



AYLESBURY VALE  
DISTRICT COUNCIL

*Aylesbury Vale District Local Plan  
Written Statement*

*Part I*

**JANUARY 2004**

*The Aylesbury Vale District Local Plan is published in two parts:  
Part I - the Written Statement and Conservation Area map insets  
- and Part II which comprises the Proposals Map.*

*The Written Statement and Proposals Map  
should be read in conjunction with each other.*

*Part II contains 33 sheets to a scale of 1:20,000  
covering the whole District  
- where necessary insets to a larger scale  
are included to show details clearly.*

*It includes insets for Aylesbury, Buckingham,  
Haddenham, Wendover & Winslow on two loose sheets.*

*Norman Skedge  
**Director***

*Department of Environment and Planning  
Friars Square Offices  
4 Great Western Street  
Aylesbury  
Bucks HP20 2TW*

*JANUARY 2004*

*Tel: 01296 585439  
Fax: 01296 398665  
Minicom: 01296 585055  
DX: 4130 Aylesbury  
E-mail: [avdlp@aylesburyvaledc.gov.uk](mailto:avdlp@aylesburyvaledc.gov.uk)*

## FOREWORD

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We live in times of constant change. This Development Plan, the most important yet produced for our District, reflects - even anticipates - change in a way that earlier plans did not come close to doing. Yet the Council's corporate mission - to make Aylesbury Vale the best possible place for people to live and work - remains a timeless guiding principle.

So comprehensive is this District Local Plan for Aylesbury Vale that it will affect the lives of people over the next seven years to 2011. There are two main themes: sustainability and accessibility.

Sustainability, in its purest sense, requires us to take no more from the environment than we put back. The Council has striven to minimise consumption of natural resources by looking carefully at the demands development makes on land, air and water, and its impact on the natural and historical environment. The Council has looked to development of 'brownfield' land and the role of public transport as main priorities. It is a matter of regret that development of 'greenfield' land is inevitable. Regional and county planning policies require Aylesbury Vale to accommodate growth greater than that required by its existing population.

As regards accessibility, we have looked much further than just conventional transport considerations. Land use and development can disadvantage people already constrained by disability, remote location, or poverty. This Plan is one of a variety of measures the Council is using to redress the serious issue of social exclusion.

Indeed, we seek to facilitate access to the planning process itself. Through extensive publicity and public consultation during the course of preparation of this Plan, the Council has sought to ensure that those who wished to do so had the opportunity, information and means to participate in shaping the policies and proposals.

To all those who have contributed their ideas and opinions to the making of this Plan, thank you for your help.



**Councillor Hedley Cadd**  
Chairman of Council



**Councillor Mrs Carole Paternoster**  
Cabinet Member for Planned Development



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# SUMMARY 1



# 1 SUMMARY

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- 1.1.** The Aylesbury Vale District Local Plan (AVDLP) applies to the whole of the District and covers the period to 2011. The Plan replaces the Aylesbury and Aylesbury Vale (Rural Areas) Local Plans, which were adopted in 1991 and 1995 respectively.
- 1.2.** AVDLP has an important job to do. It proposes land for development and provides a framework of policies within which other proposals will be considered. It also acts as the basis for co-ordinating this development with provision of essential services and programmes for improving and protecting the environment.
- 1.3.** The proposals will be implemented mainly by private developers and also by a variety of public authorities. AVDLP establishes the criteria by which essential infrastructure requirements will be funded and implemented.
- 1.4.** The main features of AVDLP are:
- a pattern of sustainable development which achieves a close correlation between homes, jobs and community facilities, so reducing the need to travel;
  - provision for some 8,000 new homes with corresponding provision for jobs and services phased with the provision of infrastructure;
  - priority given to the regeneration of sites within settlements;
  - concentration of most development at Aylesbury (at three major development areas) and some development at Buckingham, Wendover, Winslow and Haddenham;
  - a positive, integrated approach to transport planning, encouraging more use of public transport and improving facilities for walking and cycling;
  - creation of an accessible environment;
  - provision for affordable homes;
  - policies to protect and enhance the vitality and viability of town and village centres;

- provision for new sport, recreation and tourism development;
- restricted new housing in the villages;
- encouragement for local jobs in Rural Areas;
- tight controls on development in the countryside;
- protection and enhancement of the countryside including the Metropolitan Green Belt, and the character of towns and villages;
- protection for Areas of Outstanding Natural Beauty, other special landscape areas, important biological and geological sites, and flood plains;
- protection for Ancient Monuments, other important archaeological areas, Conservation Areas and listed buildings;
- a requirement for development to enhance community safety; and
- securing investment in infrastructure through a combination of private and public funding.



# INTRODUCTION 2



## 2 INTRODUCTION

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### AYLESBURY VALE DISTRICT

- 2.1.** Aylesbury Vale is a large Shire District with a wealth of attractive environment. It lies between a major regional growth area to the north - the new city of Milton Keynes - and an area of severe development restraint to the south - the Chilterns Area of Outstanding Natural Beauty (AONB) and the Metropolitan Green Belt around London.
- 2.2.** The District covers some 900 sq km, well over half the County of Buckinghamshire. The Vale of Aylesbury has long been a flourishing agricultural area but, with the expansion of Aylesbury as a commercial, administrative and industrial town, it has now a much wider economic and social base.
- 2.3.** The growing county town of Aylesbury is the administrative centre for both the District and County Councils. Aylesbury has a population of about 65,000, some 40% of that of the District. There are also well over 100 smaller settlements, including the important historic town of Buckingham, the attractive country towns of Wendover and Winslow, and many beautiful villages. These are set in a classically English landscape that varies markedly in character from the Chilterns woodlands and escarpment, across the low clay Vale of Aylesbury, to the lower dip-slopes of the Cotswold Hills. This variation in landscape is reflected in the differing character of villages, and especially in the materials used on traditional buildings.
- 2.4.** The District comprises part of the Oxford Clay Vale. There are also sections of chalk upland within the Chilterns AONB and, to the north, sections of the Cotswold Limestone Series. There are several substantial and smaller Areas of Attractive Landscape characterised by ranges of low hills running east-west across the District. These form the watershed between the Thames and Great Ouse river catchments.

*The Chilterns Area of Outstanding Natural Beauty or AONB was designated in 1965 under the National Parks and Access to the Countryside Act 1949. The primary purpose of designation is the conservation and enhancement of the natural beauty of the area.*

## AYLESBURY VALE DISTRICT LOCAL PLAN

- 2.5.** AVDLP forms part of the Statutory Development Plan for Aylesbury Vale District. The other parts are the Buckinghamshire County Structure Plan (CSP), approved in 1996, which provides the broad strategic framework for land-use planning, the Minerals Local Plan and the Waste Local Plan. AVDLP must generally conform to the CSP.
- 2.6.** The Plan will provide a framework for planning and other investment decisions across the Vale up to 2011. Aylesbury Vale is identified in the CSP for continued growth in this period. It is the task of AVDLP to plan for the best way to accommodate this growth.

## FORMAT AND STATUS

- 2.7.** AVDLP applies to the whole of Aylesbury Vale District. The boundary of the Plan area is shown on the Proposals Map. The Plan consists of the Proposals Map, including its Insets, and this Written Statement which describes and justifies the Proposals.
- 2.8.** There are two types of Proposals: those that make a specific proposal for change and those that embody development control policies. Together they will be the basis upon which applications for planning permission will be considered and determined.
- 2.9.** In 1991 the status of development plans was considerably increased by an amendment to the Town and Country Planning Act 1990. This amendment (Section 54A of the Act) requires all development control decisions to accord with the Development Plan unless material considerations indicate otherwise. The policies in this Plan provide clear guidance as to the requirements that development proposals will normally need to comply with in Aylesbury Vale.
- 2.10.** In the Written Statement, Proposals are differentiated from the remainder of the text by shading; they are numbered separately in each chapter with a prefix denoting that chapter. Proposal numbers are cross-referenced to the Proposals Map.
- 2.11.** The Proposals should not be read in isolation from each other. Generally, a number of Proposals will be relevant to any application for planning permission. The Written Statement makes it clear where any Proposals override others and where Proposals are directly linked to one another.

*The Town and Country Planning Act 1990, was amended in 1991 by the passing of the Planning and Compensation Act 1991. Section 26 of this Act inserts a new paragraph (Section 54A) into the parent legislation which requires all development control decisions to accord with the Development Plan unless material considerations indicate otherwise. Material considerations must be genuine planning considerations i.e. they must be related to the purpose of the planning legislation which is to regulate the development and use of land in the public interest. The consideration must fairly and reasonably relate to the development concerned.*

## STRUCTURE OF AVDLP

- 2.12.** The structure of this Written Statement is broadly geographically based. Chapter 3 establishes a strategy for accommodating the District's development needs. Chapter 4 contains those proposals that apply to the whole of the Plan area. The following five chapters relate to specific settlements. Chapter 10 contains those proposals that apply generally to the Rural Areas.
- 2.13.** In considering which Proposals will apply to any development proposal, it is important to look at both the general section (Chapter 4) and that section dealing with the location of the Proposal.

## SUPPLEMENTARY PLANNING GUIDANCE (SPG)

- 2.14.** AVDLP will be supplemented by guidance on matters that are too detailed for inclusion in this Plan. This will include advice on design issues, developer contributions, and planning briefs that deal with individual site characteristics and how the various Plan policies should be applied to a particular site. SPG will be subject to public consultation before the Council adopts it. Accordingly, it will have considerable weight in determining planning applications. SPG will be reviewed from time to time.

## PUBLIC PARTICIPATION

- 2.15.** The preparation of AVDLP is the culmination of a careful study of Aylesbury Vale and public consultation at earlier stages of the Plan. This consultation included publication of the Pre-Deposit Issues Paper in June 1996 and a further Issues Paper in March 1997. Additional consultation took place in June 1997 to allow an opportunity for public comment on the Ministry of Defence announcement to release Princess Mary's Hospital, Wendover for development. These consultations resulted in a very substantial number of representations being received and were taken into account in publishing the Adoption Draft of the Local Plan in October 1998.
- 2.16.** The publication of the Adoption Draft provided the opportunity of objecting to or making representations on the Proposals. Again, there were a substantial number of representations, and, because there were unresolved objections, a Public Local Inquiry was held before an independent Inspector between January 2000 and June 2001. Additional consultation in March/April 2000 allowed an opportunity for public comment

*A number of background papers have been prepared and are available to help aid comprehension of the proposals in this document.*

on the proposals to include further land for development at the former Pitstone Cement Works. The Inspector recommended how the Plan should be changed prior to its adoption. The Council accepted most of the recommendations and following public consultation on Proposed Modifications amended the Plan accordingly before adopting it.

## **THE WIDER CONTEXT**

- 2.17.** The future of Aylesbury Vale will be influenced not only by events and decisions within local control, but also by events in a much wider arena. These influences have already had a hand in shaping AVDLP.

### **Global**

- 2.18.** Internationally, there is a growing awareness of environmental issues and the need to tackle these at all levels from global to local level. This was evidenced by the Earth Summit in Rio de Janeiro in 1992 that drew up a plan, called Agenda 21, for addressing the environmental, economic and social problems facing the world as it moves into the 21st Century. Most countries, including the UK, signed the Rio Declaration.

- 2.19.** Agenda 21 stresses the role of local authorities in implementing the Declaration's aims. It advocates the preparation of a Local Agenda 21 for each area in order to achieve development and other change that is sustainable. This process is under way in Aylesbury Vale with the SAVE (Support Aylesbury Vale's Environment) Campaign.

### **European**

- 2.20.** The European Union's Fifth Action Programme complements the Rio Declaration. The European Union is exerting increasing influence over British planning through its policies on economic, social and environmental protection and enhancement. These are being translated into British law, for example, on waste planning and protection for wildlife and wildlife habitats.

### **National**

- 2.21.** "This Common Inheritance" (a White Paper published in 1990) sets out the British commitment to sustainable development. Clearly emphasised is the role that local plans have to play.

**2.22.** The Government has endorsed the results of the Earth Summit, and has carried this commitment forward into its strategy on sustainable development and in more detailed advice. This advice is contained in Planning Policy Guidance (PPG) Notes, some of which advise local authorities to:

- integrate transport and land use planning policies (PPG13);
- locate development in a sustainable manner by concentrating most new development at existing urban centres (PPG13);
- reduce the need to travel (PPG13);
- improve urban quality and vitality (PPG6);
- achieve a healthy rural economy and viable rural communities (PPG7);
- take account of nature conservation interests wherever relevant to local decisions (PPG9);
- protect and enhance the vitality and viability of existing town and neighbourhood centres (PPG6); and
- effective protection for all aspects of the historic environment (PPGs 15 & 16).

Further to this, the Council acknowledges the detailed advice given in the following documents:

- ‘A New Deal for Transport: Better for Everyone’ (DETR, 1998)
- ‘Sustainable Development – Opportunities for Change’
- ‘Sustainable Communities: Building for the Future’ (ODPM, 2003)

**2.23.** Commencing early during the life of this Plan, the Disability Discrimination Act (1995) will require local authorities to ensure that the built environment is accessible to disabled people.

**2.24.** Action in pursuit of one or more of these aims might appear to conflict with others; what is required in AVDLP is a reasoned balance.

*H.M. Government,  
Sustainable Development:  
The U.K. Strategy (1994)  
CM 2426, HMSO, London.*

*The South East England Regional Assembly (SEERA) is the Regional Planning Body for the South East and has responsibility for proposing strategic planning and transport policies to government. SEERA prepares, monitors and manages Regional Planning Guidance (RPG) for the South East.*

### Regional and County

- 2.25.** The regional and sub-regional context is set out in the Regional Planning Guidance for the South East (RPG9) issued in March 2001 and the County Structure Plan (CSP) approved in 1996. The Regional Guidance identifies North Buckinghamshire (specifically Milton Keynes and Aylesbury) as an area for continued growth. The emerging Milton Keynes and South Midlands Sub-Regional Strategy proposes alterations to the current RPG9. The strategy identifies Aylesbury as having potential to accommodate significant further growth, the level of which is still to be determined. This will be taken into account in future reviews of the Local Plan.
- 2.26.** The CSP confirms Aylesbury Vale District's continuing growth role in accommodating the District's own development needs, as well as some of those from other more constrained areas to 2011. These development needs should be provided within a broad strategy, as set out in the CSP and Integrated Transport Strategy. These seek to:
- establish a close correlation between homes, jobs, community facilities and supporting infrastructure, with most new development concentrated at Milton Keynes, Aylesbury and High Wycombe;
  - discourage high levels of commuting by balancing local employment and population growth;
  - integrate new transport infrastructure with the national and regional transport system and, by concentrating most new development at existing urban centres and combining that with appropriate transport resources, improve the viability of more energy-efficient modes of transport than the private car; and
  - identify and achieve specific targets for less use of cars and increased use of more sustainable modes of movement, that is, cycling, walking and public transport.



## AYLESBURY VALE DISTRICT COUNCIL'S MISSION STATEMENT AND KEY AIMS

- 2.27.** The Council's Mission - its statement of what it is aiming to achieve overall, is:

*"To make Aylesbury Vale the best possible place for people to live and work."*

The operation of the District Council is focused on three key aims:

- Local communities - To achieve safe, active, healthy communities and provide accessible services.
- The local economy - To develop and promote the local economy and establish Aylesbury Vale as a vibrant economic centre.
- The local environment - To manage the built and natural environments of a growing district in a sustainable way.

- 2.28.** The Aylesbury Vale District Local Plan has been prepared in accordance with the Council's Mission Statement and the three key aims.



# STRATEGY 3



# 3 STRATEGY

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## AIMS AND OBJECTIVES

- 3.1. This chapter sets out the AVDLP aims and objectives and establishes a strategy for accommodating the District's development needs. It takes as its starting point the context set out in the previous chapter. This has been developed through defining local environmental, social and economic criteria (see Appendix 1) which provide a framework for defining the Plan strategy and the proposals that flow from it.

## MISSION STATEMENT

- 3.2. The principal aim of AVDLP is represented in the following mission statement:

*To meet the needs and aspirations of present generations without compromising the ability of future generations to meet their needs and aspirations.*

- 3.3. Based on the above statement the following AVDLP objectives have been defined:

### ENVIRONMENTAL OBJECTIVE

To protect and enhance the District's environmental heritage.

### SOCIAL OBJECTIVE

To make provision for an enhanced range and diversity of homes, jobs and other facilities for the existing and future resident population of the District and redress the impact of "disadvantage".

### ECONOMIC OBJECTIVE

To facilitate the creation and maintenance of conditions which provide for a healthy, dynamic, diverse and robust economy.

- 3.4. In line with Government guidance, some 28 environmental, social and economic criteria (see Appendix 1) have been used to test how any proposal, whether at a strategic or local level,

*PPG12 "Development Plans and Regional Guidance" underlines the need for environmental concerns to be integrated into development plan preparation which has been further developed in the Development Plans Good Practice Guide. PPG12 also requires local planning authorities to conduct an environmental appraisal of plans, policies and proposals as they have been drawn up.*

might satisfy these objectives. No attempt has been made to award any weighting to the criteria tests, mainly because this will always be a subjective judgement. The purpose of the process is to provide a framework for identifying potential positive, negative or neutral impacts.

**COUNTY STRUCTURE PLAN  
DEVELOPMENT REQUIREMENTS**

**3.5.** The County Structure Plan describes and measures future growth in terms of phased requirements for new housing from 1991 to 2011. Whilst, generally, the County Structure Plan envisages a slowing down of Buckinghamshire’s growth role throughout the County Structure Plan period, for Aylesbury Vale District the reduction in growth only applies to the later part of that period. Housing development rates are expected to increase in the 2001 to 2006 period, before falling back between 2006 and 2011. The County Structure Plan justifies this requirement and phasing in terms of:

- the District’s position in the northern part of the south-east region;
- the decreasing reliance which could be placed upon Milton Keynes to accommodate externally generated housing demands;
- the pent-up nature of demand in the District due to current infrastructure problems; and
- Regional Guidance which identifies Aylesbury as having “growth potential”.

**3.6.** Table 1 describes the housing development requirements over the two County Structure Plan periods.

	<b>1991-2001</b>	<b>2001-2006</b>	<b>2006-2011</b>
<b>Dwellings</b>	7,000	5,000	3,600

**TABLE 1 - County Structure Plan Requirements**

**3.7.** An important point to make about the County Structure Plan is that it allows some flexibility as to where the identified growth may be accommodated. There is a general requirement that development be concentrated at Aylesbury (a minimum of 3,000 houses is specified for the period 2001 to 2011) and at other large settlements well served by public transport. The split

between Aylesbury and the Rural Areas (“Rural Areas” being the part of the District outside Aylesbury and its immediate environs) and the development locations within the Rural Areas are matters to be decided in AVDLP.

- 3.8. AVDLP must ensure that growth is accompanied by employment and other development to ensure the closest locational match between jobs, homes and other services. The County Structure Plan indicates that provision should be made in the District for a projected growth of labour supply of 9,840 people between 1991 and 2011.

## INTEGRATED TRANSPORT STRATEGY

- 3.9. As well as the County Structure Plan, AVDLP needs to reflect County Council’s Integrated Transport Strategy (ITS). This Strategy has been prepared against the background of PPG13 and sets out to achieve a more balanced approach to transport policy and proposals. It emphasises the role of local plans in securing its objectives.
- 3.10. The ITS puts forward the following targets for Buckinghamshire by 2011:
  - a reduction in the proportion of residents travelling to work by car from 70% in 1991 to 60% in 2011;
  - an increase in the proportion of residents travelling to work by public transport from 9% in 1991 to 15% by 2011;
  - an increase in the proportion of residents travelling to work on foot from 9% in 1991 to 15% in 2011; and
  - a doubling of the 1991 proportion of residents travelling to work by cycle from 5% in 1991 to 10% in 2011.

## DEVELOPMENT STRATEGY

### GENERAL LOCATION OF DEVELOPMENT

- 3.11. A number of different strategies have been tested, ranging from concentrating development at main settlements to dispersing development about the District, and the creation of new settlements. In drawing conclusions from the national and regional context and comparing the strategies with the defined Local Plan aims and objectives, the most appropriate and

*Previously-developed ("brownfield") land is that which is or was occupied by a permanent non-agricultural structure, its associated fixed surface infrastructure and the curtilage of the building. Where the footprint of the building only occupies a proportion of the site (such as at an airfield, hospital or minerals working), the developable part of the site will normally only relate to the area of that footprint. Property that has been restored to open land, has naturally reverted to open land, or is subject to provision for restoration through planning conditions, is not considered to be "previously developed". The definition does not include agricultural land, forest, woodland, parks, recreation grounds or allotments. (for a full definition see PPG 3 Annex C and associated footnotes).*

*Aylesbury is defined as the existing built-up part of the town, including the three Major Development Areas as allocated in the Local Plan. The Rural Areas comprise the remainder of the District outside of Aylesbury.*


**POLICY NOT SAVED ST.1**  
 Policy superseded by MKSM, SEP and emerging Core Strategy

sustainable policies are based around the following general principles:

1. giving priority to the redevelopment of urban "brownfield" sites, that is sites within existing built-up areas already developed but suitable for re-use for housing;
2. accommodating a high proportion of development at Aylesbury;
3. accommodating a lesser proportion of development in the Rural Areas concentrated at a limited number of settlements which offer the best prospect for limiting the need to travel and, through offering a choice of transport, minimising the use of car; and
4. limited development elsewhere.

**3.12.** It is therefore proposed that 65% of housing and employment requirements should be provided at Aylesbury and 35% at a few settlements in the Rural Areas. It is not appropriate to locate more than 65% at Aylesbury for two main reasons. Firstly, there are both housing and employment needs to be met in the Rural Areas. Therefore, accommodating all or nearly all development at Aylesbury would be to provide for this need remote from its origin, encouraging people to live or work in locations removed from real requirements and not achieving a close correlation between jobs and homes.

**3.13.** Secondly, a greater concentration at Aylesbury would be unattainable and, therefore, such a Plan would be unrealistic. To propose more than the 65% requirement would entail consistent construction rates only matched during the construction boom years of the mid-1980s. Assuming such a high construction rate over a lengthy period without justifiable confidence would threaten the viability of the strategy.

**ST.1**  The broad division of new housing and employment provision will be 65% at Aylesbury and 35% in the Rural Areas.

**AVDLP HOUSING REQUIREMENT**

**3.14.** Table 2 sets out the requirement for some 4,800 (4,820) new houses in AVDLP. It is based on the County Structure Plan requirements set out above and the current housing land availability position (March 2001).



**3.15.** The requirement takes into account and relies upon:

- the broad division for housing of 65% at Aylesbury and 35% in the Rural Areas;
- estimates of dwelling completions on sites already with planning permission;
- estimates of dwelling completions on sites which, by way of Council resolution, have been or are likely to be granted planning permission;
- forecasts of dwelling completions on windfall sites;
- sites already proposed for housing in existing Local Plans which will be carried forward in AVDLP; and
- an additional allowance of 5% non-completion of existing commitments.

*“Windfall Sites” are small sites not allocated for development, but are sites upon which permissions for development are likely to be granted.*

	Aylesbury	Rural Areas	District
<b>Structure Plan Requirement 1991-2001, 55%:45% division</b>	<b>3850</b>	<b>3150</b>	<b>7000</b>
Total Completions 1991-2001	3712	3787	7499
<b>Residual Requirement at 2001</b>	<b>+138</b>	<b>-637</b>	<b>-499</b>
<b>Structure Plan Requirement 2001-2011</b>			<b>8600</b>
Residual Requirement 2001-2011			8101
<b>Residual Requirement 2001-2011, 65%:35% division</b>	<b>5266</b>	<b>2835</b>	<b>8101</b>
Expected completions 2001-2011	1087	849	1936
Expected windfall 2001-2011	380	965	1345
<b>Total Completions and Windfalls</b>	<b>1467</b>	<b>1814</b>	<b>3281</b>
Outstanding Requirement 2001-2011	3799	1021	4820
<b>Rounded Outstanding Requirement 2001-2011</b>	<b>3800</b>	<b>1000</b>	<b>4800</b>

(Based on March 2001 figures).

