lapwing or Golden Plover were recorded. Suitable mitigation for impacted habitats should be identified and provided part of the application process.

Any scheme for development will aim to retain the existing hedgerows where appropriate and / or provide enhancement through improved connectivity and ANGSt compliant green infrastructure. Loss of hedgerow would require compensation.

Development on South Aylesbury should provide a net gain in biodiversity, which will be assessed by detailed reports submitted at planning application stage. The net gain in Biodiversity, which is required through VALP Policy NE1, will protect, manage, enhance and extend existing biodiversity resources through habitat creation / improvement such as grassland, scrub, woodland and hedgerow



AGT1 Existing Setting and Site Features

#### Key

#### Site Boundary



Existing and Future Landscape Barriers



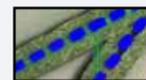
Distinctive Tree Feature



#### Setting of Chilterns Area of Outstanding Natural Beauty



ANGSt compliant green infrastructure Corridors





### 2.8 Drainage and Flood Risk

The railway line divides the site into two distinct hydrological areas. Land to the East drains to the Bedgrove Brook and land to the west drains to the Southcourt Brook. The Aylesbury Vale Strategic Flood Risk Assessment (SFRA) presents the outputs of broadscale modelling which shows parts of the site to be at risk of flooding from surface water and fluvial flooding associated with the existing channels on site. Site-specific modelling has been carried out to refine the

#### East Area

Within the eastern parcel the mapped flood risk is predominantly associated with the Bedgrove Brook. The majority of the flows arise from the urban areas to the south and east and discharge to the Bedgrove Brook via piped connections.

Hydraulic modelling work reveals that culverts on the site and under Wendover Road cause shallow flooding of the site during extreme events and present a residual risk should a blockage occur. Agricultural crossings should be removed as part of the development. It will also be necessary to raise some land in the northern part of the site to secure safe access and to deliver the AGT1 proposals.

Options modelling demonstrates that creating additional storage alongside the Bedgrove Brook to the south is a feasible strategy for mitigating flood risk. This presents an opportunity to enhance the ecological and landscape value of the channel corridor which should be explored as part of any planning application.

#### West Area

The Southcourt Brook flows on the eastern side of the western parcel and two field drainage ditches are present within the allocation along field boundaries. These features predominantly receive diffuse runoff from the surrounding undeveloped land. The risk from these watercourses has therefore been assessed using a direct rainfall approach which provides a robust assessment of flood risk.

Flooding during extreme events is generally constrained to locations adjacent to the existing ditch network and localised depressions. The modelling also highlights a potential for surface water to enter the site from Lower Road. Modelling of the proposed development and surface water drainage concludes that the site's surface water drainage would reduce flows within the ditches, providing a reduction in flooding both on the site and beyond the site.



The Strategic Flood Risk Assessment mapping also indicates that part of the site is potentially susceptible to groundwater flooding. A review of the hydrology, topography and available geology data concludes the risk is very low, but it should be considered in more detail as site proposals are brought forward and suitable mitigation identified.

Built development should be avoided in areas shown to be at risk from a 1 in 1,000 year event following mitigation works. Hydraulic modelling will be required to demonstrate that development proposals will not increase flood risk elsewhere.

The AGT-1 policy sets out requirements for drainage, flooding and associated infrastructure which will require consideration by forthcoming planning applications.



### 2.9 Current and Future Development of South Aylesbury

A key consideration for the development of South Aylesbury is the new South-East Aylesbury Link Road (SEALR) which will cross the AGT1 site on an east to west basis in the northern part of the site, connecting new roundabouts on Lower Road and Wendover Road.

The central section of the South-East Aylesbury Link Road as it crosses AGT1 will be raised to pass over the railway line, and as such new embankments will be formed sloping down to the existing ground level. On the western side of the railway, an underpass route will be included allowing for pedestrian and cycle movement north-south through the AGT1 site. This is part of an aspirational route connecting Stoke Mandeville Station to the south with Stoke Mandeville Stadium to the north - much of this route will be through South Aylesbury.

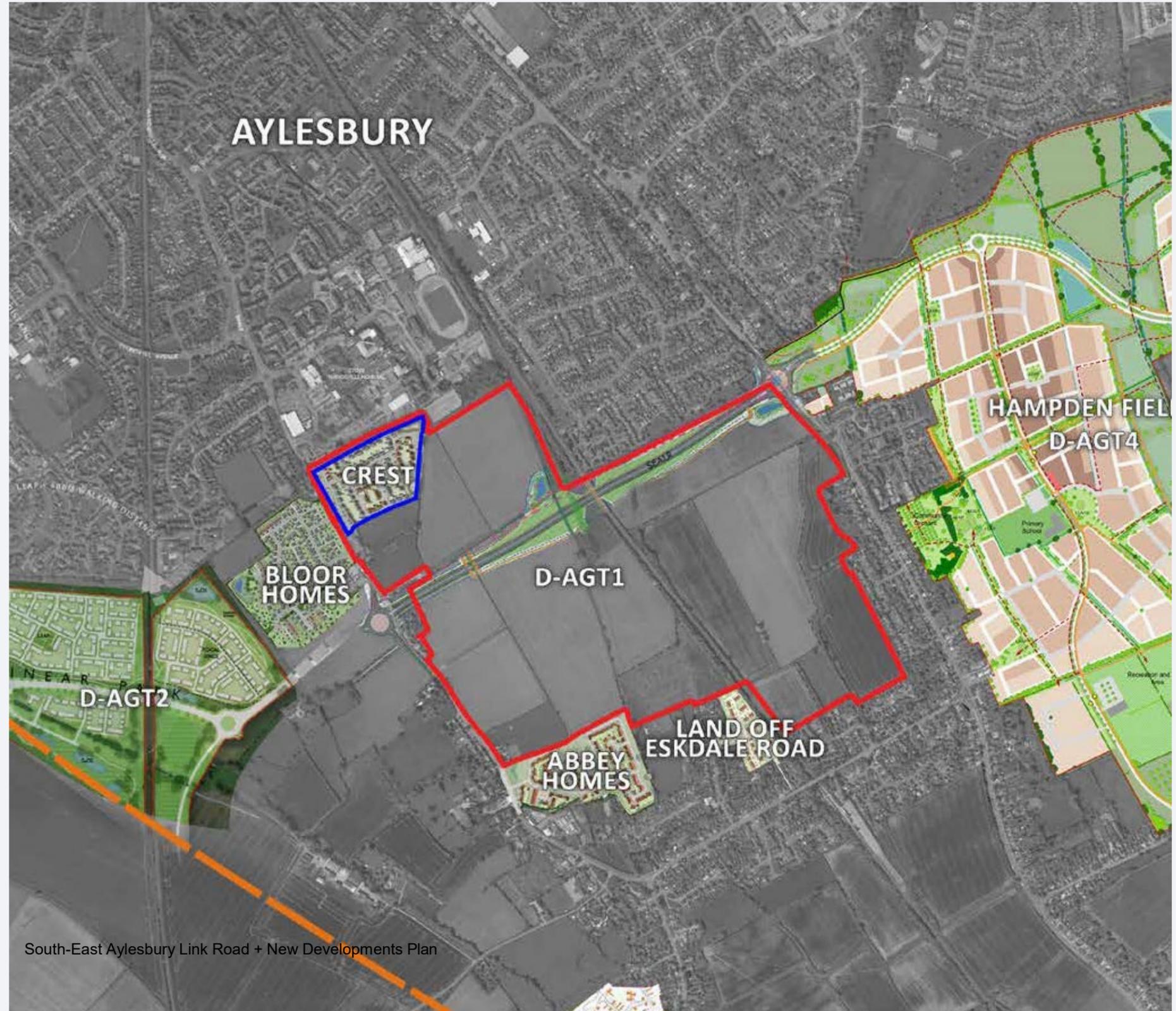
Around the edges of the site are a number of new residential development areas;

- **North west** - Crest Nicholson (part of overall AGT1 area) and Bloor Homes developments off Lower Road;
- **South-west** - Abbey Homes development off Lower Road;
- **South** - Ridgepoint Homes development off Eskdale Road.

Also to note are the other Garden Town extension sites adjacent to AGT1:

- **AGT2** - located west of Lower Road
- **AGT4** - located east of Wendover Road

Both of these sites have similarities to AGT1 by dealing with strategic buffers, the Gardenway and strategic link roads.





## 2.10 AGT1 Site Specific Considerations

Combining the technical baseline information as highlighted over the preceding pages forms an overarching constraints plan for the AGT1 site. This plan should be used as a basis for the development of concept ideas and framework layout plans for the site.

The constraints plan also refers to the contextual studies of the wider area at the beginning of this chapter which will inform the positioning of various infrastructure elements as required in South Aylesbury.

- Key**
- Existing Hedgerows
  - Existing Trees
  - Baseline 1000yr Flood Extent
  - South-East Aylesbury Link Road Sustainable Drainage Systems
  - Noise Source
  - Adjacent Residential Development
  - Safeguarded Land for the South East Aylesbury Link Road
  - Railway
  - Existing Public Right of Way
  - Proposed Vehicle/Pedestrian/Cycle Access Points Potential
  - Emergency Access
  - Existing Public Right of Way
  - Potential Access Locations
  - Potential Pedestrian Links
  - Potential bridge access over South East Aylesbury Link Road
  - Potential Underpass Access under South East Aylesbury Link Road between development areas
  - Existing Roads
  - Existing Railway Crossing
  - Views from The Chilterns Area of Outstanding Natural Beauty Views to the Chilterns Area of Outstanding Natural Beauty
  - 
  -





## 2.11 Design Response & Opportunities

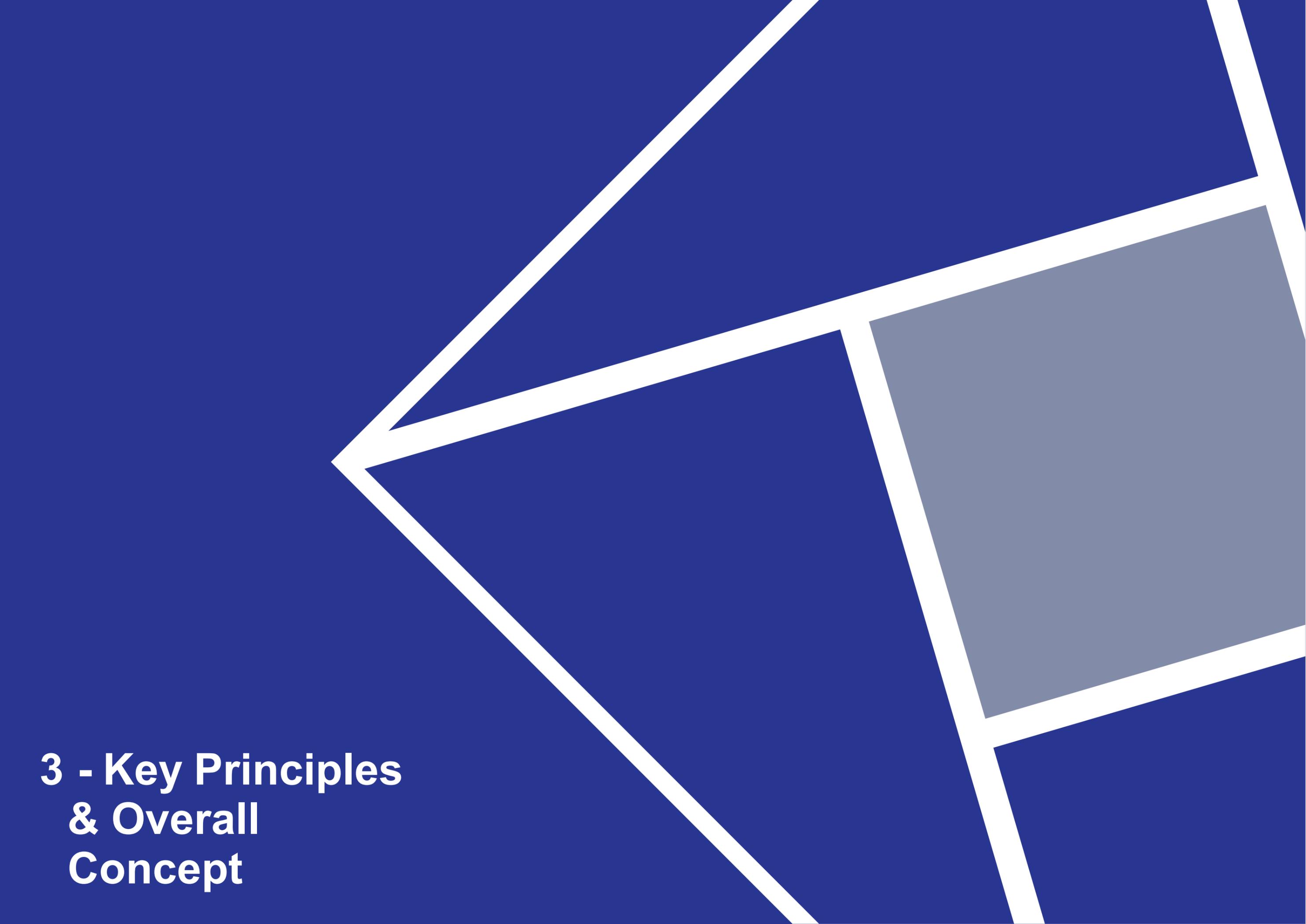
Alongside the consideration of technical constraints a strategy to outline key design opportunities has been reviewed, and in doing so respond to the challenges outlined in section 2.3. These opportunities should also reflect the Vision aspirations as set out in section 1.3

- Landscape framework – the site has a strong network of hedgerows and trees which can establish a framework of green corridors and spaces that should form the basis of placemaking around the site
- Functional Connectivity – the aspiration to strengthen connections between south Aylesbury and Stoke Mandeville can be incorporated through enhancement and additions to the existing public routes that cross the site
- Barrier crossings – specific locations to cross the railway line and South-East Aylesbury Link Road are identified – these could be split between options that can be delivered in the short term and options for future connections
- Visual Buffer – the route of the potential landscape buffer has provides the opportunity to link the ‘gaps’ in between existing settlement areas on the east and west edges of AGT1;
- Settlement Identity – potential development areas can relate to the context to which they are closely related; northern area being south Aylesbury and southern area to Stoke Mandeville village. The central areas can be transitional and adopt a stronger theme/character that distinguishes AGT1 as a new Garden Town neighbourhood.
- Locations of ‘centres’ to development area – where other uses could be located and where housing densities could be increased.

### Key

- |  |   |  |  |
|--|---|--|--|
|  | Key Destinations  |  | Potential Vehicle Access Points                                  |
|  | Potential Pedestrian / Cycle Desire Lines                               |  | Potential Emergency Access                                       |
|  | Potential Pedestrian / Cycle Desire Lines combined with Green Corridors |  | Existing Public Right of Way                                     |
|  | Potential Route of Buffer Potential                                     |  | Potential Pedestrian Links                                       |
|  | Potential Route of Buffer Potential                                     |  | Potential Internal Access between Development Areas              |
|  | Development Cells   |  | Potential Underpass Access under SEALR between Development Areas |
|  | Potential Centres to Development Areas                                  |  | Potential Access Location  |
|  | Potential Crossing Points   |  |  |
|  |   |  |  |





**3 - Key Principles  
& Overall  
Concept**



# 03 Key Principles & Overall

## 3.1 Key Guiding Principles

### 3.1.1 Garden Town Design Principles

AGT1 will follow development and design guidelines as set out in the Aylesbury Garden Town Masterplan document (AGTM). Within this are a set of key design principles (section 8.8) that reflect the Garden Town Vision and Town and County Planning Association (TCPA) guidance on garden community principles.

The emerging Aylesbury Design Guide Supplementary Planning Document will also contain design principles that forthcoming proposals for AGT1 should reflect and comply with.

In addition to the Garden Town vision and principles the development of South Aylesbury will be guided by the policies contained within the Vale of Aylesbury Local Plan 2013 – 2033 (VALP), the Aylesbury Design Guide Supplementary Planning Document, together with other guidance and policies relevant at the time specific applications for the site are developed and considered.

### 3.1.2 Aylesbury Garden Town Masterplan Site Specifics

Section 8.9 of the Aylesbury Garden Town Masterplan document is a site specific set of opportunities for the AGT1 site covering the following points:

**Links** – connect Stoke Mandeville Village and Station with Stoke Mandeville Hospital and Stadium, supporting health and accessibility initiatives linked to these facilities;

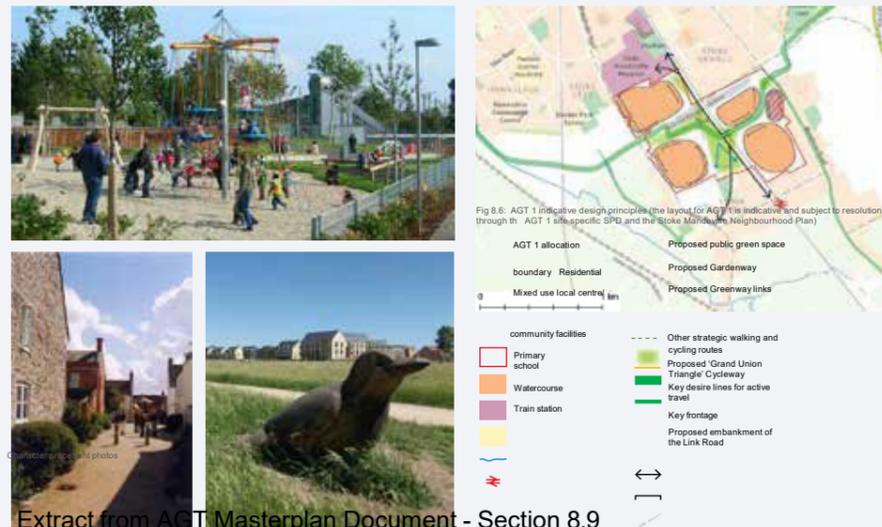
**Views** – capture views to the Chilterns ridge to the south through orientation of streets and green spaces;

**Connectivity** – minimise impact of transport ‘barriers’ through good landscape design, crossing points & integration of walking, cycling and vehicle routes;

**Areas** – opportunities for differing character separated by these ‘barriers’ and review potential for each sub-neighbourhood to relate closely to its immediate context;

**Local centre** – siting of this requires careful consideration recognising the challenges of connectivity across the site, and ideally sited with primary school to offer critical mass; potential for alternative location closer to Stoke Mandeville Village and Station;

**Gardenway** – review opportunities for creation of strategic open space along desire lines and east-west and north-south nodal crossing points, and review integration with the South-East Aylesbury Link Road underpass crossing.





### 3.2 Development Principles and Concept

With an understanding of the contextual considerations and key opportunities as set out in chapter 2 of this Supplementary Planning Document, a series of development principles can be established which will seek to inform the Framework Masterplan for AGT1.

These development principles can be treated as a series of layers, applied in a hierarchical order which seek to apply the aspirations of the AGT1 Vision. The resulting collection of all these layers forms the basis of a concept plan around which the masterplan can be developed.

Therefore this chapter 3 'Development Principles and Concept' sets out these layered principles as follows with the combined concept plan at the end of the chapter.

These layers are set out in a hierarchical order as follows:

- Landscape New and Proposed
- ANGSt compliant green infrastructure
- Access
- Movement & Mobility
- Placement of Uses
- Character, Identities and Densities
- Concept Plan



## 3.2 Development Principles and Concept

### 3.2.1 Landscape New and Proposed

As an overall principle, the AGT1 development will seek to retain and improve the existing landscape resources within the site, whilst introducing new features as part of a site-wide green ANGSt compliant infrastructure network. It will seek to provide a variety of landscape treatments that respond to the character of, and strategy for, the Southern Vale Landscape Character Area whilst providing a range of public benefits.

In particular, the development framework will respond positively to the existing hedgerow, watercourse and Public Right of Way connections the basis of the AGT1 landscape structure, responding to the published landscape strategy and building upon their existing character and connectivity. This will include the creation of new areas of trees and woodland, the planting of native black poplar adjacent to watercourses and the rejuvenation of existing hedgerows. This landscape structure will then go on to inform an overall landscape-led masterplan for the scheme.

In line with Aylesbury Garden Town policy requirements, the AGT1 development will comprise 50% ANGSt compliant green infrastructure, which will take a variety of forms. This will include measures to address the identified landscape sensitivities and in particular, the important views to and from Coombe Hill and the wider Chilterns Area of Outstanding Natural Beauty.

The landscape character of the site is negatively affected by the main line railway, which strongly divides it into eastern and western parts, and this sense of division will be intensified by the delivery of the South-East Aylesbury Link Road strategic highway connection, which will run through the northern part of the site. Opportunities will be sought, however, to improve the landscape contribution of the edges of these routes.



Landscape Concept

#### Key

-  Existing Hedgerows adjacent to Round Aylesbury Walk, inclusion of proposed diversion over the South-East Aylesbury Link Road
-  Existing Hedgerows that could incorporate Principal Pedestrian / Cycle Connections
-  Existing Hedgerows that could incorporate Secondary Pedestrian / Cycle Connections
-  Retained and Enhanced Watercourse
-  Structural Vegetation
-  Strategic Buffer
-  Retained Peri-urban Agriculture
- 



## 3.2 Development Principles and Concept

### 3.2.2 ANGSt compliant green infrastructure

In line with the requirements of Policy D-AGT1, the site will provide a high quality built and semi-natural environment with 50% ANGSt compliant green infrastructure by area, as with all other Aylesbury Garden Town developments. The green ANGSt compliant infrastructure will be relevant to the development permitted and needs of its occupiers and be reasonably related to its scale and kind, as required by Policy I1, which also requires it to meet the ANGSt standards contained in Appendix C of the Vale of Aylesbury Local Plan (VALP).

The overarching principles for the site's ANGSt compliant green infrastructure network, as agreed with stakeholders, are for it to be multi-functional to ensure the delivery of a range of environmental services across the network. These are anticipated to include the following:

- Public recreation and healthy lifestyles;
- Sustainable access;
- Ecological habitat;
- Sustainable drainage;
- Soil conservation;
- Carbon sequestration;
- Local food production;
- Water quality; and
- Air filtration.

In addition, the ANGSt compliant green infrastructure network will facilitate the development achieving a biodiversity net gain, as required by emerging legislation.

There is a policy requirement within the Local Plan for a buffer between the new development and the existing village of Stoke Mandeville. This will be achieved by a combination of new public open space creation within the site, and the retention of areas of existing pastoral farmland on the village edge.

The public open space component of the buffer will be variable in character according to its location with public accessibility and water as a unifying feature. A watercourse will provide a sense of natural separation of the areas to the north and south, as well as habitat diversity, sustainable drainage and natural and formal play opportunities. In the eastern part of the buffer, this will be based upon an existing brook that runs between agricultural fields.

The buffer will contain scattered trees and woodland blocks along its length, which will not only serve to increase its presence and visual interest but will also serve to filter inward views from Coombe Hill, combining with street trees throughout the scheme.

The western part of the buffer will also incorporate more formal recreation facilities, such as playing fields and equipped play. This location will enable these facilities to be shared between existing and new residents via the existing public footpath connection into Stoke Mandeville. Parts of the strategic buffer to the west of the railway line will include Peri-urban agriculture, being retained pastoral farmland on the edge of Stoke Mandeville. The requirements of Policy NE2 should be adhered to in the buffer design.



ANGSt Compliant Green Infrastructure Plan

#### Key

- Strategic Buffer
- Strategic Buffer - Peri-Urban Agriculture
- Secondary Connections
- Aylesbury Walk
- South East Aylesbury Link Road Corridor
- Railway Corridor
- Central Open Space
- School Playing Fields (size & position TBC)
- Sports Pitches



## 3.2 Development Principles and Concept

### 3.2.3 Access

#### Vehicle

#### Access

Potential vehicle access to the site will be taken from various points, as shown on the adjacent diagram.

Access to the land to the west of the rail line will be achieved from a new access on Lower Road. An additional access off Lower Road just north of the SEALR Lower Road roundabout would be capable of facilitating some development north of the South-East Aylesbury Link Road. Options for crossing the South-East Aylesbury Link Road into the northern parcels are being assessed by the Consortium members alongside Buckinghamshire Council. These include the potential for either a bridge or underpass of the South East Aylesbury Link Road, both of which will be subject to further assessment.

As required by the Vale of Aylesbury Local Plan the creation of the South-East Aylesbury Link Road will not leave the northern parcel unable to be accessed for development.

Access from the South East Aylesbury Link Road will not be supported unless it can be demonstrated that this would leave parcels of land inaccessible and incapable of development. Were access from the South-East Aylesbury Link Road required, a 'left in, left out' option would be explored through the planning application process.

The land to the east of the rail line would take vehicular access from Wendover Road. The precise location and details of the access arrangements from Wendover Road would be considered in detail at the planning application stage. A smaller access point taken from Castlefields on the eastern side of the site may be able to serve a small collection of new dwellings, but would not be connected to the wider street network in the site except by way of potential pedestrian/cycle links.

Emergency Access points have been considered and proposed adjoining with Carters Rise, and if not possible due to land ownership matters then potentially from Dorchester Close.

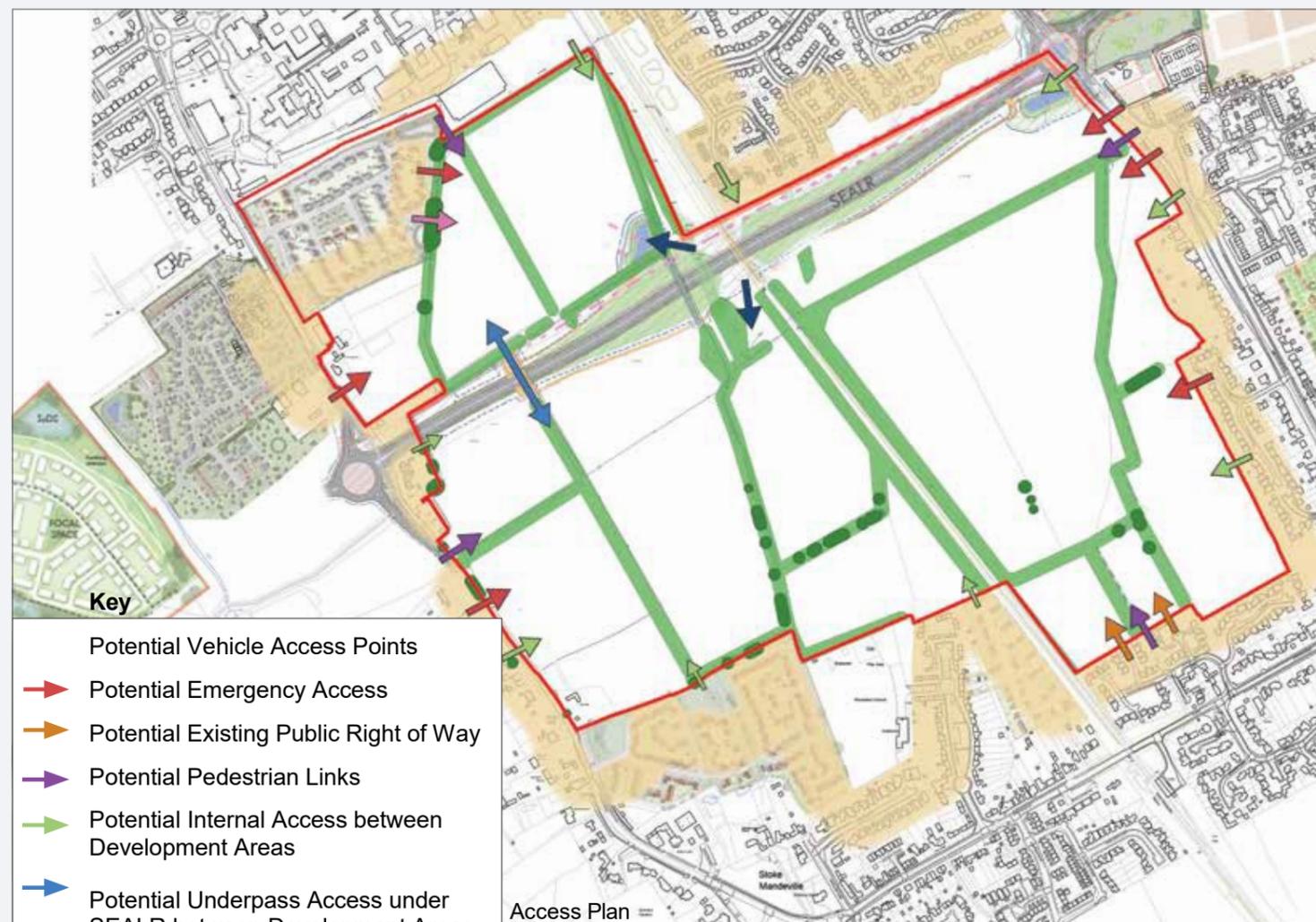
The precise location of the access arrangements will be considered at planning application stage.

#### Pedestrian and Cycle Access

Potential pedestrian and cycle access points into the site from the surrounding land have been considered and are illustrated on the adjacent diagram in three categories:

- Existing Public Rights of Way
- Potential links that would require third party agreement
- Potential links that will not be considered due to emerging constraints

**North-west** - The Crest Nicholson scheme is currently being constructed; this has been designed to be outwardly facing along the eastern boundary therefore allowing for potential connectivity into the northern part of AGT1. Opportunities for achieving a connection point should be reviewed at application stages, subject to agreements with landowners outside of the Consortium. A Public Right of Way crosses this part of the site providing connection to Stoke Mandeville Hospital.



**South-west** - There are two existing Public Rights of Way entering the site in the south western area - one from Lower Road and another from land to the south. A strategic walking and cycling route between Stoke Mandeville Stadium and the railway station is being considered by Buckinghamshire Council, which would pass along the eastern boundary and access through the southern boundary of AGT1 should allow for this. Potential options include linking with the new development off Eskdale Road. There are also Parish Council owned playing fields and access to these should be reviewed at application stage.

**North-east** - Housing within the Elm Farm development to the north has been designed to be outwardly facing towards the boundary and potential access into AGT1 could be available. However due to the alignment of the new South-East Aylesbury Link Road connections with the main site are no longer possible. There is an existing Public Right of Way entering the site from Wendover Road to the east.