**TABLE 2 - District Housing Requirements 2001-2011**

### AYLESBURY DEVELOPMENT STRATEGY

- 3.16.** The District and County Councils have jointly devised the Aylesbury Land Use/Transport Strategy (ALUT Strategy). The objective of this work has been to determine how best to combine new development with a new approach to transport infrastructure investment, taking into account the environmental, social and economic objectives mentioned earlier.
- 3.17.** The development strategy at Aylesbury provides for some 3,800 houses, together with all the employment, shopping, leisure and other facilities that go with it. The details of how this requirement is to be achieved are dealt with in Chapter 5; Table 3 opposite summarises how the 3,800 houses are to be accommodated. The main features of the strategy are:
- maximising the potential of “brownfield” sites for housing purposes;
  - concentrations of major development in areas to the north-west and north of the town;
  - improvements to public transport operation, including Park-and-Ride, concentrating on the Primary Public Transport Corridor from Bicester Road, via the town centre, to Aston Clinton Road;
  - improvements to public transport operation on other radial roads;
  - the development of a comprehensive network of pedestrian and cycling links and facilities throughout the town;
  - the minimum amount of new road building, that is, a new road linking the Berryfields and Weedon Hill major development areas (MDAs) with each other around the northern periphery of the town, from the A41(W) to the A413, the design and standard of such to be sufficient to serve local needs without attracting long distance through traffic nor generating undue levels of additional trips; and
  - the funding as a cost borne by development of significant elements of the local transport infrastructure package and other required facilities.

<b>Outstanding requirement</b>	<b>3,800</b>
Brownfield sites proposed	1,100
Reallocated sites	75 <sup>1</sup>
<b>Outstanding new site requirement</b>	<b>2,700</b>
<b>New sites proposed</b>	
Berryfields	1,850
Weedon Hill	850
<b>New site total</b>	<b>2,700</b>

<sup>1</sup>An additional 75 dwellings have been included due to the Circus Fields allocation.

**TABLE 3 - Housing at Aylesbury 2001-2011**

**RURAL AREAS DEVELOPMENT STRATEGY**

**3.18.** The strategy for the Rural Areas is based on the need to concentrate development at the largest settlements that have the greatest amount and range of employment and services, and which are best served by public transport. A sequential process is therefore established to accommodate the Rural Areas requirement (some 1000 dwellings and associated development):

1. examine the capacity of “brownfield” sites within settlements which satisfy sustainability criteria in terms of their location having a reasonable amount and range of employment, services and public transport links; then
2. examine the capacity of the largest rural settlements which have the greatest amount and range of employment and services and that are best served by public transport; then
3. consider other settlements which reasonably meet the sustainability criteria in terms of local jobs, services and public transport; then
4. consider the potential for the development of new settlement(s):
  - a) Firstly, on sites utilising major redundant areas in the countryside at the most sustainable locations, and
  - b) Secondly, “greenfield” sites at the most sustainable locations.

**3.19.** There are two sites in the Rural Areas, at Princess Mary’s Hospital, Wendover, and the former nurses homes at Stone, which meet the criteria set out in the first category above. There are four settlements which meet the criteria set out in the second category: Buckingham, Wendover, Haddenham and Winslow. At Wendover, however, because of the established

constraints surrounding the settlement, there is no additional development capacity apart from the land at Princess Mary’s Hospital.

- 3.20.** There is sufficient capacity at the sites and settlements identified in the first and second categories as demonstrated and summarised in Table 4 below, to accommodate the Rural Areas development requirement. The details of the proposals for the development of specific sites, are dealt with in later chapters (Chapters 6-9) under those settlement headings.
- 3.21.** There is no need, and therefore it is not appropriate, to consider the potential offered by the third and fourth categories.

<b>Outstanding requirement</b>	<b>1,000</b>
<b>Brownfield sites proposed</b>	<b>475</b>
Wendover (Princess Mary’s Hospital)	300
Pitstone	175 (net gain)
<b>Outstanding new site requirement</b>	<b>450</b>
Buckingham (Moreton Road)	200
Winslow (Verney Road / Furze Lane)	250
<b>New site total</b>	<b>450</b>

NB: It is anticipated that additional brownfield sites will come forward and that increases in density will make up any short term deficiencies.

**TABLE 4 - Housing in the Rural Areas 2001-2011**

## FUNDING AND IMPLEMENTATION

- 3.22.** A fundamental purpose of AVDLP is to secure implementation of the Plan’s proposals in a co-ordinated and comprehensive manner. Wherever appropriate AVDLP will require development to fund infrastructure the need for which is created by that development. Such infrastructure requirements will include proposals for transport, statutory services, sports and leisure, community and education. The Plan will identify those proposals that are to be wholly development funded and those to be jointly or wholly public funded.
- 3.23.** AVDLP will show when the most important of the infrastructure requirements should be in place in relation to the rate of development. Further details of the main development proposals, including design, layout, content and phasing, will be established in planning briefs which will be subject to public consultation with all interested parties.

*Planning briefs are documents which deal with the design and layout of sites or areas. These briefs will develop the principles set out in AVDLP.*

# GENERAL POLICIES

# 4



# 4 GENERAL POLICIES

## HOUSING

### A CHOICE OF DWELLING TYPES

- 4.1. National planning policy in “PPG3: Housing” requires that a better mix of housing should be provided giving a wider choice in the size, type and location of dwellings. Nationally, the Government is seeking the provision of greater numbers of smaller dwellings to account for an increase in smaller, and particularly single-person, households. Providing smaller dwellings also helps to use sites more efficiently. The Council’s housing needs study, undertaken in 1999, identified a shortfall in flats, apartments and maisonettes in the District, while the proportion of small houses, such as terraces, was similar to the national average. This implies that there is a need in the District, as in the country as a whole, to increase the proportion of smaller homes; this need is greater in some parts of the District than others.
- 4.2. In villages, where development is generally more restricted, it is important to take every opportunity to seek to redress shortfalls in local housing choice in order to help to provide sustainable communities. Even the smallest developments in villages can have a considerable impact on the overall choice of housing available to the community. In larger settlements, small developments will have less of an impact, and it would be appropriate to only apply a requirement to redress housing type shortfalls to larger proposals.
- 4.3. To provide a cohesive design for developments and to meet significant local shortfalls it may often be appropriate, particularly on smaller sites, for only a limited range of different house sizes and types to be provided, including designs comprising houses of only one type.

#### GP.1



Proposals for sites comprising five or more dwellings in Aylesbury, Buckingham, Wendover, Haddenham or Winslow, and all proposals for residential development elsewhere, shall contribute to redressing shortfalls in the range of dwelling sizes (in terms of bedroom numbers) in order to increase housing choice.

**POLICY NOT SAVED**  
Policy now superseded  
by PPS3, MKSM and  
SEP

*PPG3: Housing and Circular 6/98 offer guidance on how the planning system can contribute to the overall supply of affordable housing.*

## AFFORDABLE HOUSING AND LOW COST MARKET HOUSING

- 4.4. The Housing Needs Study undertaken for the Council in 1999 gave a strong indication that a considerable affordability problem may arise in the District from the relationship between local income levels and the supply of average and below average priced properties. This was the case despite the fact that at the time access to the housing market was at its lowest level in real terms for many years.
- 4.5. The Study also confirmed that low cost market housing was required as well as affordable dwellings to meet identified needs and to address a shortage of units of that type in the existing stock.
- 4.6. As part of their study of housing need, the consultants undertook a large sample survey. The results indicated that there were many “concealed households”, that is potentially independent households currently living as part of an existing household.
- 4.7. For the purposes of this Plan, the following definitions shall be used: “Affordable housing” comprises dwellings provided with subsidy for occupation by “qualifying persons”. “Qualifying persons” are those who are assessed by the Council and/or the registered social landlord as being unable to resolve their housing needs in the private sector market because of the relationship between housing costs and incomes; these may include “key workers”. “Low cost market housing” comprises 1- or 2-bedroom dwellings of a type approved by the Council as being appropriate to help satisfy the home-ownership aspirations of people, including “key workers”, whose incomes are only just adequate to access the property market.
- 4.8. The Council will monitor the provision of affordable and low cost housing and the need for such housing including the use of further studies of housing need.

## AFFORDABLE HOUSING

- 4.9. The 1999 Study demonstrated that there was a need for 2,000 affordable units by 2006, even just to maintain the priority waiting list at its current level. This need for affordable dwellings is a material planning consideration.



- 4.10.** Registered Social Landlords (RSLs) are the normal providers of affordable housing. However, if grant funding (via social housing grant or local authority social housing grant) is not sufficient to provide the number of affordable dwellings that are required, it will be necessary to explore and make use of other ways of achieving subsidised housing, such as by the use of land made available at a reduced price. Where it is anticipated that a RSL will not be responsible for the management of affordable dwellings, the Council will use occupancy conditions or planning obligations to ensure that the dwellings will be occupied in perpetuity by ‘qualifying persons’ (as defined in para.4.7 above).

*Registered Social Landlords may be charities which are housing associations, industrial and provident societies, and not for profit companies.*

**GP.2**



The Council will negotiate for the provision as affordable dwellings of a minimum of 20% and up to 30% of the total number of dwellings on developments of 25 or more dwellings, or sites of 1 hectare or more (or which form part of a site of such a size which is capable of development), regardless of the number of dwellings. The Council will assess the circumstances of each proposed development individually. It will take into account in particular the need locally for affordable dwellings (including evidence from the Council’s Housing Needs Survey), the economics of the development (including the cost of any contributions towards the achievement of any other planning objectives also being sought from the development of the site), Government guidance and sustainability considerations. The Council will wish to ensure that the affordable dwellings are occupied initially by ‘qualifying persons’ and are retained for successive ‘qualifying persons’.

## LOW COST MARKET HOUSING

- 4.11.** A conclusion of the Housing Needs Study was that the relationship between local incomes and prices of dwellings in the District is such that low cost market housing is not affordable for the majority of “concealed” households. On the basis of conservative assumptions and any realistic assessment of the availability of properties, access to home ownership is beyond the reach of more than three-quarters of the ‘concealed’ households identified in the study. Nevertheless, the study confirmed that in the District there is still an important role for low cost market housing, that is the smallest size of units. That role is to meet the needs of households whose incomes are just sufficient to make a purchase on the open market. However, the consultants found that those types of market units are currently in short supply in the District. Additional units of this type are required to help redress that imbalance in the housing stock. A conclusion of the Housing Needs Study was that it

would be appropriate to seek 500 low cost market units by 2006. This need for low cost market dwellings is a material planning consideration.



**GP.3**

The Council will negotiate for the provision as low cost market units of a minimum of 10% of the total number of dwellings on developments of 25 or more dwellings, or sites of 1 hectare or more (or which form part of a site of such size which is capable of development), regardless of the number of dwellings. The Council will assess the circumstances of each proposed development individually. It will take into account in particular the need locally for low cost market dwellings (including evidence from the Council's Housing Needs Study), Government guidance and sustainability considerations.

- 4.12. The determination of what will be appropriate in any particular case will be based upon information regarding housing need, including the findings of the Council's Housing Needs Study, and the advice contained in DETR Circular 6/98 - Planning & Affordable housing.

**AFFORDABLE HOUSING FOR LOCAL NEEDS IN RURAL AREAS**


- 4.13. In accordance with Government advice, small sites which would not normally be acceptable for housing development, may exceptionally be developed for affordable schemes to meet a proven local need for such housing. "Exception schemes" are more likely to be justified in the more remote parts of the District distant from towns and larger villages. The number of dwellings should be no greater than required to meet the current need. Consideration of the number and types of units should take into account the likely level of continuing need in the community.
- 4.14. A number of schemes for local needs housing have been given planning permission as exceptions in the District. However, the Council expects that the stringent requirements will severely limit the total number of such dwellings.
- 4.15. Local housing needs can best be identified by a survey of households in the locality. The extent of the "locality" in any particular case should be agreed in consultation with the Council. It might be a single village or parish or an associated group of settlements. Households which need affordable housing will be those which need to be housed but which, having regard for the local market conditions and wage rates,

are genuinely unable to afford local accommodation. To qualify, households must also have a strong demonstrable local connection. The following circumstances of households will generally count in assessing local need:

- existing residents needing separate accommodation in the area (newly married couples, people leaving tied accommodation on retirement);
- people whose work provides important services and who need to live closer to the local community;
- people who are not necessarily resident locally but have longstanding links with the local community (e.g. elderly people who need to move back to a village to be near relatives); and
- people with the offer of a job in the locality, who cannot take up the offer because of the lack of affordable housing.

- 4.16.** Proposals will need to be supported by the results of a survey or other information demonstrating to the Council's satisfaction that there is a special local need for affordable housing.
- 4.17.** The development must be economically viable taking into account the level of rent/purchase that enables the identified need to be met.
- 4.18.** In considering the suitability of a site for development, infrastructure requirements to serve it and accessibility to services will be taken into account. The site should be located within or adjoining the existing built-up area of a settlement. The development should respect the character of the settlement and be in scale with it, and the development should be integrated with the existing pattern of development and land uses.
- 4.19.** The scheme will need to provide for housing for rent and/or shared equity and/or shared ownership as identified by the established need. It will be necessary to ensure the continued availability of the housing to meet a need. If the lessee of a shared ownership unit exercises a right to buy an additional proportion of the equity, or if only the initial price is discounted, on resale the unit may be too expensive to meet the established need. In accordance with Government advice, mixed development of affordable housing subsidised by open market or higher priced housing on the same site will not be acceptable under the exceptions policy.

- 4.20.** The Council will need to be satisfied that arrangements are in place to ensure the dwelling(s) would meet the established local need for affordable housing initially and will remain so in the future. This should preferably be with the management of the scheme by a Registered Social Landlord. Alternatively, it could be by planning obligation or planning condition.

 **GP.4** The Council will grant permission for affordable housing on small sites adjacent to the built-up areas of settlements to meet local needs that would not otherwise be met under the policies of the plan.


Such sites will only be released as an exception to normal housing restraint policies in the Rural Areas. Applicants will be expected to demonstrate a local need for the number and style of affordable dwellings by reference to an up-to-date survey and assessment of the relevant area.

Proposals for these rural exception sites must accord with the Plan's design policies and reinforce the distinctive character of the villages in which they are located. Dwellings permitted in accordance with this policy will be reserved in perpetuity for affordable local needs by planning conditions or obligations.

## EXISTING DWELLINGS

### Maintenance of Housing Stock

- 4.21.** A general presumption against development involving the loss of dwelling units is appropriate.

 **GP.5** In deciding planning applications the Council will resist any numerical loss to the District's housing stock.

#### POLICY NOT SAVED

Although issue is not specifically covered in national/regional policy, policy is not considered necessary

### Conversion of Dwellings

- 4.22.** The conversion and subdivision of existing dwellings can make a useful contribution to housing provision by adapting the existing housing stock to meet the needs of the increasing number of smaller households. It may also help to meet the need for affordable and low-cost market housing.

- 4.23.** The resultant residential units need to have an adequate standard of accommodation, and the proposals need to have regard for the character of the area in which the property is located and for the amenity of nearby properties.

**GP.6**

Proposals for the subdivision or conversion of existing dwellings into two or more units of accommodation will be permitted, provided they make adequate provision in terms of access, parking, amenity space and noise attenuation and have regard to the amenity of adjoining or nearby properties and the effect on the character of the area and the balance of the community.

**Changes of Use of Residential Accommodation**

- 4.24.** The Council recognises that residential properties may be used in part for commercial purposes. However, amongst other considerations, the effect on the amenity of occupants of other properties and the effect on the character of the locality are important.

**GP.7**

Proposals for changes of use of parts of dwellings for non-residential purposes or home-working will only be permitted where they:


- a) would not have a detrimental impact on the amenity of occupiers of the retained residential accommodation or of adjoining dwellings;
- b) would not have an adverse effect on the character of the locality;
- c) make appropriate provision for access, parking and noise attenuation; and
- d) accord with the other policies of the development plan.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG4, paras 32-34

**Protection of the Amenity of Residents**

- 4.25.** It is a central theme of planning that good neighbourliness and fairness are among the most important factors against which development proposals should be measured. While planning decisions should always be made on balance in the public interest, this should not be at the expense of unreasonable harm to people's peaceful enjoyment of their property. Most development will have some impact on its neighbours, but it is important to ensure that this impact is reasonable in relation to the benefits of the development.
- 4.26.** Some of the policies of this Plan refer to the protection of the amenity or amenities of neighbours. Amenity can be harmed in a number of ways, for example by noise, fumes or odours, excessive or speeding traffic, loss of light, the overbearing nature of a new structure, disruptions to services, increased risk of injury, illness or damage to property. Aylesbury Vale is a


valued place in which to live, and the Council aims to protect this aspect of its residential environment, and improve situations where amenity is currently reduced.

 **GP.8** Planning permission will not be granted where the proposed development would unreasonably harm any aspect of the amenity of nearby residents when considered against the benefits arising from the proposal. Where planning permission is granted, the Council will use conditions or planning obligations to ensure that any potential adverse impacts on neighbours are eliminated or appropriately controlled.

### Extension of Dwellings and Annexes

**4.27.** When planning permission for extensions and annexes is required, applications will be judged on their merits having regard to the effect on the original building, neighbouring properties and the area in general.

**4.28.** The Council has adopted guidance on the detailed design of extensions to dwellings - “Design Guide - Residential Extensions”).

 **GP.9** Proposals for extensions to dwellings will be permitted where they:

- a) protect character of outlook, access to natural light and privacy for people who live nearby;
- b) respect the appearance of the dwelling and its setting and other buildings in the locality; and
- c) accord with published Supplementary Planning Guidance on residential extensions and the other policies of the development plan.

*A “granny annexe” is a self contained unit of accommodation associated with the main dwelling either attached or detached.*

**4.29.** Extensions to houses are sometimes provided as “granny annexes” to accommodate relatives. Within built-up areas of towns and villages these are acceptable provided that the standards that apply to independent dwellings are met. When, otherwise, they are built as extensions to dwellings, planning conditions will be imposed requiring their occupancy as ancillary to the host dwelling. Where a detached building is proposed, the Council will ensure the new building remains ancillary to the existing building by the use of conditions or a planning obligation.

- 4.30.** Detached annexe accommodation will not be permitted in locations where the erection of new houses would not be granted. It should be constructed as an extension to the existing dwelling, which could be incorporated into the accommodation of the existing dwelling should the need for it cease.



- GP.10** Proposals for residential annexes to dwellings within built-up areas of settlements, as either extensions or detached buildings, will be permitted provided that they meet standards that apply to independent dwellings. The Council will use planning conditions or legal agreements to control the use of such annexes.

**POLICY NOT SAVED**  
Although issue is not specifically covered in national/regional policy, policy is not considered necessary



- GP.11** Residential annexes to dwellings outside the built-up areas of settlements will be permitted providing they are physically attached to the dwelling and capable of being incorporated with the existing residential accommodation. The Council will use planning conditions or legal agreements to control the use of such annexes.

### MOBILE HOMES/RESIDENTIAL CARAVANS/ RESIDENTIAL MOORINGS

- 4.31.** “Residential caravans” are caravans used for residential purposes as opposed to holiday homes. These caravans can either form part of a large authorised site or be an individual or ancillary unit. There is one such site in the District: a permanent site at Nicky Nook, Great Horwood.



- GP.12** Proposals for new permanent residential caravan/mobile home sites will be considered against the same policies as would applications for conventional residential development.

**4.32.**

It is preferable that caravans be grouped on a well located, properly maintained site. However, in certain circumstances it is appropriate for a temporary planning permission to be given where an identified need arises e.g. during the establishment of an agricultural enterprise that requires a resident worker or where a new dwelling is being built or an existing habitable dwelling is being rebuilt.

**POLICY NOT SAVED**  
GP.12 Although issue is not specifically covered in national/regional policy, policy is not considered necessary




- GP.13** Temporary permission for an individual residential caravan will only be given in exceptional circumstances to meet an accepted need arising from a site. The Council will seek to ensure that the caravan is sited to mitigate any visual intrusion, and will require that the caravan is removed and the site is returned to a satisfactory condition once the permission has expired.

**POLICY NOT SAVED**  
GP.13 PPS7 provides sufficient policy guidance for agriculture. The extension of the AVDLP policy to other circumstances is not considered necessary

- 4.33.** There is a demand for residential canal moorings. Residential moorings are normally only acceptable within urban areas where proper provision for access, car parking and other facilities can readily be made. In Aylesbury Vale, only at Aylesbury is there operational canal within an urban area. Policies for residential moorings and for canal side development are set out at GP.80-81 and paragraphs 4.206-4.208.

## GYPSIES

- 4.34.** There is no longer a legal requirement on local authorities to provide gypsy sites. Government advice presumes that proposals for gypsy sites will come from the private sector. The Government recognises that many gypsies would prefer to find and buy their own sites to develop and manage. Local Plans should wherever possible identify locations suitable for gypsy sites, whether local authority or private sites. Where this is not possible, they should set out clear, realistic criteria for suitable locations, as a basis for site provision policies.
- 4.35.** There is no up-to-date information on gypsy accommodation needs within Aylesbury Vale. In these circumstances, it is appropriate to establish a criteria-based policy against which planning applications for gypsy sites will be considered.

**GP.14**  Outside the Metropolitan Green Belt, Chilterns Area of Outstanding Natural Beauty and other protected areas including Areas of Attractive Landscape, Local Landscape Areas and the best and most versatile agricultural land, the Council may permit small-scale gypsy caravan sites to meet clearly demonstrated and particular local needs. In evaluating such proposals the Council will take into consideration the following factors:

- a) the accessibility of local services such as shops, schools, and public transport;
- b) the suitability of the physical environment of the site and its surroundings for habitation;
- c) the likely impact on the amenity of local residents with regard to the potential from noise and other disturbance, from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities;

### POLICY NOT SAVED

Refer to advice in Circular 01/2006, Planning for Gypsy and Traveller Caravan Sites, and emerging SEP policies



- d) the adequacy of vehicular access from the public highway, provision for parking, turning and servicing on site, and road safety for occupants and visitors; and
- e) the impact upon the appearance of the countryside and the environment generally and the landscaping proposed.

### TRAVELLING SHOW PEOPLE

**4.36.** Government guidance states that Local Planning Authorities should consider the needs of travelling show people when preparing local plans. A realistic assessment should be made of the amount of accommodation needed to provide a basis for relevant and appropriate Plan policies.

*Government guidance is contained in DETR circular 22/91.*

**4.37.** There are a number of sites in the District used by show people. The Showmen's Guild of Great Britain has not indicated a need to identify additional sites for show people in Aylesbury Vale. Nonetheless, such a need may arise in the future. It is important to have a criteria based policy against which applications for accommodating show people will be considered.

**GP.15** Outside the Metropolitan Green Belt, Chilterns Area of Outstanding Natural Beauty and other protected areas including Areas of Attractive Landscape, Local Landscape Areas and the best and most versatile agricultural land, the Council may permit small-scale show people's quarters to meet clearly demonstrated and particular local needs. In evaluating such proposals the Council will take into consideration the following factors:



- a) the accessibility of local services such as shops, schools, and public transport;
- b) the suitability of the physical environment of the site and its surroundings for habitation;
- c) the likely impact on the amenity of local residents including the impact of vehicle movements to and from the site and the maintenance and testing of equipment;
- d) the adequacy of vehicular access from the public highway, provision for parking, turning and servicing on site, and road safety for occupants and visitors; and
- e) the impact upon the appearance of the countryside and the environment generally and the landscaping proposed.

**POLICY NOT SAVED**  
AVDLP policy repeats  
criteria set out in PPG4  
(para 15)

## EMPLOYMENT

### INTRODUCTION

- 4.38.** Employment in Aylesbury Vale is primarily focussed on the town of Aylesbury where approximately half of all job opportunities are located. Elsewhere in the District, employment patterns are influenced both by Aylesbury and the large number of other employment centres located in towns all around the District's periphery. These towns exert varying degrees of influence. London is less than an hour's travelling time by train on the lines from Aylesbury, and through Haddenham, Cheddington, Stoke Mandeville and Wendover. The capital exerts a considerable influence, particularly in the southern part of the District.
- 4.39.** Other towns that have significant influence on the travel to work patterns of the population include Milton Keynes, Bletchley, Banbury and Brackley to the north, Luton, Dunstable, Tring, Berkhamsted, Hemel Hempstead and Leighton Buzzard to the east, Oxford and Bicester to the west and High Wycombe, Amersham and Chesham to the south.
- 4.40.** Within the expansive and largely rural parts of the District, employment was traditionally linked closely with agriculture. However, in line with trends nationally, the numbers employed locally in this sector have declined dramatically. The great majority of job opportunities now in the District are in the service sectors. This is particularly noticeable at Aylesbury, where a decline in its post-war manufacturing base has also been marked, again in line with national trends.
- 4.41.** Nevertheless, Aylesbury has grown significantly and consistently over a long period and that growth has been largely employment led. Its success in attracting jobs is demonstrated by the fact that unemployment rates in the town, and District, have been consistently below national and regional averages.
- 4.42.** In the Rural Areas, there is a range of employment opportunities concentrated in the towns, larger villages and a few large industrial estates/business parks. In accordance with the principle of maintaining a diverse rural economy and providing local employment opportunities accessible to rural communities and their workforce, the expansion of such facilities will generally be encouraged.

- 4.43. Firms that have established in converted barns or former aerodrome buildings also provide a small but nonetheless significant proportion of rural employment. The expansion of these isolated businesses can have adverse effects on rural interests and such applications will need to be judged against their conflict with other uses in the vicinity, along with local employment needs and the availability of more appropriate locations.
- 4.44. The following sections deal with strategic employment issues. Specific employment development proposals at settlements and within the Rural Areas are contained in the subsequent relevant Chapters.

#### **EMPLOYMENT GROWTH AND STRATEGIC LAND REQUIREMENTS**

- 4.45. The County Structure Plan envisages that employment in the District will grow by 11,000 jobs over the Plan period.
- 4.46. Presently, approximately 20% of Aylesbury Vale's total employment needs are accommodated outside the District, i.e. more of the District's resident workforce commutes out of the District to work than is replaced by those commuting in. Although AVDLP promotes a closer correlation of jobs and homes, it is not expected that it will impact greatly on this phenomenon over the Plan period. The levels of commuting to work will be closely monitored.
- 4.47. It is assumed, therefore, that 20% of the new job growth (2,200 jobs) will be located outside the District as a result of net out-commuting. Of the 8,800 remaining jobs, 2,800 will be provided on existing employment sites leaving a residue of 6,000 to be accommodated.
- 4.48. A third of these new jobs will be provided in education, health, retail, leisure and personnel services. The Plan proposes, therefore, that employment land for only about 4,000 office and industrial jobs need to be provided.
- 4.49. Details as to the assumptions made and the rationale for accommodating new employment needs is given in the Employment Background Paper and Economic Background Paper.

- 4.50.** In order to ensure that employment opportunities match the needs generated by its expanding population and its structure keeps pace with modern employment needs, efforts to attract modern industries are required.
- 4.51.** The employment policies contained within AVDLP have been developed in a manner consistent with the Plan's overall strategy and the policy objectives contained within the District and County Economic Development Action Plans and the Buckinghamshire Rural Strategy. Those Action Plans have in turn been developed consistently within the aims of the Thames Valley and the Milton Keynes and North Bucks Economic Partnerships, in both of which Aylesbury Vale District is a partner. Other members include other County and District local authorities, Learning and Skills Councils, Business Link, and the Chambers of Commerce.

**GP.16** In deciding applications for employment development the Council will aim to secure a close correlation between the location of homes, jobs and skills. The location of employment uses must be consistent with the availability of services, including public transport and highway capacity. Employment development proposals must be consistent with the need to safeguard the environment of towns, villages and the countryside.



**POLICY NOT SAVED** Sufficient guidance is provided by PPG4 (para 10) and PPG13 (para 20)

### EXISTING EMPLOYMENT SITES

- 4.52.** In line with the objective of maintaining a healthy and diverse economy and balancing the number of jobs with the workforce, the Council will generally seek to retain existing employment sites in employment use. However, where employment sites give rise to effects, such as noise or traffic, that may impact on neighbours, a flexible approach needs to be taken. Alternatively, some employment sites may not be suitable or attractive to new users, and may appear to become redundant.
- 4.53.** In many cases there will be opportunities to utilise parts, if not all, of such sites in employment uses, and the Council would support such redevelopments, where any existing adverse environmental impacts would be reduced. The social structure of settlements could be damaged and commuting levels increased if employment sites are lost where there is little or no alternative employment available nearby, or where the loss of the employment site would significantly reduce opportunities in the locality; in such cases redevelopment for alternative employment uses would be appropriate. In larger settlements,

where there is greater access to a wider range of alternative employment opportunities, mixed-use proposals including residential development, could provide a more appropriate land-use balance.

**GP.17**

The Council will seek to retain existing employment sites and uses. Proposals for changes of use or redevelopment of employment sites will only be permitted where:

- a) the existing use has an adverse impact on amenity of neighbours and its proposed replacement would be an improvement;
- b) there are appropriate alternative employment opportunities either on other sites in the locality or as part of the proposed development; and
- c) there are opportunities in larger settlements of a more advantageous land-use arrangement through redevelopment for mixed use, including residential, purposes.

**4.54.**

One of the main objectives of land use planning is to ensure the efficient use of land whilst minimising conflict between adjoining land uses. New developments, particularly for certain industrial processes, which would have a detrimental impact on neighbouring uses will not be acceptable.

**GP.18**

Proposals for employment development will not be permitted where:

- a) they would be incompatible with nearby uses and utilities; or
- b) the effects of activities or processes undertaken or associated traffic would be harmful to the amenity, health or safety of occupants of nearby land uses.

**POLICY NOT SAVED**  
AVDLP policy repeats  
criteria set out in PPG4  
(para 15)

## EMPLOYMENT SITE DEVELOPMENT DENSITIES

**4.55.**

Much of the District's employment park development has been built at a ratio of about 40% coverage. This is typical of developments elsewhere. Where employment development is found acceptable outside built-up areas it is often important to ensure that it is accompanied by landscaping on and around the site, and sometimes away from the site, to protect the visual and rural amenities of the locality. This may mean that in some instances the proportion of the site covered by buildings and car parks could be lower than the historic figure for the District, and the site coverage ratio applying within settlements.

**POLICY NOT SAVED**  
Policy relates to landscaping. Control can be exercised through AVDLP Policy GP38, which is saved

## GP.19



Employment development permitted in the countryside or adjacent to the built-up areas of settlements will be expected to provide extensive landscaping to mitigate any adverse visual effects. Planning conditions will be applied or obligations sought to secure those objectives.

### WORKING FROM HOME

- 4.56.** Advances in technology and changing work practices have made tele-working and working from home a more realistic option for many people. This can be environmentally beneficial by reducing the need for people to commute and socially beneficial by giving people more flexibility to combine working with caring responsibilities. Usually, such practices do not require an application for planning permission as they can be carried out without material changes to the structure or function of the building concerned. Where planning permission is required, proposals will be considered against policy GP7.

### TRANSPORT

#### INTRODUCTION

- 4.57.** This section includes those general transport policies that will apply across the District, including Aylesbury. Policies specific only to a certain settlement, including the major transport proposals for Aylesbury, or to the Rural Areas will be found in the relevant section.
- 4.58.** Transport has major implications for land use and the environment. Current Government forecasts suggest that car traffic nationally will increase by around 30% by 2011. In Aylesbury Vale this figure may be exceeded because of the amount of development proposed over the same period. Both the District and County Councils consider that such overall rates of growth in road traffic can neither be accommodated nor sustained in terms of compliance with Government policy.
- 4.59.** This Plan therefore carries through the new approach emphasised in Government advice and in the County Structure Plan that recognises the need to control and manage land use and transport in an integrated manner.

*The National Road Traffic Forecasts 1997.*

**GP.20**

The Council will take the following key factors into account in assessing the transport implications of development proposals:

- a) the need to reduce car usage;
- b) the need to promote the availability and use of convenient and safe public transport, cycling and walking opportunities;
- c) the need to reduce car parking associated with new development, and in town centres;
- d) the need for traffic management measures to improve environmental standards; and
- e) the need to create better and and safer conditions for all road users.

**POLICY NOT SAVED**  
 AVDLP policy repeats  
 criteria set out in  
 PPG13 (para 6)

## TRAFFIC IN TOWNS AND THE RURAL AREAS

- 4.60.** AVDLP has been prepared against a background of increasing car ownership and usage and a heightened awareness of the need to protect the District from the environmental effects of motor vehicles. While it is recognised that some vehicle journeys are essential to maintain a healthy economy, many are not and could be made by other less environmentally damaging modes of transport.

### New Development

- 4.61.** New development may generate increased levels of traffic. This can affect local congestion levels, pollution levels and road safety. An integral element of the Plan is a concern to maintain and enhance the safety, amenity and accessibility of all those using highways. It is important, therefore, that roads, footways and cycleways in new developments are designed and maintained to a standard that provides a safe, convenient and accessible environment.
- 4.62.** Travel plans provide an opportunity for difficulties associated with increased traffic levels to be addressed prior to development. The requirement for a travel plan will depend on the scale and type of development but such a plan will be expected in support of planning applications for all proposals with significant transport implications or to tackle a particular local traffic problem.

**POLICY NOT SAVED**  
 AVDLP policy repeats criteria included in PPG13 (in particular paras 6,24,82,83-86,89-91)

**GP.21** In considering the highway aspects of planning applications the Council will have regard to:



- a) the need to secure public transport links and improvements related to the development;
- b) the need for safe and convenient access for road users, including cyclists, pedestrians and disabled persons;
- c) the adequacy of the highway network involved;
- d) the requisite level of car parking;
- e) the contents of any associated travel plan; and
- f) the satisfactory design and layout of any proposed road system.

In appropriate cases the Council will secure the above benefits by means of planning conditions or obligations. These considerations are elaborated in subsequent policies.

**GP.22** In granting permission for development likely to impact upon the transport system the Council will impose conditions or seek planning obligations including, where appropriate, financial contributions by developers, to secure the provision or improvement of relevant public transport facilities, cycle and footways, and other transport infrastructure.



**POLICY NOT SAVED**  
 AVDLP policy repeats criteria included in PPG13 (paras 83-86,89-91)

**4.63.** In some instances, communal parking courts should be provided close to the dwellings that they serve. Parking courts can be a source of nuisance to neighbouring residential properties and their location and design should take this into account. It is important also that their design includes as an integral element landscaping or other appropriate measures to minimise the visual impact.

**GP.23** Communal parking areas should be located conveniently for the dwellings they are intended to serve. Their design and layout should:




- a) respect the visual characteristics of the area;
- b) protect the residential amenities of nearby occupiers; and
- c) promote security and community safety.

**POLICY NOT SAVED**  
 PPS 1 (para 36) provides sufficient design guidance, and residential amenity can be controlled through AVDLP policy GP8, which is saved



## CAR PARKING GUIDELINES

- 4.64.** In line with PPG advice and general issues of sustainability, the Council is moving away from the rigid application of minimum car parking standards. A key aim is to seek a reduction in the amount of non-residential parking available in the future, to discourage non-essential car use, and encourage where possible the development and use of public transport, cycling and walking as alternatives. In accordance with this principle, it may be appropriate, in exceptional circumstances, for the parking requirement for certain developments to be zero.
- 4.65.** In moving towards a more flexible but restrictive policy on car parking, the Council acknowledges that to do so unilaterally, or too quickly, may have a detrimental impact on the District by deterring existing and potential investors. A strategy is therefore proposed that provides for a gradual change in application of the policy over the period to 2011 and beyond.
- 4.66.** This principle is now enshrined in the Council's Parking Guidelines, published as Supplementary Planning Guidance. These will be amended as appropriate through the Plan period to reflect the gradual tightening of application of policy.

**GP.24**  New development will be required to provide vehicular parking in accordance with the Council's operative guidelines published as Supplementary Planning Guidance.

These guidelines are intended to promote more sustainable transport options and will establish maximum levels of parking appropriate to the scale, type and location of development. In applying the guidelines the Council will have regard to the requirements of disabled people and those occupying specialised accommodation, and the need to maintain the vitality and viability of town centres.

During the period of the Plan the Council will review and may revise the parking guidelines in order to enhance the objectives of reducing car usage and traffic growth, and easing congestion.

## PUBLIC TRANSPORT

### Buses

- 4.67.** Bus services are operated by independent bus companies, although BCC has an obligation to secure such additional services as it deems are necessary which are not provided commercially. It also has to obtain the best value for money in public and educational transport services when viewed together.

## Rail

- 4.68.** There are a number of passenger rail lines through the District:
- West Coast Main Line with a station at Cheddington (and nearby stations outside Aylesbury Vale at Bletchley, Central Milton Keynes, Leighton Buzzard and Tring);
  - Aylesbury to London Marylebone, via Amersham, with stations in the District at Stoke Mandeville and Wendover;
  - Aylesbury to London Marylebone, via High Wycombe; and
  - London Marylebone to Birmingham with a station at Haddenham.
- 4.69.** There is potential for rail to make a bigger contribution to public transport provision. The existing rail stations typically act more as places from which to enter or leave the District, rather than facilitating travel within it. Improvements to and extension of the network would be needed to enable a greater and more effective use of the system by residents and others in the District. Those residents north of Aylesbury are particularly isolated from the rail network.
- 4.70.** In light of the much-reduced road-building programme there is a stronger case to consider rail alternatives, especially between Aylesbury - Milton Keynes and Aylesbury - High Wycombe. While there has been significant improvements to the latter service there is no northwards link from Aylesbury.
- 4.71.** Over a number of years various studies have looked into the feasibility of re-opening to passenger traffic the line between Bicester and Bletchley (Milton Keynes). Aylesbury is linked to this route at Claydon Junction via a little-used line to Calvert. The Council is a member of a consortium of local authorities and others, including BCC and Network Rail, looking at establishing a new east west rail link (EWR) between East Anglia and Central Southern England. The study includes the Bicester - Bletchley and Aylesbury lines.
- 4.72.** The latest report is very positive in its recommendations on the design, operation and financial feasibility of the establishment of the EWR. The section of line between Bedford and Bicester, including the line running through the centre of the District, has the best potential for re-opening. The Council has expressed support for this project, including the Aylesbury link, and will safeguard the line between Bicester and Bletchley and the line

*East West Railway Phase II  
– Feasibility Study Report  
(Steer Davies Gleave).*

running northwards from Aylesbury from development likely to prejudice its possible re-opening to passenger and freight services.



**GP.25** The Council will resist development that might prejudice the use of the rail route running through the District between Bicester and Bletchley, and the northward link from Aylesbury, by passenger and freight services. In considering proposals for any associated rail development the Council will protect the amenities of occupiers close to the route.

**4.73.** In addition to safeguarding the route, it is important to ensure that adequate station stops can be provided to serve local movements in the District. A key site is at Winslow, both to serve the town and centre of the District. Similarly, a station at Quanton could serve the village and locality and a station at Calvert could also serve the new housing development on the old brickworks.



**GP.26** Provision is made for railway stations on sites defined on the Proposals Map at Winslow, Quanton and Calvert. The Council will resist development that would prejudice station schemes or related rail transport proposals for these sites.

### Taxi Services

**4.74.** Taxis provide a valuable service within the urban areas and in linking to the surrounding villages. Policies designed to encourage public transport are also likely to lead to increased demand for such service. Taxis should be available close to the major public transport stops and interchanges.

### Walking and Cycling

**4.75.** Cycling is an important means of transport for local trips and is a healthy and non-polluting form of transport that has markedly increased in popularity. The town of Aylesbury and the Rural Areas are ideally suited for cycling but many journeys are undoubtedly suppressed because of perceived or actual dangers to cyclists on the roads.

**4.76.** The District and County Councils are working with Sustrans to link, via dedicated cycleways, the main settlements in the District to the National Cycle Network. A route is being developed between Milton Keynes and Oxford, via Winslow. Further linkages are proposed between Aylesbury and Winslow, Aylesbury to Leighton Buzzard and Aylesbury to Thame via Princes Risborough and Buckingham to Winslow. While totally

*Sustrans, which stands for Sustainable Transport, is a charity established to help put together the National Cycling Network. It offers assistance to Local Authorities and others working towards this aim. Sustrans is a Millennium Project funded by the National Lottery.*

separate cycleways are usually preferable, cyclists can successfully share lightly trafficked roads and footpaths, provided the latter are properly designed and surfaced and of adequate width. Such arrangements are being introduced between Stone and Aylesbury, along the A418, and have been introduced between Wendover and Aylesbury, along the A413.

**4.77.** The Council supports further measures to improve conditions for cyclists in the District in terms both of safety and convenience, and of providing links within and between settlements, particularly between the main settlements and surrounding villages.

**POLICY NOT SAVED**  
There is similar guidance in PPG13 (para 79)



**GP.27** The Council will protect existing cycle routes from adverse effects of new development. In dealing with planning applications the Council will seek new or improved cycle access and facilities, including cycle storage, and will use planning conditions or legal agreements to secure such arrangements.

**4.78.** As with cycling, walking is important as a means of travel as well as recreation. There is an extensive footpath and footway network in the towns and villages, as well as in the countryside. It is imperative that the existing network is protected from development likely to sever or extinguish definitive footpaths or other well used pedestrian routes.

**4.79.** New development proposals will be required to take into account existing pedestrian movements and routes. It is also important to secure extensions of the existing pedestrian network and, wherever feasible, new development should include within the scheme links into the existing network. Footpaths should be suitable for use by disabled persons to allow them full access to the network.

**POLICY NOT SAVED**  
There is similar guidance in in PPG13 (para 76)



**GP.28** The Council will safeguard existing pedestrian routes from adverse effects of new development. Development proposals will not be permitted that do not provide for direct, convenient and safe pedestrian movement and routes, connected where appropriate to the existing pedestrian network. In deciding planning applications the Council will use planning conditions or legal agreements to secure the provision of new footpaths and the improvement of existing routes.

## ROADS

- 4.80.** The County Council defines a hierarchy of roads. This consists of the primary and secondary road networks. The primary network comprises all the strategic routes that include all the motorways, trunk roads and the main distributor roads across the County. These routes carry most of the through traffic across the County and provide links between the main settlements.

### Motorways and Trunk Roads

- 4.81.** A section of the M40 passes through the south-western part of the District. Most of the A41 which runs south-east to north-west, via Aylesbury, through the District has now been de-trunked. A proposal to construct an A41 bypass for Aston Clinton was approved in 1991, and construction started in 2001. The bypass opened in October 2003 and forms the final part of a much-improved link between Aylesbury and the M25 Motorway and provides much needed environmental relief to Aston Clinton. There are no other proposals for the A41 through the District.


### County Roads


- 4.82.** BCC, as local highway authority, is responsible for all roads other than motorways or trunk roads. Generally the Council has supported transport schemes, including bypasses, relating to the Strategic Highway Network which bring about environmental improvements, make conditions safer for highway users, or are in the interests of the local economy. Examples include bypasses for Buckingham, Wendover and Tingewick. The Council is concerned that any local bypass scheme should be designed to a standard sufficient for local needs, to achieve environmental improvement, without attracting long distance through traffic nor generating undue levels of additional trips.
- 4.83.** BCC's proposed capital road programme has been cut back heavily over the last few years. This reflects the national scarcity of funding for major projects and the changing transport philosophy. There remain a number of schemes that either have planning permission or have safeguarded lines, which will improve conditions for traffic and effect environmental improvements to bypassed settlements. The routes for these schemes will be protected accordingly.

**4.84.** These schemes will be funded from the County Capital Programme or other ways, such as public/private partnership, supported where appropriate by contributions from developers.

**4.85.** The Council supports proposals for construction of the A4146 Stoke Hammond and Linslade Western Bypasses to an appropriate standard.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG13 (Appendix C, para 1) and SEP Policy T2 which seek to minimise or avoid environmental impact

**GP.29**  The design of new road schemes should protect landscape, drainage, ecological and amenity interests. In considering such applications the Local Planning Authority will resist layouts that attract extraneous traffic unrelated to local needs, and encourage complementary measures intended to reduce speed and improve safety and environmental conditions.

**GP.30**  The Council will not permit development likely to prejudice routes safeguarded for the construction of the following road schemes (as defined on the Proposals Map):

- a) A4146 Stoke Hammond Bypass;
- b) A4146 Linslade Western Bypass; and
- c) Stocklake road improvement, Aylesbury.

**4.86.** Between 1996 and 2011 the 1997 National Road Traffic Forecasts postulate a 46% increase in articulated HGV movements nationwide. This emphasises the need to ensure that those vehicles without a destination or origin within the District should be directed to the most appropriate through routes.

### Other Road Schemes

**4.87.** In addition to major schemes, BCC has approved many improvement lines for existing highways. These include, for example, works designed to improve forward visibility or reduce accidents and provide footways/cycleways. BCC carries out a periodic review of these highway improvement lines to rescind those no longer considered necessary.

**4.88.** BCC safeguards these lines but they do not constitute proposals in this Plan. Where appropriate, BCC draws attention to these lines when considering development proposals.

### Roadside Services

**4.89.** Roadside services on primary routes contribute to an efficient transport system by meeting the needs of motorists and

reducing the need for them to deviate from such routes. Government advice encourages meeting the need for new roadside services on these routes by the development of key sites with a range of facilities for travellers in cars and lorries.

- 4.90.** In choosing a site for roadside services that are needed, particular account should be taken of the importance of protecting the countryside including, in particular, Metropolitan Green Belt and the separate identity of settlements from development.
- 4.91.** The Government advises that road users on primary routes should not need to travel more than 12 miles before reaching a roadside service area; a maximum of 25 miles is recommended in the case of facilities on the same side of the road.

## SHOPPING

- 4.92.** This section deals with the general shopping strategy applying to the whole of the District. Specific shopping policies for the main settlements and other areas are contained in their respective chapters.
- 4.93.** Aylesbury town centre is defined in the County Structure Plan as a sub-regional shopping centre. Aylesbury (along with High Wycombe) is second only in Buckinghamshire to Milton Keynes in the hierarchy of shopping centres. A key retail policy of the County Structure Plan is that the role of such centres, as the central focus of shopping activity within their catchments, should be maintained and enhanced.
- 4.94.** Based on the broad indications for new retail development in the County Structure Plan, and the Shopping Background Paper prepared as part of this Plan, it is evident there will be considerable potential for new shopping floorspace of all types over the Plan period.
- 4.95.** Government guidance emphasises that priority should be given to town centres and accommodation of retail development within them. A sequential approach is required to be applied to the selection of shopping development sites. The purpose of this concentration on town centres is to ensure that new retail development is accessible by a choice of transport modes and that it facilitates multi-purpose trips.

*Buckinghamshire County Structure Plan, policy S2, Retail Hierarchy.*

*The sequential approach is described in PPG6: Town Centres and Retail Developments.*

- 4.96.** Accordingly, the majority of the District's new retail development is to be concentrated at Aylesbury. To accommodate this, and accord with the sequential test, first preference will be given to town centre sites (where suitable sites or buildings suitable for conversion are available), followed by edge-of-centre sites, then neighbourhood and local centres sites, and only thereafter, out-of-centre sites in locations that are accessible by a choice of means of transport. Crucial to the selection of any sites not in or on the edge of the town centre will be the relationship to the land use/transport strategy for Aylesbury.
- 4.97.** Outside Aylesbury, a number of settlements have an important but more local shopping role, especially Buckingham, Haddenham, Wendover and Winslow. Through the application of the sequential test, the Plan will safeguard and enhance the role of these District and local centres. Similar considerations to those at Aylesbury, in particular the application of PPG6 considerations, will apply to new shopping developments at these settlements. To consolidate and enhance these centres the Council will designate Central Shopping Areas and Primary Shopping Frontages.
- 4.98.** In the Rural Areas, it is important to protect shops, post offices and public houses, as these fulfil a local function providing local services and reducing the need to travel. This protection is particularly important where there are no alternatives available locally. Applicants will need to satisfy the Council that the existing use is no longer viable and that a genuine attempt has been made to market the enterprise as a going concern. Where development is permitted, it would be regrettable if the building works prevented the future resumption of the former, or similar, activity.
- 4.99.** The general shopping aims of the Plan are:
- to maintain and enhance the role of Aylesbury as a sub-regional shopping centre, of Buckingham, Wendover and Winslow as District centres and Haddenham as a local centre;
  - to undertake a programme of developments and improvements in these centres to provide a safe, attractive and convenient environment for shoppers;



- to make provision for a range of shopping outlets to complement and enhance the centres' respective shopping roles in the District; and
- to retain existing local public houses, shops and post offices in both rural and urban settlements.