**South-east** - There is an existing Public Right of Way entering the site from Dorchester Close which will be utilised to provide access to Stoke Mandeville Station to the south. There is a connection point on the eastern boundary from Castlefields, and also to Petersfield which would require third party agreement.

## 3.2 Development Principles and Concept

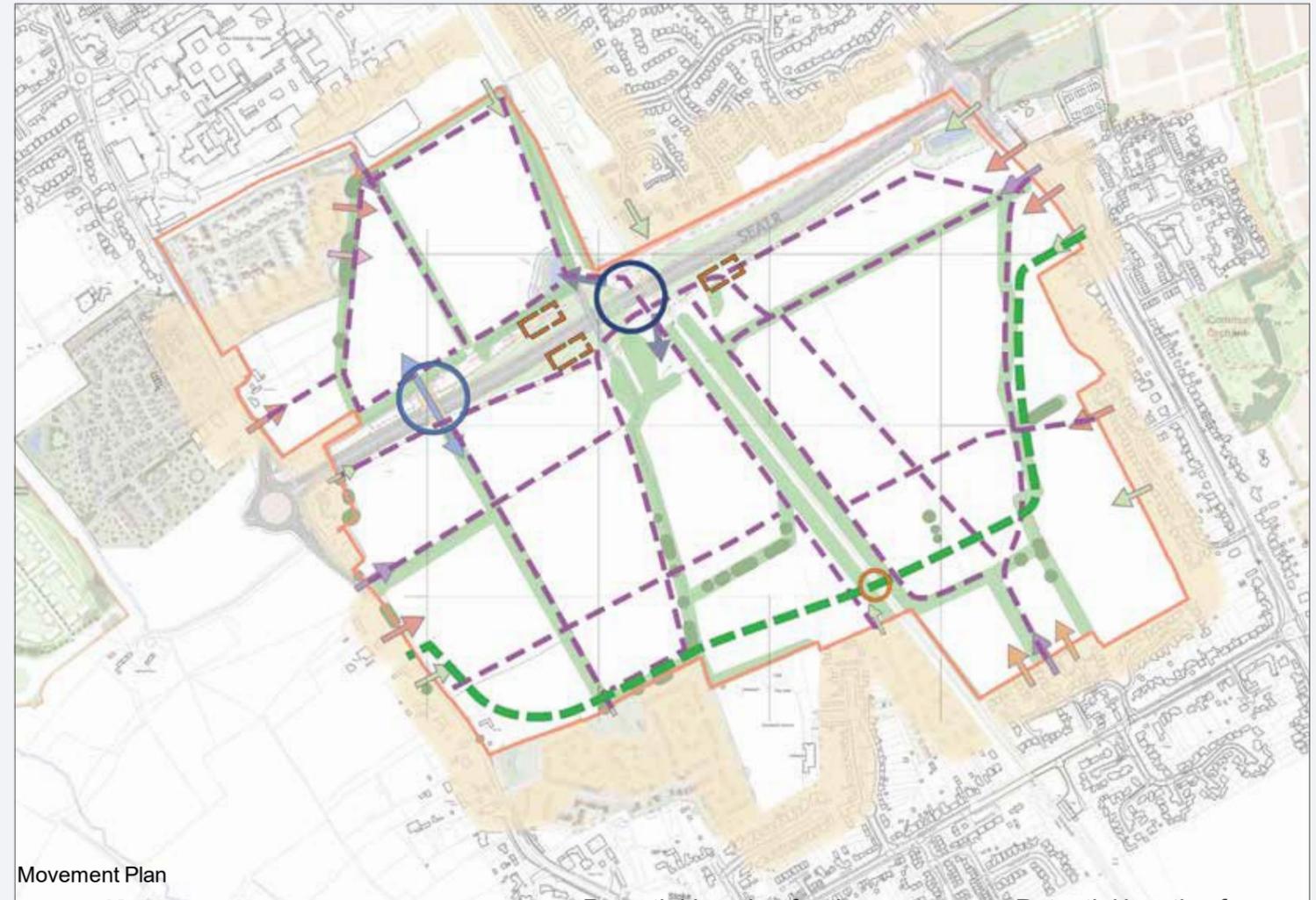
### 3.2.4 Movement & Mobility

A network of routes that can be established through AGT1 should be developed to link the potential access points as set out in the preceding section. Desire lines have been established that seek to link key destinations around the site utilising the access points identified and crossing the site in a direct manner.

Key destinations in the immediate surrounding area are identified as:

- Stoke Mandeville Hospital, Stadium and local centre;
- Stoke Mandeville Village and Rail station;
- AGT4 and its new facilities – local centre and schools;

Key to the success of these links is the manner in which they cross the 'barriers' of the railway line and the South-East Aylesbury Link Road. Further guidance and aspirations for these crossing points is given in section 4.



Movement Plan

Key			
	Potential Strategic Pedestrian & Cycle Routes		Potential location for the South-East Aylesbury Link Road Bridge Crossing Point
	Potential Gardenway Route		Potential location for South-East Aylesbury Link Road embankment crossings to Railway bridge
			Potential location for South-East Aylesbury Link Road underpass Crossing Point
			Potential location for future Footbridge

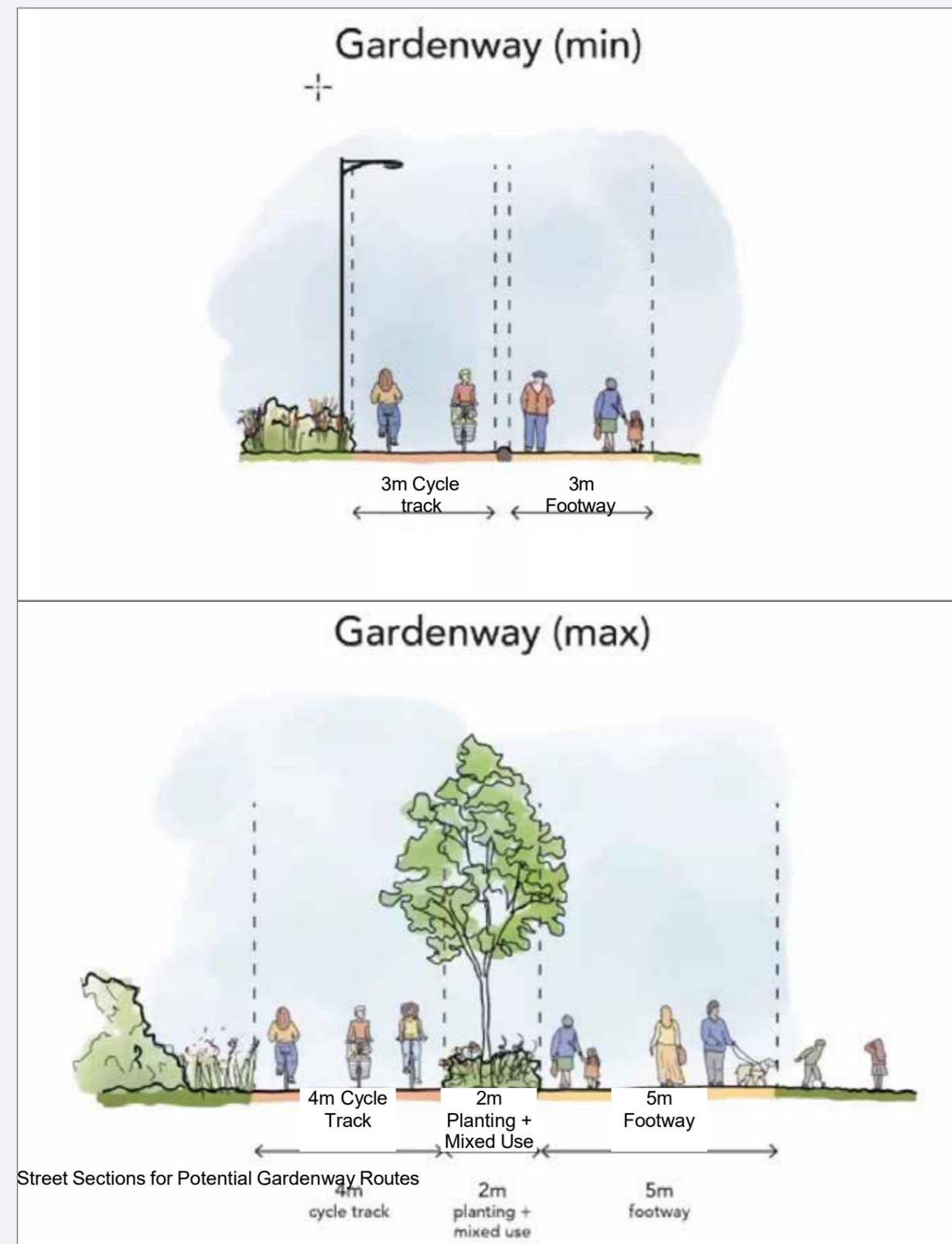
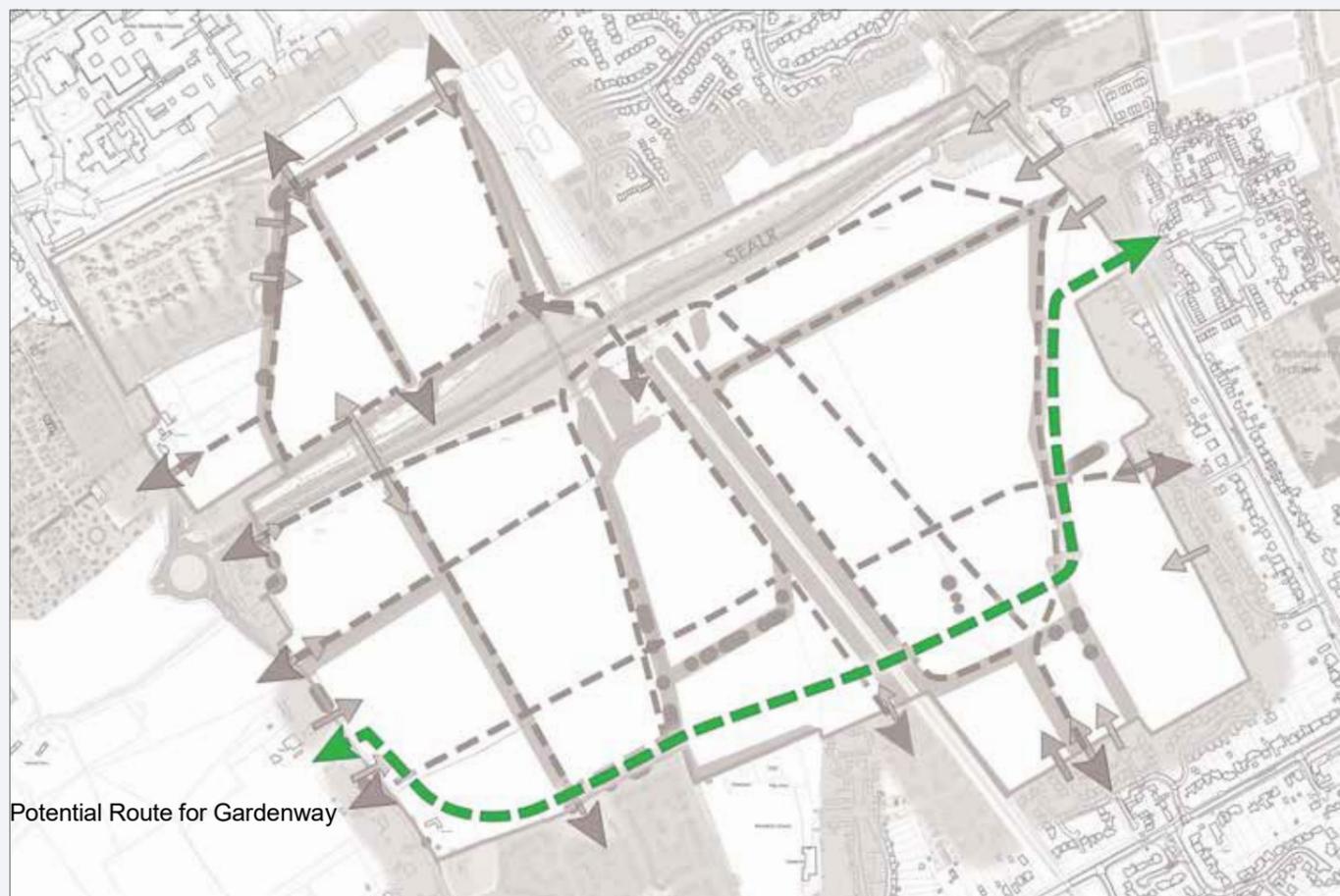


## 3.2 Development Principles and Concept

### 3.2.5 Gardenway

The new circular route around Aylesbury is intended to be accessible for non-vehicular modes of transport, providing sustainable connections between the various urban extensions that comprise Aylesbury Garden Town, as well as the wider countryside. Its vision is to be a high quality and tranquil route, within a naturalistic corridor for the majority of its route.

The route of the proposed Gardenway is not a policy requirement, however, consideration has been given to movement corridors that could accommodate this route in future. As part of proposed ANGSt compliant green infrastructure, it is felt the indicated desire lines allow potential options for the routing of this, subject to off-site connectivity with adjacent AGT sites and options for crossing the railway line.





## 3.2 Development Principles and Concept

### 3.2.6 Placement of Uses

Key locations can be identified within the network of potential movement routes, that act as nodal points at key crossing locations, where infrastructure benefits can be located such as elements of the local centre, primary school, mobility hubs and community centre.

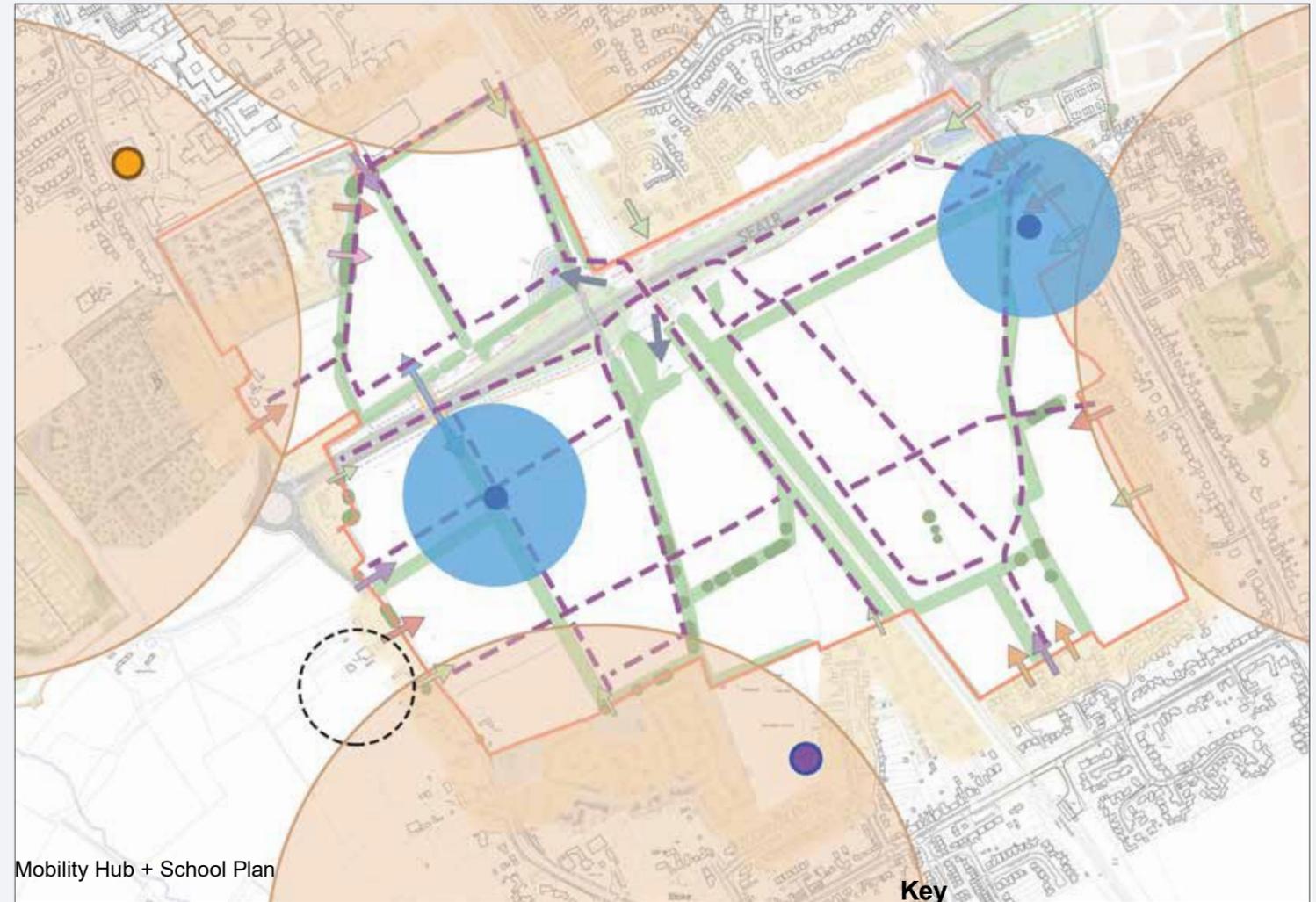
Nodal points can be derived from the connectivity/desire lines plan, and should pick up where movement is most prominent, either within or off site. Any proposed facilities located in this area should therefore benefit from footfall and passing traffic.

By virtue of basing the key movement routes with the green corridors through the site, this should enable these facilities to be directly accessible within the immediate area via sustainable walking and cycling routes.

Three such points are derived from the studies:

- **East of the railway** – a location adjacent to the main access that can gain benefit from visual connections with passing traffic along Wendover Road along with a key location with the landscape framework at the head of the strategic buffer;
- **West of the railway** – at a central location where the east to west movement crosses with north-south movement from the South-East Aylesbury Link Road underpass to Stoke Mandeville Village to the south.
- **Stoke Mandeville Parish Centre** – a third location has been discussed to reflect the potential location for the Stoke Mandeville Parish Centre. The Neighbourhood Plan is suggesting this could be located on the western side of Lower Road, and as such any infrastructure within AGT1 be located adjacent to help strengthen this area.

As such the Framework Masterplan should review potential locations for Local Centre and facilities within this which are located to suit these nodal points. These locations could also incorporate 'Mobility Hubs' which would offer a range of sustainable transport options for residents within AGT1 or people passing through.



- Key Nodal Points within East and West development areas
- Potential location for Mobility Hub
- Existing School Locations
- Existing Community Centres Existing
- Local Centre
- Potential Nodal point with Stoke Mandeville Parish Centre





### 3.2 Development Principles and Concept

#### 3.2.7 Development Area and Character Development Area

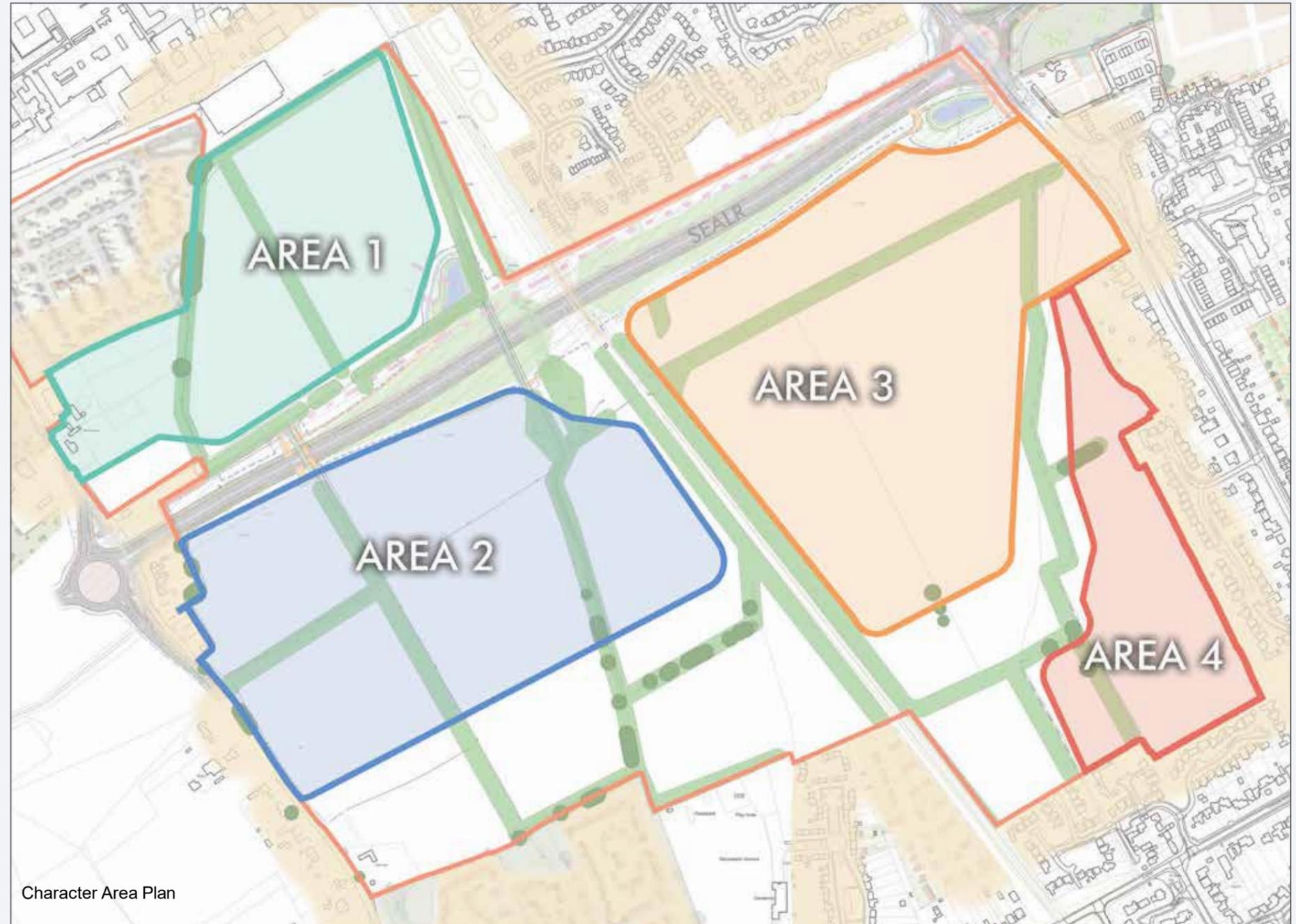
Overlaying the landscape strategy outlined in section 3.2.2 with the base constraints and opportunity plans create a series of potential areas of development within AGT1, each segregated from one another by an existing or proposed element of infrastructure. These infrastructure 'barriers' present challenges in terms of placemaking and connectivity, however do assist the potential application of character across the site by creating four distinct areas of development, each of which could have a differing character.

The development areas can be characterised as follows:

- **Area 1 (Northern Area)** – separated from the rest of AGT1 by the South-East Aylesbury Link Road;
- **Area 2 (Western Area)** – enclosed by Lower Road, South-East Aylesbury Link Road, railway line and strategic buffer;
- **Area 3 (Eastern Area)** – enclosed by Wendover Road, South-East Aylesbury Link Road, railway line and strategic buffer;
- **Area 4 (South-East Area)** – separated from rest of AGT1 by the strategic buffer;

The movement routes and creation of nodes suggest where development could be intensified within these areas, and edges adjoining existing context will require consideration to reflect the adjoining character. Likewise, consideration is required where edges face open spaces or 'barriers' such as the railway or South-East Aylesbury Link Road corridor.

Note this diagram and the concept plan in section 3.3 indicates these areas in full however these would be subdivided further by internal residential streets and smaller areas of open space such as pocket parks.





## 03 Key Principles & Overall

### Density

Different building typologies play an important role in providing an area with character. As such, the masterplan for AGT1 should outline where differing densities are appropriate and where they can actively help provide character and identity to the new development. Common terminologies for the description of density are lower, medium and higher density, and these could be proposed within the Framework Masterplan. There are varied examples of these different types of densities in the area around the AGT1 site;

A description of the setting of each of these areas, and potential guiding principles that could be considered are shown on the following page.

	Lower Density	Medium Density	Higher Density
Density (dph)	approx. 25-29dph	approx. 30-39dph	approx. 40+dph
Building types	detached building typologies	Predominantly semi-detached and terraced houses, with some detached houses and some small scale apartment buildings	predominance of linked building typologies such as apartments and terraces
Building heights	generally up to 2 storey building heights	generally 2 and 2 ½ storeys in height, allowing for some increase in height to 3 storeys in key locations	Generally taller buildings then located elsewhere; In the local area 3-4 storey buildings can be found
	 <p>Lower density housing on Carters Ride - approx. 24dph</p>	 <p>Medium density detached housing on Silver Birch Way - approx. 38dph</p>	 <p>Higher density housing on Stadium Approach - approx. 60dph</p>



## 03 Key Principles & Overall

### Character

Key to identifying character is the aspiration of the AGT1 Vision to complement the context against which the new neighbourhood will emerge; but also to be distinguishable where appropriate in order to establish a clear identity and character for the new neighbourhood.

As such the four development areas could each take on a role to apply this objective. Areas 1 and 4 should respond directly to the surrounding areas; Areas 2 & 3 are set apart from adjacent settlement edges and therefore, whilst incorporating characteristics common with the outer Areas, this character could be strengthened in these areas to a more distinguishing feature/aesthetic that could then provide a potential identity for AGT1.

A description of the setting of each of these areas, and potential guiding principles that could be considered are shown below.

#### Area 1 (Northern Area)

Guiding principles for the development of this character area are as follows:

- Surrounded by built form west, north and east;
- Adjoining development generally faces outwards towards boundaries;
- Vehicle access to be confirmed; pedestrian/cycle access to north and under the South-East Aylesbury Link Road;
- Development character perceived as extension of surrounding typologies but set within landscape framework - similarities of setting to new adjacent development;

#### Area 3 (Eastern Area)

Guiding principles for the development of this character area are as follows:

- Generally separated from surroundings by the South-East Aylesbury Link Road, railway, strategic buffer;
- Development to outwardly face onto its edges;
- Opportunity for denser area within centre and at confluence of routes around nodal points and onto Wendover Road;
- Potential location for Local Centre uses such as retail floor space at Wendover Road frontage and increased density to support this;
- Distinctive character for this parcel being separated from other development areas.

#### Area 2 (Western Area)

Guiding principles for the development of this character area are as follows:

- Adjoin and will provide consistent frontage to Lower Road;
- Elsewhere separated from surroundings by the South-East Aylesbury Link Road, railway, strategic buffer;
- Development to outwardly face onto these edges;
- Opportunity for denser area within centre and at confluence of routes around nodal points;
- Potential location for Local Centre uses such as Primary School at central crossing point of routes and increased density to support this;
- Distinctive character for this parcel being separated from other development areas.

#### Area 4 (South-East Area)

Guiding principles for the development of this character area are as follows:

- Seen as an extension to the existing settlement and forming a link in townscape (rather than a gap) to the existing settlement on Wendover Road and Dorchester Close/Walnut Close.
- Opportunity to form new northern edge of Stoke Mandeville Village facing towards new strategic buffer within AGT1 site;
- Similar 'feathered' outwardly facing edge to that emerging north of village to west of railway;
- Potentially lower density in sensitive locations and at southern end of buffer;
- Opportunities for 'clusters' of development within existing field boundaries and therefore landscape influenced area.



## 3.3 Response to Placemaking Challenges

Combining all of the layered principles as set out within this chapter and outlined in 3.2 produces a Concept plan, upon which a framework masterplan can be developed. This Concept plan should respond to the placemaking challenges outlined in section 2.3 and meet the aspirations of the AGT1 Vision as follows:

**Landscape** – A landscape framework that maintains and enhances existing vegetation and Public Rights of Way; incorporation of a green buffer to maintain the setting of Stoke Mandeville village including retained pastoral land to retain elements of the existing rural character and provide a soft transition;

**Connectivity** – movement routes direct within sub-areas of AGT1, and directed towards potential crossing points of the ‘barriers’ that dissect the site;

**Settlement** – development areas should be established by the landscape strategy and therefore respect adjacent settlement edges; settlement identity to be created through an understanding of the surrounding characters;

**Identity** – opportunities to reflect the individual identity of Stoke Mandeville village and south Aylesbury, whilst forming a known identity for AGT1 in the more central areas of the development;

### Key

Existing Trees to be retained



Existing Hedgerows to be retained



Strategic Buffer



Retained Peri-urban Agriculture



Structural Development Platform - to include streets, buildings, public open space including parks and squares, private gardens, Non-structural Landscaping and Parking Areas



Proposed Vehicle Access Points



Potential Emergency Access



Existing Public Right of Way



Potential Access Locations



Potential Pedestrian Links



Potential Internal Access between development areas



Potential Underpass Access under SEALR between development areas

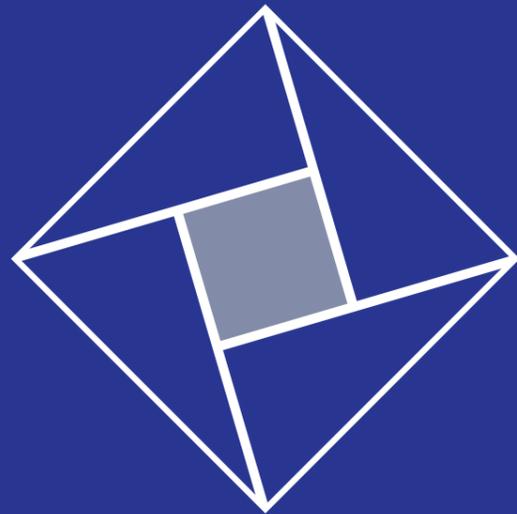


Potential Strategic Pedestrian & Cycle Routes



Potential location for Key Space and Mobility Hub







**4 - Framework Masterplan  
& Design Guidance**



## 4.1 Framework Masterplan

The context analysis and conceptual layering illustrated through sections 2 & 3 of this document have informed the production of a Framework Masterplan for the AGT1 site. The Framework Masterplan illustrates the following:

- Landscape and ANGSt compliant green infrastructure – strategic spaces, green corridors, open spaces, infrastructure buffers;
- Access and Movement – potential vehicle and pedestrian/cycle access locations, movement framework, ‘barrier’ crossing options;
- Development Area and Character– character and identity, urban design principles, density and massing;
- Land Uses and infrastructure – potential locations for infrastructure delivery and facilities;

The contents of Section 4 have been aligned with the Framework Masterplan content and as such the following pages are grouped under the headings above. Each section provides an overview of the parameters that may influence the design of the specific element, and guidance and examples of how good design could be achieved.