**GP.31**

The retail strategy is to locate most shopping development in Aylesbury. All applications for retail development will be considered having regard to:

- a) a sequential approach to site selection;
- b) the impact of the development on the trading strength of Aylesbury and other retail centres;
- c) the effect on traffic growth, movement and parking;
- d) the need to provide a safe and attractive shopping environment accessible to pedestrians, cyclists and public transport users.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS6

**GP.32**

The Council will resist proposals for the change of use of shops, post offices and public houses for which there is a demonstrable local need.

In considering applications for alternative development or uses the Council will have regard to the viability of the existing use, the presence of alternative local facilities and the community benefits of the proposed use. Where permission includes building conversions, conditions will be imposed so as not to exclude later resumption of the existing use.

## DESIGN AND ACCESS FOR PEOPLE WITH DISABILITIES

- 4.100.** The Council is aware that the majority of people in the community will at some time in their lives experience mobility difficulties or some other form of disability. The Council, through pursuance of planning policies and the implementation of Building Regulations, will seek to ensure that those with impaired mobility or other disabilities are not prevented from participating in or contributing to all community activities.
- 4.101.** In the design and landscaping of the built environment, accessibility shall be a prime concern. There is often perceived to be a conflict between aesthetics and access, but with sensitive

and imaginative design, access can be improved for everyone in the community. The Council will expect that buildings, open spaces and public areas are designed to ensure equal access for people with disabilities.

**4.102.** The Council has adopted and published a guide entitled “Designing for People with Disabilities.” The Council will have regard to the guide in determining planning applications.

**4.103.** Local Planning Authorities have a duty to consider the needs of disabled people when determining proposals for a wide range of buildings to which the public have access.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS1 (para 39) and PPG13 (para 31)



**GP.33** In considering planning applications the Council will pay special attention to the needs of people with disabilities, including physical and sensory impairments. Development proposals should facilitate easy and safe movement and access to and from buildings and through outside public spaces and include, where appropriate, suitably located disabled parking provision. Regard will also be had for published and adopted guidance on “Designing for People with Disabilities”.

**4.104.** People with disabilities can experience severe difficulties in negotiating their way from their transport to the buildings they wish to use. Although it is a requirement of the Building Regulations to take account of access into and through buildings, there is no similar provision regarding parking provision. In determining planning applications, the Council will seek to ensure that adequate parking and adequate access to and from the buildings is provided for disabled people.

## CONSERVATION OF THE BUILT ENVIRONMENT

**4.105.** Design and landscaping of development are important priorities. An approach is required that respects the traditional character of towns and villages, and, where development in the countryside is necessary or appropriate, the traditional character of rural landscape and buildings.

**4.106.** The character of the settlements differs across the District, especially in the materials used in traditional buildings, reflecting the changing geology and geography. It is vital that new development is of similar scale and character to its surroundings and does not compromise environmental quality.

- 4.107.** Half the District is designated as attractive landscape. Just 5% lies within the Chilterns Area of Outstanding Natural Beauty but 45% lies within other areas protected by Area of Attractive Landscape (AAL) or Local Landscape Area (LLA) designations.

#### **DESIGN PRINCIPLES FOR NEW DEVELOPMENT**

- 4.108.** The Council believes that it is important to encourage good and discourage poor design in the built environment. Development that respects and enhances its surroundings will be supported.
- 4.109.** The key to the Council's approach towards the design of new development is "local distinctiveness". This refers to the qualities of buildings, planting and topography in a locality that define its character. Within the District there is a wide variety of landscape character types, from the nationally recognised natural beauty of the hills and woodlands of the Chilterns to the locally important pattern of fields, hedgerows and streams in other, less hilly parts of the District. Similarly, there is a wide range of settlements with distinctive characteristics such as the narrow roads and high walls of Haddenham and Chearsley, to the wide main street and limestone houses of Thornborough. Designs or layouts that may be entirely acceptable in one part of the District may not be appropriate elsewhere.
- 4.110.** The Council wishes to encourage these distinctions between areas of the District and neighbouring Districts and to reinforce a sense of place by requiring development to acknowledge its immediate surroundings. This will be especially important in areas recognised for their landscape or townscape quality, i.e. the designated special landscape areas and Conservation Areas.
- 4.111.** Traditional or vernacular buildings naturally follow this local distinctiveness through their siting, and the use of local materials and building styles. The historic environment can be an important component of local distinctiveness. Development that respects the historic characteristics of its surroundings will be encouraged. Modern developments should look towards the same qualities in order to be appropriate to their environment. That is not to suggest that previous styles should be reproduced but rather to ensure that development respects traditional themes. The Council wishes to encourage development that has an individual identity that either complements or forms an attractive contrast with its surroundings.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS1 (paras 34,36)



**GP.34** In determining planning applications the Council will seek to protect or improve the traditional building characteristics of towns, villages and the countryside. Development proposals should respect the local distinctiveness and environmental qualities of their setting and surroundings. Permission will not be granted for poor designs that harm these important visual and historic interests.

**4.112.** There are several aspects of a development’s design that contribute to its ability to reflect and reinforce local distinctiveness: siting and layout, scale, density, design details, materials, and various aspects of landscaping.

**Siting and Layout**

**4.113.** A form of development that recognises local character, historic context and patterns of earlier building will be sought. The highest quality developments are those that reflect characteristic features of the locality in terms of the appearance of buildings, their relationship to each other and the spaces between them. In addition, new buildings will almost always integrate with existing development more fully if they utilise the existing features of the site such as levels and vegetation.

**4.114.** Closely spaced buildings or buildings placed close to flank boundaries can erode local character in a village or edge of settlement situation. This is also true in countryside locations where space about buildings is a fundamental requirement of the rural setting.

**Scale**

**4.115.** New development, whether urban or rural, should be appropriate in scale to its surroundings. Proposals will be assessed in terms of the impact of their size, massing and location upon skylines and public views.

**4.116.** The vast majority of buildings in the District are one or two-storey. The few modern high-rise buildings are often prominent and out of keeping with the character of their surroundings. Further high-rise building will generally be unacceptable.

**4.117.** Any development affecting a skyline can have a detrimental impact upon public views. When considering proposals affecting a skyline the Council will have regard to views of the site from elsewhere and avoid unacceptable impacts on views and skylines.

### Materials and Design Details

- 4.118.** Development should use materials of similar quality, texture and colour to those predominantly used in the locality. They should also reflect elements of design, such as roof and window types and decorative details utilised on traditional buildings locally. This is particularly important in or adjacent to Conservation Areas, listed buildings and the special landscape areas.
- 4.119.** Where there is no predominant use of particular materials or design details, the Council will expect proposed materials and design details to respect development in the vicinity.

**GP.35** The design of new development proposals should respect and complement:



- a) the physical characteristics of the site and the surroundings;
- b) the building tradition, ordering, form and materials of the locality;
- c) the historic scale and context of the setting;
- d) the natural qualities and features of the area; and
- e) the effect on important public views and skylines.

### Development Density

- 4.120.** Increasing the net density of residential development, particularly where that development is accessible to public transport, is a key aim of planning guidance and can assist both with reducing the demand to develop greenfield sites and with promoting the viability of public transport and local services. In optimising the density of new development, a balance must be struck between using land efficiently and avoiding overcrowding. It is normal to expect higher net densities of development in towns, particularly in their centres, and lower, though not necessarily low, net densities in suburbs and villages. This pattern should continue, but additionally, the Council now expects higher net densities of development in public transport corridors at principal nodes such as bus stops and railway stations. The efficient use of land is as important for other uses, such as employment and retail, as it is for residential development.

- 4.121.** New residential development should be provided at a net density that has regard for a number of factors including:
- the character of the surrounding area;
  - accessibility to good public transport;
  - accessibility to employment and local services and facilities;
  - design considerations such as visual amenity, compatibility with the density of neighbouring development and impact upon the skyline;
  - highway capacity;
  - provision of adequate space around and between buildings;
  - provision of appropriate public open space and car parking; and
  - the need for privacy, safety and convenience.
- 4.122.** The Council considers the following are appropriate net densities for residential developments in the District:
- in and immediately adjacent to Aylesbury town centre and in other town centres in the District that are well served by public transport: 50 dwellings per hectare net;
  - at locations that are well related to Primary Public Transport Corridors, such as within the MDAs: 40 dwellings per hectare net;
  - other locations within Aylesbury, Buckingham, Haddenham or Winslow: 35 dwellings per hectare net;
  - Wendover and other village locations: 30 dwellings per hectare net.

It may be appropriate for the Council to seek higher net densities on sites or a part of larger sites where any of the following situations apply:

- surrounding development is already at a higher density;
- proposals are particularly close to or have good access to employment or local services;
- proposals have particularly good public transport access.

- 4.123.** On large sites where the density of the whole site has been agreed in accordance with the density guidelines by a planning brief or outline planning permission, lower densities on parts of the site will be permitted provided that the average net density of the whole site is not reduced. On those sites permitted for local needs (affordable) housing development, where dwellings are likely to be smaller, densities may be higher.

**GP.36**

All development proposals should make best and most efficient use of land. In considering applications the Council will seek the use of previously developed sites or buildings in preference to undeveloped sites, consistent with the need to achieve a pleasing arrangement of buildings and spaces, and neighbourly development standards.

**POLICY NOT SAVED**  
The objective of this policy is set out in PPS1 (para 27viii) and PPS3 (paras 40 and 69)

**GP.37**

New housing schemes should be designed to as high a density as is reasonable having regard to the residential characteristics of the locality and the need to avoid wasting land. In and around the centres of towns within the District and on sites with good public transport accessibility the Council will accept more intensive forms of residential development that correspond with the overall development strategy and criteria of the Plan.

**POLICY NOT SAVED**  
The general principle of this policy is set out in SEP Policies H5 and BE1

### Landscape Design

- 4.124.** The appearance and treatment of the spaces between and around buildings is of equal importance to the design of the buildings themselves. New development should have a spatial and planting structure that reflects and complements the surrounding development. Landscape considerations should therefore form an integral part of design and layout. Developments should ensure that existing site assets such as vegetation, topography, water and topsoil are used to best advantage, that the layout has a clearly recognisable structure of useable spaces and planted areas and that types of boundary enclosure, paving and any street furniture are integrated into the overall design.

- 4.125.** Special attention will be required to landscape design for developments at the periphery of settlements where they meet countryside to soften the interface between the landscape and built development.


### Hard Landscape Features

- 4.126.** Relatively small details of new development can have a marked effect on the overall character of the development and whether it integrates well with the surroundings. For example, fencing

and surface treatment of access roads can alter the character of a new dwelling from a rural appearance to an urban one. These details can reinforce local distinctiveness very effectively and the Council will expect any such opportunities to be exploited. It is therefore vital that the proposed hard landscape details are designed to be in harmony with the overall setting and context.

### *Planting and Soft Landscaping*

- 4.127.** New development, particularly where there is little or no existing vegetation can appear starkly at variance with its setting for a substantial period of time. New planting helps to soften the immediate impact of the development and helps to enhance the immediate surroundings in terms of its appearance and nature conservation value. It is essential that planting schemes are prepared as an integral part of development.
- 4.128.** In most cases, the use of appropriate local native species will be preferred and a mix of young and more mature plants should be used.



**GP.38** Applications for new development schemes should include landscaping proposals designed to help buildings fit in with and complement their surroundings, and conserve existing natural and other features of value as far as possible.

Hard landscaping should incorporate materials appropriate to the character of the locality. New planting should be with predominantly native species. Conditions will be attached to relevant planning permissions to require the submission of landscaping schemes and implementation of the approved arrangements.

*The Buckinghamshire Tree and Woodland Strategy, produced by the Buckinghamshire Woodland Forum, provides information on the protection and management of trees and woodlands.*

*BS5837 'Trees in Relation to Construction' gives guidance on the satisfactory positioning of trees and constructions to ensure successful integration of built development with trees.*

### *Existing Vegetation*

- 4.129.** Trees, hedgerows and other vegetation are an important element of both urban and rural environments in several respects. They often characterise a locality, provide wildlife or ecological interest and screen development from view, softening its impact and improving its appearance.
- 4.130.** The Council will therefore expect proposals for development and redevelopment of land to include appropriate measures for retention of existing vegetation.
- 4.131.** When the Council is notified of the intention to fell or carry out other works to a tree which is subject to a Tree Preservation Order, regard will be had to the health and stability of the tree



and its likely future life, and the existing and likely future contribution of the tree to public amenity. Where trees of amenity, landscape or wildlife importance, whether protected or not, are felled, it would be appropriate to secure replacement planting, usually with locally appropriate species, in the next planting season.

**GP.39** In considering applications for development affecting trees or hedges the Council will:



- a) require a survey of the site and the trees and hedges concerned;
- b) serve tree preservation orders to protect trees with public amenity value; and
- c) impose conditions on planning permissions to ensure the retention or replacement of trees and hedgerows of amenity, landscape or wildlife importance, and their protection during construction.

### Black Poplars

- 4.132.** Rare species of tree occur in the District, in particular the Black Poplar, of which Aylesbury Vale has a high proportion of the British population. Black Poplars are important features in the landscape in Aylesbury Vale. They also support a wide variety of wildlife, such as birds and insects. They grow in wet areas alongside streams and rivers and in the floodplain. Sensitive and appropriate management, which may include pollarding, and planting are vital to maintain the District's population of this nationally rare tree. Particular weight will therefore be given to the protection and the planting of this species. Tree Preservation Orders will be served where appropriate, in accordance with the above policies.

**GP.40** In dealing with planning proposals the Council will oppose the loss of trees, particularly native Black Poplars, and hedgerows of amenity, landscape or wildlife value.



### Lighting

- 4.133.** Control of lighting is currently exercised primarily through environmental controls, though supplemented by listed building and advertisement controls. Excessive, poorly designed and badly aimed lighting can have adverse effects. Glare from poorly aimed or bright lights can cause dazzle, with safety implications for drivers and pedestrians. Light spill may impinge directly on homes, destroying privacy and interfering with people's ability to sleep. In rural areas, it can lead to "skyglow" that obscures

views of the night sky and subtly alters the character of the area giving a night time appearance more reminiscent of built-up areas. In open landscape areas, the lighting structures themselves may have an adverse daytime visual impact on the surroundings.

- 4.134.** The Council will encourage BCC, as Highway Authority, to minimise the effects of light pollution arising from new/improved highway schemes.
- 4.135.** The Council will consider the lighting aspects of planning applications, in particular, illumination for sports facilities, car parks and advertisement signs, and require light pollution to be minimised. Appropriate conditions will be imposed restricting hours of lighting, size and appearance of lighting structures, strength and direction of light beams etc.

**POLICY NOT SAVED**  
The objective of this policy is set out in PPS23 Appendix A



**GP.41** Where proposals include external lighting, the Council will require the submission of details of the lighting system proposed. Proposals will not be permitted where glare or light pollution from external lighting would have an adverse effect on the character of rural areas, road safety and residential properties. Where external lighting is necessary, for example for security or operational purposes, the Council will use planning conditions or legal agreements to reduce its detrimental impact.

**Advertisements**

- 4.136.** The display of advertisements is subject to control only in the interests of amenity and public safety. Most of the District is designated as an Area of Special Control for advertisement purposes. This provides extra control in rural areas and other areas requiring special protection on grounds of amenity such as attractive landscape areas and Conservation Areas.
- 4.137.** The Council has resolved to amend the boundaries of the exclusions from the Area of Special Control so that they reflect the extent of the urban areas in the District and the conservation area boundaries within those urban areas. The concurrence of the Secretary of State has been sought for those changes. The boundaries of the areas now to be excluded are indicated on the Proposals Map. They are: the developed urban areas of Aylesbury, Buckingham, Winslow and Wendover (not including their Conservation Areas).

**GP.42** In considering applications for the display of advertisements the Council will protect:



- a) the interests of amenity, including the appearance of the building on which the advertisement is to be erected and the visual characteristics of the surroundings;
- b) the interests of public safety, particularly for road users, cyclists and pedestrians.

**POLICY NOT SAVED GP.42**  
PPG19 (para 17) states policies not decisive in light of Advertisements Regulations, a view confirmed by Inspectors on appeal

**GP.43** In considering applications for advertisements in the Area of Special Control for Advertisements the Council will seek to protect the distinctive amenity interests concerned and will resist illuminated signs and those not reasonably required in connection with the buildings or land on which they are located.



**POLICY NOT SAVED GP.43**  
Policy is only a material consideration and not decisive in light of Advertisements Regulations, a view confirmed in PPG19 (para 17) and by Inspectors on appeal

**GP.44** The Council will seek to secure the removal of any advertisement displayed with deemed consent where it is necessary to do so in the interests of public safety, or it is considered that such display is seriously detrimental to the appearance or character of the building on which, or area in which, it is located.



**POLICY NOT SAVED GP.44**  
Policy is only a material consideration and not decisive in light of Advertisements Regulations, a view confirmed in PPG19 (para 17) and by Inspectors on appeal

**4.138.** Within Conservation Areas GP.57 also applies to proposed advertisements.


### Safe and Secure Development

**4.139.** In association with the Police authorities, the Council is keen to promote good practice in applying “Secured by Design” principles. Crime prevention is a material consideration in planning decisions. It is possible with careful layout and design of development to avoid obvious opportunities for crime. This can be achieved by maximising natural surveillance, encouraging a mix of uses and allowing views to permeate development. “Threatening” designs should be avoided, such as poorly lit subways and high walled footways. The objective should be to create a safe environment. The Council has produced Supplementary Planning Guidance relating to “Secured by Design”.

*“Secured by Design” is a Police initiative which was launched in 1989. The objective of “Secured by Design” is to encourage the building industry to adopt recommended crime prevention guidelines, in both house and estate design.*

**4.140.** The Council is especially keen to improve safety and security in town centres. In association with local businesses and the Police authorities, a number of initiatives have been introduced to reduce crime and improve safety in Aylesbury. These include a town centre closed-circuit television (CCTV) scheme, and a programme of security improvements to public car parks. A similar programme is being discussed for Buckingham.

**4.141.** Particularly in town centres, it may be appropriate to require developments, which include public access and public movement through the centre, such as retail and leisure facilities and some employment uses, to contribute to the programme of security measures.


**GP.45**  The design and layout of all planning proposals should incorporate measures to assist crime prevention and help reduce risks to personal safety. In considering applications for planning permission the Council will have regard to the security aspects of development including personal visibility, the arrangement of buildings, landscaping and walls, and lighting and closed circuit television surveillance.

In granting permission for buildings in town centres with public access, the Council will use planning conditions or legal agreements, which may include financial contributions, to secure reasonably-related measures that would improve community safety.

**SUPPLEMENTARY PLANNING GUIDANCE**

**4.142.** More detailed interpretation of the Council’s design policies is available as adopted Supplementary Planning Guidance. These include Design Guides, Site Briefs and other publications that will be issued and adopted by the Council following public consultation. Design Guides have already been produced on the Conversion of Traditional Farm Buildings, Residential Extensions, New Housing in Towns and Villages, Building Materials and New Buildings in the Countryside. Guides on Landscape Design and the Countryside will soon be published.

**POLICY NOT SAVED**  
Policy does not give specific guidance, but refers to other documents which are in any event material considerations. It is therefore considered to be unnecessary

**GP.46**  The Council has produced, and will continue to prepare, Supplementary Planning Guidance to provide a clearer understanding of the policies and proposals of the Plan. Applicants for planning permission should have regard to relevant published supplementary guidance, which the Council will take into account in coming to planning decisions.

**LISTED BUILDINGS AND OTHER STRUCTURES**

**4.143.** There are over 2,800 buildings, bridges, statues and other structures in the District contained in Lists of Buildings of Special Architectural or Historic Interest. Of these listed buildings over 200 are recorded as Grades I or II\* and the remainder as Grade II. Buildings in Aylesbury were last

*The Lists of Buildings of Special Architectural or Historic Interest are compiled by the Secretary of State for National Heritage.*

surveyed in 1973. Those in Buckingham were surveyed in 1994 and lists for the remaining parishes were revised between 1981 and 1985.

- 4.144.** The objective of listing buildings is to ensure their protection. The Council has a statutory duty to have a special regard to the desirability of preserving any listed building or its setting, or any features of special architectural or historic interest that it possesses. Listed building consent is required for all works that would affect a building's special interest including internal work.

### Changes of Use

- 4.145.** Generally, the best way of securing the upkeep of historic buildings is to keep them in active use. Where it is no longer practicable to maintain a historic building in the use to which it has traditionally been put, it may be appropriate to consider alternative uses that would help to secure its protection. The aim of protecting listed buildings can be of sufficient importance to outweigh certain other planning considerations. For this reason, it may be appropriate to relax normal planning policies to enable alternative uses for listed buildings that would secure the building's survival. It is important that the use so proposed would not in itself harm the interests that the building's listing was intended to protect.

*PPG15: Planning & the Historic Environment provides detailed guidance for development within Conservation Areas and in relation to historic buildings.*

#### GP.47




In dealing with applications for changes of use involving conversions of buildings of architectural or historic interest the Council will consider making exceptions to the ordinary requirements of the Plan in order to promote the preservation of and a beneficial future for the listed building, where the proposed use would be compatible with the structure, fabric and setting of the building.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG15 (para 2.18)

### Alterations and Extensions

- 4.146.** Many listed buildings can sustain some degree of sensitive alteration or extension without loss of their special interest. Cumulative changes reflecting the history of use and ownership are themselves an aspect of the character of some buildings, but in some cases successive works of indifferent quality can cumulatively be very destructive of a building's special interest. Alterations, even of a minor nature must respect the individual characteristics of the building and ensure the survival of as much historic fabric as is practical. Modern extensions should not dominate the existing building in scale, material or situation, and, in some cases, any extension would be damaging.


**POLICY NOT SAVED**  
This is a requirement of Planning (Listed Buildings & Conservation Areas) Act 1990, s66 (1); therefore the policy is considered unnecessary


**GP.48**  Applications for planning permission that involve alterations or extensions to buildings of architectural or historic interest should respect and protect the special interest and features of the listed building.

### Demolition

**4.147.** The objective of listing buildings is to ensure their protection and this is best achieved by retaining them in their original form. However the demolition of inappropriate extensions to a listed building may be permitted, provided the retained section of the building is made good.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG15 (para 3.3)

**GP.49**  There is a presumption against the total or substantial demolition of any building of architectural or historic interest.


**GP.50**  Consent for partial demolition of a building of architectural or historic interest will only be granted where the Council is satisfied that the special interest and features of the building would be preserved or enhanced.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG15 (para 3.3)


### Setting and Long Distance Views

**4.148.** The setting of a listed building is often an essential part of the building's character, especially if grounds were laid out to complement its function. Equally, the setting of an individual building may owe its character to the surrounding buildings and the spaces between them. It may therefore be difficult to ascertain the extent of a building's setting and any proposed development will need to be examined according to the proposals themselves and the particular character and extent of the setting of the listed building. Many listed buildings in the District are visible from a considerable distance. The views of some of the finer buildings, for example Waddesdon Manor, the buildings and temples at Stowe and prominent churches, make an important contribution to the character of the District.

**POLICY NOT SAVED**  
This is a requirement of Planning (Listed Buildings & Conservation Areas) Act 1990 (s61, 66); therefore the policy is considered unnecessary

**GP.51**  Development proposals or listed building alterations that affect the location of a building of architectural or historic interest should protect its setting. Works that do not respect the special characteristics of the setting of a listed building will not be permitted.

**POLICY NOT SAVED**  
Sufficient guidance is provided in PPG15 (paras 2.16,2.17)

**GP.52**  The Council will seek to ensure that new development does not dominate important long distance views of churches and other listed or historic buildings.