### Key

#### Landscape and ANGSt compliant green infrastructure

- L1 - Buffer
- L2 - Round Aylesbury Walk
- L3 - South-East Aylesbury Link Road Corridor
- L4 - Railway Corridor
- L5 - Central Open Space
- L6 - Green Corridor
- L7 - SuDS

#### Development Area and Character

- Area 1
- Area 2
- Area 3
- Area 4

#### Land Uses

- Primary School 2FE
- Gypsy + Traveller Pitches
- Local/Community Centre
- Housing
- Sports Pitch

#### Access and Movement

- Potential Vehicular Access
- Potential Emergency Access
- Pedestrian / Cycle Access
- Potential Pedestrian Links
- Potential Access Location
- Potential Internal Access between Development Areas
- Potential Underpass Access under SEALR between Development Areas
- South-East Aylesbury Link Road
- Primary Streets
- Secondary Streets
- Edge Streets
- Pedestrian / Cycle Route
- Potential South-East Aylesbury Link Road Crossing Bridge
- Potential South-East Aylesbury Link Road Underpass
- Embankment Access Points
- Potential Railway Crossing Point



# 04 Framework Masterplan & Design



Framework Masterplan

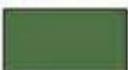
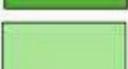


## 4.2 Landscape, ANGSt compliant green infrastructure / Blue

An overarching Green and Blue Infrastructure plan has been developed for AGT1, which will form the basis for forthcoming designs of each area. Within this the landscape areas have been characterised to set out their differing typologies and design principles. Given the integrated nature of green and blue infrastructure within the scheme, the majority of the typologies below represent both kinds to some degree.

### Green and Blue Infrastructure Typology Principles

#### Key

	Site Boundary		4. Railway Corridor
	1. Strategic Buffer		5. Central Open Space
	2. Round Aylesbury Walk		6. Minor Connections
	3. South-East Aylesbury Link Road Corridor		7. School Playing Fields



Green and Blue Infrastructure Plan



## 4.2.1 Strategic Buffer

This will be a substantial swathe of public open space and retained agricultural land that will preserve the separate identity of Stoke Mandeville village, whilst providing an attractive resource for its residents. It is also possible that this will support the Aylesbury Gardenway in the future.

It will be designed in accordance with the following principles:

- Mix of landscape treatments, with carefully designed transition to avoid abrupt change.
- Non-agricultural areas to be accessible, including provision of all-ability access.
- Surfaced access routes to be provided in line with Aylesbury Gardenway design principles, to support potential future alignment.
- Land to be reserved for future provision of Aylesbury Gardenway additional railway crossing.
- Water to be a unifying theme, including watercourses along its length and ponds providing additional interest.
- Woodland and tree planting to be used to achieve effective visual separation of the settlement areas.
- Design to consider public safety and signposting to give confidence to users.
- Combination of amenity grassland and meadow areas to balance public recreation with ecological habitat and seasonal diversity.
- Play to be subtly incorporated within the area and not limited to fenced areas, through the use of naturalistic features such as clamber art, land art (e.g. mown labyrinths), and water play.
- Species mixes to be predominantly native and reflective of the prevailing character and soil type, with a 10% proportion of climate-proof species and provenances.
- Additional pitches to school provision, as per Policy I2 requirements. Pitches located in close proximity to existing recreational use to the south to enhance use and connection between AGT1 and Stoke Mandeville.



Biodiversity led landscape



Wildflower Meadows



Footpath/Cycleway and Swale



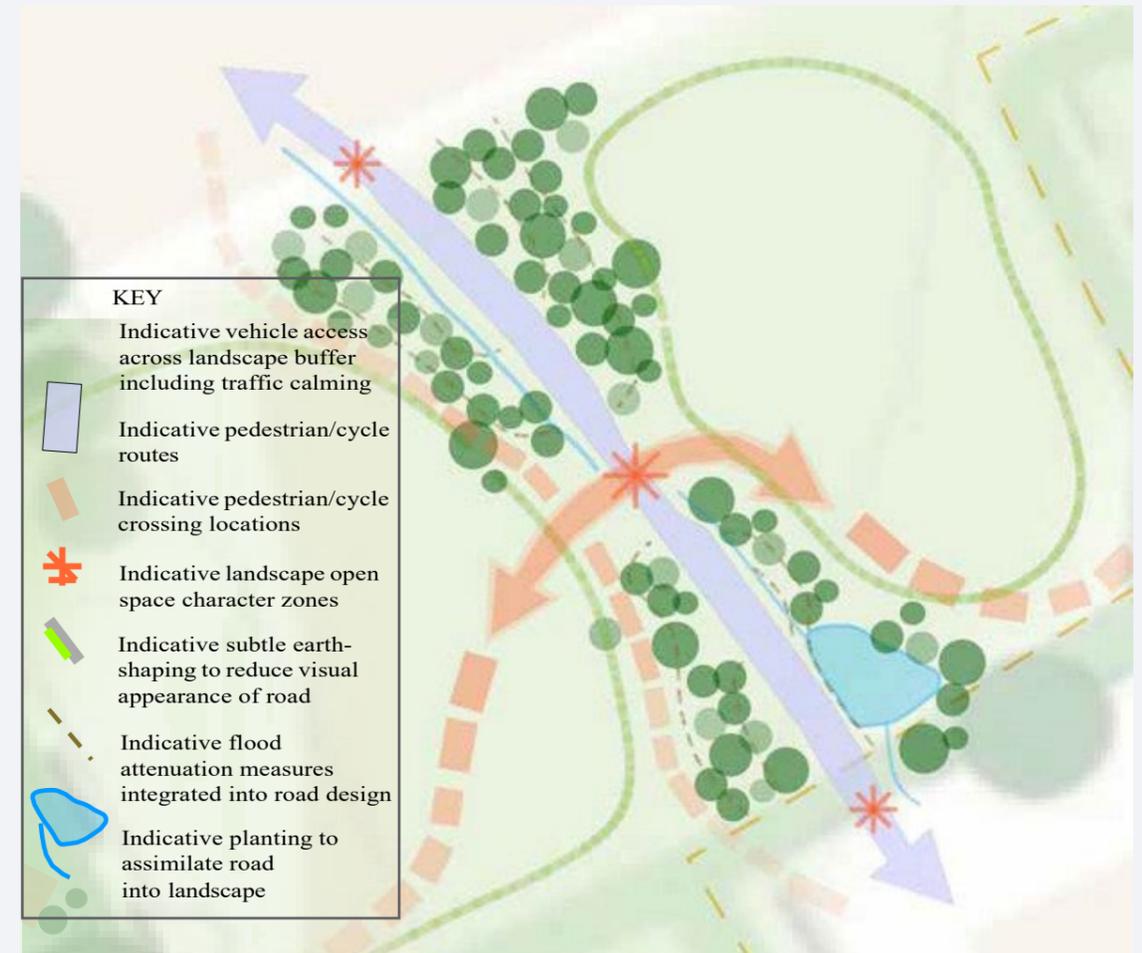
Wildflower Meadows



Swale Linear Wetland Habitat



Path/Road Crossing



Landscape Buffer Crossing Wider Context Plan



Road Crossing Buffer Image

## 4.2.2 Round Aylesbury Walk

This will be a green boulevard crossing the development on the approximate alignment of the existing Long Distance Recreational Route. It will be a wide urban street with strong ANGSt compliant green infrastructure, such as street trees, rain gardens and meadow verges, and it will include provision to possibly support the alignment of the Aylesbury Gardenway. It will utilise the proposed South-East Aylesbury Link Road crossing over the main line railway to provide a sustainable connection through the site between Lower Road and Wendover Road. The Round Aylesbury Walk is a historic route separate to the Proposed Gardenway.



It will be designed in accordance with the following principles:

- Wide, high quality urban boulevard that reflects the latest positive street design principles.
- Use of ANGSt compliant green infrastructure elements such as street trees, rain gardens and meadow verges to deliver social and environmental value.
- Inclusion of places to pause, meet and congregate, in association with trees to take advantage of natural shade and shelter.
- Strong presence of street trees to contribute to overall urban tree canopy when viewed from Coombe Hill.
- Inclusion of open water features for positive sensory input and sustainable drainage.





## 4.2.3 South-East Aylesbury Link Road Corridor

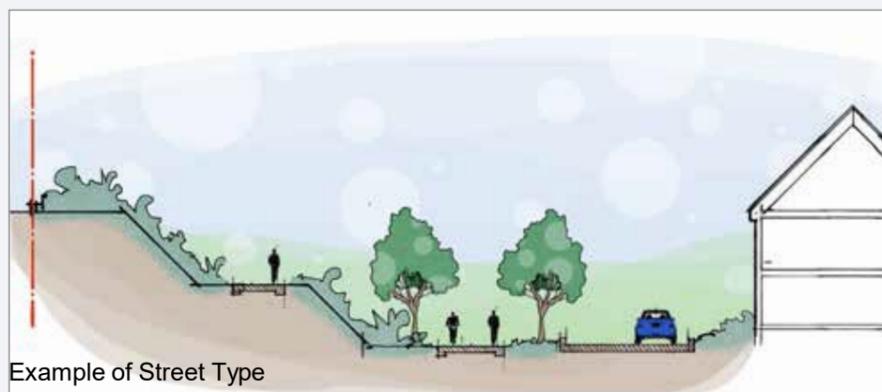
Whilst the primary aim of this area will be to support a strategic access route, the verge and embankment areas are substantial and have the potential to deliver ANGSt compliant green infrastructure value. In addition, given the level of elevation of the proposed embankment, it is important to respond positively to the visual relationship with the Chilterns Area of Outstanding Natural Beauty to the south, and in particular the nationally important view from Coombe Hill.

It will be designed in accordance with the following principles:

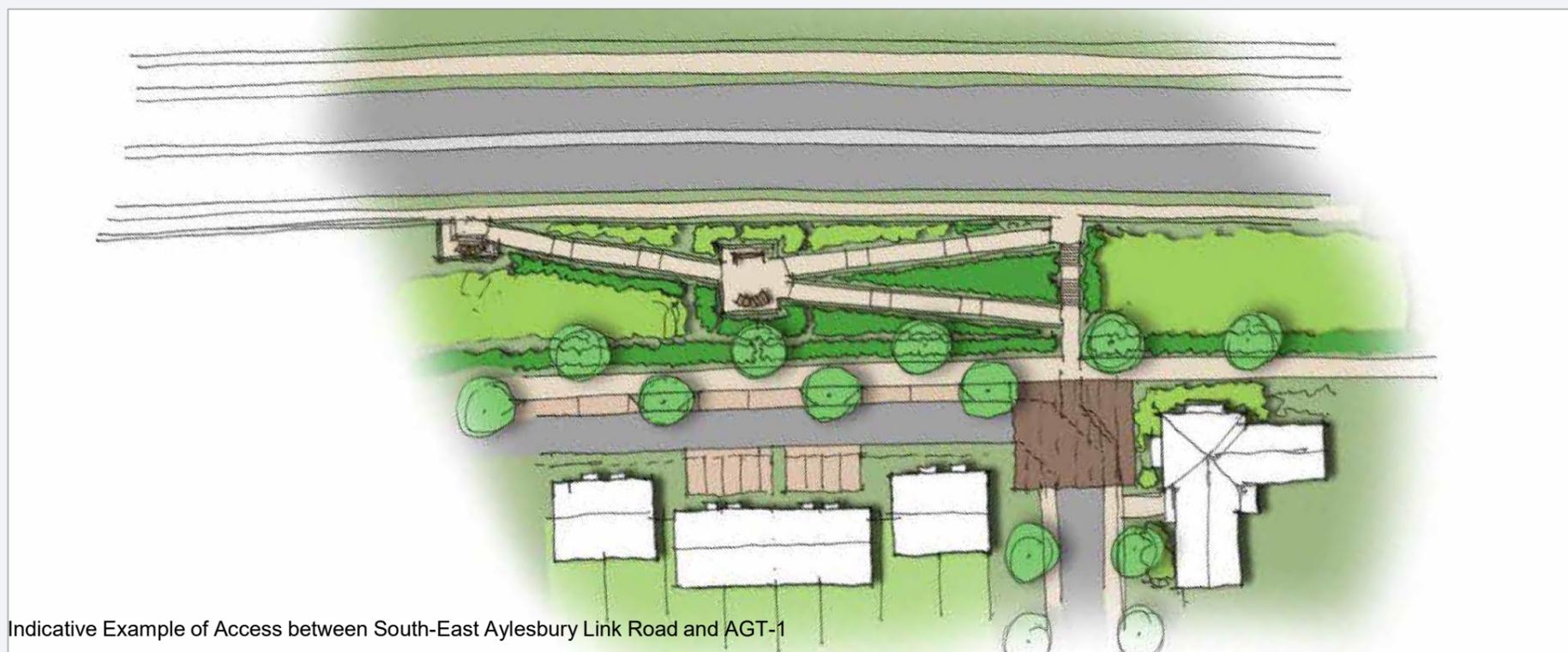
- Use of naturalistic rough grassland and woodland to soften the appearance of embankments and maximise biodiversity value and seasonal interest.
- Setting of routes over the embankment within meadow grassland corridors to enable long visibility and for visual interest.
- Seeking the inclusion of a viewing point at the top of the southern face of the embankment to enable the backdrop of the Chiltern Escarpment to be appreciated.

1. **South-East Aylesbury Link Road Bridge** – the proposed bridge carrying the new South-East Aylesbury Link Road (application CC/0015/20) over the railway has been approved which includes a segregated pedestrian/cycle route set away from the road. As such this should be utilised as a way of crossing the railway for people walking and cycling and links to this crossing should be established to the AGT1 development. Each point of access should conform to the following principles:

- Be usable by all pedestrians and cyclists, in that ramps should be at an appropriate gradient, and be minimised to ensure the ease of movement from the site level up to the bridge is considered;
- These ramps should be well lit and overlooked as much as possible by the new development within AGT1. Therefore buildings closest to the ramps should have frontage and habitable windows overlooking these spaces;
- The routes should link with the wider movement framework through AGT1 to ensure direct movement is promoted, and use of non-vehicular forms of transport.
- The ramps can be used as a design feature in the landscape treatment of the embankment, with potential layering of soft and hard landscape design used to provide interest for users.



Example of Street Type



Indicative Example of Access between South-East Aylesbury Link Road and AGT-1



### 4.2.4 Railway Corridor

This area represents the flanks of the railway line, which support scrubby woodland vegetation and therefore provide ANGST compliant green infrastructure connections through the site, as well as visual screening of the railway line.

It will be designed in accordance with the following principles:

- Retention of scrubby woodland habitat areas and protection through construction process.
- Creation of narrow belts of complementary habitat within the AGT1 site in association with public movement routes.
- Working with Network Rail to seek to manage these areas to retain and enhance their ecological value, e.g. through periodic coppicing to maintain dense, scrubby character.

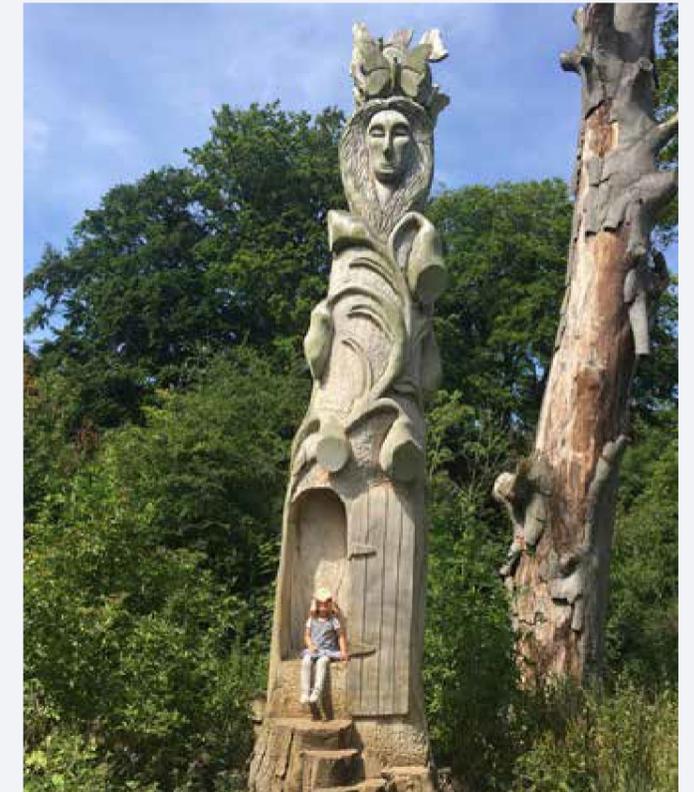
### 4.2.5 Central Open Space

This will be an area of naturalistic informal open space within the centre of the site, close to the proposed railway crossing. It will provide an attractive place for people to come together, with a central area of close-mown grassland for informal play, and with areas of open water. Being located at the end of the Green Boulevard on the western side of the site, it also has the potential to host local community events.

The central location of this space allows for good accessibility from the other development areas within AGT1. As such the design of the space should allow for differing movement routes to be accommodated once further detail work has been conducted on the appropriate access proposals to the other development areas. The space should be well overlooked, with development frontage around at least two sides, ensuring a space that is safe to use and move through at any time of day or night.

It will be designed in accordance with the following principles:

- Naturalistic space supporting a combination of native woody vegetation, meadow grassland, amenity grassland and open water.
- All non-water areas to be fully accessible to the public, with ground vegetation managed to facilitate this.
- Existing vegetation to be retained where possible, and rejuvenated through coppicing and pruning.
- Paths to provide all-ability access, linking in with Green Boulevard.
- Inclusion of picnic benches to facilitate opportunities for community cohesion and family use.
- Inclusion of naturalistic play features (boulders, logs, mounds, etc) to encourage imaginative play, possibly including sculptural elements.





## 4.2.6 Minor Connections

This represents a number of smaller connections through the site, which are likely to provide ANGSt compliant green infrastructure value at a neighbourhood scale. They are principally based upon local sustainable movement routes, although it will be important for them to deliver a range of environmental services to fulfil their ANGSt compliant green infrastructure potential.

These routes will be designed in accordance with the following principles:

- Surfaced routes providing all-ability sustainable access (walking and cycling), all year round.
- Signposting giving walking and cycling distances to key locations, to encourage use.
- Naturalistic features such as hedgerows and swales along the routes to provide wildlife connectivity and habitat, seasonal interest and other environmental services.
- Sufficient width of corridors to accommodate movement routes and natural features, whilst conveying a sense of space and security.
- Positive relationship with adjacent urban edges, with properties presenting active frontages, not rear garden boundaries.



## 4.2.7 School Playing Fields

This represents an area of playing fields associated with a new primary school within the development, but which have the potential to be made available out of hours to the wider community.

The playing fields will be designed in accordance with the following principles:

- Inclusion of native hedgerows on the boundaries of the playing fields, for natural security and wildlife connectivity.
- Inclusion of hedgerow trees on the boundaries of the playing fields, to provide natural shade and shelter, and to improve wildlife value.



## 4.2.8 Surface Water Drainage

The site is shown by British Geological Society data to be underlain by a mixture of Mudstone, Siltstone and Sandstone. Local borehole records show groundwater levels to be relatively close to the surface. At this stage it has been presumed that it will not be possible to manage site surface water using infiltration techniques. Site investigation works should be carried out to determine the specific conditions on site to support any detailed planning application in accordance with Lead Local Flood Authority guidance.

It has therefore been assumed that surface water is managed using a store-and-release approach and discharging to the existing channels within the site. Given the sensitivity of the urban areas downstream of AGT1, surface water discharge should be attenuated to the existing 1 in 2 year runoff rate of 3.3l/s/ha, this will reduce flooding downstream as far as is reasonably practicable.

In order to deliver the vision for AGT1 as part of the Aylesbury Garden Town, it is considered essential that water is managed using vegetated above ground Sustainable Drainage Systems (SuDS).

The likely location of strategic storage features has been derived taking consideration of the development proposals, existing topography and assuming a design storage depth of 1m and an additional 0.3m of freeboard.

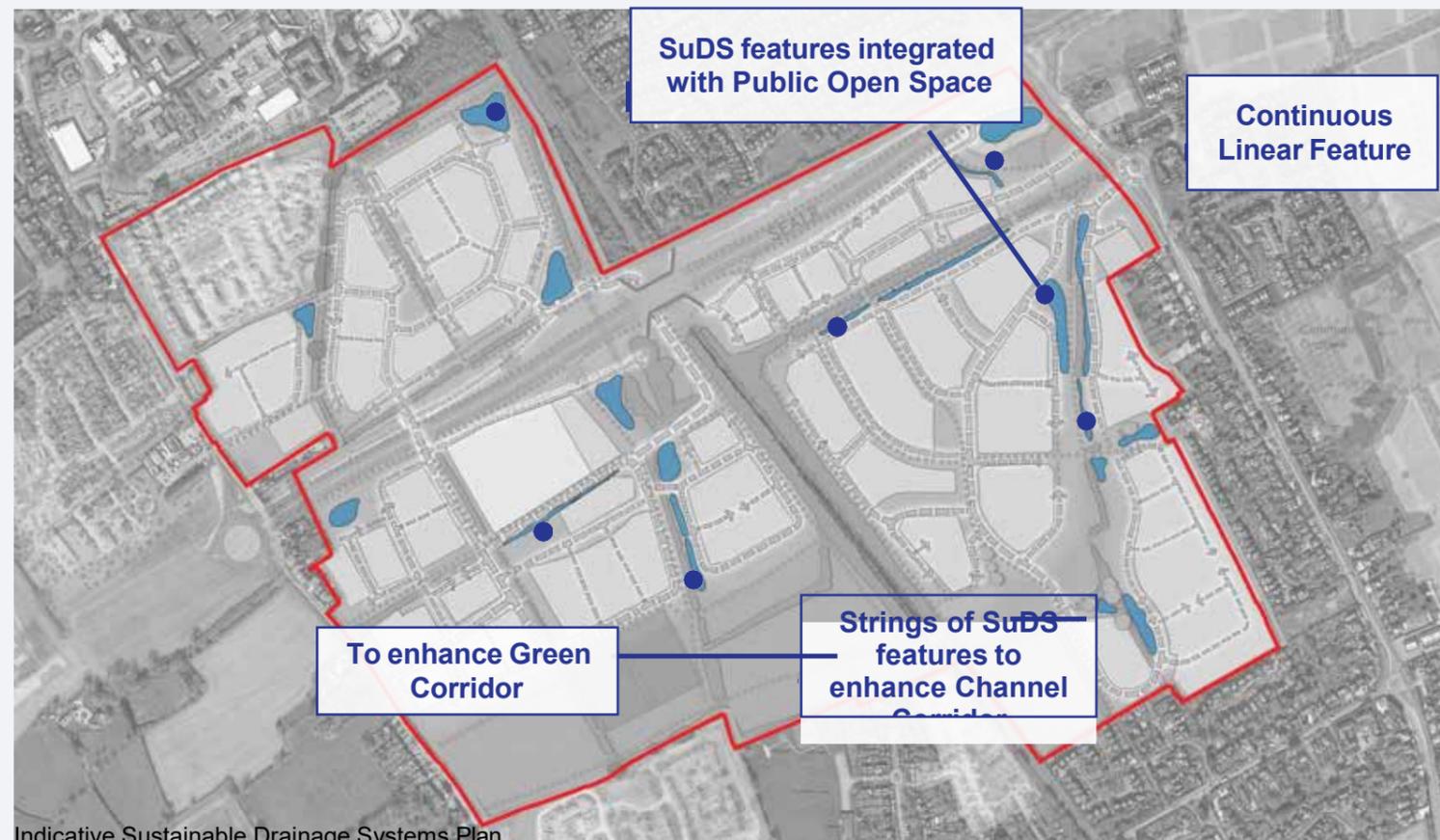
It is envisaged that these features will take a variety of forms depending on their location, varying from ecological driven designs with permanent standing water (for example alongside the railway line), through naturalized designs that remain dry in a 1 in 10 year event and provide valuable open space, to formal hard-landscaped features within the higher density parts of the development.

Proposals for Sustainable Drainage Systems should be considered from the outset for any development proposals brought forward for planning in order to maximise water quality, quantity, biodiversity and amenity benefits. The potential for integrating open conveyance features within the development rather than relying on a piped solution should be considered, especially in flatter parts of the site where a conventional solution would necessitate significant development plot raising. Specific consideration should be given to using Sustainable Drainage System features and modification of the existing drainage channels to create distinctive blue corridors.

Site design should seek to deliver Sustainable Drainage System features such as rainwater harvesting, grey water systems, and rain gardens along with maximising the use of permeable surfacing to provide further benefits.

### Foul Water Drainage and Potable Water Supply

There are existing foul water sewers crossing the site which should allow for gravity drainage of the site's foul water. Trunk water mains are present under Wendover Road and in the northern part of the site.



Indicative Sustainable Drainage Systems Plan



## 4.3 Access and Movement

### 4.3.1 Street and Movement Hierarchy

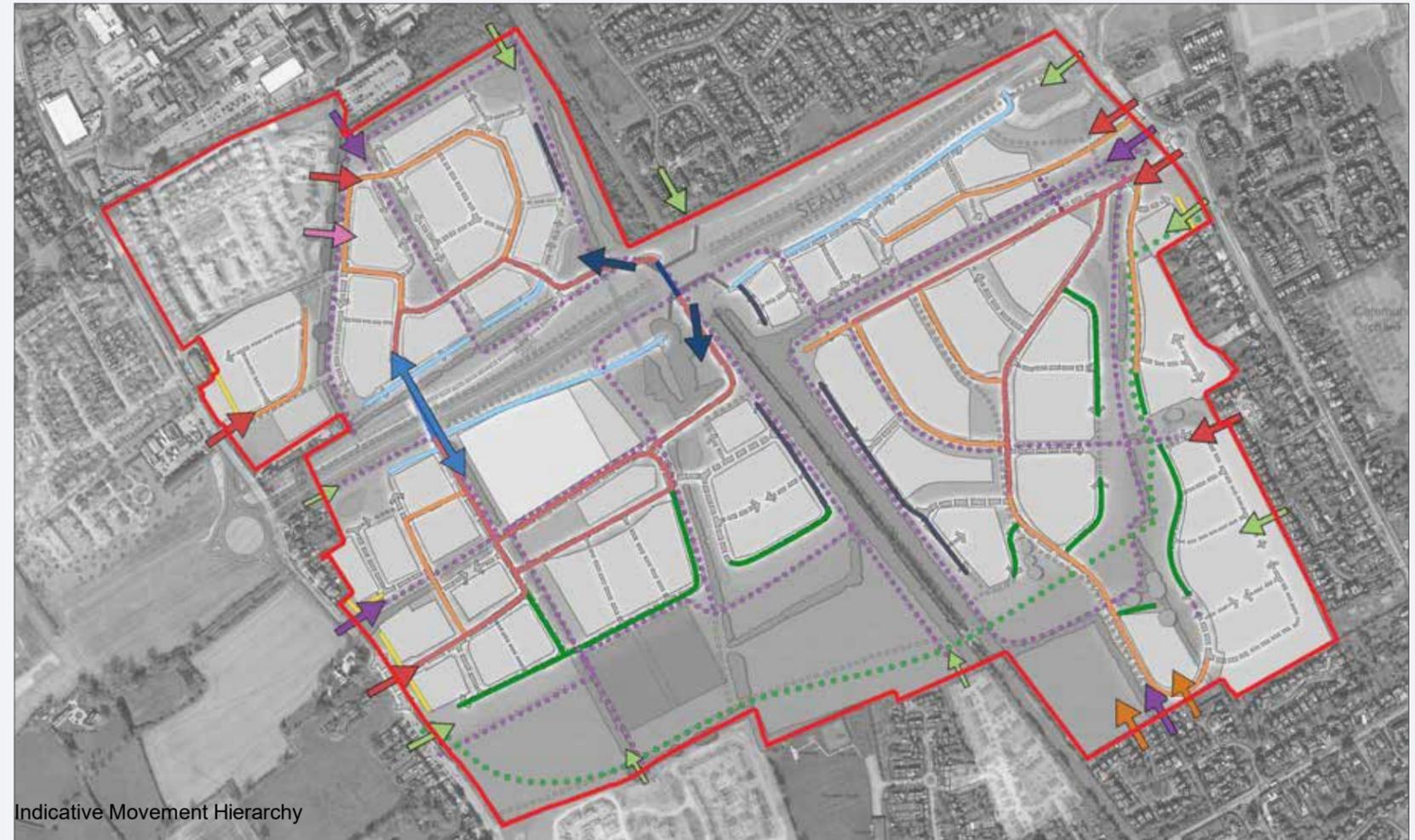
The movement framework has been developed in the context of the key N-S and E-W linkages on either side of the railway line taking into account constraints such as the South-East Aylesbury Link Road. Where the N-S/E-W linkages converge this provides a natural location for activity in the form of local centre (café, shop, the Third Place) and school (where activity is forecast to be greatest) and also the provision of Mobility hubs to enhance access to travel choice.

In terms of the network of streets throughout the site, then this will comprise at least three levels of hierarchy (as per the principles within Manual for Streets) from the primary road into the site from Lower Rd / Wendover Rd respectively and then Secondary and Tertiary roads (not shown on this plan). Whilst the primary road will naturally provide greater priority in terms of vehicle movements, the landscape strategy and movement strategy for pedestrians / cyclists should dictate the character / cross section of the road, rather than the vehicle movement itself. At Tertiary street level, and depending on the attitude towards car parking provision (it could be zero), the streets should be designed with greater emphasis on space for pedestrians/cyclists and a reduction in parking standards.