## CONSERVATION AREAS


- 4.149.** A Conservation Area is an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.
- 4.150.** Seventy five Conservation Areas have been designated in the District. The Council may make other designations as appropriate, and review existing Conservation Area boundaries. It is the Council's practice, prior to the designation or variation of a Conservation Area, to publish draft proposals to enable local people to consider and comment on the proposals.
- 4.151.** The special character of Conservation Areas is derived from one or more of the following elements: the topography of the land; a unity of scale in the buildings; building densities; the nature of building materials; the shape and incidence of open and enclosed spaces; a historic street pattern or archaeological features; the incidence of individual or groups of trees; the use of walls, fences, railings and hedgerows as a means of enclosure; and views into, within and out of the area.

*Conservation Areas are designated under Section 69 of the Planning (Listed Buildings and Conservation areas) Act 1990.*

## New Development

- 4.152.** In Conservation Areas, the Council will pay special attention to preserving or enhancing the character or appearance of the area. Greater control can be exercised over new development, demolition or works to trees than elsewhere. Where new development is permitted, its design and the external materials used will necessarily be of the highest standard and be required to complement its surroundings. Detailed drawings and information may be required to illustrate how the proposed development relates to its surroundings and outline planning applications giving minimal information will not be accepted. In such cases, the Council will seek further details of the proposal, if necessary by requiring the submission of a full application.
- 4.153.** The use and development of land adjacent to Conservation Areas can frequently have a material effect on the character of the area, for example by affecting views to or from the Conservation Area. Therefore the need to respect the setting of the Conservation Area in terms of design of new buildings and alterations will also apply beyond the designated boundaries.
- 4.154.** Surface treatments and street furniture, including signs, lighting and overhead cables, can detract from the character of a Conservation Area. Development proposals in Conservation Areas will be expected to respect and complement the area's

character in the use and design of these features. The Council will encourage developers, including utilities, to replace surfaces and features disturbed by works in Conservation Areas on a like-for-like basis.

**GP.53**  In Conservation Areas the Council will seek to preserve or enhance the special characteristics that led to the designation of the area.


Proposals for development will not be permitted if they cause harm to the character or appearance of Conservation Areas, their settings or any associated views of or from the Conservation Area.

Proposals for development or redevelopment must respect the historic layout, scale and form of buildings, street patterns, open spaces and natural features in the Conservation Area that contribute to its character and appearance.

Proposals for alterations, extensions and changes of use must respect and complement the character, materials and design details of the structure and site concerned and its neighbours.

**4.155.** In Conservation Areas, particularly those including town or village commercial centres, unrestricted vehicular access can lead to an intrusive number of movements and pressure for a multiplicity of car parking requirements, both on- and off-street. Compliance with the Council’s guidelines for off-street parking may, therefore, not be appropriate within Conservation Areas.

**POLICY NOT SAVED**  
Sufficient guidance is provided in PPG15

**GP.54**  In Conservation Areas where normal car parking standards could adversely affect the special character of the area, the Council will be prepared to modify the ordinary requirements of the plan in relation to car parking standards.

Development proposals will not be permitted that would impact adversely upon the character or appearance of the Conservation Area, through increases in vehicular movements or new car parking arrangements.


**Demolition**

**4.156.** Conservation Area designation introduces control over demolition of buildings within them. The general presumption is in favour of retaining buildings that make a positive contribution to the character or appearance of the area.



Account will be taken of the extent that the building for which demolition consent is sought contributes to the historic or architectural interest of the area and the wider effects of such a demolition on the building's surroundings as a whole. Consent will not be given unless there are acceptable detailed proposals for redevelopment of the site. A condition will be imposed on any such consent preventing demolition until planning permission has been granted for the works of redevelopment.


**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG15 (para 4.27)

- GP.55**  The demolition of any building of individual merit or group value within a Conservation Area will not be permitted unless the Council is satisfied that the building cannot reasonably be retained. Before consent is granted for the demolition of any building the Council will wish to be satisfied as to proposals for the subsequent development or other use of the site.

### Trees


- 4.157.** Conservation Area designation introduces special provision for trees that are not already protected by tree preservation orders. Anyone proposing to undertake works to trees must, with certain limited exceptions, give written warning to the Local Planning Authority so that the Council can consider whether an order should be made (under policy GP.39). There are penalties for not giving appropriate notice. Trees are valued features of Conservation Areas that often contribute to the setting of open spaces and buildings in the area. These factors will be taken into account when Conservation Area trees are affected by felling or development proposals and if consent is given to remove a protected tree, replanting with a suitable replacement may be required.

**POLICY NOT SAVED**  
Guidance provided by PPG15 (para 4.40)

- GP.56**  When informed of works affecting trees, determining planning proposals or deciding whether to make tree preservation orders in Conservation Areas the Council will take account of the trees' contribution to the amenity and character and appearance of the area, and will seek to protect trees whose contribution is considered important to the Conservation Area. In granting planning permission that involves the removal of trees in Conservation Areas the Council will impose conditions to require suitable replacement planting.

### Advertisements


- 4.158.** A high quality of advertisements will be expected in Conservation Areas. Signs will often be traditional in form and materials, and any projecting signs should be hung beneath brackets rather than side mounted. Internally illuminated signs will generally not be accepted.


 **GP.57** In, and where appropriate adjacent to, Conservation Areas, fascia and projecting signs should relate well in scale, character, position and materials to the building to which they are affixed and the street scene. Illumination of signs should be kept to the minimum and, where necessary, achieved by external lighting.

### ARCHAEOLOGY AND ANCIENT MONUMENTS

- 4.159.** There are sixty one sites in the District that are included in the statutory schedule of Ancient Monuments. The consent of the Secretary of State is required for any proposals that may affect them. Additionally, there are other identified sites of archaeological importance. The Council is committed to protect all these sites from development that would damage or endanger them and will afford protection to archaeological remains in accordance with their archaeological importance. Sites currently known to be of archaeological importance are shown on Archaeological Notification Maps held by the Council and regularly updated.
- 4.160.** Applications for development of sites containing or likely to contain archaeological remains will be required to be accompanied by an archaeological field evaluation. It is desirable for developers to consult the Council at pre-application stage wherever possible. In certain cases, permission will be refused if the appropriate evaluation has not been carried out.
- 4.161.** The Council will expect proposals for sites containing important archaeological remains to be preserved *in situ*, i.e. preservation undisturbed in the monument's existing location and setting, sometimes under a new building or structure. In dealing with proposals affecting archaeological remains of lesser importance, the desirability of preserving them will be weighed against other material considerations, including the need for the development.
- 4.162.** Where preservation *in situ* is not justified, the Council will seek preservation by record. This involves digging the site, exposing and removing whatever archaeological remains are found and making a record of the findings. The developer will be required to make satisfactory arrangements for the excavation and recording of the archaeological remains and the publication

of the results. This will be achieved by the imposition of suitable conditions and/or agreement between the Council and the developer.

**GP.58**  The Council will resist development that affects sites of Scheduled Ancient Monuments and their settings.

**GP.59**  In dealing with development proposals affecting a site of archaeological importance the Council will protect, enhance and preserve the historic interest and its setting.

Where research suggests that historic remains may be present on a development site planning applications should be supported by details of an archaeological field evaluation. In such cases the Council will expect proposals to preserve the historic interest without substantial change.


Where permission is granted for development involving sites containing archaeological remains the Council will impose conditions or seek planning obligations to secure the excavation and recording of the remains and publication of the results.

POLICY NOT SAVED GP.58 Protected under Ancient Monuments and Archaeological Areas Act, 1979. Consent of SoS required for works and therefore AVDLP policy is considered unnecessary

**HISTORIC PARKS AND GARDENS**

**4.163.** In Aylesbury Vale there are nine Parks and Gardens of Special Historic Interest included in the national register of such. They are graded in a similar way to listed buildings. The inclusion of a historic park or garden in the register carries obligations on the Local Planning Authority to consult English Heritage on all applications for development likely to affect the area of special interest. The Garden History Society must also be consulted before granting planning permission for such development. In considering the impact of a proposal the Council will have regard to the historical layout and landscaping of the Park or Garden and public views within, into or from it.

*The register of Parks and Gardens of Special Historic Interest is compiled by English Heritage.*

**GP.60**  Development proposals within or affecting a Park or Garden of Special Historic Interest should take full account of the area’s historic and landscape significance. The Council will resist proposals that do not protect the distinctive characteristics of such Parks and Gardens.

## CONSERVATION OF THE NATURAL ENVIRONMENT

- 4.164.** The District supports a rich variety of natural habitats. Numerous species of flora and fauna occur in the District, including many of regional importance and several which are nationally rare. The Council supports initiatives to protect and where possible enhance the natural environment of the District generally, and seeks to ensure by the application of development control policies that sites of nature conservation value are not harmed by development proposals.


### SITES OF ACKNOWLEDGED NATURE CONSERVATION VALUE

- 4.165.** The District contains many sites of special nature conservation value. Their characteristics, degree of protection and the amount of information about them varies considerably. Part of the Chilterns Beechwoods candidate Special Area of Conservation lies within the District and this is of international importance and is protected under the Conservation (Natural Habitats, &c) Regulations 1994. Sites of Special Scientific Interest (SSSIs) are of national importance, have statutory protection and have been investigated and recorded thoroughly. The Council has designated two Local Nature Reserves in Buckingham and Haddenham because of their regional/local importance. The non-statutory nature reserves managed by Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT) are of regional importance and have been investigated and recorded; 20 of these lie within the District. Many other sites of geological and biological interest within the District have been identified by other bodies, and are generally of county or local interest. They have no statutory protection and detailed information on many is limited.


*ALERT Sites are those which have been identified as having potential value from a natural history point of view.*

- 4.166.** Buckinghamshire County Museum holds the Buckinghamshire Biological and Geological ALERT Maps showing sites of known nature conservation interest. Following detailed surveys, some of these have been designated Sites of Importance for Nature Conservation (SINCs). Additionally, there may be sites of considerable importance which have not been brought to the attention of the Council but it may be highly desirable to protect them.

- 4.167.** The Council will pay full and proper regard to nature conservation considerations when determining any applications for development.

**GP.61**  In determining development proposals affecting sites of international, national nature conservation importance and designated Local Nature Reserves the Council will ensure that their nature interest and ecological value is fully protected and, where possible, enhanced.


**POLICY NOT SAVED GP.61**  
Sufficient guidance is provided in PPS9 (paras 6 and 8) and by SEP Policy NRM4

**GP.62**  When considering applications affecting sites of local importance for nature conservation the Council will seek the conservation of their special nature features and ecological characteristics. In granting permission the Council will impose conditions or seek planning obligations to promote the management and conservation of the nature interests involved.

**POLICY NOT SAVED GP.62**  
Although AVDLP policy provides more specific guidance in accordance with PPG9 (para 9), it is reiterated in guidance provided by SEP Policy NRM4

### Amenity Potential of Safeguarded Sites

**4.168.** Safeguarded or sensitive nature conservation sites will differ in their capacity for accommodating formal or informal recreation or providing an amenity resource. Planning permission is required for any proposed development of land within an SSSI - there are no permitted development rights. Accordingly, consideration can be given as to how the site can be utilised for recreation, for example on a limited or seasonal basis. Where they occur within settlements, the exploitation of such sites in an informal rather than a formal manner may be compatible with the desire to conserve such habitats. On the edge of towns and close to large residential areas sites of nature conservation interest may be more susceptible to harm from recreational uses.


**GP.63**  In areas of nature conservation value, leisure, recreational and sporting uses will only be permitted where compatible with the ecological and wildlife interests to be protected.

**POLICY NOT SAVED GP.63**  
Although AVDLP policy provides more specific guidance in accordance with PPG9 (para 9), it is reiterated in guidance provided by SEP Policy NRM4

### Wildlife and Habitats

**4.169.** The presence of a protected species is a material planning consideration when considering proposals for development. There is legislation, such as the Wildlife and Countryside Act 1981, which seeks to protect certain species of plants and animals and makes it an offence to kill, injure, take or disturb them. The Council will have regard to the Buckinghamshire Biodiversity Action Plan to ensure that development does not prejudice biodiversity in Aylesbury Vale. The Council will consult English Nature on any development proposals which may affect protected species and, if permission is granted, will consider attaching conditions and/or legal agreements under which the developer will be required to take steps to secure the protection of the species.


**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS9 (para 16)


 **GP.64** The Council will expect building operations and new land uses to minimise interference with and avoid harm to any protected species or its habitat, and will have regard to the effect of all development proposals on plant and animal species. The Council will use planning conditions or legal agreements to secure protection of wildlife interests affected by development.

**THE PROTECTION OF RIVERS AND SURFACE WATERS**

**4.170.** Preserving the quantity and quality of water is important to a wide range of uses and users, including abstraction for residential and industrial supply, fisheries, inland navigation, recreation and conservation. The Council will consult the Environment Agency and where appropriate British Waterways regarding proposals that may affect surface water quality.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS23 and PPG25

 **GP.65** Planning proposals should protect the quantity and quality of watercourses and open water systems. Where relevant, the Council will impose conditions on planning permissions, or seek planning obligations, to ensure the protection of water flows and potability, and the leisure and amenity characteristics of water systems.

 **GP.66** In riverside or canalside development proposals, the Council will require access corridors and buffers adjacent to the watercourse to:

- a) conserve and enhance existing areas of landscape or wildlife value;
- b) promote public access and provide recreational opportunity; and
- c) protect or enhance the environment and habitat of those watercourses.

**FLOODING AND SURFACE WATER MANAGEMENT**


**4.171.** It is the general objective of the Environment Agency to maintain and where practical restore the capacity of the natural floodplains and washlands of the river system. It is important to ensure that new development is not subject to flooding, and also, in order to avoid flooding being caused elsewhere, that it does not impede the flow of flood water nor reduce the capacity of the floodplain itself. The general advice from the Agency, therefore, is that within the floodplain there should be a presumption against development.

- 4.172.** There is no objection to recreational development in these areas, provided that no buildings are erected, nor the ground levels raised. However, development that might otherwise be precluded could be acceptable by providing compensatory works for any loss of flood water storage and conveyance.

### SOURCE CONTROL

- 4.173.** Unless carefully sited and designed, new development can increase the rate and volume of surface water run-off as permeable surfaces are replaced by impermeable ones such as roofs, paving and roads. This can increase the risk of flooding in areas downstream and physical damage to river environments.
- 4.174.** Source control is a method of water disposal that the Environment Agency has been promoting in recent years. The traditional practice for disposal of surface water is to pipe it away to the nearest watercourse or an impounding reservoir to ensure rapid run-off. This can lead to increased risk of flooding, aquifers not being recharged and reduced groundwater supplies leading to increased use of treated water for horticulture and increased transmission of pollutants.
- 4.175.** Construction Industry Research and Information Association (CIRIA) guidelines on “Design of Flood Storage Reservoirs” (1993) and, particularly, the CIRIA technical report No.156 on “Source Control Techniques” (1998) offer detailed advice on how best to achieve satisfactory drainage of new developments.
- 4.176.** The Environment Agency advocates, wherever appropriate, the use of sustainable urban drainage systems (SUDS), including source control techniques in the drainage of new development areas (in areas of contaminated land such techniques may not be appropriate). A “Strategic Drainage Study for Aylesbury” is currently being prepared by the Environment Agency.

*Sustainable Urban Drainage Systems (SUDS) are described in Appendix E to PPG25: Development & Flood Risk and also in the Council’s Drainage Topic Paper.*

- GP.67**  In considering planning proposals the Council will pay special attention to the need to manage and reduce any risk of flooding. Within areas of flood risk full account will be taken of the hazard of flooding to proposed development. In all cases regard will be had to the effect of development on flood flows, flood storage capacity and flood run-off and the consequences for property protection and personal safety.

New development should be designed to restrict and reduce surface water discharge and incorporate suitable measures for the management and disposal of surface water to avoid the risk

**POLICY NOT SAVED**  
Provides more specific guidance for development control than PPG25, but guidance provided by SEP Policy NRM3

of flooding. Where permission is granted for development in areas at risk from flooding or that might increase flood risks, the Council may impose conditions or seek planning obligations, including financial contributions, to promote flood-risk management and avoid or mitigate any adverse effects.

## GROUND WATER PROTECTION

- 4.177.** Ground water resources are an essential source of water for public supply, industry and agriculture. They also sustain the base flow of many rivers. The Council aims to prevent their pollution.
- 4.178.** Guidance on development and groundwater protection is contained in the “Policy and Practice for the Protection of Groundwater” published by the Environment Agency.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS23, PPG25 and SEP Policy NRM1



- GP.68** New development should not impair the supply or quality of groundwater and underground water reserves. In considering applications the Council aim to protect water resources and avoid their contamination.

## TOURISM

### INTRODUCTION

- 4.179.** Tourism is a major growth industry in both volume and value terms. Domestic tourism is particularly important with nearly two thirds of all tourism expenditure coming from domestic trips. Day trips make a major contribution with over half of visits made to museums, galleries or historic buildings.
- 4.180.** There are several significant tourist attractions in the District and there is potential for new tourist developments. The Council is involved in the promotion of tourism and has developed its first strategy for development of this business. The key objectives of the Tourism Strategy are:
- to ensure a co-ordinated and planned approach to tourism;
  - to maximise strengths and capitalise on future opportunities to the benefit of the area; and
  - to increase the profile and economic strength of the District through the encouragement of appropriate forms of tourism with due regard to the environmental impacts.



- 4.181.** As a result of the Council's involvement in tourism promotion the District is well served by Tourist Information Centres at Aylesbury, Buckingham and Wendover. The centres are recognised to be vital to the promotion of tourism generally and the Council will continue to support and promote these centres.
- 4.182.** It is recognised that the development of a tourism base creates significant new employment opportunities. In particular tourism may contribute towards the diversification of the rural economy.


### SERVICED ACCOMMODATION

- 4.183.** Demand for hotels, motels, guest houses and bed and breakfast accommodation is expected to increase in accordance with other tourism trends.
- 4.184.** The number of establishments in Aylesbury Vale has increased steadily over the last few years. Although this increase is not as great as that experienced in neighbouring Districts, the trend is likely to continue.
- 4.185.** The County Structure Plan policies recognise the need for further serviced accommodation, provided that proposals are located on suitable sites and guided by other policies for the control of development.

*Buckinghamshire  
County Structure  
Plan policy TM1.*


### Hotels and Motels

- 4.186.** The development of hotel accommodation in built-up areas is to be generally welcomed. A specific proposal for a new hotel at Aylesbury is made elsewhere in this Plan, in AY.34. A cornerstone of planning policy is the protection of the countryside for its own sake. In terms of tourism, this protection should be balanced with providing opportunities to enjoy the qualities of the countryside. New construction of hotels and motels on greenfield sites outside settlements would be contrary to this aim and would help to increase traffic in the countryside. However, the sensitive redevelopment of previously-developed sites (as defined in "PPG3: Housing"), including the re-use of existing buildings, could provide opportunities to both meet the need for hotel and motel development, and provide environmental improvements on brownfield sites that, by their location, are not appropriate for residential development.

**GP.69**  Within the built-up areas of settlements, the Council will permit proposals for the construction of new hotels and motels and the conversion of buildings to such uses, subject to the other policies in this plan.

Proposals for new hotels and motels outside or on the edge of the built-up areas of settlements will only be permitted on previously-developed land, including the re-use of existing buildings, where the redevelopment would be consistent with the aims of protecting the character and appearance of the countryside and reducing car-borne travel.


**4.187.** Historic buildings are a useful asset to the tourist industry in both a cultural and an economic sense. Their sensitive conversion to accommodation is acceptable, providing the character and historic features of the building are not harmed.

**GP.70**  Proposals for the change of use of rural buildings to hotels or motels will only be permitted where they are consistent with the principle of protecting the character and appearance of the countryside and the need to reduce car-borne travel.

A relaxation of normal restrictions on change of use of buildings of historic or architectural importance will be considered where the proposals would help to secure the conservation of the buildings and their settings.

### **Bed and Breakfast/Guest Houses**

**4.188.** There is an acknowledged shortage of bed and breakfast accommodation in the District. The limited use of a building for bed and breakfast purposes may not require planning permission. Where permission is required, the Council recognises that the use of a dwelling either for bed and breakfast accommodation or as a guest house will have a more significant impact than when used simply for residential purposes. When considering proposals for this type of facility regard will be paid to the effect on the amenity of local residents.

**GP.71**  Proposals for the use of existing dwellings as guesthouses or bed and breakfast accommodation will only be permitted where the proposal would not have a significant adverse effect on the character and appearance of the locality or the residential amenities of people living nearby.

### Self-Catering Holiday Cottages

- 4.189.** A survey carried out for the Southern Tourist Board in 1997 has established an unmet demand for self-catering accommodation and holiday cottages. There are many opportunities to increase the supply of self-catering accommodation in the District. Redundant farm buildings may be appropriate for conversion and farmers are being encouraged to diversify their farm economy.
- 4.190.** The use of a dwelling for self-catering accommodation does not normally require planning permission unless subdivision of the dwelling occurs. Where proposals require planning permission the Council will seek to ensure sensitive conversions that do not harm the character and appearance of the building or the area.

**GP.72** Proposals for the construction of self-catering holiday accommodation and holiday homes will be assessed against the housing and rural settlement policies of the plan.




Applications for the conversion or changes of use of existing dwellings and other buildings to self-catering holiday accommodation outside the built-up areas of settlements will be considered against the background of the Council's Tourism Strategy, and the need to protect the character and appearance of the countryside.

In granting permission the Council will impose conditions or seek planning obligations to control the use and occupation of holiday accommodation.

### Camping and Caravanning

- 4.191.** There is little provision for either camping or caravanning within Aylesbury Vale. Small-scale demand has been established anecdotally through enquiries at the Tourist Information Centres.
- 4.192.** Visitors walking long distance footpaths or cycling require camp sites for overnight stays in the District. The development of the Sustrans cycling routes throughout the District may contribute towards the development of demand in this tourism sector.

**GP.73** For proposals involving the provision of camping and touring caravan sites, as well as other considerations set out in this plan, particular attention will be given to ensuring that:



- a) the location, access and scale of facilities can be satisfactorily accommodated within the landscape character of the area;
- b) the site is well served by public transport or walking or cycling networks;
- c) the proposal does not cause significant highway problems;
- d) facilities and buildings associated with the proposal are constructed of appropriate materials, are of a scale appropriate to the locality and are landscaped effectively to minimise any visual impact; and
- e) essential facilities such as toilets, showers and wash facilities are adequately provided for.

**EXISTING TOURIST ATTRACTIONS**

**4.193.** There are several important tourist attractions in Aylesbury Vale: Ascott House near Wing; Waddesdon Manor; Stowe Landscape Gardens; Silverstone Motor Racing Circuit; the Buckinghamshire County Museum at Aylesbury; and the Buckinghamshire Railway Centre at Quanton to mention only a few. The District has a wealth of historic towns and villages that also attract visitors.


**4.194.** In addition there are several other historic properties open to the public, several of which are owned by the National Trust (NT). These include Boarstall Tower (NT), Boarstall Duck Decoy (NT), Brill Windmill, Claydon House (NT), Dorton House, Ford End Watermill, Long Crendon Court House (NT), Mentmore Towers, Nether Winchendon House, Pitstone Windmill (NT), Quanton Windmill, Winslow Hall and Wotton House.

**4.195.** The Council recognises that these existing tourist attractions will form an integral element in any strategy for increasing tourism in the District. Measures that improve or enhance these facilities and increase access to the public are to be encouraged, providing there is no significant conflict with other proposals in the Plan.

## RECREATION AND LEISURE

### INTRODUCTION

- 4.196.** This section of the Plan deals with recreation and leisure proposals as they apply to the whole of the District. Specific policies and proposals for individual settlements and in the countryside are dealt with elsewhere in the Plan.
- 4.197.** Demand for leisure and recreation facilities in the District is increasing as a result of changing interests, lifestyles, population structure and social groupings. Aylesbury Vale has a rising population with the largest increase predicted in one of the most frequent countryside user groups, the 55-69 age group. In addition, the District has a high proportion of socio-economic groups with large incomes and longer leisure hours.
- 4.198.** In addition to these changing demand patterns, there has also been a shift in supply over the last few years. Local authorities have traditionally been a major provider of leisure and recreation facilities. Local authorities now are adopting an enabling role in leisure provision. Policies seek to exploit this increased commercial interest in recreation and the Council is generally sympathetic towards leisure and recreation proposals.