The Transport Strategy for AGT1 is predicated on taking advantage of the locational benefits and of the site relative to local amenities such as employment, retail, Aylesbury town centre and Stoke Mandeville train station and through informed masterplan design to maximise the potential for the internalisation of trips. It is based on the Garden Town Principles and National Transport Policy relating to mobility and sustainability, encouraging travel choice and trips made by foot/cycle (local topography is flat and conducive), public transport and reducing car use. The strategy will be made of numerous movement components including commuting and recreational cycle routes, bike hire, mobility hubs, demand responsive buses and personalised travel planning.

The Framework Masterplan sets out a potential movement framework that could be adopted in forthcoming designs. Key to this is the pedestrian and cycle movement across AGT1 which should be placed as the highest priority in terms of layout design for direct access, and treatment at junctions in terms of priorities over roads.

The Movement Framework plan sets out the potential hierarchy of routes, and these can be characterised as follows:



Indicative Movement Hierarchy

Key			
	Primary Street		Pedestrian / Cycle Movement Corridors
	Secondary Streets		Potential Gardenway Route
	Lower / Wendover Road Frontage		Potential Vehicular Access
	Potential Bridge Route over South East Aylesbury Link Road		Potential Emergency Access
	Potential Underpass Route under South East Aylesbury Link Road		Pedestrian / Cycle Access
	South East Aylesbury Link Road Edge		Potential Pedestrian Links
	Railway Edge		Potential Access Location



# 04 Framework Masterplan & Design

	Area 1	Area 2	Area 3	Area 4
<b>Access</b>				
Primary	✓	✓	✓	
Secondary	✓	✓	✓	✓
Pedestrian / Cycle Access	✓	✓	✓	✓
<b>Routes / Edges</b>				
Primary Movement Corridor	✓	✓	✓	
Secondary Streets	✓	✓	✓	✓
Lower / Wendover Road Frontage	✓	✓	✓	
South-East Aylesbury Link Road Edge	✓	✓	✓	
Railway Edge	✓	✓	✓	
Buffer Edge		✓	✓	✓
Courtyard Space	✓	✓	✓	
Private Drive	✓	✓	✓	✓
Residential Edge	✓			✓
Pedestrian / Cycle Routes	✓	✓	✓	✓
<b>Infrastructure</b>				
Central Mobility Hub		✓	✓	
Minor Mobility Hub	✓	✓		✓

Movement Hierarchy Matrix



# 04 Framework Masterplan & Design

## 4.3 Access and Movement

### Street Type

Primary Streets

### Role

- Corridors that should incorporate multiple modes of transport;
- Existing trees/hedgerows or new planting central to corridor;
  - Priority to be given to pedestrian/cycle routes;

### Parking

- Varied parking strategies;
  - on-plot and parallel visitor spaces within road;
- Side/rear courtyard parking potential where there is no alternative practicable solution;

### Width

- 6.5m min. width to road;
- 2m min width verge for parking/landscaping;
  - 2m min. pedestrian footpaths
  - 3m wide segregated cycleway;



Gardenway Precedent



Indicative Example of Street Type

### Street Type

Pedestrian / Cycle Routes

### Role

- Direct routes following desire lines with existing trees/hedgerows or new planting central to corridor;

### Parking

N/A

### Width

- 3m min. segregated cycle route;
- 2m min. segregated pedestrian route



Indicative Example of Street Type



## 4.3 Access and Movement

### Street Type

Secondary Streets

### Role

- Streets that should connect the primary corridor, or secondary access points, to the wider areas of the development;
  - Domestic scale of buildings with frontage to both sides of the road;
  - Opportunities should be explored for street trees where possible;

### Parking

- On-plot primary method of parking;
  - frontage parking;

### Width

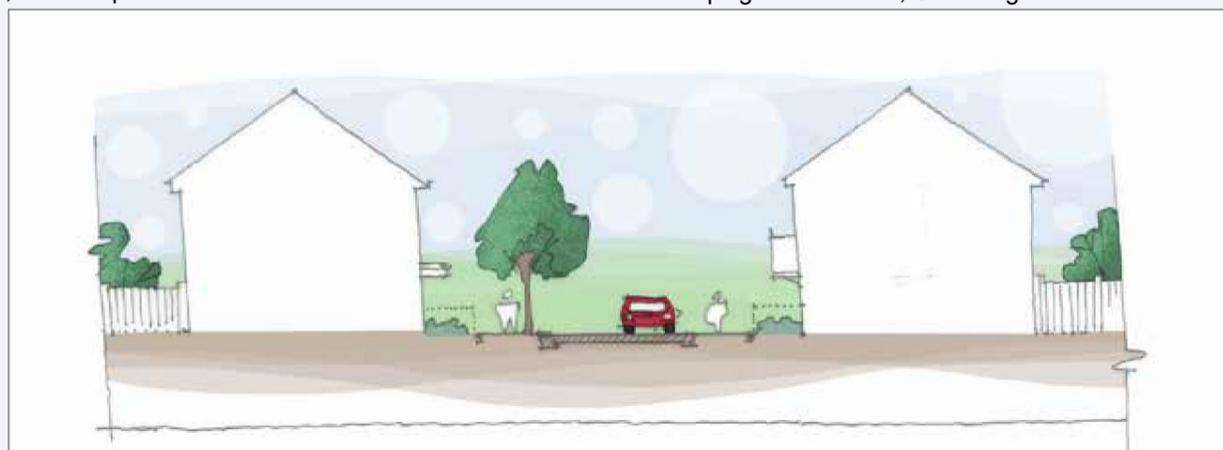
- 5.5m min. width to road;
- 2m parking / landscape verge where possible;
- 2m min. width to footpath to at least one side



Upton, Northampton



Trumpington Meadows, Cambridge



Indicative Example of Street Type

### Street Type

Lower/Wendover Road Frontage

### Role

- Development edge facing existing Lower Road and Wendover Road;
- Built form accessed from within site therefore opportunity to push building frontage closer to road – avoid 'parallel' roads adjacent to existing road where possible;
  - Strong development edge – apartments, terraces, semi-detached houses
- Existing hedgerow to be retained with breaks for direct access/visibility onto street;

### Parking

- Where frontage road access then prioritise on-plot (side) parking;
- Side/rear courtyard parking potential where there is no alternative practicable solution;

### Width

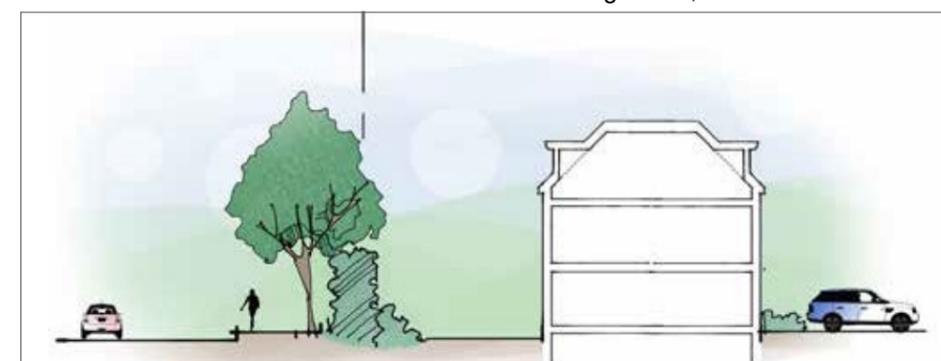
- If Key route treat as Secondary street type with segregated pedestrian footpath/cycleway;
- Opportunity for 5.5m integrated shared surface if in cul-de-sac/close arrangement serving 25 properties or less;
  - Opportunity for some direct housing frontage onto pedestrian footpath/cycleway;
    - 2m parking/landscape verge where possible;



The Avenue, Saffron Walden



Sovereign Gate, Cheshunt



Indicative Example of Street Type



# 04 Framework Masterplan & Design

## 4.3 Access and

### Street Type

South East Aylesbury Link Road Edge

### Role

- Development edge condition facing South-East Aylesbury Link Road;
- Frontage should face towards South-East Aylesbury Link Road so amenity space is protected by built form;
  - Linked frontage where possible – apartments, terraces;

### Parking

- Where frontage road access then prioritise on-plot (side) parking;
- Side/rear courtyard parking potential where there is no alternative practicable solution;
  - Visitor parking in parallel bays in limited locations;

### Width

- If Key route treat as Secondary street type with segregated pedestrian footpath/cycleway;
- Opportunity for 5.5m integrated shared surface if in cul-de-sac/close arrangement serving 25 properties or less;
  - Opportunity for some direct housing frontage onto pedestrian footpath/cycleway;
    - 2m parking/landscape verge where possible;
- Inclusion of maintenance road for South East Aylesbury Link Road bridge, with potential to perform dual role as pedestrian/cycleway route;



Peacock Farm, Bracknell



Cedar Avenue, Rocky Lane, Haywards Heath



Indicative Example of Street Type

### Street Type

Railway Edge

### Role

- Development edge condition facing Railway corridor;
- Frontage should face toward railway so amenity space is protected by built form;
  - Domestic scale frontage – terraces, semi-detached houses;

### Parking

- Frontage parking acceptable to limit gaps between buildings;
  - Potential for some on-plot (side) parking;
- Visitor parking in parallel bays to outer edge of street;

### Width

- If Key route treat as Secondary street type with segregated pedestrian footpath/cycleway;
- Opportunity for 5.5m integrated shared surface if in cul-de-sac/close arrangement serving 25 properties or less;
  - Opportunity for some direct housing frontage onto pedestrian footpath/cycleway;



Oakgrove Village, Milton Keynes



Horsted Park, Chatham



Indicative Example of Street Type



# 04 Framework Masterplan & Design

## 4.3 Access and

### Street Type

Buffer Edge

### Role

- Development edge overlooking landscaped buffer;
- Generally low density frontage to edge except around north-west area where buffer adjoins Local Centre on Wendover Road;
- Opportunity for varied approach to buffer edge street – ‘hard’ edge to provide strong line of frontage overlooking buffer, feathered edge where development integrated with landscape setting;

### Parking

- Prioritise on-plot (side) parking;
- Visitor parking in parallel bays to outer edge of street;

### Width

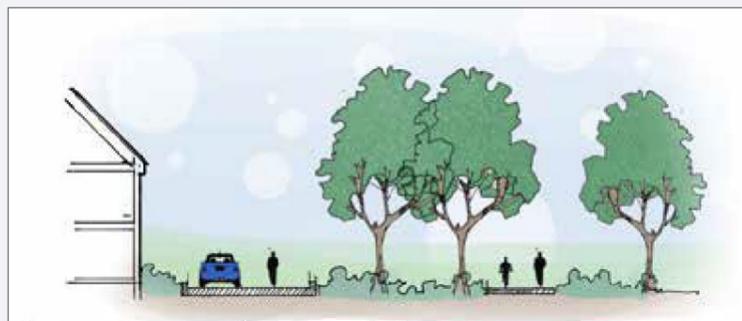
- If Key route treat as Secondary street type with segregated pedestrian footpath/cycleway;
- Opportunity for 5.5m integrated shared surface if in cul-de-sac/close arrangement serving 25 properties or less;
  - Opportunity for some direct housing frontage onto pedestrian footpath/cycleway;
    - 2m parking/landscape verge where possible;
  - Opportunity for private drives to be considered to extents of street network;



Tadpole Garden Village



North Bersted



Indicative Example of Street Type

### Street Type

Courtyards

### Role

- Squares located centrally within development blocks incorporating parking for surrounding buildings;
  - Strong frontage to ensure good surveillance and activity over parking square;
- Design of courtyard should ensure adequate space for planting bays of min. 2m width to break parking up;

### Parking

- Frontage parking within shared courtyard;
- maximum of 4no. parking spaces between landscape bays;

### Width

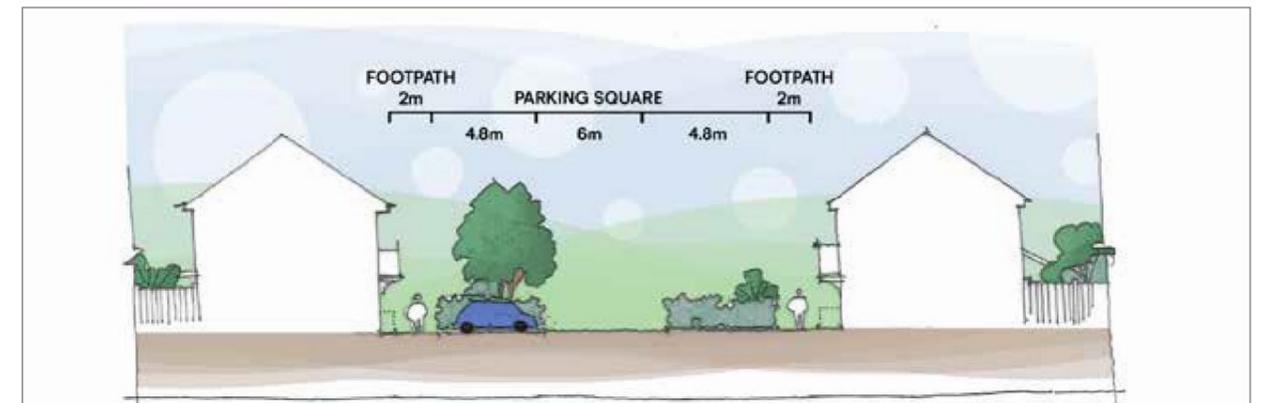
- 6m width between parking spaces – services within road if possible;
- 2m footpath to rear of parking bays;



Horsted Park, Chatham



Abode Cambridge



Indicative Example of Street Type



# 04 Framework Masterplan & Design

## Street Type

Private Drive

## Role

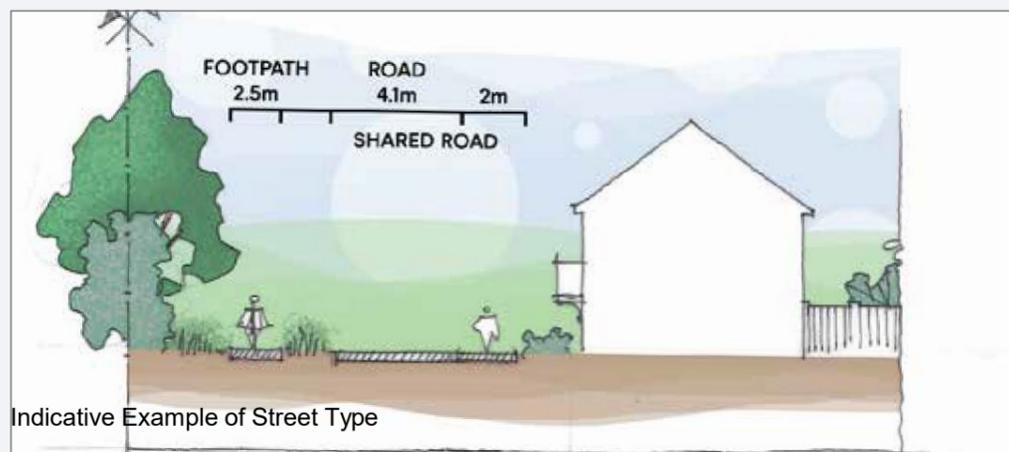
- Outer edge of street network, driveways serving small collection of houses (max. 5 houses) where maintenance vehicles are not required to enter;
- Opportunity for inclusion along buffer edge or lower density areas backing onto existing properties;

## Parking

- On-plot side parking, including side garages;
- Frontage parking within shared courtyard;

## Width

- 4.8m min. width, integrated shared surface



## 4.3 Access and Movement

### 4.3.3 Mobility Hubs

Sustainable Transport Hubs (also known as Mobility Hubs) have become a successful mechanism in many European countries to increase the uptake of active travel, low emissions and shared transport. The Hubs act as a convenient interchange at a neighbourhood level providing first and last mile connectivity with public transport, Demand Responsive Transport, car clubs, bike, eBike share and other services, whilst offering amenities such as electric vehicle charging points, charging for electric 'last mile' deliveries, cycle storage, workspaces, wifi, cafés and bike repair. This can help reduce car use and car ownership in a community. Through prominent signage and branding, the hubs act as their own advertising and research has shown that the majority of users first learn about the service after having passed by.

Mobility Hubs come in different shapes and sizes offering convenient and real alternatives which can be flexibly selected to serve the chosen neighbourhood.

Mobility Hubs can be located in new or existing residential areas, business parks, town centres, shopping centres and rural or suburban areas. They can help to plug gaps in the public transport network in a more cost effective way than new public transport services and unlock private sector investment. They harness new technologies in offering on-demand services which are growing in relevance to younger generations and proliferation in flexible working patterns.

Two mobility hubs could be provided within AGT-1 located on key movement routes within the development. They may form part of a connection to a wider centre or community square as a stand-alone building, or be adapted into a larger building such as the ground floor of a residential or communal building. Smaller mobility hubs could be located in outer areas of the development away from the central areas – such as e-Bike/e-scooter sharing points adjacent to pedestrian/cycle access points into AGT1.

Essential Components	Key Principles
Electric vehicle Parking bays for car club	Proximity to other neighbourhood amenities within 10 minute walk
High-quality bicycle parking	High quality facilities
Proximity to a public transport stop	Wider shared mobility programme across the city
Safety (e.g. good lighting)	Clear and visible branding and signage
Easily accessible for everyone	Unique name for each Mobility Hub (akin to bus stop names)



Mobility Hub Example showing electric vehicle charging, cycle hire, information board, drop off/collection facilities - Munich



Mobility Hub Example showing bus stop, car club parking, cycle hire facilities - Calderwood, West Lothian

## 4.3 Access and Movement

### 4.3.4 South-East Aylesbury Link Road/Railway Crossing Locations

The Framework Masterplan identifies potential locations for pedestrian and cycle crossing points, to ensure each neighbourhood area has good connections to each other and in all directions to the surrounding area

Options for the potential design of the South-East Aylesbury Link Road embankment and the form of access between the bridge over the railway and the development in AGT1 are provided with the landscape information in section 4.2.3.

1. **South-East Aylesbury Link Road Underpass** – north-south movement is to be strengthened with the aspirational new route connecting Stoke Mandeville Hospital and Stadium with Stoke Mandeville Village. This should be incorporated within designs for AGT1 and as part of this the design of the underpass through the South-East Aylesbury Link Road for pedestrians and cyclists should be carefully considered.
  - a. The width and ‘containment’ of the underpass should be considered to ensure users do not feel enclosed and in areas that could pose a risk to their safety;
  - b. The underpass should be well lit and utilise design techniques to ensure natural light can serve as much of the route as possible, and use materials that are light and help reduce the darkness that similar routes can have;
  - c. The underpass access points should be overlooked as much as possible by the new development within AGT1. Therefore buildings closest to the ramps should have frontage and habitable windows overlooking this space;
2. **Future Crossing Point** - A further, potential future crossing point has been identified on the Masterplan, as a potential pedestrian footbridge crossing the railway at a southern point in AGT1 that Buckinghamshire Council may seek to bring forward in the future. The future design of this piece of infrastructure should ensure:
  - That it seeks to integrate within the Strategic buffer within which it will be located, and ensure views from the Chilterns Area of Outstanding Natural Beauty are acknowledged and mitigated if necessary;
  - Its location and design should ensure acceptable impact on the design of adjacent areas of housing development in AGT1.
  - The housing in these areas should be designed to overlook the key landscape feature of the buffer, and therefore ensure that the potential future crossing has development frontage towards it, albeit at a distance.
3. **South East Aylesbury Link Road Potential Bridge Crossing** - a potential vehicle crossing over the South East Aylesbury Link Road joining Area 1 (northern area) with Area 2 (western area). The need for this bridge will be known once the potential for vehicle access from the South East Aylesbury Link Road into the northern area is clarified. The potential design of this bridge should ensure:
  - The bridge should be designed to integrate with the wider AGT1 Framework Masterplan as outlined in section 4.1;
  - It should ensure an acceptable relationship with the adjacent new housing with regards to privacy and overlooking;
  - It should not prohibit east-west pedestrian/cycle movement along the southern edge of Area 1 or the northern edge of Area 2;



1. South-East Aylesbury Link Road Underpass



2. Future Crossing Point



3. South East Aylesbury Link Road potential bridge crossing



## 4.4 Development Area and Character

### Development Blocks

To establish a legible and safe environment, buildings should establish a frontage along the perimeter of all development parcels.

Front doors and ground floor windows should be positioned to promote natural surveillance of the streets they look out upon.

All back to back and back to side relationships should be acceptable in terms of overlooking, privacy, daylight and sunlight.

In order to ensure intersections are properly defined, buildings should be placed on the corner of every block to aid place-making.

### Frontages

Building elevations should engage with the public realm. Where more than one elevation engages with the public realm, the building must be designed in the round so as to engage fully with its entire context, not just the street facing the primary façade.

At crossroad intersections, all four corners should be framed by buildings

### Landmarks

Buildings which terminate vistas should be treated as a key elevations. These key elevations must be carefully located and provide a considered design.

Key elevations of focal buildings should be defined by certain design principles, such as:

- a change in building material;
- a change in colour of the building material; set back or forward from adjacent building line;
- raised or reduced building height from the adjacent buildings; alternatively raising or reducing roof eaves and/or ridge line;
- specific/feature detail to building.

### Key Spaces

Key spaces should be accentuated by a combination of surrounding building frontages and landmarks, treatment of the space with regard to its surface, and its use and role within the development.

Key spaces should be actively overlooked from surrounding buildings, and these buildings should generally be orientated so that front doors open directly onto the space.

### Edges

Sensitive edges should be informed by the adjoining context, with privacy maintained where required

Buildings should front onto retained vegetation so that vegetation comes into the public domain and is more easily managed. Where vegetation is at the rear of existing gardens then alternative treatments may be required to ensure security and privacy is maintained.

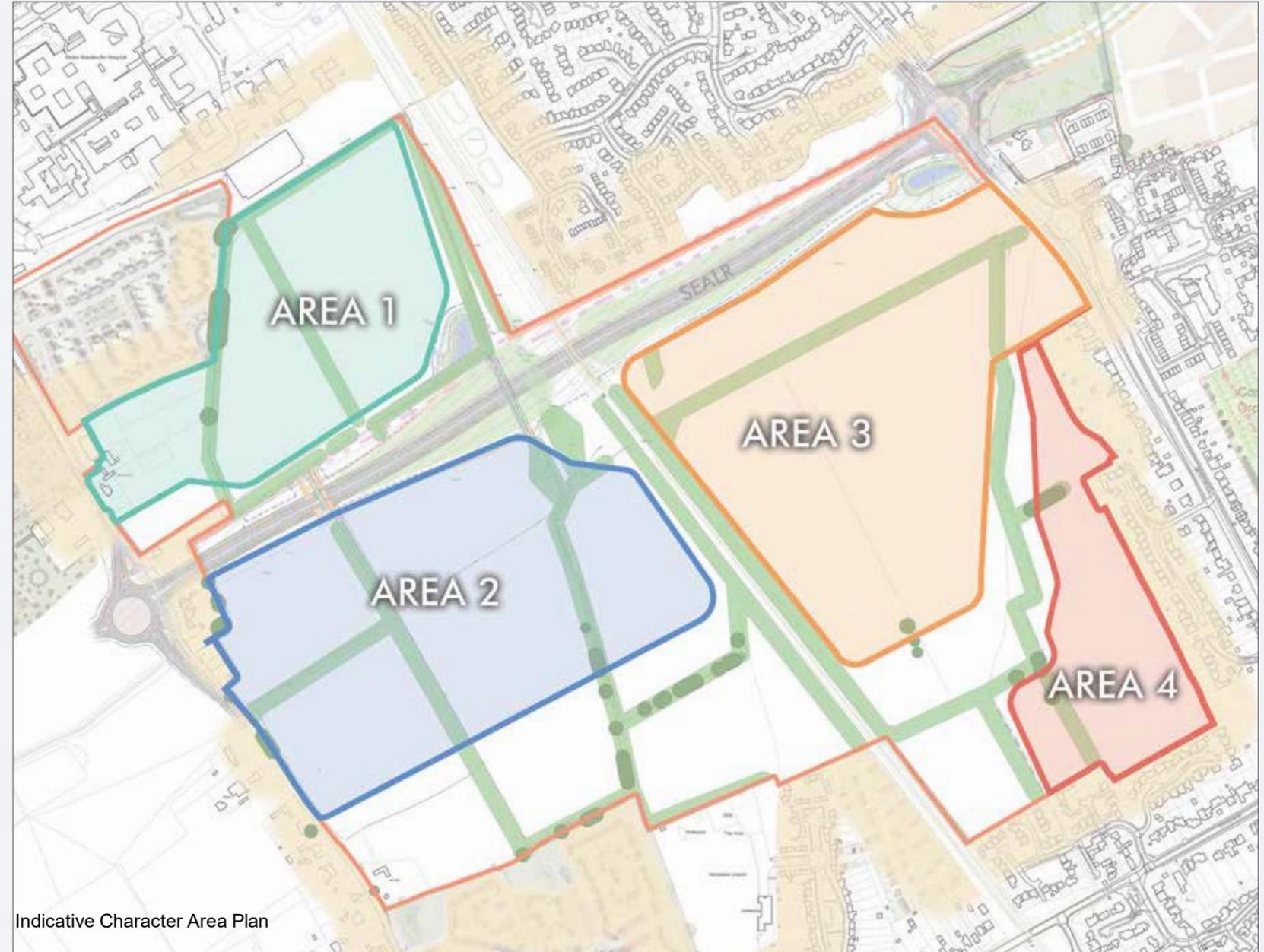


## 4.4 Development Area and Character

Section 3.2.6 outlines four development areas within AGT1 and how these could have differing character. This section provides indicative design guidance and principles for each of these areas that should be adopted within forthcoming designs.

Information on each area has been broken down to cover the topics below and provide indicative design guidance on a number of subject matters:

- **Area Overview** – overview of the character area and indicative illustration of potential layout;
- **Urban Design Framework** – overview of indicative layout with design principles for frontages, key routes and spaces, density and feature buildings;
- **Key Routes and Spaces** – Indicative examples of how some of the key routes or spaces could be provided
- **Building Typologies** – reference and precedent information of potential building typologies that suit the density and heights;
- **Area Key View** – artist's impression of one of the key areas and function of the space;





## 4.4 Development Area and Character

### 4.4.1 Area 1 - Northern

#### Area Overview

##### Features of this character area include:

- Outwardly facing development onto the South-East Aylesbury Link Road to mitigate noise source;
- Creation of gateway arrival space around vehicle access;
- Creation of landscaped arrival space for pedestrians and cyclists from existing neighbourhood to north;
- North-south green corridor around existing Public Right of Way and hedgerow with strong development frontage;
- Development to overlook landscaped arrival space linking with the South-East Aylesbury Link Road underpass;
- Creation of internal green spaces and squares within development platform;
- Higher Density built form to central spine and aligning the South-East Aylesbury Link Road;
- Medium density elsewhere including land parcel off Lower Road to match adjacent development;
- Potential for a vehicle link to north-west linking with new Crest Nicholson development;

#### Key



Lower Density Housing



Potential Cycle Route



Enhanced Green Corridor



Medium Density Housing



Landscaped Open Space



Higher Density Housing



Area 1 Indicative Features Plan



## 4.4 Development Area and Character

### 4.4.1 Area 1 - Northern

#### Area Urban Design Framework

Key design principles for Area 1 should follow the guidance of the urban design framework sketch adjacent, with particular reference to the following:

- **Vehicle Access** - to Area 1 is subject to ongoing technical considerations. There are two options for crossing the South-East Aylesbury Link Road and linking with Area 2 to the south. These comprise an underpass in the south east corner and a bridge to the south west that are both technically feasible but subject to more detailed assessment. There is potential for some housing to be accessed directly off Lower Road, just north of the South- East Aylesbury Link Road junction. There is potential for a further connection through to the existing development to the north west. A 'left in/left out' access off the SEALR could be explored if all other options would leave the land parcel inaccessible and incapable of development.
- **Edges** – are generally outwardly facing towards the boundary as there is no adjacent development to be respected. Strong frontages should be adopted and perimeter blocks should be created to the development areas.
- **Movement Corridors** – should align with existing hedgerow/tree lines to establish multi-purpose green corridors through Area 1. These corridors should respect the existing vegetation and therefore be wide, with space for incorporation of Surface Water Drainage within the corridor design. Development should overlook these corridors and be intensified to maximise activity and surveillance over the route.
- **South-East Aylesbury Link Road Crossing Point** – suitable locations for ramps & steps crossing the embankment aligning the road should be reviewed collectively with the emerging designs for Area 1. The location of these crossing points should facilitate direct connections with the key movement corridors in Area 1, and also be located to minimise the extent of ramps and steps, for ease of access for all. Level access connections with the footpath along the South-East Aylesbury Link Road will be available along the south western edge of Area 1.

#### Key

	Primary Movement Corridor Frontage		Medium density
	Lower Road Frontage		Higher Density
	South-East Aylesbury Link Road Frontage		Gypsy / Travellers Site
	Railway Frontage		Focal Building
	Shared Surface / No Car Frontage		Potential Vehicle Access Points
	Frontage to Key Space		Pedestrian/Cycle Access
	Existing Residential Edge		Potential Bridge Crossing Access
			Potential Access Location



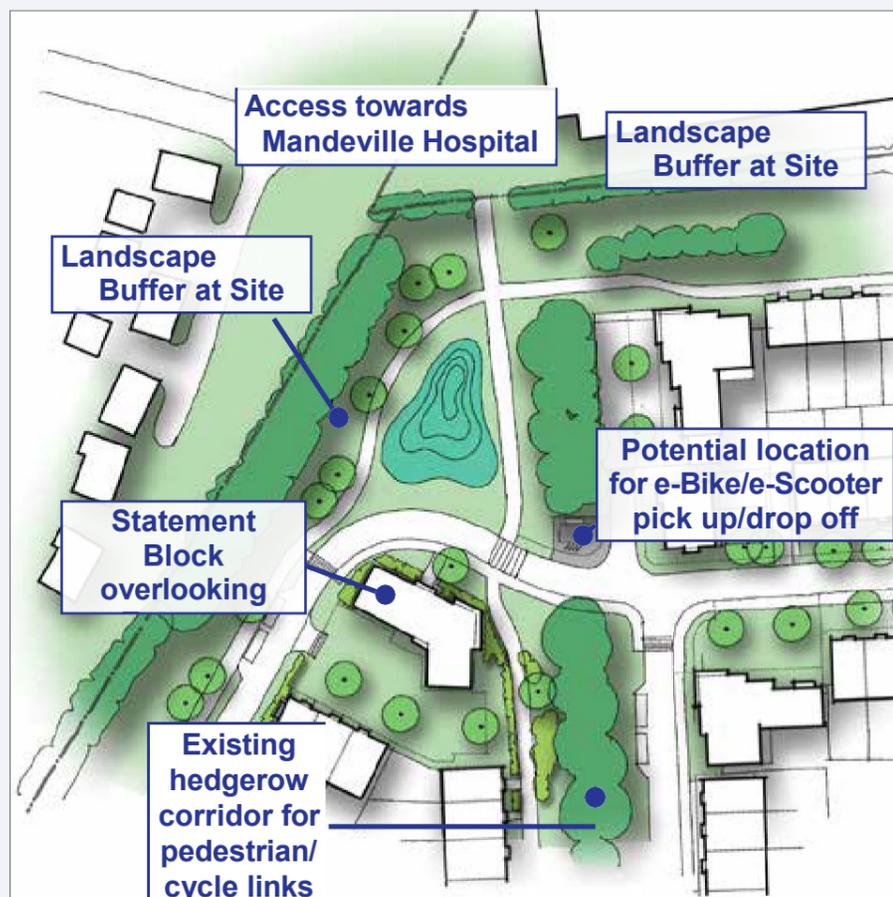
	Potential Pedestrian Links
	Potential Bridge Crossing
	Potential Underpass Crossing
	South-East Aylesbury Link Road Embankment Crossing

	Key Spaces:
	<b>A1</b> - Lower Road Arrival
	<b>A2</b> - Stoke Mandeville Hospital Arrival
	<b>A3</b> - Southern Arrival
	<b>PP</b> - Pocket Park



## 4.4 Development Area and Character

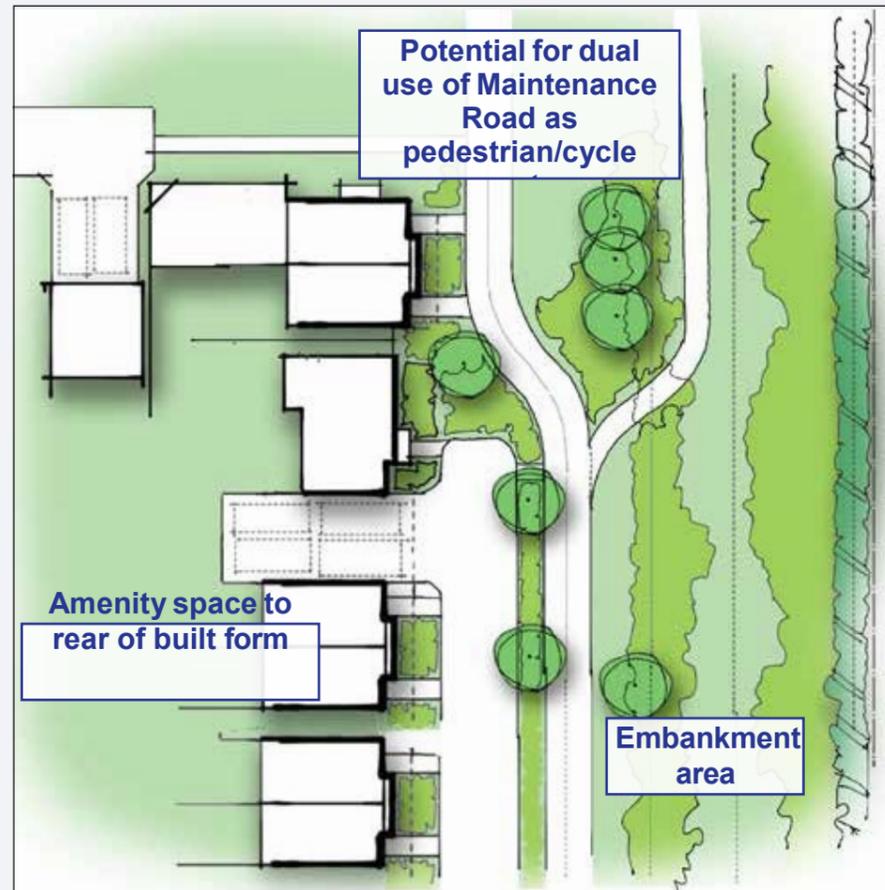
### 4.4.1 Area 1 - Northern Area Key Routes and



#### Spaces

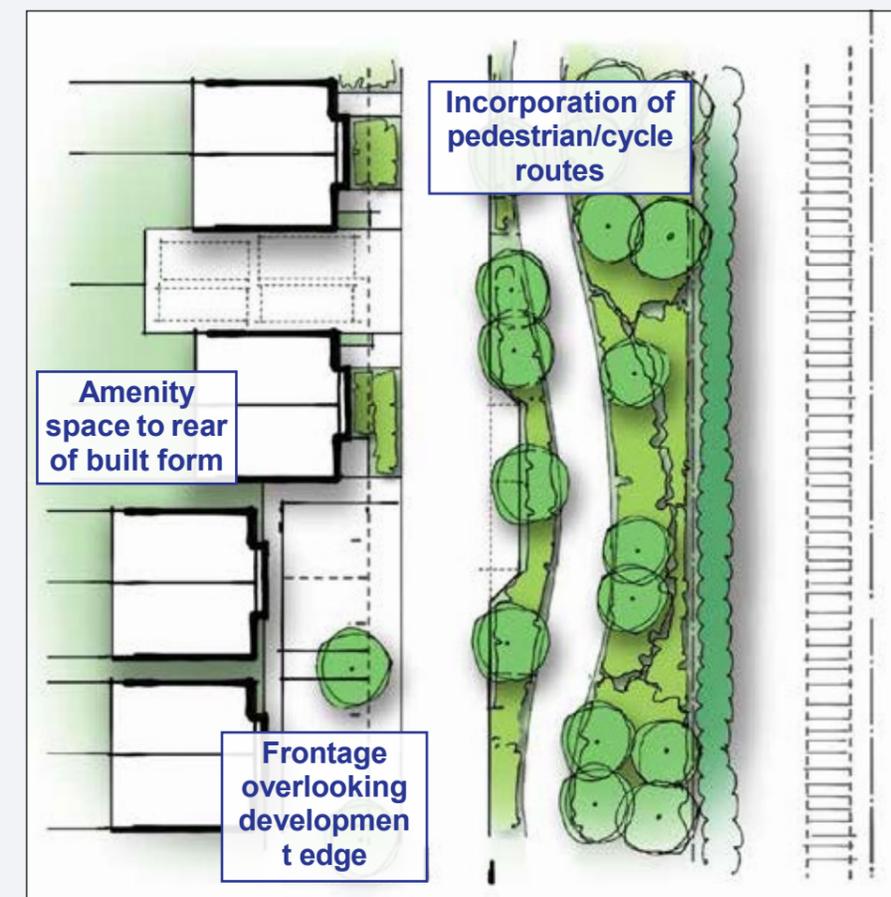
#### Stoke Mandeville Hospital Arrival

The Northern Arrival space is a key location for the whole of AGT1 being the entry point to the site from the Stoke Mandeville Hospital area, including its Local Centre and Stoke Mandeville Stadium facilities, therefore is likely to be very well used. As such an attractive arrival space should be created, with buildings surrounding the space and overlooking it, and opportunities for key statement buildings on the corners of ends of development blocks. There is potential for inclusion of a minor mobility hub in this location, which could provide e-bike or e-scooter access for use when travelling northwards from AGT1 towards Aylesbury centre.



#### South-East Aylesbury Link Road Edge

Buildings should face towards the South-East Aylesbury Link Road to ensure amenity space is protected from noise by the building line. As such a strong and linked building line should be created consisting of apartments, terraces and linked houses. There is opportunity for 'car-free' frontage here - the maintenance road serving the South-East Aylesbury Link Road could perform a dual function as a pedestrian/cycle route along the edge of the development area.



#### Railway Edge Plan

Buildings should face towards the railway edge to ensure amenity space is protected from noise by the building line. Within the landscape buffer alongside the railway corridor should be located a pedestrian/cycle route connecting Stoke Mandeville Hospital area with the South-East Aylesbury Link Road underpass and onwards to the south. Opportunity for on-street visitor parking in parallel bays on outer edge of road, aligning landscape buffer.



## 4.4 Development Area and Character

### 4.4.1 Area 1 - Northern

#### Area Building Typologies

The design of building forms and use of materials must reference an understanding of the local character. A character study should be conducted as part of the design process and used to help inform the appearance of the proposed buildings.

Building forms in Area 1 must have a relevance to the local vernacular and take visual cues from the area, such as the local context in Stoke Leys and emerging development to the north-west.

Contemporary forms of buildings can be proposed however should be informed by the character study in terms of building form, roof scape, facade composition and window hierarchy.

All buildings should use materials that are durable, age well and are positively enhanced by weathering. Material choice will be informed by a character study of the area and strong design rationale for the specific character area within which the buildings are located.



Sustainable Movement Example - Abode, Great Kneighton



Green Corridors Example - The Paddocks



Key Routes Example - Upton, Northampton



Key Routes Example - Marmalade Lane, Cambridge

Building Typology	
Apartments	Gateway and Arrival Spaces
	Central North-South Corridor
	Key junctions within Area
Terraced Houses	Throughout, in particular Stoke Mandeville Hospital, South-East Aylesbury Link Road and Railway Edges
Semi-Detached Houses	Throughout
Detached	To edges such as fronting green corridors, or internal courtyards areas



Local Reference - Stoke Leys



Example of Development Fronting onto a Major Road - Bracknell

## 4.4 Development Area and Character

### 4.4.1 Area 1 - Northern

#### Area Area Key View



Strong Building Frontage to Important Route - Increased Height

Segregated Pedestrian/Cycle Route

Inclusion of Existing Trees/Hedgerows in Green Corridor

Movement Corridor - Higher Density Context

Artists Impression of Primary Route through the Site



## 4.4 Development Area and Character

### 4.4.2 Area 2 - Western Area

#### Overview

##### Features of this character area include:

- Creation of gateway arrival space off Lower Road;
- Incorporation of strategic east-west corridor integrating key movement route and green corridor, along route of existing Public Right of Way; high density development along this route;
- North-south green corridors around existing Public Right of Way and hedgerow with strong development frontage;
- Potential for location of Local centre uses such as Primary School at junction of movement routes and higher density along street;
- Creation of internal green spaces and squares within development platform;
- Creation of green spaces around edges of development area to incorporate Sustainable Drainage Systems within Green and blue infrastructure network;
- Lower density development along southern edge of development facing towards strategic buffer;
- Higher Density built form to central routes and development parcels aligning South-East Aylesbury Link Road;

#### Key



Lower Density Housing



Landscaped Open Space



Potential Location for Primary School



Medium Density Housing



Enhanced Green Corridor



Potential Location for Sports Pitches



Higher Density Housing



Potential Cycle Route



Potential Community Centre



Potential Event Space



Area 2 Indicative Features Plan



## 4.4 Development Area and Character

### 4.4.2 Area 2 - Western Area

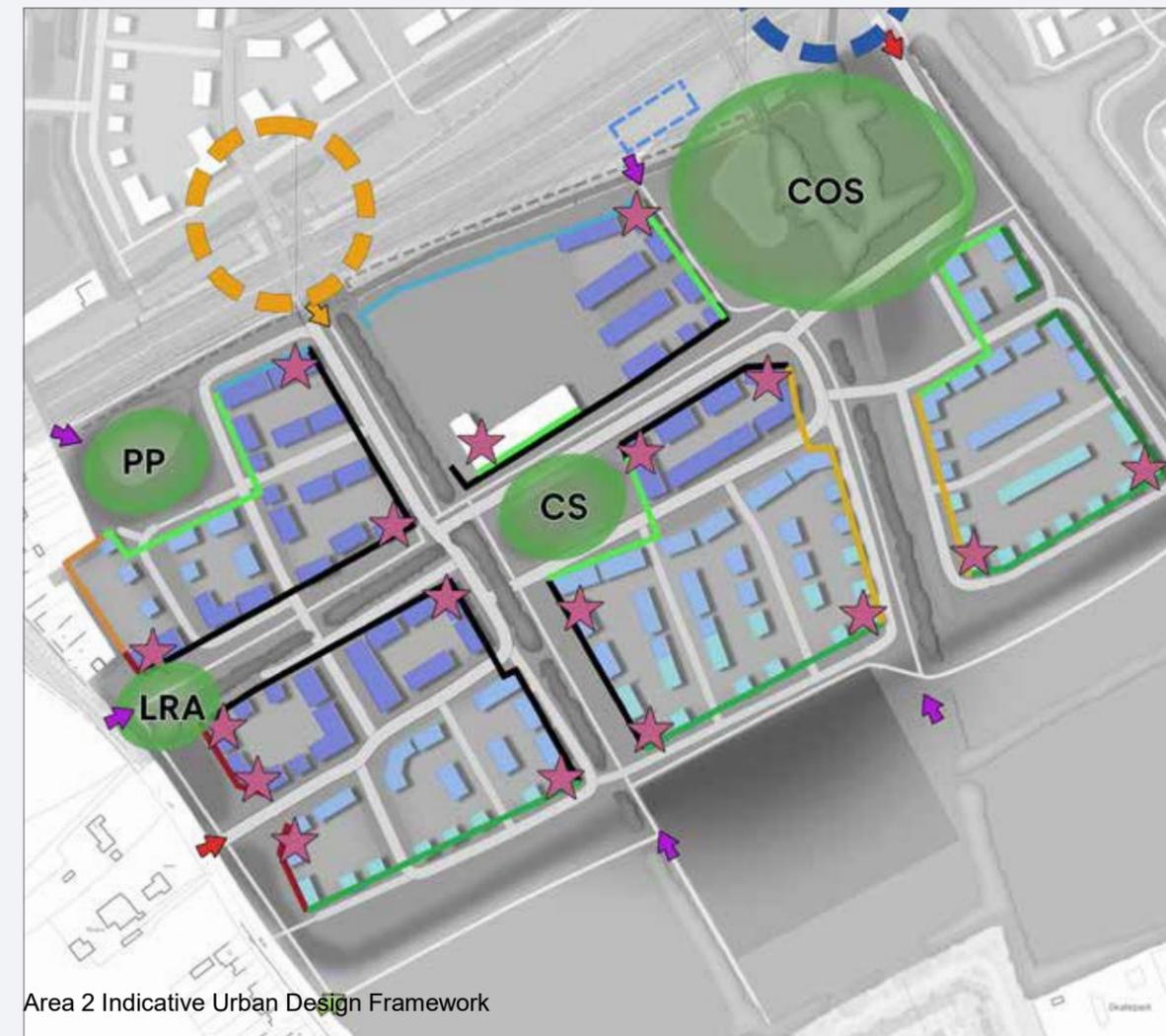
#### Urban Design Framework

Key design principles for Area 2 should follow the guidance of the urban design framework sketch adjacent, with particular reference to the following:

- **Movement corridors** – key to the design of Area 2 is the ‘grid’ that is created when incorporating existing tree/hedgerows through the development area, and the potential opportunity to create a strong sustainable movement framework through the area. As with Area 1, these routes could be multi-functional by providing a green corridor and opportunities for surface water drainage integration in the street design.
- **Edges** – Area 2 is generally outwardly facing except for a small area in the north-west corner which backs onto existing houses, which should be respected. Elsewhere, development edges should provide a strong frontage towards the edge they face. The edge of Area 2 facing the South-East Aylesbury Link Road will be varied – where residential uses are proposed guidance as suggested in Area 1 should be incorporated – however note that if a primary school is to be included, part of the northern boundary will align this corridor and may require a specific treatment to address noise and surveillance matters.
- **Primary School** – as indicated in this SPD there is a nodal point in Area 2 where routes converge and at this location is the potential to include the primary school for AGT1. This would be in close proximity to Lower Road and therefore easily accessible, and also within the internal AGT1 framework allows for good access from the north, south and east. A central square incorporating play and mobility facilities could be included adjacent to the school.
- **Buffer** – the layered concept studies in section 3 suggest that a linear edge to the buffer could be created in this part of AGT1. This edge could form an attractive feature when viewed from the buffer and form a key role in the identity of Area 2 and AGT1 as a whole.
- **Central open space** – frontage to overlook large open space area to north-east of Area 2; this space should be landscaped as outlined in section 4.2.5 and will include movement and connections with Area 1 and 3 to the north and east, therefore a strong frontage should be established facing this space with opportunities for focal buildings around routes to assist wayfinding;
- **South-East Aylesbury Link Road crossing point** – suitable locations for ramps & steps crossing the embankment aligning the road should be reviewed collectively with the emerging designs for Area 3. The location of these crossing points should facilitate direct connections with the key movement corridors in Area 3, and also be located to minimise the extent of ramps and steps, for ease of access for all. Level access connections with the footpath along the South-East Aylesbury Link Road will be available along the north eastern edge of Area 3.

#### Key

	Primary Movement Corridor Frontage		Shared Surface / No Car Frontage		Lower Density
	Lower Road Frontage		Frontage to Key Space		Medium density
	South-East Aylesbury Link Road Frontage		Existing Residential Edge		Higher Density
	Railway Frontage				Gypsy / Travellers Site



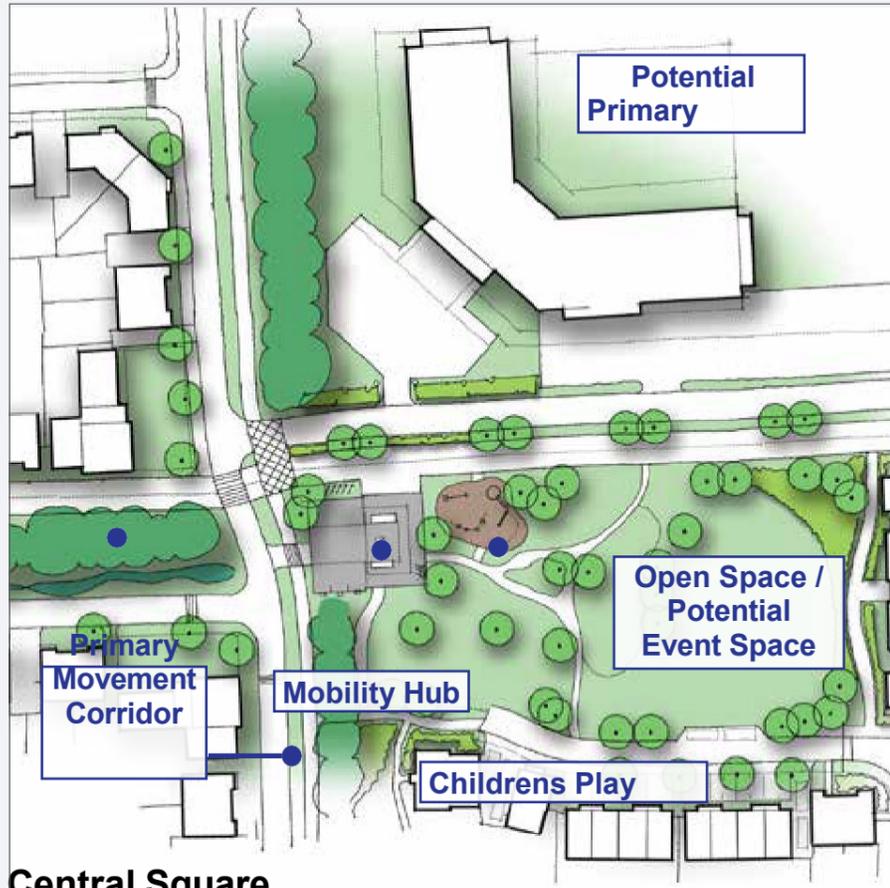
	Focal Building		Key Spaces:
	Potential Vehicle Access Points		<b>LRA</b> - Lower Road Arrival
	Pedestrian/Cycle Access Potential		<b>CS</b> - Central Square
	Bridge Crossing Access		<b>COS</b> - Central Open Space
	Potential Pedestrian Link		<b>PP</b> - Pocket Park
	Potential Bridge Crossing		
	Potential Underpass Crossing		
	South-East Aylesbury Link Road Embankment Crossing		



## 4.4 Development Area and Character

### 4.4.2 Area 2 - Western Area

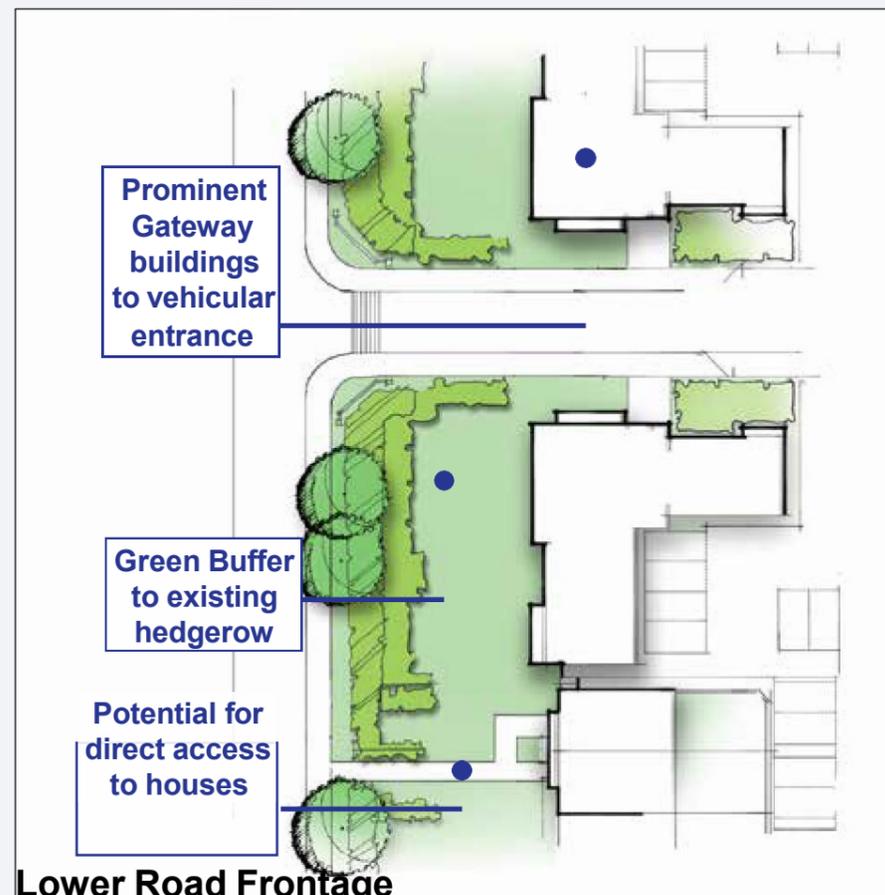
#### Key Routes and Spaces



**Central Square**

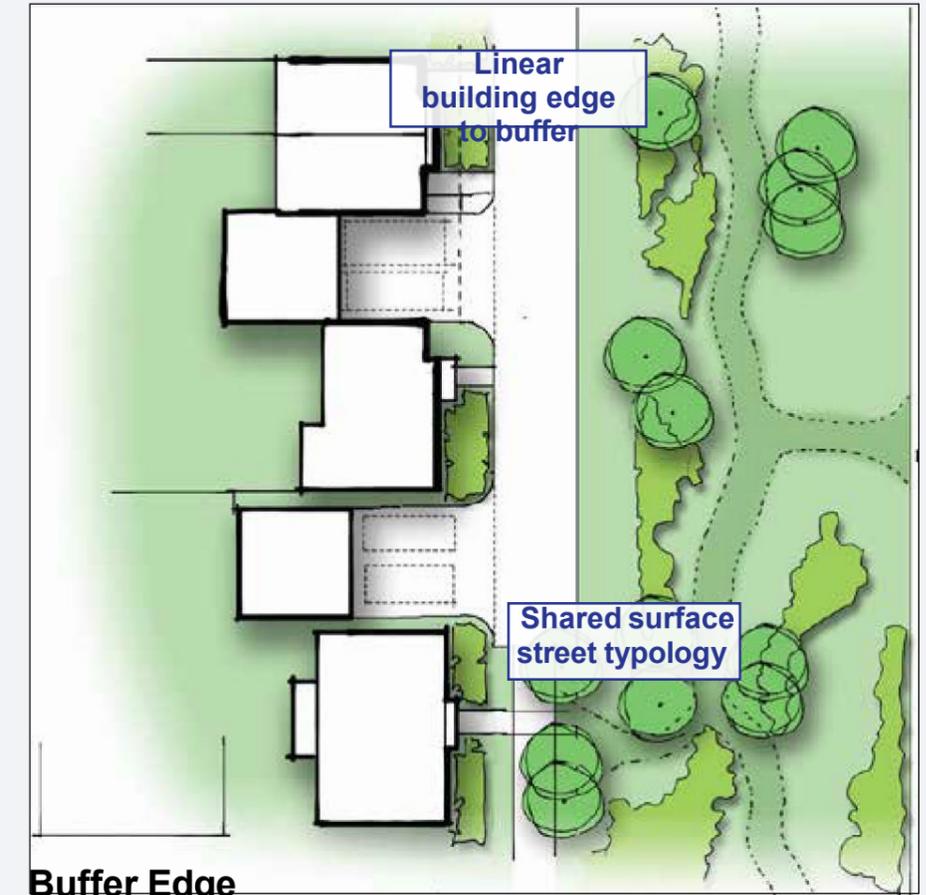
A focal square could be designed centrally to Area 2 which acts as a space that the local community in this area can utilise, and therefore opportunity for increased density and height should be explored around the edge of this space.

This area should incorporate a local centre facility such as a primary school which should outlook onto this space and therefore play a key role in placemaking. Mobility hub facilities could also be incorporated in this key space. The space is well located being on the junction of the key north-south and east-west movement corridors through Area 2.



**Lower Road Frontage**

Buildings facing Lower Road are accessible from within the site, therefore opportunity to push building frontage closer to road – avoid 'parallel' roads adjacent to existing road where possible. Create a strong development edge by use of apartments as gateway blocks around entrances and elsewhere terraced cottages. The existing hedgerow should be retained with breaks for direct access/visibility onto street to the front doors or houses to enhance activity.



**Buffer Edge**

The buffer edge in Area 2 could form an attractive linear feature providing a strong edge to AGT1 when approached from Stoke Mandeville Village to the south. As such building types should seek to incorporate repetition, with gateway buildings created on the corners of blocks at the southern end of the movement corridors. The road edge however could be varied, with opportunities to be explored which allow for reduced road widths (shared surface or private drive) or car-free pedestrian frontage where possible with parking accessed from the rear.



## 4.4 Development Area and Character

### 4.4.2 Area 2 - Western Area

#### Building Typology

Building forms in Area 2 must have a relevance to the local vernacular and take visual cues from the area, such as the local context in Stoke Mandeville Village. Contemporary forms of buildings can be proposed however should be informed by the character study in terms of building form, roof scape, facade composition and window hierarchy.