**GP.74**  The Council will protect the open recreational, sporting and amenity spaces, and leisure facilities of the District from development that would result in the loss of a facility for which there is a local need or demand.

All planning proposals should make adequate provision for open space and leisure needs associated with the development concerned.


**POLICY NOT SAVED GP.74**  
Sufficient guidance is provided by PPG17 (paras 10,23). Policy also largely duplicates AVDLP Policies 85-88

### WATER-BASED RECREATION

- 4.199.** The Council recognises the importance of lakes and reservoirs in both catering for water recreation and supporting a freshwater ecosystem. As well as providing for a number of water sports, these areas also act as pleasant amenity areas for informal activities. It is the Council's view that both recreation and nature conservation should be integral elements in any new proposal since the enjoyment of the former is enhanced by the diversity of the latter.


**4.200.** Activities such as water-skiing and other noisy sports are detrimental to the enjoyment of some other users and should only be allowed where there is an identified demand and where they can be located away from wildlife habitats and other major areas of informal recreation (see also paragraph 4.205 and GP.79).

**POLICY NOT SAVED**  
There is similar provision in PPG17 (para 31)

**GP.75**  Proposals affecting established water sports and water-based recreational facilities should safeguard the leisure interests. In determining applications the Council will require the provision of alternative facilities for any eliminated by the development.

**4.201.** Water-based recreation can be an appropriate activity on lakes, reservoirs and water-courses, but activities need to take account of the landscape, ecological and wildlife factors related to the associated stretches of water. Recreational development that is compatible with these factors, or would lead to their enhancement, is to be welcomed, subject to other policies of the Plan.

**POLICY NOT SAVED**  
Sufficient guidance is provided in PPG17 (para 31). The additional reference in the AVDLP policy to landscaping requirements can be implemented through AVDLP policy GP38 which is saved

**GP.76**  Proposals for water sports and water-based recreational development should avoid adverse impacts on the ecological and wildlife interest of the body of water affected. In determining such applications the Council will safeguard these natural assets and will require landscaping and other appropriate measures, where appropriate, to protect and promote nature conservation.

**HORSE-RELATED DEVELOPMENT**

**4.202.** Equestrian development is an acceptable use in principle, providing there are no detrimental effects on either the surroundings or local residents. Although agricultural land may be involved, providing the land is not built upon, it may still revert to its previous use if required. This diversification is also beneficial to the farm economy and may enable a farm holding to remain viable.

**4.203.** Equestrian developments can have a particularly adverse impact on the character and appearance of the countryside where they result in the subdivision of previously large fields into small paddocks with associated buildings and equipment. With intensive use and inadequate management the appearance of the land can deteriorate to the extent that the landscape is harmed. It is acknowledged, therefore, that, whilst such uses can enhance disused or derelict land, restrictions may be needed elsewhere, particularly in or adjacent to special landscape areas and Conservation Areas.

**GP.77** When considering proposals for horse-related development the Council will have particular regard to:



- a) the effect on the character and appearance of the surrounding area;
- b) the maintenance of the open nature and rural character of the land;
- c) the impact on land of high agricultural or ecological value, the fragmentation of farm units and the effect on the viability of farm units;
- d) the suitability of the access and the adequacy of on-site parking and turning facilities;
- e) the environmental effects of the development in terms of noise, smell or other disturbances; and
- f) the suitability of the location, bearing in mind, in particular, the desirability of location away from busy roads and close to existing bridleways or lightly trafficked lanes.


**GP.78** Stables, loose boxes and other related buildings requiring planning permission should, where possible, be sited adjacent to existing buildings or natural features such as trees or hedgerows, be of a design and constructed of such materials as are appropriate to the locality and proposed use, and be landscaped or screened so as to minimise any visual intrusion.



**4.204.** Applications for dwellings or temporary residential accommodation will be dealt with in the manner set out at RA.22-RA.24.

#### **NOISY SPORT AND RECREATION**

**4.205.** Certain sports and recreation, by their nature, give rise to noise and visual disturbance. Some of these, such as motor sports, trial bike riding, clay pigeon shooting, flying activities and kart racing, create major problems of noise but require countryside locations. There is a growing demand for these types of facilities, so they need to be accommodated if demand is to be satisfied. The Council will seek to ensure that such facilities are managed by organised clubs or commercial operators, and licensed and monitored where appropriate.




**GP.79** In dealing with applications for sporting and recreational proposals likely to generate noise, the Council will protect from unreasonable disturbance noise-sensitive uses and their occupiers, and avoid any effect on the public enjoyment of areas of landscape, wildlife and historic value.

Conditions will be imposed on planning permissions, or planning obligations sought, in order to safeguard amenities and mitigate the impact of noisy activities.

### **CANALSIDE DEVELOPMENT**

**4.206.** The Council recognises the amenity potential of the Grand Union Canal, particularly in quiet places in the open countryside. The Aylesbury Arm is open to canal users and its enhancement creates a significant opportunity for further recreation in the area. The Wendover Arm, although closed to navigation along much of its length, constitutes an important amenity resource, and considerable leisure and amenity benefits can result from the restoration of this arm of the canal. The Council supports the principle of the re-opening of the Wendover Arm as a navigable waterway and the provision of facilities necessary for its use as such and appropriate to its location and setting. Opportunities exist for angling, boating, casual walking and nature conservation. There is also potential for tourism and canal-related activities, such as establishment of launching facilities, car parking and boat-based businesses, provided that the essential open and quiet nature of the canal in the countryside is protected.



**GP.80** Development that would prejudice the future restoration of the Wendover Arm of the Grand Union Canal to a navigable waterway will not be permitted.

**4.207.** The Council will seek to take advantage of opportunities to enhance the environment along the Aylesbury Arm of the canal.

**4.208.** The Council recognises that there may be a need for some canal-based development adjacent to the canal.



**GP.81** Proposals for the development of canal-related facilities should respect the character and appearance of the canal, its setting and the surroundings.



In dealing with applications for such development the Council will seek to avoid adverse impacts on:

- a) landscape, ecological interests and the countryside;
- b) townscape and the historic environment; and
- c) residential amenities

### PICNIC AREAS

**4.209.** Picnic sites can be provided on small areas of land in open countryside or woods. Sites are often located at a viewpoint or recreational facility and should also take advantage of the rights of way network and cycle routes. In addition, sites can also be formed to improve an eyesore or waste land close to a main road.

**4.210.** There is scope for more picnic areas in the District and the Council will encourage appropriate further provision where necessary.

**GP.82** The Council supports the further provision of picnic areas, provided that they would not significantly detract from the character or appearance of the countryside or harm sites of ecological, biological or historical importance.



**POLICY NOT SAVED GP.82**  
Policy is considered unnecessary as control can be exercised if necessary through other policies

**GP.83** Facilities and buildings associated with picnic areas should be constructed from materials and be of a scale appropriate to the locality and should be landscaped effectively to minimise any visual impact.



**POLICY NOT SAVED GP.83**  
Policy is considered unnecessary as control can be exercised if necessary through other policies

### FOOTPATHS

**4.211.** Walking in the countryside is one activity enjoyed by a wide spectrum of the population. Footpaths are used not only by the casual user but also by organised walking clubs. Surveys by the Countryside Agency confirm that this activity is still one of the most popular of all informal recreational activities. The countryside is particularly important around the main growth areas of Aylesbury and Buckingham. Footpaths provide public access to some of the most attractive countryside, including the Chilterns Area of Outstanding Natural Beauty, Areas of Attractive Landscape and Local Landscape Areas.

- 4.212.** Walking is also an important means of travel especially within towns and villages. It is imperative that the existing network is protected from development likely to sever or extinguish definitive footpaths or other well used pedestrian routes.
- 4.213.** The network of footpaths in the District has considerable potential for walkers, and improvements by way of maintenance, waymarking and signposting facilitate access by the public. Six major paths have sections in the District: the Aylesbury Ring, the Thame Valley Walk, the North Bucks Way, the Ridgeway, the Cross Bucks Way and the Two Ridges Link.



**GP.84** In considering applications for development affecting a public right of way the Council will have regard to the convenience, amenity and public enjoyment of the route and the desirability of its retention or improvement for users, including people with disabilities. Planning conditions will be imposed on planning permissions, or planning obligations sought, to enhance public rights of way retained within development schemes.

Where it is proposed to stop up or divert a public right of way to enable development to take place, permission will only be granted where there is an existing suitable alternative route, or provision is so made.

### BRIDLEWAYS

- 4.214.** Provision for recreational horse-riding occurs on the bridleway sections of the rights of way network, but bridleways require higher levels of maintenance to keep them in a satisfactory condition. Footpaths are not normally suitable for use as bridleways. The network of bridleways is generally less extensive and less complete than that of footpaths, although a long-distance bridleway, the Swan's Way, does cross the District. Also, horses are banned from using many open areas available to walkers due to the operation of local bye-laws. In terms of horse trails laid out in country parks, the District is relatively poorly provided for in an area of high demand. Therefore, as part of its commitment to maintaining and improving rights of way in general, the Council will encourage the provision of new bridleways, particularly where they would connect with or complement the existing bridleway network.

## CYCLING

- 4.215.** Cycling is an important recreational pursuit and much of the District is ideally suited to it. In the future it is expected that cycling will play a major part in contributing towards the achievement of the sustainable transport goals of AVDLP.
- 4.216.** The general support for provision for cycling will include support for the creation and promotion of recreational networks within the District, such as the Circular Cycle Routes being provided by BCC.

## OPEN SPACE

- 4.217.** In its widest sense, the term “open space” includes all open land ranging from formal sports fields and parks to planted areas in housing estates and roads. Whatever form it takes, open space is an important element in the environment and character of settlements and is, from a functional point of view, one of the main uses of land within settlements.
- 4.218.** Government advice stresses the importance of retaining open spaces in cities, towns and villages, and the need for new open spaces in conjunction with new housing development.
- 4.219.** Open space is required to accommodate a variety of special recreational pursuits and also to serve a general need and contribute to the visual amenity of the locality. Whilst some areas may be set aside for a particular purpose and others may serve more than one function, open space is dealt with in this Plan in terms of the following distinct categories:
- playing space, which incorporates sports fields and formal and informal play areas;
  - amenity areas including footpaths, verges, shrub beds, woodland, parks etc.; and
  - allotments.
- 4.220.** Specialised sports facilities and large areas dedicated to one function, such as golf courses, are dealt with in paragraph 10.10 and RA.4-RA.5.

*PPG3: Housing and PPG17: Sport and Recreation provide detailed guidance on the subject of open space.*

**Protection of Existing Open Space**

- 4.221.** Existing open spaces, whatever their function, contribute a great deal to the character of the District and the quality of the environment. Difficulties in providing new open spaces within the existing built-up area serve to emphasise the importance of retaining and making best use of those that already exist. The need to protect open space that contributes towards meeting community needs for both formal and informal recreation is vital. The types of open space to which this policy applies include the following, whether in public or private ownership:
- formal and informal landscaped parks and gardens;
  - sports fields;
  - recreation grounds;
  - play areas;
  - areas of amenity space provided as part of the design or landscaping of developments; and
  - other areas of open space such as churchyards and burial grounds.
- 4.222.** The Council recognises the very significant contribution made by privately owned and managed sports fields and school and other educational sports fields, and in particular the effect of any reduction in their availability. Accordingly, any proposals for the development of school and other playing fields, whether public or private, will be resisted except where redevelopment of a small part of the site will enhance sports or recreational provision, or where alternative provision of at least the equivalent size, suitability and convenience can be made.
- 4.223.** Similarly, open space that contributes to the visual amenity of the settlement by providing space between buildings and/or a setting within which buildings are viewed must not be lost to the community. This includes preventing the enclosure of such areas into private gardens where other residents cannot enjoy them.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPG17 (paras 10-17)



**GP.85** In dealing with applications for development involving the loss or reduction of public and private open space the Council will have regard to its recreational, conservation, wildlife, historical and amenity value and the desirability of protecting those aspects of its enjoyment.

Proposals for building on playing fields will only be permitted where there is sufficient existing community recreation and amenity land to meet local needs, or where appropriate new or enhancement of existing sport and recreation facilities would be provided.

In granting permission involving the loss of facilities for which there is a local need or demand, the Council will impose conditions or seek planning obligations, including financial contributions, to secure alternative relevant recreational arrangements.

## **PLAY SPACE PROVISION FOR NEW RESIDENTIAL DEVELOPMENT**

### **Outdoor Play Space**

- 4.224.** The Council will maximise opportunities to provide additional forms of sports and recreation facilities. To this end the Council considers it appropriate to use an overall rate of provision at a minimum of 2.43 hectares of outdoor playing space per thousand population. This standard is derived from recommendations made by the National Playing Fields Association (NPFA).
- 4.225.** This standard relates to outdoor playing space only, that is outdoor land set aside for sport and/or play; it does not include amenity areas.
- 4.226.** The Council will ensure that developers make provision, in accordance with the above standard, to accommodate needs generated by new housing development. The existing provision of sports fields is to be kept under review and the Council will seek to redress any shortfall and meet future needs arising from increasing population and demand in the District.
- 4.227.** Arrangements for future maintenance should be agreed between the developer and the Council. Conditions will be imposed on any planning permission and/or a legal agreement will be required before planning permission is granted to ensure the permanent retention of the land for this function. A commuted sum will be required to cover future maintenance costs.
- 4.228.** As well as applying the general NPFA standard, the Council will have regard to the existing sports and playing space provision in the locality. In some housing developments, both sports fields and play areas can be provided since minimum levels can be fulfilled. However, on smaller sites, the amount of land required

will not provide sufficient space for sports fields as well as play areas. In all cases, the type and location of existing facilities must be taken into account when considering the open playing space requirement for new housing development.

- 4.229.** The Council intends to produce Supplementary Planning Guidance on the design, management and maintenance of outdoor playing space.

**GP.86** New housing proposals should include sufficient outdoor play space to meet requirements associated with the development.



In considering applications the Council will seek provision for the needs of occupiers of the dwellings, based ordinarily on a standard of 2.43 hectares outdoor play space per 1000 population, and the provision of and accessibility to existing open space in the locality.

In granting permission the Council will use conditions or planning obligations to regulate the scale, distribution and management of outdoor play space and related facilities and equipment.

- 4.230.** In applying the overall standard referred to, the Council will generally base the playing space requirement for each development on the more detailed guidance given in “The Six Acre (2.43 hectares) Standard - Minimum Standards for Outdoor Playing Space” NPFA 1992 (see Appendices 2 and 3).

- 4.231.** Developers may be required to devote the total playing space requirement to children’s play areas, particularly on smaller developments. This reflects the priority to provide children’s play area provision. A range of types and sizes of play area is required (see Appendix 2) in order to cater for both young children near to home which can be overseen by people in nearby properties and the more boisterous play of older children including ball games, which needs to be located so as not to cause annoyance to nearby residents. Children’s play areas whether formal or informal, must be located close to home, away from passing traffic and accessible to those intended to use them without having to cross busy roads.

- 4.232.** Sports fields, sports facilities and play areas should be designed in accordance with the Council's currently adopted standards. The minimum size for a sports field is 0.9 hectares although, where appropriate, a larger area would be required to justify the provision and effective use of changing facilities. In some situations, playing areas may incorporate existing trees and vegetation, or planting may be carried out to enhance these areas. This must not interfere with the essential function of these areas which is to allow play or sport. Planted "buffer zones" and linear areas that do not lend themselves to informal play do not form part of the requirement but are classed as amenity areas.




- GP.87** Housing schemes designed for family occupation should make suitable provision for equipped play areas for childrens' use, located safely and with due regard for residential amenity.

Sports fields for organised play and games should be not less than 0.9 hectares in area and planned to enable full use to be made of the playing surfaces.

In dealing with applications for residential development the Council will have regard to these considerations and its published standards for the size, layout and equipping of outdoor play spaces.

#### **Funds Provided in Lieu of Providing Outdoor Play Space**

- 4.233.** In most cases the Council will require useable play space to be provided on site. In exceptional circumstances, however, the Council may consider alternative methods of providing for the outdoor playing space requirements.
- 4.234.** Such circumstances include those where the land required for play areas or sports fields may not comply with the accepted minimum standards and the space is not realistically capable of use, or the topography of the site may not lend itself to useable play areas or there may be existing facilities nearby which, if enhanced, could better fulfil the playing space function. If the requirement for play space were to be waived without any compensation, the outcome would be that an unacceptable overall deficit would emerge in playing space provision.

 **GP.88** Where planning agreements or undertakings are sealed in order to secure outdoor play spaces or facilities associated with residential development, but such provision either is not practicable on site or is better made elsewhere, the Council will accept monetary payments in lieu of their provision by parties to the obligation.


The recreational benefits to be obtained or provided by the Council by virtue of the obligation will be directly relevant to the development permitted and the needs of its occupiers, and fairly and reasonably related to its scale and kind.

### Access, Location and Design of Outdoor Playing Space

**4.235.** It is vital that the potential users can easily access playing spaces of all sizes. Accordingly, the Council will require suitable footpaths and cycleways to be provided to facilitate access to and through all new sports fields and play areas. In addition to the sports or play function of new outdoor playing space, such areas will also make a visual contribution to the development and its surroundings, and planted amenity areas around them may enhance this contribution. Playing spaces should therefore be properly integrated with the design of the development and the scale and context of their surroundings.

**4.236.** It is an established aim of the Aylesbury Vale District Leisure Strategy to encourage better management of existing facilities and encourage the juxtaposition of facilities in order to maximise the potential for access and use by the greatest possible proportion of the community.

**POLICY NOT SAVED**  
Landscaping requirements can be implemented through AVDLP policy GP38 which it is saved

 **GP.89** Planning proposals that include outdoor playing areas should incorporate complementary landscaping and provide for the retention of trees and hedges, consistent with the recreational function. In considering such development the Council will protect and improve rights of way through and connected with the open space.

### PROVISION OF INDOOR FACILITIES

**4.237.** New residential development also creates a demand for indoor sports facilities. The Sports Council (“Planning Guidance for Development: A Guide for Negotiation” 1992) advocates that Local Planning Authorities require new housing projects to fund a range of indoor sports facilities commensurate with the size of development.



- 4.238.** The facilities envisaged may include sports halls, swimming pools, tennis courts and golf courses. The type of facilities that should be provided as part of a particular development will be determined by reference to the range and location of existing facilities, the Council's sports development strategy and advice and guidance produced by Sport England.
- 4.239.** In all housing proposals the Council will consider whether there is a need for a development contribution towards indoor sports provision. In terms of which facilities should be provided, consideration will be given to the range and location of existing facilities and to the Council's sports development strategy. Conditions will be imposed on any planning permission and/or a legal agreement will be sought before planning permission is granted, to ensure the appropriate phasing and provision of the appropriate level of indoor sports facilities.




- GP.90** In considering applications for residential development the Council will have regard to the need for the provision of indoor sports facilities arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought in order to secure appropriate indoor recreation amenities, or financial contributions thereto, reasonably related to the scale and kind of housing proposed.

### PROVISION OF AMENITY AREAS

- 4.240.** Amenity areas are not credited against the Council's playing space standard. They are highly valued by residents and visitors. They may include land in private as well as public ownership and generally make a significant contribution to the environment.
- 4.241.** The Council will encourage the provision of new amenity areas in conjunction with new development. It is emphasised that this does not replace the playing space requirement. There are no generally accepted standards for amenity areas, provision being more related to the nature and context of the development, the topographical character of the land and other physical constraints. In particular, potential exists alongside streams and in other areas that may not be developed such as above the routes of underground services. The Council will take positive steps to exploit the amenity potential of such open spaces. Amenity spaces linked to other open land perform important strategic functions in providing 'green corridors' through built-up areas and linking to surrounding countryside.

*In Buckingham the Council has taken positive steps to develop the Buckingham Riverside Walk. The riverside environment has been enhanced and benefits both recreation and nature conservation.*


 **GP.91** The design of new housing and other building proposals should include suitable informal amenity open spaces appropriate to the character of occupation of the development, especially in the case of sites adjoining open water or watercourses, or where protection may be given to or advantage taken of nature conservation interests.

In granting permission for proposals including informal open space the Council will impose conditions, or seek obligations, to secure the provision and management of the amenity.

## ALLOTMENTS

**4.242.** Gardening is one of the most popular forms of outdoor recreation and allotments play an important role in providing a facility for those without or with insufficient gardens. In addition to their functional use, allotments can also be of amenity value and provide a pleasant contrast to the built environment.

**4.243.** The demand for allotments is subject to fluctuation. There is therefore merit in locating new allotments adjacent to other recreational facilities. This allows for effective use and management of the land since any surplus land at a particular time can be incorporated into adjacent recreational open space. Although the location of allotments is related to the distribution of population, this factor is not as critical for this use as it is for other types of open space.

 **GP.92** The Council will protect working allotment gardens from adverse development.

Exceptionally, permission will only be granted for the change of use from allotment purposes in cases:

- a) where there is no demonstrable allotment demand; and
- b) where suitable alternative provision can be made; and
- c) where the allotment facility would be enhanced through the development.

## COMMUNITY FACILITIES AND SERVICES

**4.244.** Community facilities and services include public halls, schools, places of worship, libraries, museums, crèches, day centres and doctors surgeries. They make a vital contribution to the social and economic life of the community, particularly in rural areas, and are especially important for elderly and disabled people and

for those who do not have easy access to private or public transport. Shops, post offices and public houses can also support a valuable community function that should not be ignored (see also policy GP32).

**4.245.** As such the Council will refuse proposals that would result in the erosion of community facilities and services, unless it can be clearly demonstrated that there is no long-term requirement for their retention. In the case of a commercial venture, the applicant will need to satisfy the Council that the existing use is no longer commercially viable and, where a business is continuing to trade, that a genuine attempt has been made to market the enterprise as a going concern.

**4.246.** Similarly, new development creates an additional need for community facilities of a type that may be determined by reference to existing facilities in the locality and the type of development proposed.

**GP.93** The Council will resist proposals for the change of use of community buildings and facilities for which there is a demonstrable local need.



In considering applications for alternative development or uses the Council will have regard to the viability of the existing use, the presence of alternative local facilities and the community benefits of the proposed use. Where permission includes building conversions, conditions will be imposed so as not to exclude later resumption of a community use.

**GP.94** In considering applications for residential development the Council will have regard to the need for the provision of community facilities arising from the proposal. Conditions will be imposed on permissions, or planning obligations sought in order to secure appropriate community facilities, or financial contributions thereto, reasonably related to the scale and kind of housing proposed.





## OTHER MATTERS

### UNNEIGHBOURLY USES

**4.247.** One of the main objectives of this Plan is to ensure the efficient use of land whilst minimising conflict between adjoining land uses. Certain existing uses are poorly located or have a detrimental effect on neighbouring land uses and the environment generally. Whilst under ideal conditions the

Council would wish to take positive action to relocate unneighbourly uses, the economic climate will determine whether such action can be taken. Nevertheless, the Council will seek to ensure such effects do not worsen and that new development does not cause similar problems. In appropriate cases, the Council will encourage the relocation of existing unneighbourly uses to more suitable sites and will permit the redevelopment of the site for some other suitable use appropriate to the character of the area. For the purposes of this Plan, unneighbourly uses are those that have a detrimental impact on neighbouring land uses, arising from factors such as noise, vibration, dust, fumes, smell or excessive traffic generation or other adverse effects on health, safety or amenity.

**GP.95**  In dealing with all planning proposals the Council will have regard to the protection of the amenities of existing occupiers. Development that exacerbates any adverse effects of existing uses will not be permitted.

**GP.96**  Development proposals that reduce or eliminate the adverse impacts of an unneighbourly use on the amenities of the users of nearby properties will be permitted subject to other policies of this Plan. Such proposals may include mitigation works, relocation of the user or redevelopment of the site. Where a relocation is proposed, the Council will ensure that the proposal would not result in adverse impacts on a new set of neighbouring uses.

**POLICY NOT SAVED**  
Policy is considered unnecessary as control can be exercised if necessary through other policies

**4.248.** Some uses of land that are unneighbourly are nevertheless necessary and provision may need to be made for them, for example sewage treatment works, certain industrial processes and some agricultural uses. It is desirable to ensure that such uses are located on sites where their effects are minimised. Proposals for such uses will be considered on their merits and in the light of their likely impact on the surrounding area.