Suggested building typologies for key parts of Area 2 could be as follows:

- **Buffer edge** – repetition to buildings with larger plots framing corners of movement corridors;
- **Central square** – density to edges of square with use of terraces or apartment buildings and increased height; potential for statement buildings in key locations, such as new primary school;
- **Movement corridors** – strong building line along movement corridor with enhancement of surveillance over the route; development to transition towards southern end to reduced density and scale of building along buffer edge;



Primary school example - Trumpington Park Primary School, Cambridge



Local Centre Example - Lightmore, Telford



Green Edges Example - Bolnore Village, Haywards Heath



Western Buffer Example - Oakgrove Village, Milton Keynes

Building Typology	
Apartments	Gateway and Arrival Spaces
	East-West Greenway Route
	Key junctions within Area
Terraced Houses	Gateway and Arrival Spaces
	East-West Greenway Route
	North-South Green Corridors South of East-West Greenway
Semi-Detached Houses	Lower Road Frontage
	Throughout
Detached	Spread South of East-West Greenway Route
	Buffer Edge



Local Reference - Stoke Mandeville



Local Reference - Stoke Leys

### 4.4 Development Area and Character

#### 4.4.2 Area 2 - Western Area

#### Area Key View



Gateway Blocks to Overlook New Entrance/Arrival Spaces

Perimeter Block Approach To Development Blocks

Dwellings on Corner to Face Both Public Edges

Green buffer to inside edge of existing hedgerow could incorporate Surface Water Drainage system and informal

Artists Impression of Lower Road frontage



## 4.4 Development Area and Character

### 4.4.3 Area 3 - Eastern

#### Area Overview

##### Features of this character area include:

- Creation of arrival space off Wendover Road to include northern end of strategic buffer;
- Potential to include Local centre uses around arrival space offering frontage to traffic on Wendover Road;
- Incorporation of strategic east-west corridor integrating key movement route and green corridor, along route of existing Public Right of Way; high density development along this route;
- Creation of internal green spaces and squares within development platform;
- Eastern edge of development area to overlook strategic buffer; transitional frontage from high density around arrival space to lower density at southern edge;
- Lower density development along southern edge of development facing towards strategic buffer;
- Higher Density built form to development parcels aligning the South-East Aylesbury Link Road;
- Development to overlook landscaped pedestrian/cycle arrival space linking with the South-East Aylesbury Link Road underpass;

##### Key



Lower Density Housing



Landscaped Open Space



Potential Local Centre



Medium Density Housing



Enhanced Green Corridor



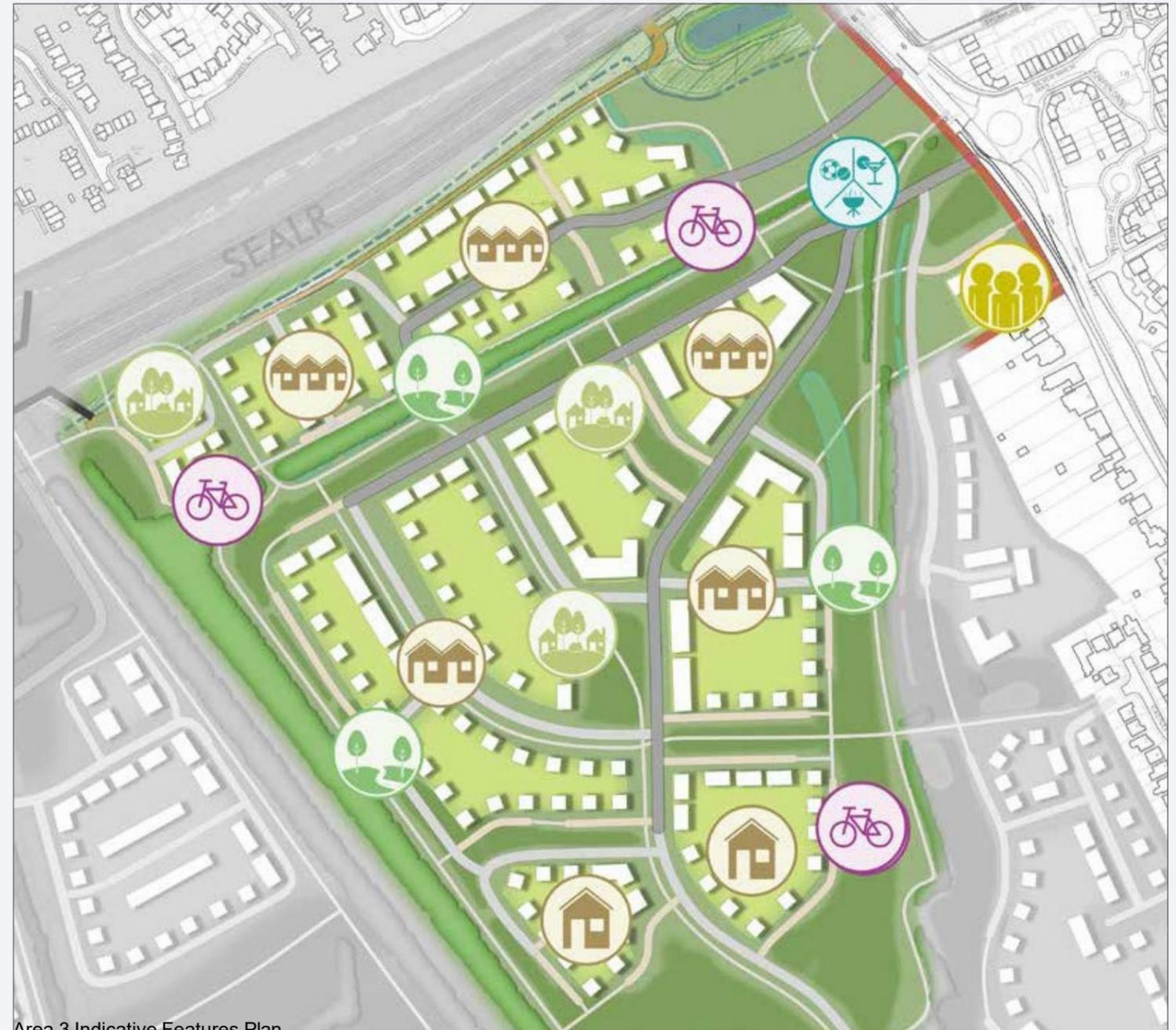
Potential Event Space



Higher Density Housing



Potential Cycle Route



Area 3 Indicative Features Plan



## 4.4 Development Area and Character

### 4.4.3 Area 3 - Eastern

#### Area Overview

Key design principles for Area 3 should follow the guidance of the urban design framework sketch adjacent, with particular reference to the following:

- **Wendover Road Arrival** – key to the design of Area 3 is the creation of an arrival space which forms a dual use as the northern most section of the buffer through AGT1. The buffer should be provided with positive frontage on both sides therefore buildings should be located on the eastern edge backing onto the existing houses along Wendover Road. Built form here should be orientated to face Wendover Road and therefore protect amenity to the adjacent dwellings.
- **Local centre** – from the reviews of placement of uses there is an opportunity to locate the Local Centre at the nodal point adjacent to the entrance area off Wendover Road. This would be visible by passing traffic and in a location accessible to residents of AGT1 via the key east-west movement corridor and movement routes within the buffer. Built form should 'hold' this corner providing frontage onto Wendover Road and also northwards to the arrival space;
- **Movement corridor** – this should be a similar east-west corridor as in Area 2, however in Area 3 the existing hedgerow is a much stronger feature. Therefore opportunity to split the movement types (road, footpath, cyclepath) either side of the hedgerow and treat the area as a key 'space' rather than a corridor.
- **Buffer** – the edge of Area 3 adjoining the buffer could be treated in a similar fashion to Area 2, however to set this apart and provide a more informal edge to the space, opportunity could be explored for a non-linear development edge allowing for extensions to the buffer via small 'pockets' of open space around which dwellings should be located;
- **Pocket parks** – opportunities to be explored to include pocket parks of various sizes to create interest within development areas and promote sense of community.

#### Key

	Primary Movement Corridor		Potential Vehicle Access Points
	Frontage		Potential Pedestrian/Cycle Access Points
	South-East Aylesbury Link Road Frontage		Potential Pedestrian Links
	Railway Frontage		South-East Aylesbury Link Road Embankment Crossing
	Frontage to Key Space		Key Spaces:
	Lower Density		<b>NA</b> - Northern Arrival
	Medium density		<b>WRA</b> - Wendover Road Arrival
	Higher Density		<b>BPP</b> - Buffer Pocket Park
	Focal Building		<b>PP</b> - Pocket Park
			<b>LC</b> - Local Centre



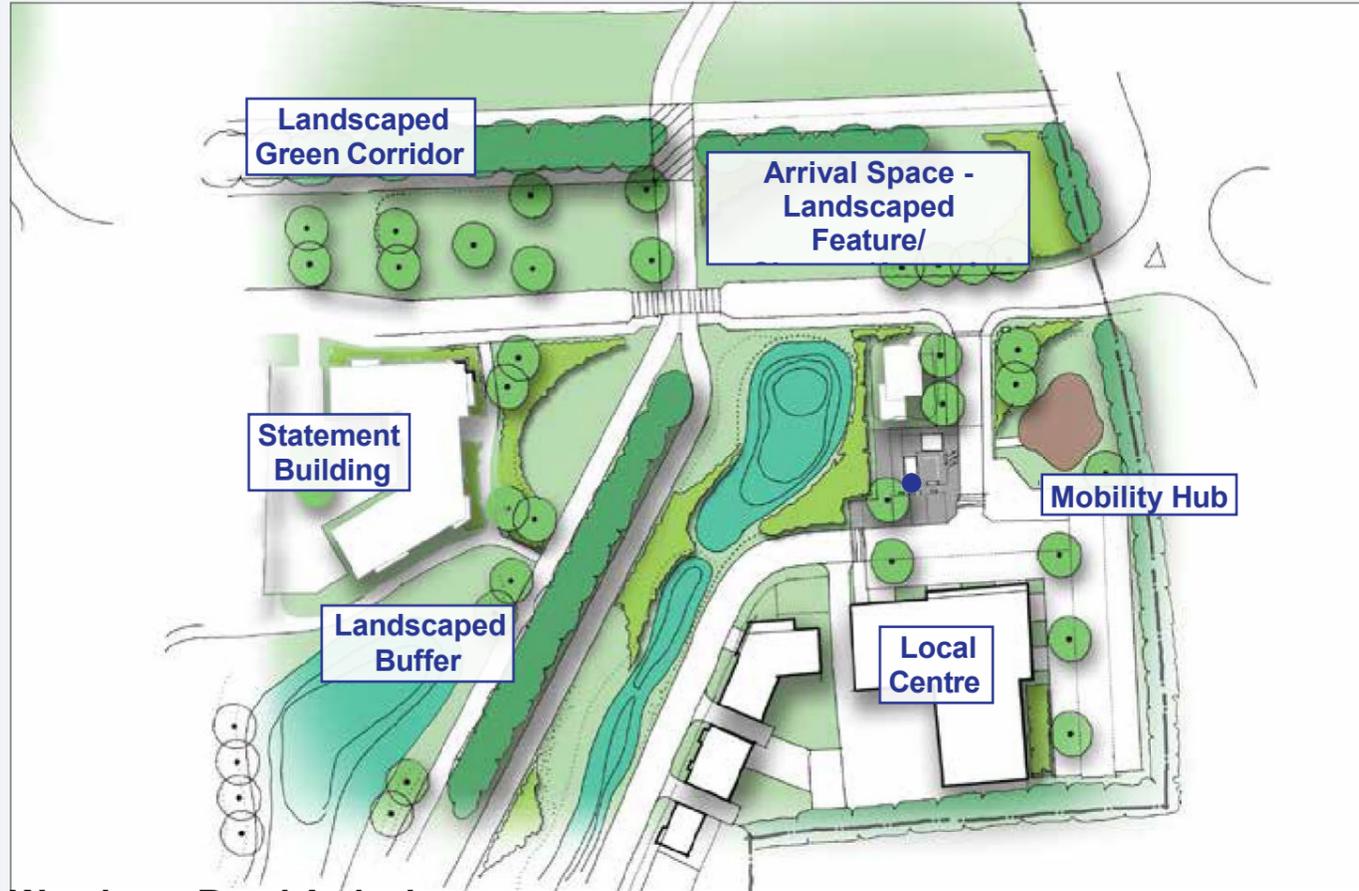
Area 3 Indicative Urban Design Framework



## 4.4 Development Area and Character

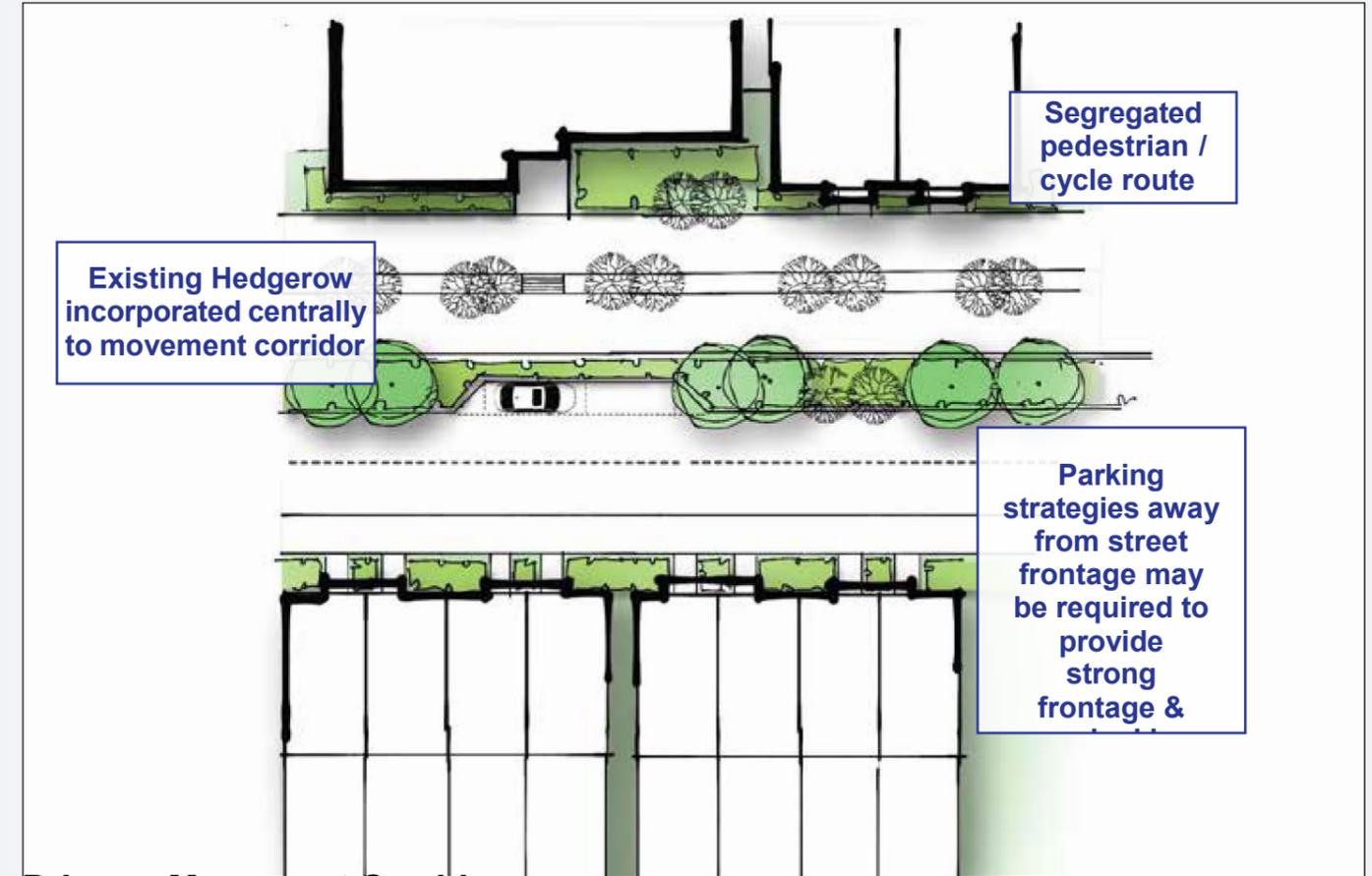
### 4.4.3 Area 3 - Eastern

#### Area Key Area Locations



#### Wendover Road Arrival

Opportunity for focused space around main eastern arrival to AGT1. Located in what will be a heavily used nodal point of north-south and east-west movement, and as such integration of these routes and placement of facilities will be key to the success of the space. Local centre frontage proposed overlooking the corner of the arrival space, with creation of an external space fronting onto the open space in this area. There is potential within this external space to locate mobility hub facilities including a kiosk, drop-off collection lockers, e-bike or e-scooter racks and a cycle repair shop.



#### Primary Movement Corridor

At the centre these movement routes include either existing tree/hedgelines or proposed new planting. Around these should be positioned the key movement elements and these can be split either side of the treeline to reduce the amount of hardstanding in one area and improve the quality of landscape across the space. Building frontage should be strong along the edge with a continuous line where possible, parking located away from the front to ensure facades are close to the space, and opportunities for key focal buildings on corners of junctions with other routes.



## 4.4 Development Area and Character

### 4.4.3 Area 3 - Eastern

#### Area Building Typology

Building forms in Area 3 must have a relevance to the local vernacular and take visual cues from the area, such as the local context in Stoke Mandeville Village. Contemporary forms of buildings can be proposed however should be informed by the character study in terms of building form, roof scape, facade composition and window hierarchy.

Suggested building typologies for key parts of Area 3 could be as follows:

- **Movement corridors** – strong building line along movement corridor with enhancement of density and height to ensure surveillance over the route;
- **Wendover Road arrival** – potential for series of statement buildings around space given distance between development areas; blocks can be linked architecturally and create a potential identity at the entrance gateway which could be referenced within Area 3 and other areas of AGT1;
- **Buffer edge** – Creation of a varied edge comprising collections of differing building forms, however with elements of repetition focussed around pocket park space extensions to the buffer;
- **Pocket parks** – potential increase to density around central squares with prominent buildings located on corners of key routes leading through the space;



Landscaped Arrival Space Example - Hartland Village



Green Edge Example



Internal Residential Streets Example - Trumpington Meadows, Cambridge



Eastern Buffer Example

Building Typology	
Apartments	Gateway and Arrival Spaces
	East-West Greenway Route
	Key Junctions within Area
Terraced Houses	Gateway and Arrival Spaces
	East-West Greenway Route
	North-South Green Corridors South of East-West Greenway
	Railway Edge
Semi-Detached Houses	Throughout
Detached	Throughout



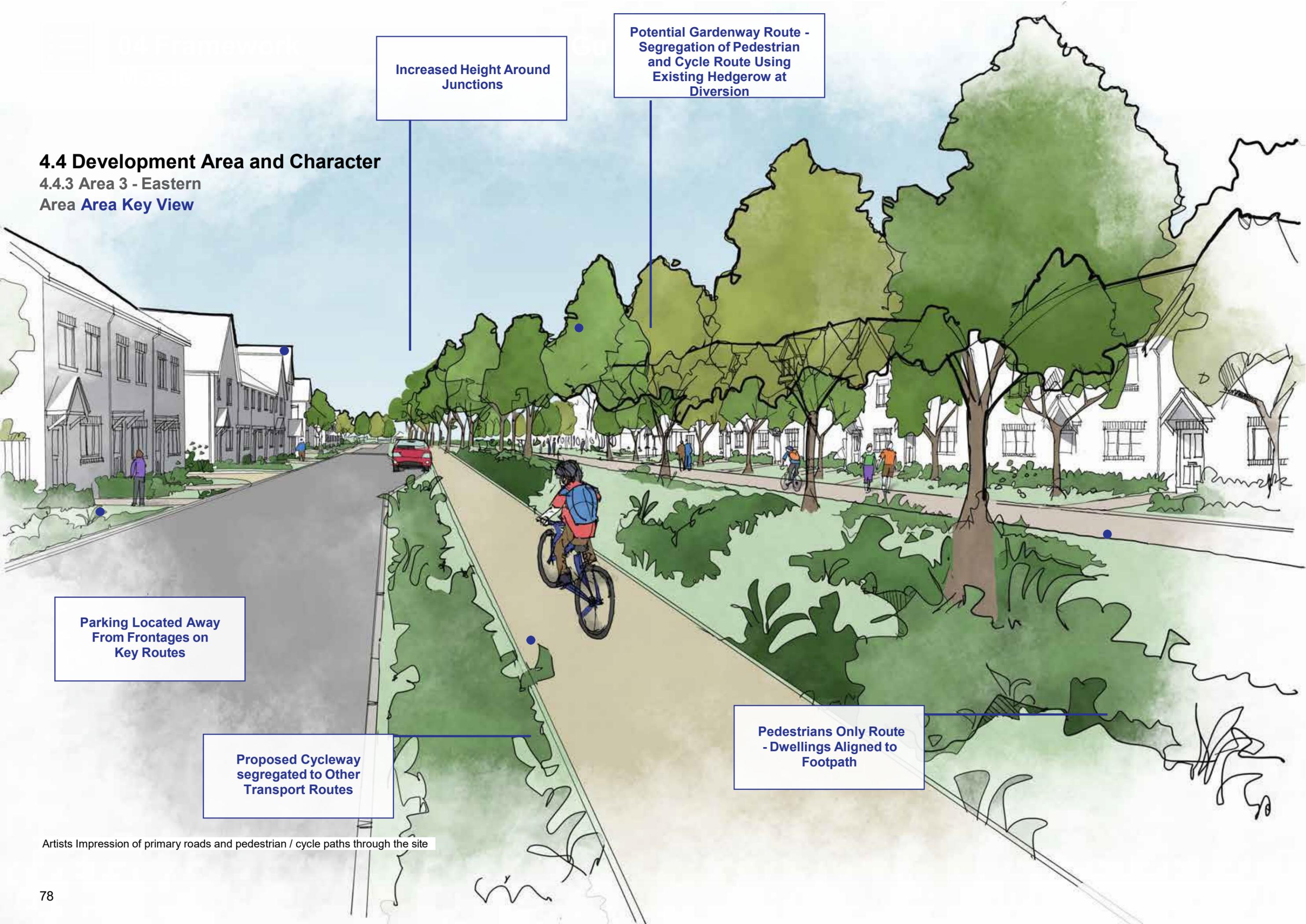
Local Reference - Stoke Leys



Local Reference - Stoke Mandeville

## 4.4 Development Area and Character

### 4.4.3 Area 3 - Eastern Area Area Key View



Increased Height Around  
Junctions

Potential Gardenway Route -  
Segregation of Pedestrian  
and Cycle Route Using  
Existing Hedgerow at  
Diversion

Parking Located Away  
From Frontages on  
Key Routes

Proposed Cycleway  
segregated to Other  
Transport Routes

Pedestrians Only Route  
- Dwellings Aligned to  
Footpath

Artists Impression of primary roads and pedestrian / cycle paths through the site



## 4.4 Development Area and Character

### 4.4.4 Area 4 - South-Eastern

#### Area Overview

This character area will include features such as:

- Development to extend up to boundary of AGT1 in south-east area to provide security and privacy to existing rear gardens adjoining this boundary;
- Development to face towards Strategic buffer to provide positive frontage; screening of dwellings either side of buffer proposed via retention and enhancement of tree/hedgerow planting along wetland corridor;
- Access points across buffer between Eastern Area and Stoke Mandeville Village Extension area to be sensitively incorporated through existing hedgerow;
- Other existing hedgerows to be retained with development parcels broken up around the landscape assets;
- Western edge of development area to overlook strategic buffer; transitional frontage from high density around arrival space to lower density at southern edge;
- Creation of internal green spaces within development platform;
- Medium density development to this area generally;

#### Key



Lower Density Housing



Landscaped Open Space



Medium Density Housing



Enhanced Green Corridor



Higher Density Housing



Potential Cycle Route



Area 4 Indicative Features Plan

## 4.4 Development Area and Character

### 4.4.4 Area 4 - South-Eastern

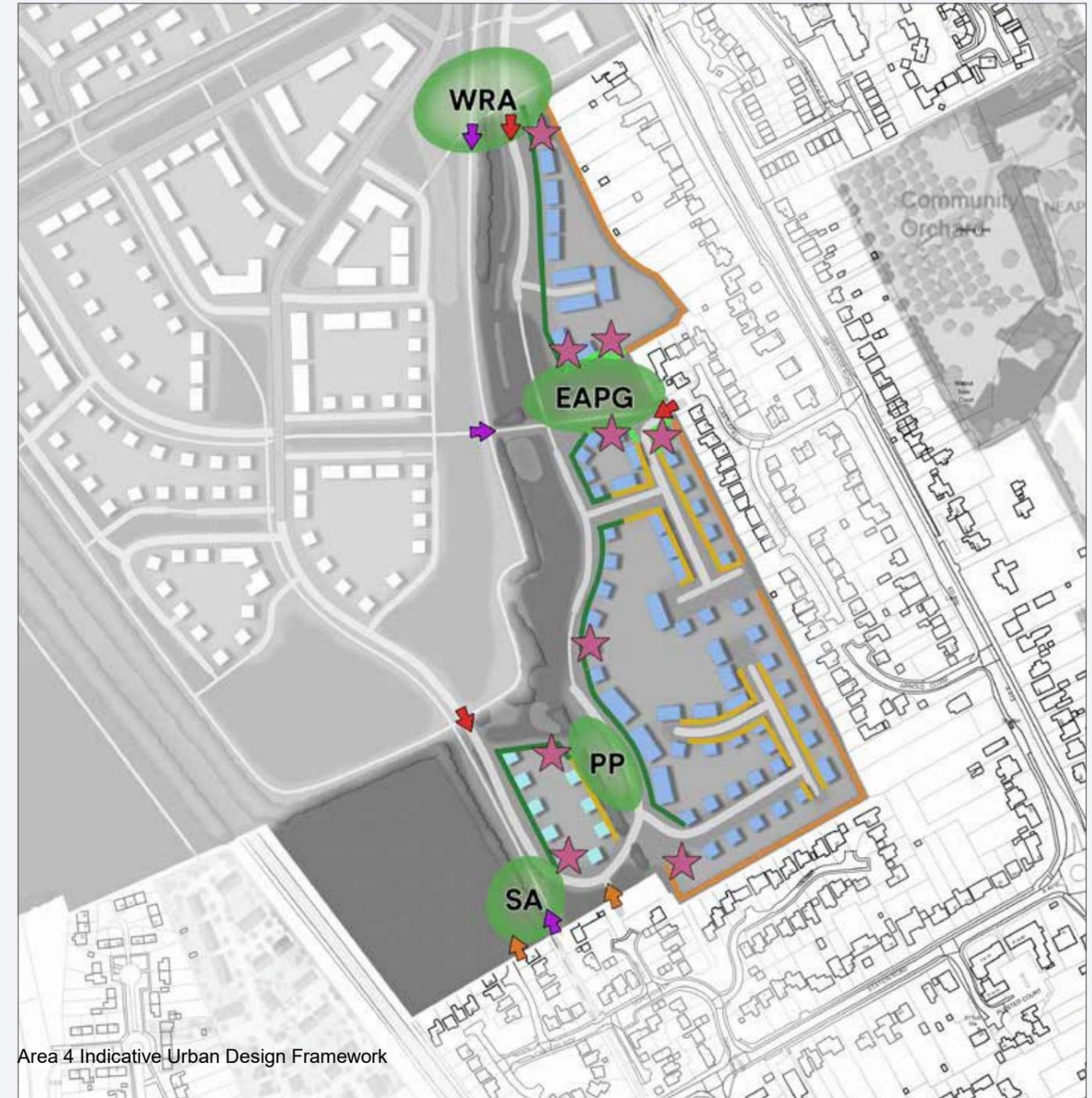
#### Area Overview

Key design principles for Area 4 should follow the guidance of the urban design framework sketch adjacent, with particular reference to the following:

- **Southern arrival** – a ‘low-key’ informal arrival space can be created at the southern most extent of the buffer where existing and proposed access points are to be created linking AGT1 and Stoke Mandeville Village, ensuring the existing setting in this area for footpath routes is maintained. Development will be set within existing field enclosures in the area therefore screening buildings from the buffer, and therefore pedestrian routes in this space will be segregated from the development. Opportunities to link these routes with the new houses through the existing hedgerow, where appropriate, should be explored to enhance safety of the route.
- **Eastern arrival** – a vehicle access point can be provided from Castelfields to the east, therefore this should be treated as a secondary access serving a limited number of dwellings, and therefore the style of space should also reflect this role. The space can also cater for pedestrian and cycle movement through to Wendover Road. Central to the space is a collection of existing trees. New buildings should be orientated to overlook this arrival, and focal buildings should be provided on the corners of the this route where it meets the buffer.
- **Existing residential edge** – development of Area 4 should extend to the existing settlement edge in the south-east corner of AGT1. This is unlike other parts of AGT1 where the buffer is located between AGT1 development and Stoke Mandeville, however this does ensure that the buffer within AGT1 is provided with a positive frontage overlooking the buffer on both sides. Locating the buffer along the rear boundary could create a space prone to crime that is not overlooked. As such privacy should be respected in this area by creating ‘back to back’ relationships to the existing houses at appropriate distances. Building form along this edge should be reduced in density to predominantly detached houses with gaps between them formed by on-plot parking to the side and garages to reduce the built form.

#### Key

	Buffer Frontage		Focal Building
	Frontage to Key Spaces		Potential Vehicle Access Points
	Shared Surface / Private Drive Frontage		Potential Pedestrian/Cycle Access Points
	Existing Residential Edge		Potential Pedestrian Links
	Lower Density		Potential Emergency Access
	Medium density		Key Spaces:
	Higher Density		<b>WRA</b> - Wendover Road Arrival
			<b>EAPG</b> - Eastern Arrival Pocket Green
			<b>SA</b> - Southern Arrival
			<b>PP</b> - Pocket Park



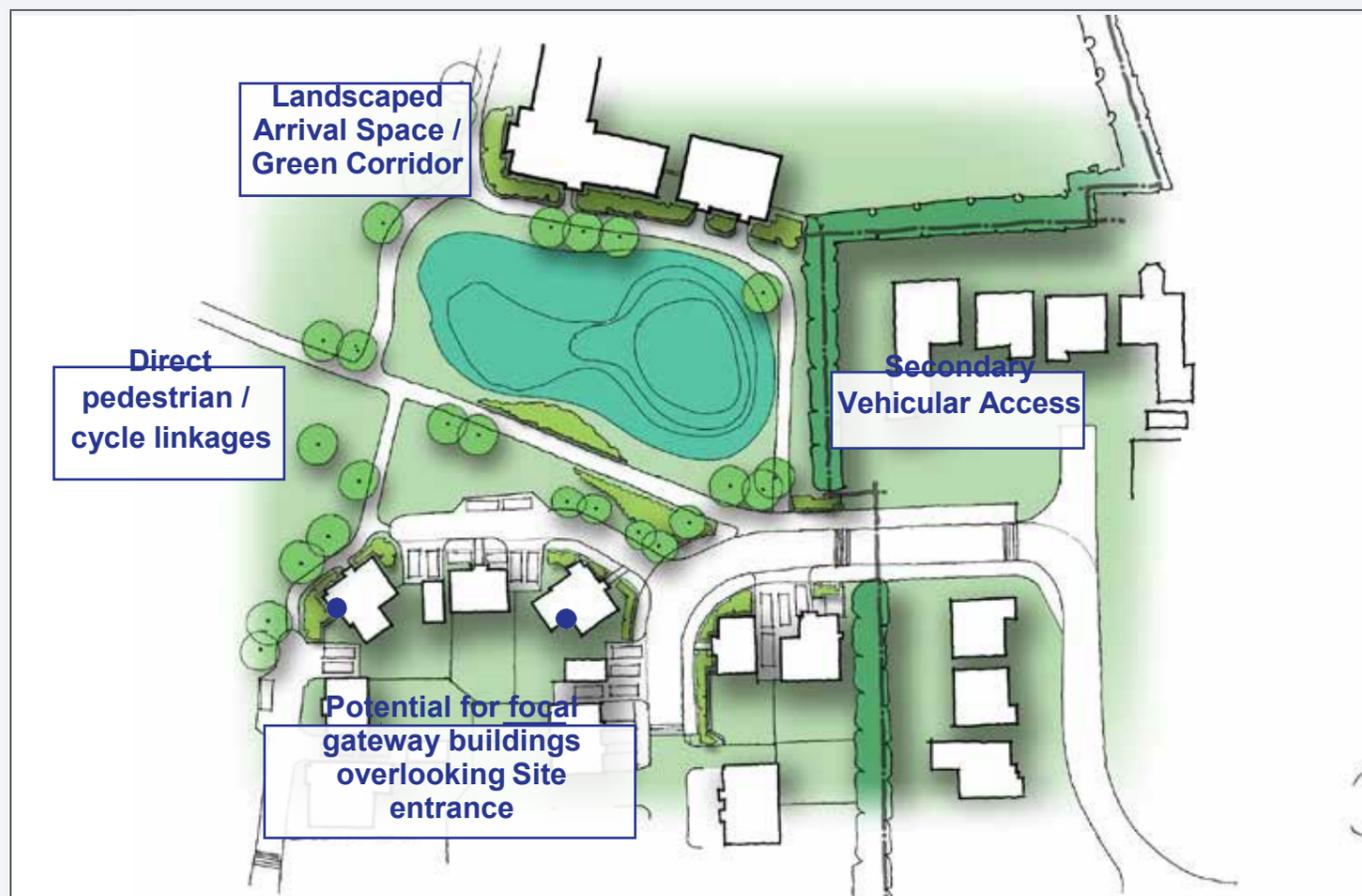
Area 4 Indicative Urban Design Framework



## 4.4 Development Area and Character

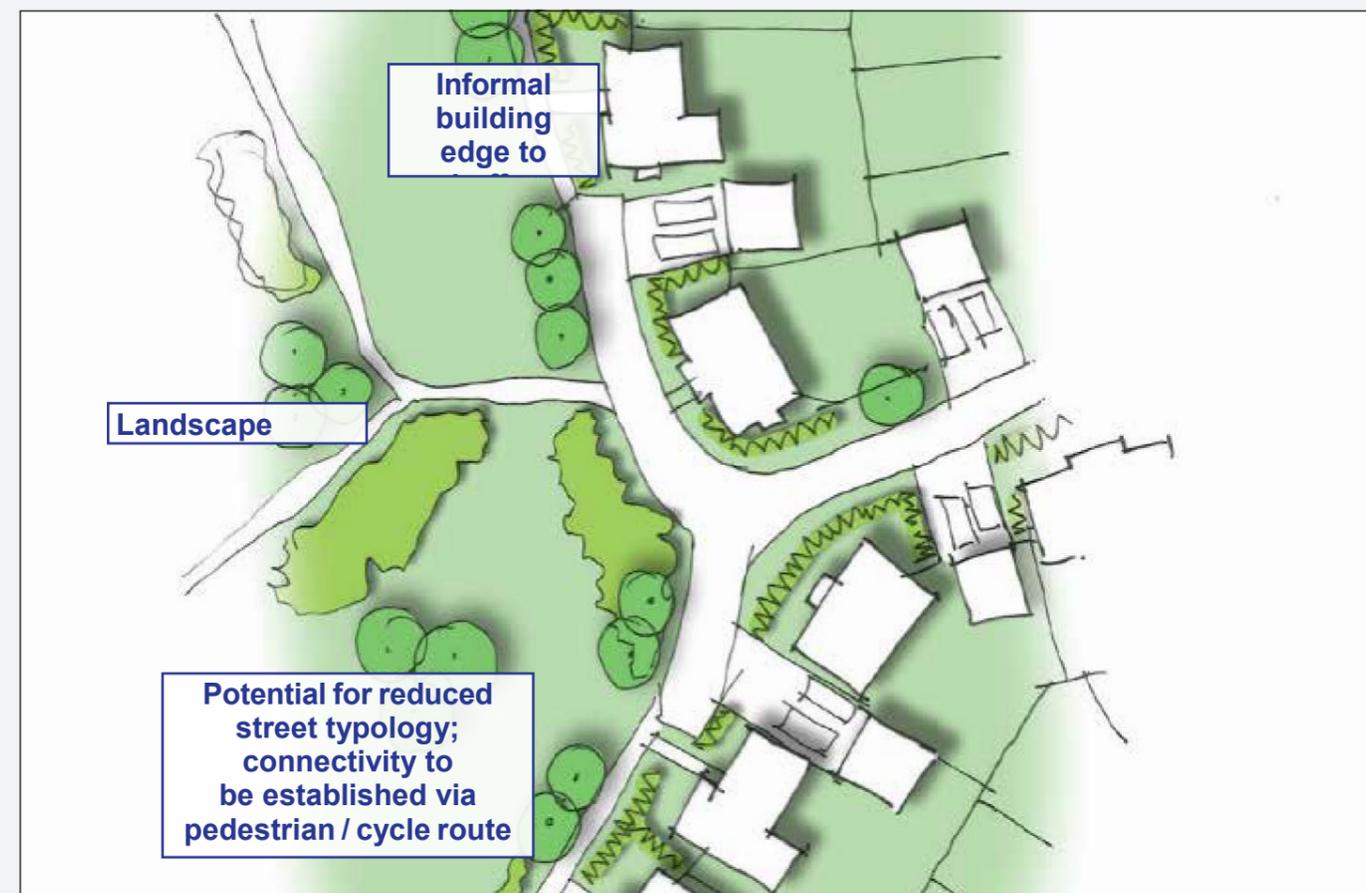
### 4.4.4 Area 4 - South-Eastern

#### Area Key Area Locations



#### Eastern arrival space

The eastern arrival should be a low key space incorporating a secondary vehicle access and pedestrian and cycle movement. Buildings should be placed to overlook the entrance with potential for a focal building on the entry to AGT1. Buildings should be orientated to overlook the space created here which is centred around the retention of a tree group in the centre of the space. Opportunities for integrated sustainable urban drainage can be included within a landscaped space. Buildings around this entrance should be of a similar typology to those existing in Stoke Mandeville; detached and semi-detached at 2 storey with potential for 2 ½ around the open space.



#### Buffer edge

The development edge of Area 4 to the buffer could be a very informal edge evoking the feathered edge to Stoke Mandeville that is elsewhere along its northern boundary. Where Area 3 suggested a potential for elements of linear edge broken by small pocket park extensions to the buffer, Area 4 could be more random and dictated by the line of the existing 'brook' which runs within the buffer. This could allow for a unstructured building edge with irregular corners and building orientated 'side' on rather than facing the buffer, to create small enclosures of space away from the main buffer area. Buildings should predominantly be detached along this edge if this style is to be progressed.



## 4.4 Development Area and Character

### 4.4.4 Area 4 - South-Eastern

#### Area Building Typology

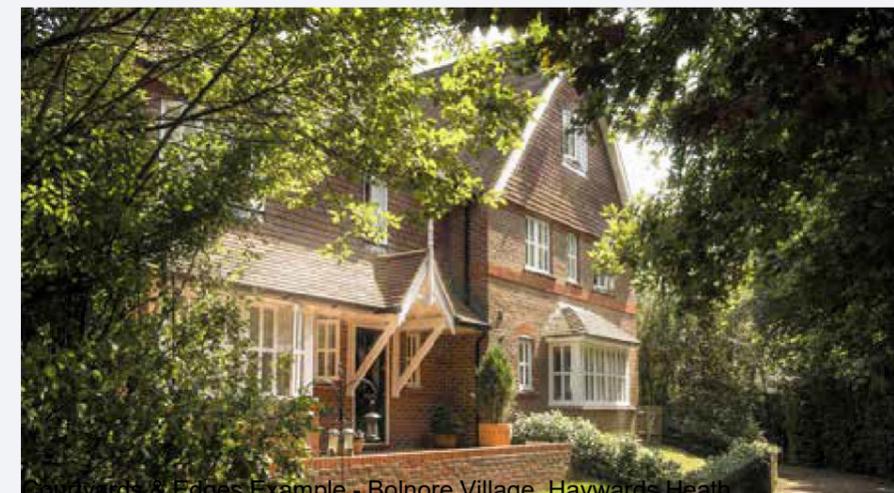
Building forms in Area 4 must have a relevance to the local vernacular and take visual cues from the area, such as the local context in Stoke Mandeville Village. Traditional forms of buildings may be proposed and therefore should be informed by the character study in terms of building form, roof scape, facade composition and window hierarchy.

Suggested building typologies for key parts of Area 4 could be as follows:

- **Buffer edge** – Creation of a varied edge comprising differing building forms, predominantly detached houses with potential for small number of cottage style houses around edge spaces;
- **Existing residential edge** – predominantly detached houses to ensure density is reduced and street scene is softened; create gaps in the street scape by use of side parking and garages.
- **Internal streets** – opportunities to include an small increase to the density within the centre of the development area around internal courtyards and streets with development on both sides.



Sustainable Movement Example



Courtyards & Edges Example - Bolnore Village, Haywards Heath



Eastern Buffer Example - Trumpington Meadows, Cambridge



Eastern Buffer Example - Bolnore Village

Building Typology	
Terraced Houses	Central Areas of Development Cells
	Small Scale Pedestrian Connections with existing Residential Areas - Castlefields, Petersfield, Carters Ride
Semi-Detached Houses	Central Areas of Development Cells
	Small Scale Pedestrian Connections with existing Residential Areas - Castlefields, Petersfield, Carters Ride
	Stoke Mandeville Village Edge
Detached	Throughout



Local Reference - Stoke Mandeville

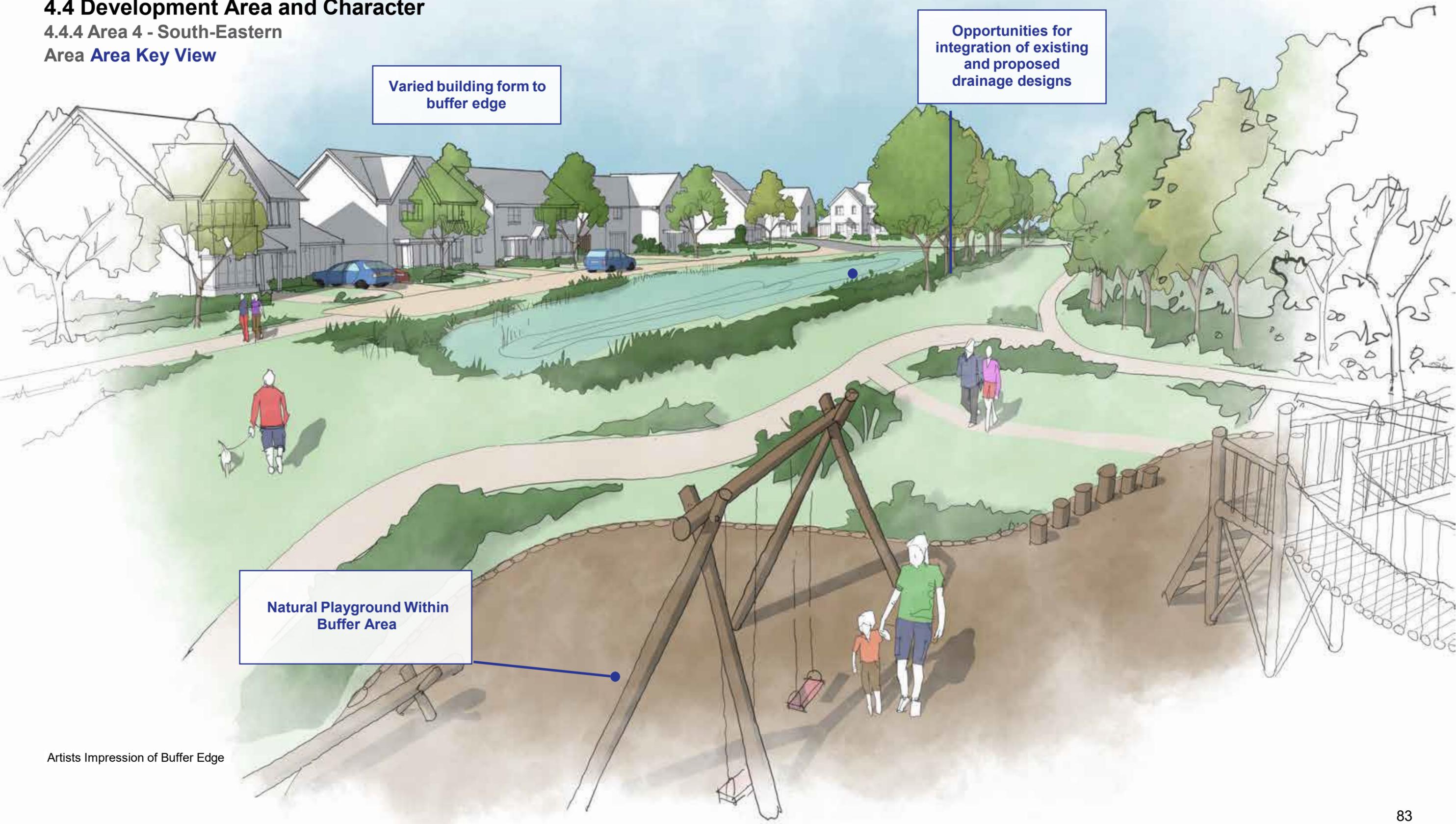


Local Reference - Stoke Mandeville

### 4.4 Development Area and Character

#### 4.4.4 Area 4 - South-Eastern

#### Area Area Key View



Varied building form to buffer edge

Opportunities for integration of existing and proposed drainage designs

Natural Playground Within Buffer Area

Artists Impression of Buffer Edge

## 4.4 Development Area and Character

### 4.4.5 Scale and Density

The Framework Masterplan should adopt a density strategy to respond to the context within which each development area is located. The Framework Masterplan should take opportunities to increase density and scale around key movement routes and nodes through the site, and reduce density in sensitive areas. Based on the development of character areas as outlined over the forthcoming pages, an overarching density strategy for AGT1 should be developed as follows:

<b>Lower Density</b>	approx. 25-29dph
<b>Building types</b>	detached building typologies
<b>Building heights</b>	generally up to 2 storey building heights
Lower density areas of development should be located to the southern periphery of the AGT1 area adjacent to the proposed landscape buffer, and to some of the areas in the south-east of the site where development will back onto the existing settlement edge of Stoke Mandeville Village	

<b>Medium density</b>	approx. 30-39dph
<b>Building types</b>	transitional development area utilising a mixture of building types from the adjacent low and high density areas of development; small number of apartments, some terrace, semi-detached and detached houses
<b>Building heights</b>	generally 2 and 2 ½ storeys in height, allowing for some increase in height to 3 storeys in key locations
Should generally be located within development areas as a transition between the higher and lower density areas or where it reflects the adjacent context. Opportunity for some variance with the	

<b>Higher Density</b>	approx. 40+dph
<b>Building types</b>	predominance of linked building typologies such as apartments and terraces
<b>Building heights</b>	generally 2 and 2.5 storeys in height including taller buildings up to 3 storeys and 4 storeys in limited key locations

Higher density areas should be located centrally to AGT1 within the central development areas, specifically along the east-west axis between the Primary Movement Corridor and the South-East Aylesbury Link Road corridor. The northern development area also has opportunities for higher density buildings and heights due to the existing context of larger buildings to the north around Stoke Mandeville Hospital, which should be set along the north-south movement corridor through this area.



Indicative Site Density Plan

*Note - The guidance provides general principles and that the context may change with other design solutions being appropriate if justified at detailed design stage.*



### 4.5 Land Uses and Facilities

For the South Aylesbury development to be successful the focus for the development is not only on what is to be built but also on how it creates a sustainable, vibrant, healthy, and prosperous community whilst protecting and enhancing the environment in which it is situated.

#### 4.5.1 Placement of Uses

##### Facility: Primary School

**Location:** Locate to the west of the railway line within the centre of the site

**Justification:**

- Most central location within D-AGT1 therefore the most accessible location to the majority of AGT1 residents.
- Link to western mobility hub.
- Education supports a central location within D-AGT1.
- Encourages walking / cycling to school from all areas of D-AGT1, including the northern parcel, to the north of the South-East Aylesbury Link Road, and the eastern parcel.
- Located appropriate distance from other school in the local area (i.e. William Harding, Stoke Mandeville and proposed school on Hampden Fields)
- Access to Lower Road, with traffic movements split from the local centre.
- Will have close links with Stoke Mandeville Parish Centre should this come forward on Lower Road; whilst position proposed within AGT1 allows for good accessibility with the rest of the development

##### Facility: Community Building

**Location:** West of railway line

**Justification:**

- Appropriate central location within D-AGT1 therefore providing the most accessible location to the majority of AGT1 residents.
- The proposed position within AGT1 allows for good accessibility with wider area around AGT1 including southern Aylesbury and Stoke Mandeville.
- Located in close proximity to the proposed school therefore allowing shared use of resources and potential use by the school.
- Access to Lower Road, with traffic movements split from the local centre with the potential for linked trips with the adjacent school.
- Located appropriate distance from other similar facilities.
- Link with western mobility hub.

##### Facility: Local Centre

**Location:** Locate to the east of the railway line adjacent to Wendover Road

**Justification:**

- Link to eastern mobility hub.
- By locating on the edge of the site the facility will be more visually and locally available therefore making uses more likely to be economically solvent.
- Located away from existing Asda supermarket and provision within Stoke Mandeville, both of which are in close proximity to the western parcel.
- Accessible to Wendover Road and passing trade / pass by trips.
- Accessible to existing residents of Stoke Mandeville / Stoke Grange.
- Smaller, subsidiary local uses could still be provided, if demand is sufficient, to the western parcel.
- The Parish Centre, as part of the draft Stoke Mandeville Neighbourhood Plan identifies land around Lower Road for retail facilities.
- Some local centre uses (eg Hot Food takeaway) would create conflict if located adjacent to the primary school.
- Good and direct access to Wendover Road, with movements split from the school.
- Potential vehicle congestion if located adjacent to the school at peak school times.
- Located in close proximity to the existing public right of way crossing the site and the proposed Gardenway route where it enters the site from Wendover Road.

##### Facility: Gypsy/Traveller Pitches

**Location:** Locate on land adjacent to the South-East Aylesbury Link Road and Lower Road

**Justification:**

- Independent location on a discrete parcel of land.
- Direct and independent access from the road network can be provided, whilst pedestrian links still possible with wider site.
- Excellent vehicle access to Lower Road (B4443) and the South-East Aylesbury Link Road is provided, therefore providing good access to the wider road network.



## 04 Framework Masterplan & Design

### 4.5.2 Housing

The development will, in line with policy, create at least 1,000 dwellings, with potential to achieve more at an appropriate density together with the provision of 5 Gypsy and Traveller pitches (0.34 hectares). The density of development will consider the adjacent existing settlement character and identity, creating a balanced, sustainable, and attractive community with a diverse range of housing forms and types.

South Aylesbury may be suited to a different mix of new homes from that which might be provided within other parts of the authority. Proposals will be expected to deliver a mix of houses and apartments with a range of sizes from 1-bed through to 4+ bed properties. The housing mix provided will consider the Council's most up-to-date evidence on housing need together with local market conditions and requirements, ensuring it meets current and future housing needs. Flexibility will be applied in terms of mix for individual phases or parcels within the site, reflecting the timing and nature / character of the area being developed.

Through the provision of a variety of accommodation types, including the provision of an overall objective to deliver 25% affordable dwellings on individual phases or parcels within the site, an inclusive environment will be created. A range of housing tenures will be supported on the site, together with a variety of housing types and sizes aimed at meeting the needs of the local population to enable households to more easily find housing which suits their needs and that they can afford.

The Vale of Aylesbury Local Plan (Policy H5) requires that developments proposing 100 dwellings and above, including partial developments of a wider site, provide a percentage of serviced plots for sale to self/custom builders. Numbers will be determined on a site-by-site basis at the planning application stage and will be dependent on evidence of demand and viability.

### Affordable Housing Delivery

The Vale of Aylesbury Local Plan (Policy H1) seeks the provision of affordable housing on development of 11 or more dwellings, or sites of 0.3 hectares or larger with a minimum of 25% affordable homes provided.

The overall objective is to deliver 25% affordable dwellings on individual phases or parcels within the site, with the type, size, tenure, and location of affordable housing to be agreed with the Council. This will take into account the Council's most up-to-date evidence on housing need and any available evidence regarding local market conditions. Affordable housing, including the provision of 'First Homes' where appropriate, should be delivered in step with market housing.

Residential development on the site will have regard to housing mix in terms of type, size, tenure, and location and be designed so that affordable housing is mixed with the market housing. There should not be undue clustering of affordable homes

### Gypsy and Traveller Provision

The Council has identified that 5 pitches for gypsies and travellers will be needed as part of the affordable housing provision via Vale of Aylesbury Local Plan Policy D-AGT1(b). The pitches will be provided on the western parcel where independent, immediate, and good access from Lower Road can be provided. The area will be provided to the required size and will incorporate appropriate access and good quality landscaping.

### 4.5.3 Open Space and Green / Blue Infrastructure

To create a desirable place to live and to integrate the new development with the existing built area of Aylesbury and Stoke Mandeville, including the Grade II listed Magpie Cottage, attractive high quality new neighbourhoods will be developed creating a semi-natural environment whilst providing quality housing for both the private and social sectors.

South Aylesbury will accommodate 50% ANGST compliant green infrastructure within each application parcel linking the new development areas to the wider area as part of a high quality built and semi-natural environment. Existing vegetation and habitats will be retained where practicable with urban greening and green / blue infrastructure incorporated, providing structural landscaping and a network of open spaces for informal use together with more formal sports provision.

The development of play and sports facilities will be in accordance with current appropriate design principles, contributing positively to the promotion of healthy communities and the requirements of good design. With children's play areas and outdoor sports provided where required and appropriate taking into account both new and existing residents.

Based on the average household size of 2.5 people (Vale of Aylesbury Local Plan Paragraph 1.51) the South Aylesbury development will generate a population of at least 2,500 people (based on 1,000 dwellings). The development will, in line with Vale of Aylesbury Local Plan Appendix C, therefore aim to provide a minimum of 5 hectares of accessible natural green space (2 hectares per 1,000 population); 3.5 hectares of incidental open space (1.4 hectares per 1,000 population), and 3 hectares of major open space (1.2 hectares per 1,000 population), with 2 adult size grass pitches (0.73 adult size grass pitch equivalent per 1,000 population). The grass sports pitches are proposed to be located on the western side of the railway line.

The concept masterplan for the development makes provision for natural areas / corridors to be located to run through the site, including a strategic buffer running from Wendover Road to Lower Road. This will not only help retain the individual identity of the settlement of Stoke Mandeville but will act as an important linear park link through South Aylesbury and beyond. Walking and cycling routes, where practicable, will be delivered through these areas, with the buffer providing a potential route for the Aylesbury Gardenway.

The buffer, which will be developed in relation to the appropriate phases of development to ensure timely delivery, will act as a link between residential character areas and will itself change in character. Planning applications will ensure it has a natural character and isn't overly designed, with a gradual transition between character areas. The existing watercourse which runs through the eastern parcel and proposed buffer will be enhanced and its ecological status improved, whilst through the modification of the channel it will provide flood elevation measures, reducing the risk of flooding downstream.

The provision of blue networks through the site will enhance wildlife while providing important drainage and flood elevation measures. These features are likely to take a variety of forms depending on their location, including permanent standing water features, naturalized designs that remain dry most of the time providing open space when not required for mitigation, and formal hard-landscaped features.



### 4.5.4 Transport Connectivity

An important part of any development is the need to provide access in the form and location that is needed by its residents and the surrounding community. Ensuring that South Aylesbury is developed so that people can get to and from, as well as get around, by a range of different transport modes will help create an inclusive and sustainably accessible community.

Existing public rights of way will be incorporated, with their route retained and integrated into the development where possible. A safe and secure environment will be provided directly and appropriately linking areas within the development as well as linking the site with surrounding communities, existing public transport connections and facilities.

Walking and cycling routes will be delivered through the site, including to Stoke Mandeville station through the western half of the development, whilst a crossing over the London Marylebone to Aylesbury Vale Parkway railway line via the South-East Aylesbury Link Road will connect the east and west halves of the development. Shared and segregated foot / cycleways will be provided and where possible appropriate key routes will be segregated from motorised traffic.

The green strategic buffer running from Wendover Road to Lower Road will provide a potential route for the Aylesbury Gardenway, with a secondary link running from east to west further north, nearer to the South-East Aylesbury Link Road, providing a supplementary route. The location for a second railway crossing is indicatively indicated on the concept masterplan as being within the green strategic buffer, and whilst this will not be provided by the development of South Aylesbury, land to allow its provision in the future will be safeguarded from development.

The concept masterplan also safeguards the land required for the delivery of the South-East Aylesbury Link Road dual carriageway distributor road between Lower Road (B4443) and Wendover Road (A413), which is subject to planning application reference CC/0015/20.

A hierarchy of roads and access routes into and through the site are indicatively identified on the concept masterplan, with the Supplementary Planning Document providing illustrative arrangements for different types of roads. The concept masterplan remains flexible regarding the ultimate location of internal roads, with details to be provided at detailed / reserved matters planning application stage.

The primary vehicle access routes into the site will be via junctions directly off Lower Road and Wendover Road, ensuring permeability throughout the site reflecting the illustrative arrangements. A secondary vehicular access point from Castlefield will provide access to a limited number of dwellings, whilst emergency vehicle access is proposed from either Carters Ride or Dorchester Close.

The full potential of walking, cycling, public transport, and other sustainable modes of transport should be realised through the development. Sustainable Transport Hubs (also known as Mobility Hubs) will act as a convenient interchange at a neighbourhood level providing connectivity with public transport and other services, whilst offering amenities such as electric vehicle charging points, cycle storage, workspaces, and bike repair. The Hubs will be located on key routes and at cross over points within the development. They may form part of a connection to a wider centre or community square as a standalone building or be provided and integrated into part of a wider building, such as on the ground floor of a commercial or residential building.

Car parking will be integrated into development with planning applications setting out how the car parking will meet standards at the time of submission. Where required in line with the Council policy guidance, as set out in the design Supplementary Planning Document, electric vehicle charging infrastructure should be provided.

Financial contributions to off-site highway works, the provision of and enhanced of sustainable travel and public transport provision will be provided where the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy regulations are met.

### 4.5.5 Education

The Council estimate, based upon pupil place planning assumptions for the site, that there will be a need for a new two-form entry (FE) primary school to accommodate pupils from the development, together with a 52 place childrens nursery. The timing of the provision of the school as part of the scheme will depend on balancing the aspiration to deliver the school whilst ensuring that it has sufficient pupils to operate viably. The timing of the school will be dependent upon school place capacity in the area and the developments progression, with land being made available so that it can be operational no later than on the occupation of 350 homes or within 4 years of the start of the development, whichever is sooner.

This will require developers of South Aylesbury to make available an appropriate site of 1.9ha (assuming an area of 0.3ha for drop off / pick up facilities), ensuring that it is adequately serviced and in a location within the development, which is close to homes, other facilities and located on or close to primary access routes. Thus, ensuring that walking and cycling access is achievable in addition to road access. The concept masterplan identifies a potential location to the west of the railway line for use as a primary school. It's exact location, form and layout would meet the Council's published school site specifications.

The location is the most central and generally accessible position to the majority of future residents, encouraging walking / cycling to the school from all areas, whilst also being linked to the western mobility hub. It would be located an appropriate distance from other schools in the local area, with vehicular access provided to Lower Road.

In addition to the timely provision of an on-site primary school, contributions to a secondary school provision will be provided. This is currently anticipated to be Kingsbrook School, which is planned to the east of Aylesbury and has started construction with an aim to be open by September 2022, however an alternative project may be identified as appropriate. Further education contributions towards the Council's special school expansion programme to meet the growing demand in Aylesbury will also be provided.



## 04 Framework Masterplan & Design

### 4.5.6 Utilities and Servicing

Adequate water, foul water, drainage, and electricity supply must be provided to serve each phase of development. These supplies will be capable of adoption by a statutory undertaker and may require upgrades to the existing supply network. The Future Homes Standard will, once the proposed legislation is confirmed, ban gas boilers from being installed in new homes which are built from 2025. Accordingly, it is unlikely given the phasing of development at South Aylesbury, that gas supplies will be installed.

In seeking to achieve carbon emission reductions the development of the site, in line with Vale of Aylesbury Local Plan policy C3, will seek to achieve greater efficiency in the use of natural resources through reducing energy use; energy efficiency and making use of renewable energy.

Where utilities require above ground infrastructure (such as a primary sub-station) these should be sensitively located and designed to visually blend in with the character of the area and not affect residential amenity.

All homes, community buildings and businesses within the South Aylesbury will benefit from access to superfast fibre optic broadband, which will be laid throughout the development.

### 4.5.7 Gypsy and Traveller Pitches

There is a requirement for 5 gypsy and traveller pitches within AGT1. A location for these has been indicated on the Framework Masterplan in a position that is on discrete piece of land, with direct and independent pedestrian links and access to the wider site.

Accessible independently from the main development area, off Lower Road it provides excellent vehicle access to Lower Road (B4443) and the South-East Aylesbury Link Road, therefore providing good access to the wider road network.

The area required to facilitate these pitches is envisaged to be 0.067 hectares per pitch, therefore overall an area of 0.34 hectares. This area would provide sufficient space per pitch, including their own amenity space, together with joint landscaping and access provision. Public amenity space and facilities would be provided within the wider adjacent development.

### 4.5.8 Community Facility

It is envisaged that the community building will be approximately 300 sqm in size and provide rooms / facilities in line with the requirements of the Vale of Aylesbury Local Plan (Appendix D). It will be located on the western side of the railway line, in close proximity to the school to facilitate linked trips and to be best placed to take advantage of the largest population.

The dual use of the primary school facilities within the wider community (e.g. the sports pitches and school hall - out of school hours) will also be supported by the Council, in order to help with ongoing management and maintenance. It is important to note that any events / community facilities will take place close to, not within school grounds.

Financial contributions in relation to health facilities and sports / leisure provision will be provided where the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy regulations are met.

### 4.5.9 Local Centre

South Aylesbury will be integrated with its surroundings, including Aylesbury to the north and Stoke Mandeville to the south. Whilst both provide local and community facilities, the development of the site will include the delivery of a local centre, including retail, and a separate community building.

The provision of shops within Use Class E(a) and E(b), and / or Sui Generis drinking establishment / hot food takeaway and a community facility within Use Class F.2(b) will be supported by the Council. The shared use of space, providing mixed use units, for example a cafe / shop, the shared use of space, providing mixed use units, for example a cafe / shop, will be supported by the Council where appropriate.