**NOISE-SENSITIVE USES**

**4.249.** Noise can be as harmful to the quality of the environment as other more tangible forms of pollution, and positive steps can be taken to reduce the risk of noise intrusion in existing developed areas and ensure that new development will not be seriously affected by an existing noise source. The most common local sources are traffic and industrial premises. A number of methods can be employed to reduce their effects. The Council will seek to ensure that appropriate measures are taken to minimise noise or to require sound insulation of buildings so that noise levels are acceptable.

*PPG24: Planning & Noise provides detailed guidance on the subject of noise impact on various use types.*

**GP.97** Proposals for uses or operations that generate high levels of noise should be located away from noise-sensitive uses such as houses, hospitals and schools and valued amenity areas.



In dealing with applications for development that involves noisy activities, the Council will seek the avoidance of any disturbing effect on amenities and environmental qualities. Where permission is granted, conditions will be imposed, or planning obligations sought, to regulate the noise characteristics of the proposal.

**POLICY NOT SAVED GP.97**  
Sufficient guidance is provided by PPG24 (paras 2,10).

**GP.98** Proposals for noise-sensitive development, such as houses, hospitals and schools, should be located away from uses and operations likely to generate noise that could prove disturbing for their occupation or operation.



In dealing with applications for noise-sensitive proposals the Council will have regard to the impact of noise from other sources. Where permission is granted the Council will impose conditions, or seek planning obligations, to mitigate or attenuate the effect of noise.

**POLICY NOT SAVED GP.98**  
Sufficient guidance is provided by PPG24 (paras 12,17) and SEP Policy NRM8

## OVERHEAD ELECTRICITY LINES

### In the Countryside

**4.250.** Proposals for the erection of overhead electricity lines are considered under the Electricity Act 1989. Under this Act, electricity utility companies must apply for consent to the relevant Secretary of State and serve notice to the Local Planning Authority, who may make representations regarding the proposal. While the Council does not make the decisions on such proposals, it does have the opportunity to inform their consideration. It is proper therefore to state here the Council's policy on overhead lines.

Some overhead lines benefit from permitted development rights, meaning that, in those instances, consultation with the Council is not required.


Overhead electricity lines, particularly the pylon supports can be visually intrusive and harmful to amenity. The Council will therefore seek to encourage electricity companies to adopt routes where the lines can be more easily assimilated into the rural landscape.

### In Towns and Villages and Affecting New Development

- 4.251.** Electricity transmission lines and their pylon supports are visually intrusive, the lines are often noisy and the electro-magnetic fields that surround them can cause radio interference. There is public concern about having to live, or play beneath them and about their implications on property values.

### New Development in Proximity to Existing Overhead Lines


- 4.252.** For amenity reasons, the Council regards areas that lie below and alongside overhead electricity transmission lines as unsuitable for residential accommodation and uses which involve an element of outdoor activity where amenity could be affected, such as community buildings, including their grounds, and formal play areas. Such areas may be exploited as informal amenity areas of the type allowed for by policy GP.91 but should not be used to fulfil any part of the formal open space or sports requirement of policies GP.86-87.
- 4.253.** Forms of land use where there would not be an impact upon residential or recreational amenity can be acceptable below overhead lines. These would include, but are not restricted to, employment, utilities, infrastructure, recreation of a wholly indoor nature and car parking, provided requisite safety clearances are met. In such circumstances the height of any buildings or structures will be subject to limitations.
- 4.254.** The Council will only apply the requirement for these amenity zones to overhead electricity lines that carry voltages of 132 kV or more.

**GP.99**  New residential development, formal open space and public buildings such as schools that are occupied for a substantial part of the day should not be located beneath overhead electricity conductors carrying voltages of 132kv or more.

In considering applications for development close to power lines the Council will have regard to any adverse effect on amenity caused by the cables and pylons. Where permission is granted, conditions will be imposed, or planning obligations sought, to regulate the proximity of buildings to the conductors, the height of any new structures, and the use of land below the overhead lines.

## TELECOMMUNICATIONS

- 4.255.** The Government encourages the growth of telecommunications in order to improve business and domestic communications, which it regards as essential to the functioning of a modern economy. It nevertheless recognises the need to preserve the national heritage and does not wish to see the appearance or character of buildings, towns, villages and countryside suffer damage as a consequence of such development.
- 4.256.** Some small-scale telecommunications development is permitted under the General Permitted Development Order. However, large structures or groups of smaller structures may require permission.
- 4.257.** The Independent Expert Group on Mobile Phones was set up in 1999 at the request of the Government and in response to public concern over possible health effects associated with the use of mobile phones and with base stations. The Group published their findings (The Stewart Report) on 11th May 2000. In its response, the Government noted that it was minded to require all new masts to be subject to applications for full planning permission. It would consult widely on this subject as part of a review of PPG8, Telecommunications.
- 4.258.** It is not for Local Planning Authorities to seek to replicate through the planning system controls under the health and safety regime, which are the responsibility of the Health and Safety Executive. However, health considerations and public concern can in principle be material considerations in determining applications for planning permission and prior approval. The Government considers that if a proposed development meets the International Commission for Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure, as recommended by the Stewart Report on a precautionary basis, it should not be necessary for a planning authority to consider the health effects further. All new base stations should meet these guidelines, in particular those at or close to sensitive sites (e.g. schools).
- 4.259.** All applications for planning permission or prior approval should be accompanied by details of maximum emissions from the proposed transmitter at (i) any publicly accessible point (ii) directly in front of the antennae (iii) at ground floor level in the beam of maximum intensity. Details of the location used for each calculation should be specified.

 **GP.100** Proposals for telecommunication development should avoid visual intrusion. High masts and large telecommunication structures will not be permitted within the Green Belt, designated Areas of Outstanding Natural Beauty and Conservation Areas unless there are no alternatives, including the shared use of existing equipment, that would enable the reasonable coverage of the area concerned.

In considering applications the Council will seek to avoid adverse effects of equipment on the visual characteristics of the surroundings and the availability of less intrusive options, together with any technical considerations and limitations.


Proposals should, where necessary, be supported by an appropriate landscaping scheme. Where permission is granted conditions will be imposed, or planning obligations sought, to ensure the removal of equipment when it is no longer required.

**HAZARDOUS INSTALLATIONS**

**4.260.** The District contains a number of installations handling notifiable substances, including high-pressure natural gas transmission pipelines. Whilst there are stringent controls under existing health and safety legislation, it is necessary to control the kinds of development permitted in the vicinity of these installations. The Council has been advised by the Health and Safety Executive of consultation distances for each of these installations.

**4.261.** There are also long-distance oil pipelines that cross the District and other installations that may be hazardous. It is necessary to control development in the vicinity of installations such as these, which are not covered by the Health and Safety Executive, and to liaise with the relevant operators when determining planning applications in respect of such development.

**POLICY NOT SAVED**  
Policy is considered unnecessary as control can be exercised if necessary through other policies

 **GP.101** The Council will refuse planning permission for proposals for installations where hazardous substances or activities may be involved where they will be in close proximity to housing or places of work and in any other situation where the safety of the public or environment will be put at risk. When considering proposals for development in the vicinity of installations involving hazardous substances or activities the Council will take account of consultation with the relevant operators.




## CONTAMINATED SITES

- 4.262.** Particular care is needed before land subject to potentially hazardous contamination by a previous use, or neighbouring land to which such contamination may have or may yet spread, is developed or re-used.
- 4.263.** Government advice identifies that the following land uses are some of those that, because of their nature, may have led to the contamination of the site they occupied:
- asbestos works; chemical works; docks and railway land, especially large sidings and depots; gasworks, other coal carbonation plants and ancillary by-product works; metal mines, smelters, foundries, iron and steel works and metal finishing plants; munitions production and testing sites; oil refineries, petroleum storage and distribution; paper and printing works; heavy engineering installations, e.g. shipbuilding and shipbreaking; radioactive processing installations; scrap works; sewage works and sewage farms; tanneries; and industries making or using wood preservatives.

This list is not exhaustive; other types of use may also lead to contamination of land.

- 4.264.** From 1st April 2000 a new regime for the identification, investigation and remediation of contaminated land was introduced in Part IIA of the Environmental Protection Act 1990 under section 57 of the Environment Act 1995. The Local Authority is the lead regulator for this legislation, however in specific cases this role will fall to the Environment Agency.

**GP.102**  Proposals for the development of land affected by contamination should avoid risks to public health and environmental amenities.

The Council will require applications to be supported by information about the nature and extent of previous contamination, and measures for its remediation. In granting permission on contaminated land, the Council will impose conditions, or seek planning obligations, to secure remedial action and ensure safe occupation of the site and nearby land, and to provide notice of the presence of unsuspected pollutants discovered during development.

**POLICY NOT SAVED GP.102**  
Sufficient guidance is provided by PPS23 (paras 23-25)



**AYLESBURY**

**5**



# 5 AYLESBURY

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## INTRODUCTION

- 5.1.** Aylesbury is the county town of Buckinghamshire and the administrative centre of both the County and District Councils. Over the last forty years it has grown into a thriving commercial town combining traditional character with modern development and progressive economic aspirations.
- 5.2.** In 1997 the town had a population of approximately 58,000 and provided employment for about 32,000 people. That represented well over 40% of the population of the District and over 50% of all jobs in the District.
- 5.3.** This Plan proposes that some 65% of the District's development be concentrated at Aylesbury in accordance with its role as a sub-regional growth centre. Taking into account expected completions and windfall sites, this entails building some 3,800 houses between 2001 and 2011 (see Table 3 on page 17). First priority is given to locating these houses on brownfield sites, which it is estimated can accommodate some 1,100 houses. This leaves some 2,700 houses to be built on new sites. The population of Aylesbury is envisaged to grow to about 75,500 by 2011, representing an increase of 29% on the 1996 population.

## AYLESBURY LAND USE/TRANSPORT STRATEGY

- 5.4.** Concentrating development at Aylesbury offers the best opportunities for reducing reliance on the car and encouraging more sustainable forms of transport. Since 1994, the District and County Councils have jointly worked on preparing a land use/transport strategy (ALUT Strategy) for the town, the purpose of which is to maximise these opportunities and take fullest advantage of them.
- 5.5.** The formulation of the ALUT Strategy has been based on traditional planning principles, including landscape quality, agricultural quality, avoiding settlement coalescence, surface water management, and site specific concerns, and on the

principle of minimising the need to travel and facilitating journeys by means other than the private car. The latter principle is to be achieved by maximising opportunities to encourage the use of public transport and developing a comprehensive pedestrian and cycle network.

- 5.6.** In this context the ALUT Strategy is in accordance with BCC's Integrated Transport Strategy (ITS) in looking to reduce the proportion of residents in the town who travel to work and other destinations by car, and invoke a consequent increase in travel to work by more sustainable means. The ITS targets subscribed to are indicated in paragraph 3.10.
- 5.7.** Key to the implementation of the strategy will be a requirement for development to fund facilities and infrastructure where a need is created by that development. The local highway network is already unacceptably congested at peak times in terms of delay and effect on the environment. Where new development would add to the level of traffic, the District and County Councils will, in accordance with national and regional guidance, refuse permission on the basis that the environmental and operational capacity of the highway network has been reached and further development would exacerbate the current situation. Therefore, to accommodate the level of growth proposed, development will be required to fund facilities and a package of transport (as well as other) proposals which will reduce the level and mitigate the effect of traffic which would otherwise have been created by that development.
- 5.8.** Combining these factors with government advice on the benefits of planning for major mixed-use developments, which tend to reduce travel demand, the ALUT Strategy proposes development at a limited number of locations to the north-west, north and south east of the town. These locations best satisfy normal planning criteria and the more specific but crucial transport objectives.
- 5.9.** The Council proposes that the Land Use/Transport Strategy for Aylesbury be based upon the following principles:
- a) maximising the potential for housing on brownfield sites (those sites within the urban area which have or have had built development on them);
  - b) concentrating development at three major development areas (MDAs), including two mixed-use development areas at Berryfields and Weedon Hill, and an employment area at Aston Clinton Road;

- c) as a first priority, each MDA will be responsible for securing the construction of a Primary Public Transport Corridor to the town centre (along with cycling and walking measures) and equitable contributions made to the construction of town centre measures linking the corridors together;
- d) developing a comprehensive network of pedestrian and cycle links throughout the town, including to the MDAs, and to all the surrounding villages;
- e) minimising the amount of new road building required, that is, comprising (i) that required to directly serve the MDAs and to provide essential linkages between the MDAs and (ii) that required to serve the general needs of the town, such roads being designed to a standard sufficient to meet local needs without attracting long distance through traffic nor generating undue levels of additional trips; and
- f) requiring development to fund new or improved transport infrastructure required in association with that development, with public funding for other elements.

**5.10.** This strategy is divided into its component parts and detailed in later sections of this Chapter.

**5.11.** The primary consideration in locating the MDAs has been where developments of this scale can be accommodated, taking into account all normal constraints and the extent to which they can be served by an enhanced public transport system. The transport advantages of locating the larger MDAs to the north-west, north and south east of the town are reinforced by:

- the MDAs being directly linked to the existing major employment areas of Rabans Lane/Bicester Road, and the town centre;
- locating the main employment allocation at Aston Clinton Road - this provides a balance to the existing employment concentration on Bicester Road;
- maximising the use of Bicester Road, which has the capacity to accommodate public transport priority measures;
- maximising the use of appropriate parts of the Inner Relief Road, which have the capacity to accommodate public transport priority measures; and
- the strategy allowing for, and being able to take advantage of, the possibility of the re-opening of the railway northward for passengers.

- 5.12.** As well as the MDAs, it is important to ensure that all decisions relating to developments at Aylesbury are consistent with and serve to enforce the principles set out in paragraph 5.9.



- AY.1** All traffic-generating proposals will be considered against the principles of the ALUT Strategy as set out in paragraph 5.9. A primary consideration will be the effectiveness of development proposals in minimising the need to travel and facilitating or encouraging journeys by means other than the private car.

## IMPLEMENTATION

- 5.13.** To secure implementation of the ALUT Strategy a framework is proposed defining the nature and scale of developer contributions. The MDAs will generate trips that will use both the new and existing transport infrastructure. Similarly, existing development will generate trips that will use new and existing infrastructure. The location of the MDAs has to a large measure been defined by the ALUT Strategy. Without this strategy, particularly the creation of the Primary Public Transport Corridors, development of the MDAs cannot proceed. In this situation, the Council's approach is to require the MDAs to fund new or improved transport infrastructure identified as essential to them, and not to make a contribution to other town-wide transport infrastructure measures. It is envisaged these town-wide measures will be jointly funded by public sources and contributions from other developments in the town. This is a broad-based approach to the developer funding strategy in which:

- the MDAs fund the whole of the Primary Public Transport Corridor that connects them to the town and each other, and is an essential pre-requisite to their development;
- the MDAs fund the revenue costs during the first three years of public transport bus improvements along the Primary Public Transport Corridors;
- each MDA makes an equitable proportional contribution to the whole of the Primary Public Transport Corridor dependant on the total vehicle trip movements likely to be generated by that development. As a first priority, each MDA will be responsible for securing the construction of a Primary Public Transport Corridor to the town centre (along with identified cycling and walking measures) and equitable contributions made to the construction of town centre measures linking the corridors together; and



- all non-MDA development in the town makes a contribution, to be added to public funding, towards other town-wide elements of the ALUT Strategy, this contribution to be based on the new vehicle trip movements they are likely to generate.

**5.14.** The funding strategy for the various elements of the ALUT Strategy shall be based on the following categories:

Category 1 (wholly MDA funded)

- a) Primary Public Transport Corridors linking Berryfields and Weedon Hill to Aston Clinton Road (via Bicester Road, Buckingham Road, the town centre and along the Tring Road corridor);
- b) revenue costs during the first three years following occupation of the first dwellings/employment unit of public transport bus improvements along the Primary Public Transport Corridors;
- c) cycle and pedestrian connections from each MDA to the existing network and town centre; and
- d) a new road (the Western Link Road) linking Berryfields to Weedon Hill (A41 to A413).

Category 2 (non-MDA developer and public funded)

- a) town-wide transport measures, including:
  - i) public transport improvements to radials other than the Primary Public Transport Corridors;
  - ii) enhancements to town-wide (outside MDAs) walking and cycling strategy; and
  - iii) other traffic management measures associated with developments.

Where necessary the relevant local authorities will use appropriate powers (e.g. Compulsory Purchase Orders) to facilitate the acquisition of land necessary for successful implementation of the ALUT Strategy.

**5.15.** The specific requirements for each MDA to fund and/or contribute to elements of the ALUT Strategy are given later in this Chapter.

**5.16.** In addition to MDA funding, it is acknowledged that all new developments in the town will place demands, by way of potential trip generation, on the local transport network. Because the network is currently at capacity at peak times, these demands, and therefore the development, would normally

*The Buckinghamshire Local Transport Plan (LTP) consists of a set of actions and initiatives that aim to improve the quality of life for Buckinghamshire's residents and visitors by providing wider travel choice, tackling the effects of traffic and maintaining the transport network. The bids for funding support are submitted to the government each year by Buckinghamshire County Council.*

be unacceptable. To accommodate such development, in a way that is acceptable in terms of impact on the network, all new development (except for the very smallest) which would add travel demand onto the network will be required to make a contribution toward the implementation of the ALUT Strategy.

- 5.17.** The ALUT Strategy takes into account the anticipated amount of brownfield development proposed in the Plan and sets out a comprehensive programme of transport measures to accommodate the effects of that development on a town-wide level. It is fully in accordance with government advice on planning obligations (Circular 1/97) to require developers to contribute to infrastructure required as a result of that development. The level of contribution will be based on the number of vehicle trips the development is likely to generate, and on the principle that non-MDA development at Aylesbury will be required to jointly fund town-wide transport proposals as defined in the ALUT Strategy, except those to be 100% MDA funded. The public element of this funding will be secured through the Local Transport Plan.
- 5.18.** The proportion of non-MDA development funding to public funding of the town-wide transport proposals (Category 2) is to be based on the following. The total number of trips generated by the existing population of Aylesbury will continue to grow to 2011 due to natural growth whether additional development takes place or not. The proportion of non-MDA developer funding will be based, therefore, on the increase in trips generated by these developments over that generated by the natural growth in trips of the existing population between 1994 (the base year of the ALUT Strategy model) and 2011.
- 5.19.** Contributions will be related to programmed works along the appropriate radial route serving the development within the town; or to provide essential transport links to other radial routes; or works within and to the town centre. Programmed works refer to those schemes included in the relevant Local Transport Plan.
- 5.20.** Full details of the calculation methodology and means of implementing these requirements will be given in separate Supplementary Planning Guidance.




- AY.2** All non-MDA developments that could be expected to add more than 50 vehicle movements to the network per day will be required to make a financial contribution towards the implementation of the ALUT Strategy. The methodology for calculating this contribution, relevant thresholds and exemptions, and the arrangements for collecting and administering it is published in Supplementary Planning Guidance.

## PHASING

- 5.21.** Investment in the ALUT Strategy must keep pace with the level of development achieved and accord with, in terms of timing and prioritisation, the objectives of the Strategy. Transport model testing has been undertaken to establish the amount of development that, in the absence of the link road but with radial measures in place (including those related to public transport, walking and cycling), would result in the network-wide congestion index exceeding the agreed threshold.
- 5.22.** The principle of the phasing policy will be to ensure that the public transport, walking and cycling elements of the ALUT Strategy related to any development are available before first occupation of part of that development. The Berryfields MDA must fund the Primary Public Transport Corridor improvements along the A41 Bicester Road corridor. The Weedon Hill MDA must fund the Primary Public Transport Corridor along the A413 Buckingham Road corridor. The Aston Clinton Road MDA must contribute financially toward the Primary Public Transport Corridor along the Tring Road corridor. All the MDAs must jointly fund linkages of the Primary Public Transport Corridors around the town centre. The Primary Public Transport Corridor shown on the Proposals Map running along the Western Link Road is not required to be in place in advance of the road. Also required at this stage is the minimum new road construction necessary to give access to the development and accommodate essential public transport linkages. The development threshold at which completion of the link road will be required has been set at when 33% of the MDA development is complete.
- 5.23.** Before development of the Berryfields and Weedon Hill MDAs exceeds either jointly or individually 33% of their cumulative proposed size, the Western Link Road must be constructed and open to traffic.
- 5.24.** Exceptional circumstances may justify a limited departure from the principle that no more than 33% of the MDAs can be built before the Western Link Road is open to traffic. In such

circumstances, a financial contribution will be required to secure the later construction of the section of link road and any appropriate temporary measures. Such arrangements are also likely only to permit development to a higher threshold of the total development of the MDA. The details of any such exception shall be secured through legal agreement.

- 5.25.** Other exceptional circumstances that are beyond the control of developers may apply that prevent the operation of Primary Public Transport Corridor services upon first completion, even though all the physical highway works are in place. In such circumstances it would be inappropriate to delay occupation of the earliest phases of development, provided there was firm evidence that the Primary Public Transport Corridors will commence operation in the near future.

**AY.3**  The Council will require that the off-site public transport, and category 1 walking and cycling elements of the ALUT strategy relating to each MDA development corridor are implemented before occupation of the first dwelling or occupation of the first employment unit, whichever is the sooner. Before development of the Berryfields and Weedon Hill MDAs exceeds either jointly or individually 33% of their cumulative proposed size, the Western Link Road must be constructed and open to traffic. Exceptional circumstances may justify a limited departure from the 33% principle. In such circumstances, a financial contribution will be required to secure the later construction of the section of link road and any appropriate temporary measures. The details of any such exceptions shall be secured through legal agreement. In exceptional circumstances that are beyond the control of the developers and which delay the operation of services along the Primary Public Transport Corridors initial occupations will be acceptable provided it is demonstrated that the Primary Public Transport Corridors will commence operation in the near future.

## HOUSING

- 5.26.** Sufficient land has been identified which, together with that already committed, will meet the housing needs of the town. Table 3 on page 17 shows that land is proposed for 1,100 houses on brownfield sites and 2,700 houses on new sites (MDAs).

### BROWNFIELD / REALLOCATED HOUSING SITES

- 5.27.** In accordance with national and regional policy, the Council is committed to maximising the amount of housing development

on previously developed vacant, derelict or under-used sites, (so-called “brownfield sites”) within Aylesbury. This will reduce the need to develop greenfield sites. A number of significant sites have recently been redeveloped for housing, for example, the former Coca-Cola Schweppes factory on Bierton Road and the former Council offices on Oxford Road.

5.28. There are a number of very significant redevelopment opportunities remaining that the Council wishes to encourage for housing. These include:

- identified sites that are expected to come forward with some housing as part of a mixed-use scheme (Category A - 625 houses); and
- sites not identified in advance that are expected to come forward from a general policy favouring brownfield development (Category B - 475 houses).

5.29. It is important that the development of brownfield sites is accompanied by measures to improve public transport and the network of pedestrian and cycle routes consistent with the transport proposals of the Plan.

Site	
Tring Road (AY.4)	100
Friarage Road (all complete)	25
Stoke Mandeville Hospital (AY.5)	275
Bearbrook House (AY.6)	50
TA Centre (AY.7)	50
Ardenham Lane (AY.8)	50
Park Street (AY.9)	25
Exchange Street (AY. 34)	25
Walton Street (AY. 32)	25
<b>Total</b>	<b>625</b>
General Brownfield Policy (AY.10)	475
<b>Grand Total</b>	<b>1,100</b>


**TABLE 5 - Brownfield Housing at Aylesbury**

### Mixed Use Schemes (Category A)

- 5.30.** There are six brownfield sites where although housing is not appropriate for the entire site, the opportunity exists for some housing within them. These are: Tring Road (former BPCC factory), Stoke Mandeville Hospital, Bearbrook House (following public consultation and the adoption by the Council of a Planning Brief for the site in July 2003 employment is no longer considered appropriate for this site), the TA Centre, Ardenham Lane, and Park Street.