That the development will deliver an area of at least 0.36 hectares as a local centre, although the Council consider its use and integration within the development to be more important than its ultimate size, with the overall scale of provision also being informed by demand. This will allow for a larger retail store to be provided and / or smaller units, helping the facility to respond to the market and making South Aylesbury a more sustainable place.

The concept masterplan indicates a potential location for the local centre, on the eastern side of the London Marylebone to Aylesbury Vale Parkway railway line. The provision of a local centre would link to the eastern mobility hub, being accessible to not only the South Aylesbury development but the wider area. Located away from existing provision in the area, and close to Wendover Road, public rights of way, cycle and footpaths and the proposed Gardenway it would also be accessible to passing trade / pass by trips. Locating on the edge of the site the facility will be visually and locally available therefore making uses more likely to be economically solvent. Uses which would conflict with a school / community facility, such as hot food takeaways, would be able to be provided.

In addition to the primary anticipated uses of the centre by a convenience store or café / coffee shop it is predicted that a mobility hub will be part of the centre, with the concept masterplan identifying both together. The local centre is likely to be designed to be mixed-use development with a range of commercial uses on the ground floor frontages with residential or self-contained extra care accommodation on the upper floors. Equally a larger retail store may also be considered appropriate subject to demand.

The background is a solid dark blue. Overlaid on this are several thick white lines that form a series of overlapping, irregular geometric shapes. On the right side, there is a large, tilted square filled with a medium grey color. The white lines create a sense of depth and structure, resembling a stylized architectural or abstract composition.

## 5 - Delivering the Place



This section of the Supplementary Planning Document sets out the envisaged approach to the phased provision of required infrastructure alongside the progression of housing delivery across the site. It also explains the key principles for the timely delivery of the infrastructure and the approach to be employed to assigning and managing infrastructure provision and contributions across the site through an Infrastructure Delivery Framework

## 5.1 Overall Approach to Development & Infrastructure Phasing

Development of the proposals at AGT1 are expected to take place over at least 8 years and will be likely to include several different house builders with some completions having already taken place. It is therefore recognised that flexibility needs to be retained in setting out proposed phasing and sequencing in order that the development can respond to changing circumstances over time, including changes to planning policy and market conditions.

The overall approach taken towards phasing and infrastructure delivery in this Supplementary Planning Document is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely

manner and not prejudicing the ability of the following phases to do the same. Proposals to bring forward later planned phases sooner than proposed will be likely to be acceptable provided they do not undermine delivery elsewhere within the overall site, the provision of supporting infrastructure and mitigation of the impacts of the development because of early delivery.

In considering the approach to phasing, as well as land ownership / land promoter interest, how the supporting infrastructure specified in this Supplementary Planning Document for the specific number of units proposed in any application will be secured has been considered. Infrastructure should be provided in a timely way and with certainty to reduce / mitigate the impact of the development. A coherent and coordinated approach to residential and infrastructure delivery, construction management and development phasing will be undertaken to ensure that the overall policy aspirations are met and to avoid the creation of parcels of land or pockets of development that are isolated from each other.

The anticipated time frame/phasing for the residential elements of the site is indicated in the table below. Critically the pace of delivery will not only relate to house builder take up, but also facilitating infrastructure delivery and how quickly demand for new homes is developed as the provision of an attractive, sustainable, and desirable place to live is formed. The expected completion figures assume two or more house builders on site at any one time, with the build out of the site to be undertaken by 2033, the end of the life of the Vale of Aylesbury Local Plan.

Illustrative Phasing	
Completed (Past / Projected)	132 Dwellings
Short Term (2024 - 2027)	325 Dwellings
Medium Term (2028 - 2029)	300 Dwellings
Long Term (2029 - 2031)	250+ Dwellings

Expected Trajectory from Appendix A of the Vale of Aylesbury Local Plan

It is important to note that the above phasing is based on the expected year on year trajectory for the provision of housing on the site, as set out in Appendix A of the Vale of Aylesbury Local Plan. Given the potential for the AGT1 site to deliver more than 1,000 units, as acknowledged by policy D-AGT1, the number of dwellings provided per phasing term, and / or the length of time for the site to be completed may differ.

The ultimate level of development delivered in South Aylesbury will be based on the approach set out previously in this SPD taking account of the adjacent settlement character and identity whilst responding positively to the best

AGT1 Gross Area (minus railway corridor)	90.45Ha
GI Requirement	45.23Ha
South-East Aylesbury Link Road (road)	3.51Ha
2FE Primary School (with drop off area)	1.9Ha
Gypsy & Traveller Pitches	0.34Ha
Community Facility (may include residential)	0.1Ha
Net Development Area for Residential Use	39.72Ha

Areas of Development and Infrastructure within AGT1

characteristics of the surrounding area. The figures below breakdown the gross area of the site and assesses ANGSt compliant green infrastructure requirements together with other infrastructure benefits that will be provided within AGT1, to provide a net area for potential development for new residential dwellings.

## 5.2 Infrastructure Delivery & Phasing

### Infrastructure Requirements

The delivery of infrastructure at AGT1 is to be provided in a timely and viable way to ensure that the impact of the development is reduced / mitigated against. Given the scale of the site, its location and subdivision by the London Marylebone to Aylesbury Vale Parkway railway line and the South- East Aylesbury Link Road, once constructed, there is a need to balance certainty of delivery of key infrastructure elements with the need to maintain flexibility over delivery.

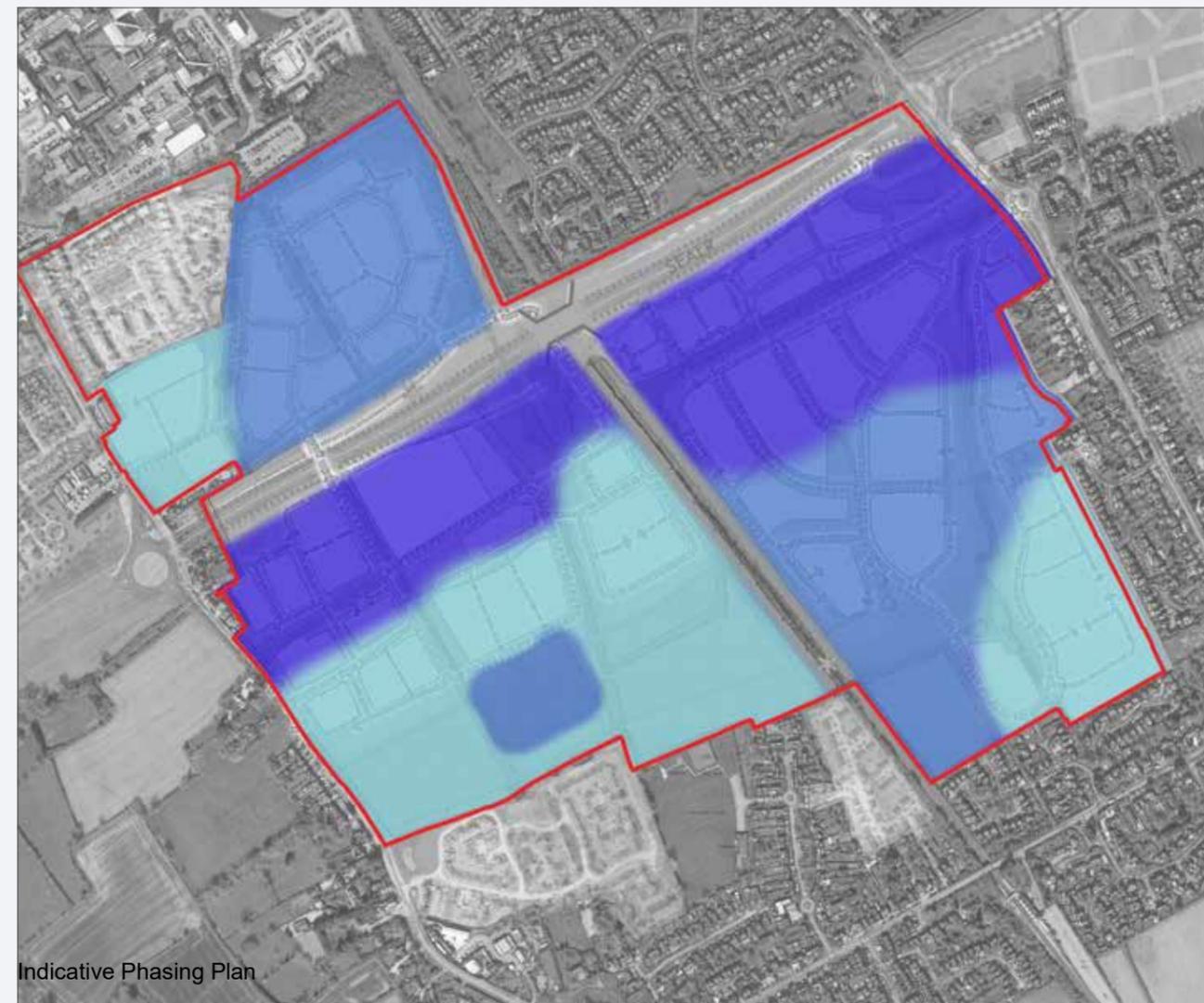
The sequencing of development and provision of supporting infrastructure set out in this Supplementary Planning Document has been structured to provide the appropriate flexibility over where and when development takes place. The key infrastructure requirements are noted in the following table and have been derived from the Councils Infrastructure Development Plan Document (Draft September 2017) and the Vale of Aylesbury Local Plan. This table only includes the key infrastructure requirements where coordination of overall delivery is most required. For each element, it identifies the anticipated phase of development and any identified trigger points.

The indicative phasing plan below seeks to show the areas of the AGT1 development (housing and infrastructure) that will be brought forward during each of the short, medium and longer term timeframes described in the earlier housing delivery phasing table.

In compiling a list of infrastructure in relation to this allocation, the Council has had regard to the infrastructure tests set out in Section 122(2) of the Community Infrastructure Levy regulations which state that requests must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fair and reasonably related in scale and kind of development

At the time of writing, a Community Infrastructure Levy (CIL) charging schedule is not in place or being prepared for the area within which AGT1 sits (the former Aylesbury Vale District Council area). Accordingly, developers will be required to make Section 106 contributions to fund specific items of infrastructure and services, where required, for the development.



Indicative Phasing Plan

#### Key

- Short Term
- Medium Tern
- Long Term



## 05 Delivering the Place

Item	Requirement	Policy	Delivery Timescale	Where	Delivery Lead	Mechanism	Cost
<b>Residential</b>							
Affordable Housing	Provision of a minimum of 25% affordable units. Policy: H1	H1	Throughout	All Parcels	Provider	Section 106	-
Gypsy and Traveller Pitches	Provision of 5 pitches, including access and landscaping. Policy: D-AGT1(b)	D-AGT1(b)	Short/Medium Term	AGT1 West	Developer	-	£600,000
<b>Community</b>							
Local Centre	Provision of land, buildings, and car parking for a new local centre (including retail). Policy: D-AGT1(q)	D-AGT1(q)	Short / Medium Term	AGT1	Developer	Section 106	-
Health	Financial contribution towards off-site health facilities to mitigate against increased demand form the development. Policy: D-AGT1(r)	D-AGT1(r)	Short Term	Off-Site Contribution	Council	Section 106	Per-population cost provided by Council
Community Building	Provision of a community buildings, including temporary buildings if necessary. Standards contained in Vale of Aylesbury Local Plan Appendix D. Policy: D-AGT1(s)	D-AGT1(s)	Medium Term	AGT1	Developer/ Council	Section 106	£882,000
<b>Education</b>							
Primary School	Provision of land, buildings, and car parking for a combined primary school, including playing field provision. Policy: D-AGT1(p)	D-AGT1(p)	350 units or 4 years (whichever is sooner)	AGT1	Council	Section 106	£11,000,000
Secondary School	Financial contribution to an off-site secondary school to mitigate against increased demand form the development. Policy: D-AGT1(p)	D-AGT1(p)	Medium Term	Off-Site Contribution	Council	Section 106	Per-pupil cost provided by education authority
Special Educational Needs (SEN) School	Financial contribution to Booker Park School to mitigate against increased demand form the development. Policy: D-AGT1(p)	D-AGT1(p)	Medium Term	Off-Site Contribution	Council	Section 106	Per-pupil cost provided by education authority

Indicative Delivery Timescales: Short Term = Year 2024 - 2027 / Medium term = Year 2027 - 2029 / Long Term = Year 2029 - 2030

**Note :**

- Some triggers are expressed as 'before no more than a number of dwellings'. Breaching either of these limits will trigger the requirement to deliver the infrastructure in question.
- The indicative costings were formed using an independent costing consultancy who undertook a costing exercise using current (2021/2022) build cost data and with input from Buckinghamshire Council as appropriate.



## 05 Delivering the Place

Item	Requirement	Policy	Delivery Timescale	Where	Delivery Lead	Mechanism	Cost
<b>Open Space and ANGSt compliant green infrastructure</b>							
Sport & Leisure	Financial contribution to off-site sports facilities to mitigate against increased demand from the development. Policy: I2	I2	Short Term	Off-Site Contribution	Council	Section 106	Per-population cost provided by Council
Sport Pitches	Provision of two adult size grass sport pitches. Policy: I2	I2	Medium Term	AGT1 West	Developer	Section 106	£170,000
ANGSt compliant green infrastructure	Provision and management of 50% ANGSt compliant green infrastructure. Policy D-AGT1(h)	D-AGT1(h)	Throughout	All Parcels / Applications	Developer	Section 106	N/A
<b>Access and Transport</b>							
South-East Aylesbury Link Road	Safeguarding land required for the delivery of a dual carriageway distributor road, together with associated land. Planning application CC/0015/20) Policy: D-AGT1(c)	D-AGT1(c)	Short term	Relevant Parcels	Council	Section 106 / Grant / Other	To be determined
Public Transport	Provision for public transport into the town and to surrounding areas Policy: D-AGT1(e) and T4	D-AGT1(e) and T4	Throughout	All Parcels	Council	Section 106	-
Enhanced Sustainable Travel and Mobility	Promote and encourage sustainable travel choices through the requirement of integrated, forward looking and accessible transport options including provision of Travel Plans and non-car promotion. Policy: D1(f) and T4	D1(f) AND t4	Short / Medium Term	On-site provisions and off-site contributions	Council	Section 106	Per-dwelling cost provided by Council
Highway Improvements	Contributions towards or delivery of transport capacity improvements and/or junction improvements (where required and justified (to be confirmed)	D1(f) AND t4	Short / Medium Term	On/off -site provisions and off-site contributions	Council	Section 106	To be determined

Indicative Delivery Timescales: Short Term = Year 2024 - 2027 / Medium term = Year 2027 - 2029 / Long Term = Year 2029 - 2030

**Note :**

- The indicative costings were formed using an independent costing consultancy who undertook a costing exercise using current (2021/2022) build cost data and with input from Buckinghamshire Council as appropriate.



## 05 Delivering the Place

### Apportionment

On the basis that more than one planning application will come forward for development within D-AGT1, an apportionment mechanism is required. This approach is consistent with the approach taken by the Council in other locations in Buckinghamshire where there are multiple landowners within a strategic development.

The preferred method of calculating apportionment is by Net Developable Area held by each landowner or developer. The detailed mechanisms for delivery, the exact costings and permutations for different areas coming forward at different times will be considered at the planning application stage. The Council, working with the landowners/developers, will produce an Infrastructure Delivery Framework. The Infrastructure Delivery Framework will be worked upon as applications are submitted and evolve, and will be a living document to reflect the latest position and more thorough analysis that accompanies planning applications.

The Infrastructure Delivery Framework would not be a binding legal document but it would set out definitive expectations of what would be contained within the legally binding commitments in each application s106 agreement. This will enable the Council to ensure that infrastructure will be costed and delivered in a timely and holistic manner. A separate memorandum of understanding document between the Consortium members would also be produced which will be submitted to the Council as additional assurance (potentially as an additional application document when each application comes forward). The Memorandum would provide a clear basis for the Council to impose lawful planning obligations and conditions to secure the relevant infrastructure in a planned holistic manner, in accordance with this document and Infrastructure Development Framework.

### Highways Improvements

Highway modelling work is being undertaken to consider the proposed access locations; trip generation methodology and modelling scenarios in relation to the development of AGT1. This uses existing data together with predicted data estimates of future traffic to calculate the capacity of infrastructure and thus the need for improvements to highway infrastructure. These improvements will be detailed within the infrastructure agreement made between the individual landowners and legally secured through the section 106 agreement and planning conditions for each individual application.

### Site Improvements

Further site / area specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development. This will include the provision of items such as cycle and footpaths, streets, public open space, urban green and ANGST compliant green infrastructure [Policy D-AGT1(f), (g) and (h)] including the provision of a buffer [Policy D-AGT1(o)], and the provision of sustainable drainage systems (SuDS) [Policy D-AGT1(k)]. Provision for these will need to be made in step with the requirements of each phase of development whilst ensuring that provision is coordinated between phases.

A range of facilitating utilities related to the development of the site will also be required [Policy D-AGT1(t)], such as power, ultra-fast broadband internet access and telecommunications [Policy D1(j)], water and foul drainage.

Provision for these will be made in line with the requirements of each phase of development, with coordination between phases ensured.

### Delivery

The delivery of AGT1 will take place over several years, with the main development expected to take between 2024 to 2030. Development is likely to come forward via the submission of different planning applications, either in outline or detailed form, for individual phases based on the subdivision of the site into smaller parcels.

Subject to the requirement for delivery of necessary infrastructure in relation to the trajectory of development and the location of the application area, all planning applications submitted will need to consider the delivery of appropriate infrastructure required to either make the application development acceptable and / or the development of the wider AGT1 site acceptable. Thus, ensuring that infrastructure is delivered in a timely way to reduce the impact of the development and to ensure that residents have access to the necessary amenities.

### Delivery Mechanism

To ensure the appropriate mechanism to deliver the required infrastructure, the proposed apportionment and methodology will be set out upfront so that both the council and individual landowners / developers within the site are aware of the requirements, thus ensuring the approach to delivery is as comprehensive as possible.

An Infrastructure Delivery Framework will set out the key infrastructure items, guided by those listed within this Supplementary Planning Document, with appropriate apportionment / charges detailed, together with details to secure delivery including land costs and details of potential conditions and legal mechanisms.

The delivery of the infrastructure referred to in this Supplementary Planning Document will be guided by an infrastructure agreement made between the individual landowners. This document will be endorsed by the council in due course and will set out the agreed apportionment of financial and in-kind contributions that will ensure delivery of all D-AGT1 infrastructure. These principles will be legally secured through the section 106 agreement and planning conditions for each individual application.

### Viability and Deliverability

Key to a successful development will be the delivery of a high quality and sustainable place in which to live, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners / developers and key stakeholders will be key to this.

Given the long timescale for delivery of South Aylesbury the continued viability of the site to ensure its continued long-term delivery is of paramount importance. It may therefore be appropriate to reconsider the viability of proposals at later stages. This may mean that the level and / or timing of affordable housing provision required or the timing of provision of elements of infrastructure as set out in this Supplementary Planning Document may need to be revisited.

Where landowners / developers wish to consider scheme viability, which is likely to be when planning applications are submitted, the Council will require an open book approach to be taken so that the outcomes and implications of viability testing at application stage can be carefully evaluated by the Council in light of the aspirations and requirements set out in this Supplementary Planning Document.



### 5.3 Infrastructure Delivery Framework

In terms of the mechanisms for securing the timely and comprehensive delivery of infrastructure at AGT1, the Council's preferred approach would be for there to be a single planning application and accompanying S106 legal agreement to cover the whole of the allocation area. However, it is recognised that circumstances may prevail where there are a number of related planning applications and s106 agreements that come forward. In this scenario, it is important that this SPD provides a basis for setting out how those planning applications can demonstrate:

- that policy compliant development can still be achieved;
- how the separate developments will accept their share of the costs;
- how the approach will provide certainty over the delivery of full package of the necessary infrastructure while overcoming issues of phasing; and
- how delivery will be achieved.

This approach is consistent with the approach taken by the Council in other locations in Buckinghamshire where there are multiple landowners within a strategic development.

To respond to the above, in addition to the provisions set out elsewhere in this SPD, delivery of the infrastructure referred to in this Supplementary Planning Document will be guided by a detailed Infrastructure Delivery Framework (IDF).

The IDF, once endorsed by the Council, will expand upon the key delivery principles and infrastructure items, guided by those listed within this Supplementary Planning Document. Importantly, it will also set out the agreed apportionment of financial and in-kind contributions that will ensure delivery of all AGT1 infrastructure. These principles will be legally secured through planning obligations (contained within each section 106 agreement) and planning conditions for each individual application.

Development of the Infrastructure Delivery Framework will be based on the following key principles:

1. Positive engagement and involvement of all parties needed to deliver strategic infrastructure;
2. Identified responsibility for delivery of strategic infrastructure;
3. Agreed triggers for delivery of infrastructure (distinguishing between negotiable and non-negotiable triggers);
4. Speed, pace & sequencing of development. Infrastructure to reflect partners' positions (e.g. what if sites come forward in different order to that envisaged);
5. Apportionment of infrastructure costs by net developable area and proportionality in respect of costs or as may otherwise be agreed
6. Framework for public funding to be levered in if appropriate;
7. Reasonably easy to use and monitor;
8. Does not hold up development starting;
9. Commitments from all parties:
  - 9.1 to the delivery of Strategic Infrastructure;
  - 9.2 not inhibit other parties' right to develop/deliver;
10. Framework for review mechanism;
11. Flexibility to adapt to changing circumstances, e.g. significant market shifts, housing mix & values;
12. Includes early warning signals to highlight problems including delay with delivery arrangements and explore the possibility of mechanisms e.g. 'step-in' rights
13. Full recovery of costs and forward funding by the Council or any agreed and implemented Delivery Body.

As noted above, the preferred method of calculating apportionment is by Net Developable Area held by each landowner or developer. The IDF will set out the position with regards to the areas and proportions of the AGT1 site under various different land ownerships. To ensure the appropriate mechanism to deliver the required infrastructure, the proposed apportionment and methodology will be set out in the IDF so that both the council and individual landowners / developers within the site are aware of the requirements, thus ensuring the approach to delivery is as comprehensive as possible. The IDF will be worked upon as applications are submitted and evolve and will be able to include detailed mechanisms for delivery, the exact costings and permutations for different areas coming forward at different times resulting in it being a living document to reflect the latest position analysis that accompanies planning applications.



## 05 Delivering the Place

The IDF will be brought forward and adopted by the Council in advance of the determination of the first major planning application for the AGT1 site and each AGT1 planning application is required to be fully compliant with its terms. Any planning application that seeks to be determined in advance of the IDF being adopted would be required to demonstrate full policy compliance, acceptance of a proportionate cost of all of the AGT1 infrastructure and that infrastructure could be delivered in full and how this would be achieved.

The IDF will set out definitive expectations of what would be contained within the legally binding commitments in each application s106 agreement. This will enable the Council to ensure that infrastructure will be costed and delivered in a timely and holistic manner. A separate memorandum of understanding document between the AGT development Consortium members could also be produced and submitted to the Council as additional assurance (potentially as an additional application document when each application comes forward). The Memorandum would provide a clear basis for the Council to impose lawful planning obligations and conditions to secure the relevant infrastructure in a planned holistic manner, in accordance with this SPD document and Infrastructure Development Framework to follow.

### Highways Improvements

Further site / area specific highway infrastructure will be required for delivery under individual detailed planning permissions for the relevant phase of the development. This will include the provision of items such as cycle and footpaths, streets, and possible off-site highway improvement works.

Highway modelling work will consider the proposed access locations; trip generation methodology and modelling scenarios in relation to the development of AGT1. This uses existing data together with predicted data estimates of future traffic to calculate the capacity of infrastructure and thus the need for improvements to highway infrastructure.

Provision for these site and highways improvements will need to be made in step with the requirements of each phase of development whilst ensuring that provision is coordinated between phases. These will be detailed within the IDF agreement and legally secured through the section 106 agreement and planning conditions for each individual application.

### Viability and Deliverability

Key to a successful development will be the delivery of a high quality and sustainable place in which to live, including the provision of appropriate infrastructure at the right time. Co-ordination between the Council, landowners / developers and key stakeholders will be key to this. Given the long timescale for delivery of South Aylesbury the continued viability of the site to ensure its continued long-term delivery is of paramount importance. It may therefore be appropriate to reconsider the viability of proposals at later stages. This may mean that the level and / or timing of affordable housing provision required or the timing of provision of elements of infrastructure as set out in this Supplementary Planning Document may need to be revisited.

Where landowners / developers wish to consider scheme viability, which is likely to be when planning applications are submitted, the Council will require an open book approach to be taken so that the outcomes and implications of viability testing at application stage can be carefully evaluated by the Council in light of the aspirations and requirements set out in this Supplementary Planning Document.

### Chiltern Beechwoods Special Area of Conservation

D-AGT1 will create at least 1,000 new homes. An increase in the number of homes is expected to lead to an increase in the population residing within the 12.6 kilometre Chilterns Beechwoods Special Area of Conservation Zone of Influence.

To mitigate the potential recreational disturbance from this population to the Chilterns Beechwoods Special Area of Conservation a twin mitigation package is required.

It is anticipated that this will take the form of:

1. A financial contribution from each net new home within the Zone of Influence towards a Strategic Access Management and Monitoring Strategy. This strategy will be set out in a Supplementary Planning Document.
2. The delivery of 50% green infrastructure to Accessible Natural Green Space Standard within the allocation. The green infrastructure being provided must have a long-term management and maintenance strategy and be agreed by the council. A mechanism must be secured to manage the green infrastructure in 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.

The delivery and the in-perpetuity maintenance of the 50% green infrastructure to Accessible Natural Green Space Standard is capable of satisfying the requirements for Suitable Accessible Natural Green Space; and should be agreed with Natural England. The aim of this green space is to provide a good quality and accessible recreational space capable of reducing the need for the new population to visit the Chilterns Beechwoods Special Area of Conservation. Perpetuity in this context is taken as at least 80 years.

Both of these mitigation measures will be considered as part of the determination of planning applications submitted to the council for this allocation affecting the Zone of Influence.

The background is a solid dark blue. Overlaid on this are several thick white lines that form a series of overlapping, irregular geometric shapes. A prominent feature is a large, light grey square that is tilted and partially enclosed by the white lines. The overall composition is abstract and modern.

## 6 - Next Steps



### 6.1 The Planning Application Process and Expectations

The Council's preference is for a single application, however this Supplementary Planning Document acknowledges that multiple outline and/or full planning applications for individual land parcels may be made. In the case of outline applications, these will be followed by reserved matters applications.

This Supplementary Planning Document, along with the Vale of Aylesbury Local Plan, Garden Town Masterplan and other Supplementary Planning Documents adopted by the Council creates a strategic framework against which an application will be determined. It is a requirement that an application is accompanied by a suite of accompanying documents and information in accordance with national and local planning policy. The information to be submitted is as set out in the following list. This list is not a definitive list and should individual applications be submitted not all will need to provide all the information set out; it will depend upon the size and scale of the proposal and any pre-application discussions with the Council.

- Plans and drawings
- Design and Access Statement
- Planning Statement
- Transport Assessment and Travel Plans
- Flood Risk Assessment and Drainage Statement
- Landscape Visual Impact Assessment
- Arboricultural Survey & Landscaping
- Biodiversity Report
- Archaeology and Heritage Assessment
- Air Quality Assessment
- Noise Assessment
- Environmental Statement Screening and/or Scoping (with potential Environmental Statement subject to Screening)
- S106 Heads of Terms
- Infrastructure Delivery Statement

### 6.2 Subsequent Design Stages and Expectations

An outline planning application will need to be accompanied by a Design and Access Statement that will set out how the application relates to the overall Supplementary Planning Document Masterplan and fits within the wider Garden Town design context. An application will need to provide parameter plans, proposed character areas, typologies and illustrative layouts which will demonstrate how the Garden Town and Supplementary Planning Document design objections can be delivered within the scheme.

A Design Code will need to be prepared in accordance with the requirements contained within the National Design Guidance, the principles of this Supplementary Planning Document, the Garden Town Masterplan, and the Design Supplementary Planning Document, which includes a design review.



### 6.3 Governance and Engagement Expectations

The Garden Town Masterplan states *“A key objective for AGT is the involvement of the local community in delivering long-term governance and stewardship structures for community facilities, as well as non-adopted parks and open spaces. Community engagement and ‘ownership’ is a key objective of the Garden Town concept.”*

Planning applications for the site should set out how public areas and community assets will be maintained in the long term, and, where appropriate, how the community can be involved in the governance of these assets. In particular, this is likely to consider the school, local centre and Aylesbury Gardenway where these are provided within the site.

Early engagement with the local community will provide opportunities for all parties to share ideas and suggestions as to how the community assets can be delivered and secured for future generations to ensure a long-lasting legacy.

### 6.4 Delivering, Monitoring and Review

This Supplementary Planning Document carries statutory weight in the planning process and is a material consideration for planning applications. It provides an overarching design framework that informs and will guide future planning applications for the site and in particular the delivery of homes and key infrastructure.

Future planning applications will be expected to include information on phasing and delivery and a delivery mechanism to ensure a coordinated approach to infrastructure delivery. In particular, this will need to secure the delivery of the school in accordance with the details set out in Section 5 of this Supplementary Planning Document.

Planning applications will also need to include a means to secure the other infrastructure elements, such as the local centre, strategic buffer and gypsy & traveller pitches as required by the Vale of Aylesbury Local Plan and this Supplementary Planning Document.

Policy S8 of the Vale of Aylesbury Local Plan sets out how the Council will monitor policies in the Vale of Aylesbury Local Plan annually through their Monitoring Report. The Council will monitor the content of and implementation of this Supplementary Planning Document in the same fashion to ensure the aims and objectives of this Supplementary Planning Document are being achieved. In the event delivery is not being achieved in accordance with the Supplementary Planning Document and the principles set out in the Garden Town Masterplan then it may be necessary for the Council to review the Supplementary Planning Document and propose remedial steps.



Consultation Draft Version – Simon Meecham 29 07 2022