#### *Tring Road (former BPCC factory)*

- 5.31.** This site is occupied by the former BPCC (Hazell's) printing works. It immediately adjoins the Tring Road Tesco food superstore. It is adjacent to the Aylesbury Arm of the Grand Union Canal. To the south it is bounded by existing housing.
- 5.32.** In part the site could accommodate an expansion of the foodstore, in accordance with the Plan's food retail strategy (see Policy AY.27).
- 5.33.** Allowing for the expansion of the foodstore it is estimated that the site could accommodate approximately 100 houses. Should the expansion of the foodstore not occur, the area allocated for that purpose should instead be developed for housing.
- 5.34.** There is the possibility that employment activity will continue in the industrial unit on the east of the site (this is in separate ownership). If this is the case the Council will need to be satisfied that a satisfactory residential environment can be achieved.


**AY.4**  The Council proposes that land at the former BPCC factory, Tring Road, Aylesbury (as defined on the Proposals Map) be developed for housing and a food retail extension to the existing food superstore subject to:

- a) the development being in accordance with a comprehensive plan to be prepared for the whole of the site (to include the housing site and the site for the expanded foodstore);
- b) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
- c) satisfactory vehicular access;
- d) enhancement of the setting and environment of the canal to provide for direct pedestrian/cycle links from the site and enhance the setting and environment of the towpath and canal;

- e) protecting the amenity of the residents of the new housing from the foodstore to the east and the industrial area to the north of the canal and, if retained, the employment activity to the east;
- f) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";
- g) protecting the amenity of residents of existing adjoining houses; and
- h) provision of public open space and associated equipment at the equivalent of 2.43 hectares per thousand people.

#### *Stoke Mandeville Hospital*

- 5.35.** Stoke Mandeville Hospital NHS Trust is redeveloping the hospital to improve patient facilities. Part of the hospital site will be available for redevelopment as a result. This will involve land controlled by the National Health Service Executive and currently leased to the Trust.
- 5.36.** Because of its proximity to adjacent housing areas and its immediate access to public transport, the site is considered appropriate for housing and local neighbourhood shopping, including a community hall at a scale appropriate to the overall number of dwellings. The requirement to safeguard existing trees within the site will be based upon an agreed or joint tree survey.
- 5.37.** The Council supports the creation of a new railway halt to serve the Hospital, the Guttman Sports Centre and surrounding housing. A site is reserved adjacent to the existing pedestrian underpass for a railway halt (See Policy AY.18).
- 5.38.** The site at Stoke Mandeville Hospital could accommodate approximately 275 houses and a neighbourhood retail store. There are a number of existing houses and flats on the site which accommodate hospital staff (approximately 80 units). It is expected that these will be replaced within that part of the site that is retained as a hospital. If they are not, the net gain of houses from the identified site will be reduced.

-  **AY.5** The Council proposes that land at Stoke Mandeville Hospital, Aylesbury (as defined on the Proposals Map) be developed for community uses and housing subject to:
- a) the development being in accordance with a comprehensive plan to be prepared for the whole of the existing hospital site (to include the housing site, the neighbourhood centre site and the site for the new hospital development);
  - b) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
  - c) provision of segregated pedestrian and cycle links within the site and to the existing and planned local network including the Stoke Mandeville Hospital to Aylesbury route, the underpass to Elm Farm Park and onto Lower Road/Mandeville Road;
  - d) satisfactory vehicular accesses;
  - e) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP.2. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";
  - f) protecting the amenity of residents of adjoining houses;
  - g) protecting the amenity of the residents of the new housing from the new hospital buildings to be constructed to the south;
  - h) retaining existing suitable trees within the site;
  - i) provision of public open space at the equivalent of 2.43 hectares per thousand people; and
  - j) provision of appropriate community facilities, including providing for local neighbourhood shopping (up to 1,000 sq m of net retail floorspace).

#### *Bearbrook House, Oxford Road*

- 5.39.** The site is made up of the former District Council's offices and a factory to the rear (both now demolished). Comprehensive development of the whole site could include an element of housing probably on the frontage of Oxford Road.




**5.40.** In terms of vehicular access to Oxford Road this site should be considered together with the TA Centre (see over) in order that the means of access to the two sites can be rationalised. As part of the redevelopment of the sites, the number of access points from Oxford Road should be reduced to two. Emergency access from Gatehouse Close and to Oxford Road will be required. A Traffic Impact Assessment will be required in order to establish the form of the junction.

**5.41.** It is estimated that the site could accommodate approximately 50 houses.

**AY.6**


The Council proposes the development of Bearbrook House and surrounding land at Oxford Road, Aylesbury (as defined on the Proposals Map) for housing and employment subject to the following:

- 
- a) the development being in accordance with a comprehensive plan to be prepared for the whole of the site;
  - b) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
  - c) improvements to the existing cycle and pedestrian network beyond the site including the provision of new or enhancement of existing crossing facilities across the Oxford Road;
  - d) vehicular access being from Oxford Road serving this site and the TA Centre site to allow rationalisation of existing access points;
  - e) providing for a mix of housing types and sizes and providing for a minimum of 15% (or other appropriate figure determined by a housing needs survey) as affordable housing including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP.2. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";
  - f) protecting the amenity of residents of existing adjoining houses;
  - g) retaining trees on the Oxford Road frontage and utilising the stream as a feature;

- h) provision of public open space at the equivalent of 2.43 hectares per thousand people; and
- i) an appropriate archaeological evaluation shall be made of the entire site prior to the submission of any proposals which should secure mitigation of the impact of development on archaeological remains.

#### *Territorial Army Centre, Oxford Road*

- 5.42.** The Territorial Army (TA) occupies and owns a large site off Oxford Road. The TA site is also used by cadet units and the Army Careers Office. An adjacent site owned by the TA is occupied by the Red Cross. Development of this site for housing would consolidate an existing residential area.
- 5.43.** The TA may rationalise its Aylesbury site as a result of the defence review to be completed in 1998. The Red Cross is considering options for improving their accommodation at Aylesbury. The entire site has a capacity of approximately 50 houses.
- 5.44.** Access to the site should be provided from Oxford Road (see AY.6 above). A Traffic Impact Assessment will be required to establish the form of the junction.

- AY.7**  The Council proposes that land at the Territorial Army Centre on Oxford Road, Aylesbury (as defined on the Proposals Map) be developed for housing subject to the following:
- a) the development should be in accordance with a comprehensive plan to be prepared for the site;
  - b) an equitable contribution to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
  - c) vehicular access from Oxford Road serving this site and the Bearbrook House site to allow rationalisation of existing points of access;
  - d) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- e) protecting the amenity of residents of existing adjoining houses;
- f) provision of public open space and associated equipment at the equivalent of 2.43 hectares per thousand people; and
- g) an appropriate archaeological evaluation shall be made of the entire site prior to the submission of any proposals which should secure mitigation of the impact of development on archaeological remains.

### *Ardenham Lane*

**5.45.** The site includes Ardenham House previously occupied by the Health Authority, allotments which are not fully utilised, an unused car park and a number of offices on Oxford Road some of which are substantially vacant. It is in a variety of ownerships. It is estimated that the site could accommodate approximately 50 houses even though the main area with potential on the site, Ardenham House, has been granted planning permission for sheltered accommodation. There may be some opportunity for housing development on the unused car park or with the consolidation of the allotments (if alternative provision can be provided elsewhere). There may be additional scope for conversion of offices on the Oxford Road frontage (one of these has been granted planning permission for conversion to flats).

### **AY.8**

The Council proposes the development of land and/or the conversion of existing offices at Ardenham Lane, Aylesbury (as defined on the Proposals Map) for housing subject to:

- a) the development being in accordance with a comprehensive plan to be prepared for the whole of the site or, where part is the subject of development, a plan which shall describe the proposals in the context of, and relate them to, other uses of the remainder of the site;
- b) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
- c) vehicular access from Ardenham Lane;
- d) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- e) protecting the amenity of residents of existing adjoining houses;
- f) provision of public open space at the equivalent of 2.43 hectares per thousand people;
- g) retention of trees on the site;
- h) the retention and appropriate re-use of the listed building Ardenham House;
- i) an appropriate archaeological evaluation shall be made of the entire site prior to the submission of any proposals which should secure mitigation of the impact of development on archaeological remains;
- j) provide for the retention and upgrading to cycleway of the pedestrian route from the end of Mount Pleasant to Whitehill Surgery; and
- k) development of the site should retain a minimum of 50% of the existing allotments and secure the enhancement of that remaining allotment land.

#### *Car Showroom, Park Street*

- 5.46.** This site includes a car showroom, garage and various open uses to the north. The site was included in the Aylesbury Local Plan as a housing allocation, although land availability assessments have acknowledged that it would not come forward until after 2001. It is estimated that the site could accommodate approximately 25 houses together with business/office uses.

**POLICY NOT SAVED**  
Site partially developed; any proposals for remainder of the site can be controlled through other policies of the plan



#### **AY.9**

The Council proposes the redevelopment of the site at Park Street, Aylesbury (as defined on the Proposals Map) for residential and business/office use subject to:

- a) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;
- b) vehicular access from Park Street;
- c) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP.2 above. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- d) protecting the amenity of residents of existing adjoining houses and the residents of new houses from adjacent roads and commercial uses;
- e) provision of public open space at the equivalent of 2.4 hectares per thousand people; and
- f) the development shall be in accordance with a comprehensive plan to be prepared for the site.

### General Brownfield Policy (Category B)

**5.47.** The Council considers that there are a number of sites within Aylesbury which offer potential for housing development but are not capable of specific identification in advance because of uncertainties over ownership and/or redevelopment capability. These include outworn employment sites and vacant and under-used areas of land consistent with national and regional policy. It is important to maximise the housing potential of such sites, so minimising the need to develop greenfield sites.

**5.48.** In encouraging such redevelopment for housing it is also important not to lose viable employment sites which would undermine the objective of matching housing growth with job growth at Aylesbury. It is only those outworn sites not readily capable of re-use for employment, and/or sites that cause unacceptable impact on adjacent residential areas that are potentially suitable. Other areas of land may perform an important open space function and should not be developed for that reason.

**5.49.** It will be important to ensure that a satisfactory environment can be achieved for the residents of the new houses on these sites. This will be a particular issue with sites that border or contain non-residential uses. Development of brownfield sites should contribute to the achievement of improved public transport and facilities for walking and cycling at Aylesbury.

**AY.10** Within the built-up area of Aylesbury consent for the redevelopment for housing of vacant, derelict or under-used land will be subject to:



- a) avoiding the loss of valuable open space;
- b) avoiding the loss of viable employment sites;
- c) an equitable contribution being made to the category 2 transport infrastructure improvements to public transport and facilities for walking and cycling;

**POLICY NOT SAVED AY.10**  
 Duplicates other policies of the plan ( GP17, GP35, GP86) and national/regional guidance

- d) achievement of a satisfactory residential environment;
- e) compliance with other policies of the plan; and
- f) provision of public open space at the equivalent of 2.4 hectares per thousand people.


**5.50.** It is estimated that some 475 houses will be brought forward through the application of this policy.

#### Reallocated Sites

**5.51.** The Council proposes to modify the allocation made in the 1991 Aylesbury Local Plan on land east of Oakfield Road, known as Circus Fields, from development for general industrial and/or business use, to a mixed-use development based around a new canal-basin and associated uses, and which may include residential, leisure and/or commercial uses.

**5.52.** The provision of a new canal basin on the Aylesbury Arm of the Grand Union Canal is an essential element of the regeneration proposals for Aylesbury Town Centre set out in policy AY.34. The former Circus Fields employment allocation provides the best available site as it is adjacent to the Canal and has good road and footpath connections to the town centre and to destinations outside the town, but does not visually intrude into the countryside.

**5.53.** Surrounding fields and the Canal support some protected animal and plant species, and a full ecological survey will be required to determine necessary on- and off-site mitigation. The Council aspires to the provision of a country park around Aylesbury and it is important, therefore, that pedestrian and cycle linkages are made into the countryside making use of the towpath, canal bridges and rights of way network.

 **AY.11** The Council proposes the development of 2.98 hectares of land at Circus Fields, Aylesbury (as shown on the Proposals Map) for mixed-use development including a canal-basin with associated uses. A comprehensive plan should be prepared for the site which takes account of an ecological assessment and includes appropriate ecological mitigation measures.

## MAJOR DEVELOPMENT AREAS

### INTRODUCTION

- 5.54.** The proposals for the MDAs at the mixed development sites at Berryfields and Weedon Hill, and the employment park at Aston Clinton Road provide the opportunity for creating a sustainable and attractive form of development for Aylesbury. The scale of these developments at such concentrated locations is unprecedented for the town. Each MDA will involve creating substantial new satellite communities in greenfields on the edge of, but linked to, Aylesbury. When complete, the largest of these, at Berryfields, involves creating a community three-quarters the size of Buckingham.
- 5.55.** This scale of development provides important opportunities that can be exploited to benefit the whole town. The Council is keen to explore and apply with developers best practice in planning for attractive, safe, sustainable communities.
- 5.56.** A primary objective will be to create new vibrant communities (what are commonly known as ‘urban villages’) on the edge of, but with strong links to, the existing built-up area of Aylesbury. Each community should clearly be a different place with its own identity.
- 5.57.** The MDAs should create a human-scale environment, with a rich and varying townscape complemented by a sensitive, imaginative relationship with the surrounding countryside, and a design that incorporates elements of the countryside and historic landscape within and through each development area. Within each MDA there should be a strong sense of differing but related neighbourhoods that offer security, and close and easy access on foot to shops, schools, jobs, open spaces and leisure facilities.
- 5.58.** The important and wide ranging implications of developing these sites will require comprehensive consideration of each site as a whole.
- 5.59.** A standard blueprint is not proposed for the MDAs. The Council will work with the developers involved to jointly prepare planning briefs for each MDA. These planning briefs will develop the principles and details highlighted above. Each will be separately consulted upon and the approved briefs will be adopted as Supplementary Planning Guidance.



**AY.12** Planning briefs are to be prepared for each of the MDAs. These will be the subject of public consultation and adopted by the Council as Supplementary Planning Guidance. Applications for planning permission for the development of all or part of any MDA will be determined having regard to the provisions of relevant policies in this plan and adopted Supplementary Planning Guidance. Adherence to their principles shall be secured by means of planning conditions and/or planning obligation agreements made pursuant to section 106 of the Town and Country Planning Act, 1990.

- 5.60.** The earliest sections of this chapter, detailing the ALUT Strategy, highlight the need for development funding for key parts of the transport proposals. Additionally, all surface and foul water drainage elements, all services, and necessary community facilities such as schools, sports fields, play areas, other leisure facilities and landscaped amenity space will have to be provided by the development. In seeking these services and facilities, the Council will apply the appropriate standards.
- 5.61.** The local education authority calculates that three new combined schools will be required to meet the needs generated by the new development. Two will be required at Berryfields and one at Weedon Hill.
- 5.62.** The education authority has also calculated that the scale of new development proposed at Aylesbury will be sufficient to generate the equivalent of half of one new 1,500 place secondary school. As insufficient capacity is available to expand existing facilities, a new secondary school is proposed at Berryfields (the largest of the MDAs). The education authority have indicated the need to re-organise secondary school provision in the northern part of the town, re-locating the existing Quarrendon School to the new site at Berryfields. This will result in a full-sized 1,500 place secondary school being built at Berryfields.
- 5.63.** On the basis that future playing field provision in the MDAs and those associated with the schools could be shared facilities, the education authority advises that a 6.5ha site would be required to accommodate a secondary school and 1.65ha would be required for a combined school.
- 5.64.** The amount of housing on the Berryfields and, to a slightly lesser degree Weedon Hill, sites will generate a requirement to provide indoor sports facilities (see GP.90). Indoor sports facilities, to a standard and design to be agreed with the Council, should be provided by way of an enhanced community facility. This should include a multi-sports/community uses hall,




changing rooms and an outdoors multi-purpose area immediately adjacent the hall.

- 5.65.** The MDAs are required to fund the whole of the transport infrastructure costs identified as category 1 works (see paragraphs 5.13-5.14). Each MDA will be required to make an equitable and proportional contribution to this total cost based on the total trip movements likely to be generated by that development (the secondary school at Berryfields will be excluded from this calculation).

### BERRYFIELDS

- 5.66.** The Berryfields site, which comprises almost 200 hectares, is proposed for a mixed development comprising housing, employment, and a full range of community facilities. The development has the potential to accommodate 3,000 houses on some 85 hectares of land. Of this 3,000, no more than 1,850 are to be built within the Plan period and the remainder proposed after 2011. There is potential, therefore for this site to meet future County Structure Plan requirements with the likelihood of further growth being promoted at Aylesbury beyond 2011.
- 5.67.** The local education authority requires the provision of a secondary school within the Berryfields MDA. This requirement is explained in more detail in paragraphs 5.62-5.63.

- AY.13** Proposals for development at Berryfields (as defined on the Proposals Map) will only be permitted where that development comprises a comprehensive scheme for the site in accordance with AY.12. No development shall extend beyond the MDA boundary. The Council proposes that development of the site shall include:

- 
- a) provision of a single carriageway distributor road (the Western Link Road) from a junction on the A41 Bicester Road near the Berryfields junction (that also provides access to land on the southern side of the A41) to the eastern edge of the development site and with further junctions on the distributor road providing access into the development area north of Bicester Road;
  - b) provision of an additional junction onto the A41 Bicester Road, near the existing Berryfields Farm access, serving land on both sides of the A41;
  - c) a 100% contribution to the A41 Bicester Road Primary Public Transport Corridor and a proportional contribution to Primary Public Transport Corridor linkages around the town centre (as described in paragraphs 5.13-5.17, 5.22-5.23

- and proposal AY.3) and the revenue costs, during the first three years after occupation of the first dwelling, of public transport bus improvements along that corridor, and a proportional contribution towards the provision of the category 1 funded sections of the Western Link Road between the Berryfields and Weedon Hill MDA boundaries;
- d) the establishment and safeguarding of a suitable network of segregated cycleways, footpaths and bridleways within the site and alongside the River Thames, with crossing(s) of the river, the Western Link Road and A41 and with connections to the existing network and town centre;
  - a) provision of land (not more than 85ha) for 3,000 new houses, of which not more than 1,850 houses shall be built in the period to 2011;
  - f) provision of land (approximately 10ha) for employment purposes;
  - g) provision of land, buildings and car parking sufficient for two separate combined schools, (with associated playing field), the size to be determined by generated pupil numbers;
  - h) provision of land for a new 1,500 place secondary school, inclusive of associated playing field, and a proportional contribution based on generated pupil numbers for the buildings and ancillary facilities;
  - i) provision of land, buildings and car parking sufficient for a neighbourhood centre including community hall, indoor sports facilities, local shops including 1,400 sq m net food retail floorspace, and other community facilities;
  - j) provision of land (1.7ha) for a Park-and-Ride facility adjacent to the railway line and the A41 Bicester Road (land is additionally reserved for a rail halt - see AY.18);
  - k) provision of land in accordance with NPFA standards for the laying out of and the maintenance of sports pitches and associated changing rooms;
  - l) provision of land in accordance with NPFA standards for children's play areas and the provision of equipment, including their maintenance;
  - m) the provision and safeguarding of land within and around the periphery of the developed area of the site (all within the extent of the MDA boundary) for open amenity land;
  - n) the safeguarding, as far as possible, of important natural features such as trees, hedges and streams, particularly those that could form the basis of strong axis links through the site;

- o) the provision of all necessary supporting infrastructure; any surface water balancing shall be fully integrated into the landscaping scheme;
- p) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2 above and also the local need for low cost housing. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";
- q) an appropriate archaeological evaluation shall be made of the site as part of the preparation of the planning brief in order to assess potential archaeological importance or features. The development shall take account of this evaluation; and
- r) the development shall take account of the importance of the scheduled ancient monument at Quarrendon, and the protection of its setting.

- 5.68.** The Council wishes to encourage the reopening of the railway line to passenger traffic to meet as varied travel needs as possible. Therefore, any development of this site should not prejudice this possibility and not miss opportunities for operating an enhanced service along the line, in particular serving the site. The 1.7ha site safeguarded at Berryfields for a Park-and-Ride facility should be located to enable it to serve both bus and rail services from any future rail halt.

### WEEDON HILL

- 5.69.** The Weedon Hill site extends to about 50 hectares. It is proposed for a mixed development comprising 850 houses and a full range of community facilities.

**AY.14** Proposals for the development at Weedon Hill (as defined on the Proposals Map) will only be permitted where it comprises a comprehensive scheme for the site in accordance with AY.12. No development should extend beyond the MDA boundary. The Council proposes that the development of the site shall include:

- a) provision of a section of single carriageway distributor road from a new junction on the A413, to the northern edge of the development site and a junction on the link road providing access into the site;




- b) provision of a new junction connection to the site from the A413 Buckingham Road at the Watermead roundabout and the signalisation of the whole of that junction;
- c) a 100% contribution to the A413 Buckingham Road Primary Public Transport Corridor and a proportional contribution to Primary Public Transport Corridor linkages around the town centre (as described in paragraphs 5.13-5.17, 5.22-5.23 and proposal AY.3) and the revenue costs, during the first three years after occupation of the first dwelling, of public transport bus improvements along that corridor, and a proportional contribution towards the provision of the category 1 funded sections of the Western Link Road between the Berryfields and Weedon Hill MDA boundaries;
- d) the establishment and safeguarding of a suitable network of segregated cycleways, footpaths and bridleways within the site and alongside the River Thames, with crossing(s) of the river, the A413 and with connections to the existing network and town centre;
- e) a proportional contribution based on generated pupil numbers toward providing a new secondary school at Berryfields;
- f) provision of land (not more than 22ha) for housing development;
- g) provision of land, buildings and ancillary facilities sufficient for a combined school, (with associated playing field), the size to be determined by generated pupil numbers;
- h) provision of land, buildings and car parking sufficient for a neighbourhood centre including community hall, indoor sports facilities, local shops, and other community facilities;
- i) provision of land (1.7ha) for a Park-and-Ride facility adjacent the A413/Western Link Road junction;
- j) provision of land for the laying out of and the maintenance of sports pitches and associated changing rooms upon that land;
- k) provision of land in accordance with NPFA standards for children's play areas and the provision of equipment, including their maintenance;
- l) the provision and safeguarding of land within and around the periphery of the developed area of the site (all within the extent of the MDA boundary) for open amenity land;
- m) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed

development, taking into account the considerations set out in GP.2 and also the local need for low cost housing. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- n) the safeguarding, as far as possible, of important natural features such as trees, hedges and streams, particularly those that could form the basis of strong axis links through the site;
- o) the provision of all necessary infrastructure; any surface water balancing shall be fully integrated into the landscaping scheme;
- p) an appropriate archaeological evaluation shall be made of the site as part of the preparation of the planning brief in order to assess potential archaeological importance or features. The development shall take account of this evaluation; and
- q) the development shall take account of the importance of the scheduled ancient monument at Quarrendon, and the protection of its setting.

### ASTON CLINTON ROAD

- 5.70.** The Aston Clinton Road site, which comprises 26 hectares, is proposed for a business park set in amenity parkland and a Park-and-Ride site.

**AY.15**  Proposals for development at Aston Clinton Road (as defined on the Proposals Map) will only be permitted where it conforms with a comprehensive scheme for the site as required in AY.12. No development should extend beyond the MDA boundary. The Council proposes that the development of the site shall include:

- a) any development being against the background of a comprehensive plan for the whole of the site;
- b) a proportional contribution (see paragraphs 5.13-5.17, 5.22-5.23 and proposal AY.3) towards the Tring Road Primary Public Transport Corridor and the revenue costs, during the first three years after occupation of the first employment user, of public transport bus improvements along those corridors;
- c) the establishment and safeguarding of a suitable network of segregated cycleways, footpaths and bridleways within the site and with crossings of the A41 Aston Clinton Road and Broughton Lane to the existing and proposed network and town centre;
- d) provision of land, buildings and car parking for a business park;

- e) provision of land (1.7ha) for a Park-and-Ride facility adjacent the A41 Aston Clinton Road;
- f) the provision and safeguarding of open amenity land within the comprehensive development site, the location of which will be determined in the planning brief;
- g) the provision of all necessary infrastructure; any surface water balancing shall be fully integrated into the landscaping scheme;
- h) the protection of and addition to existing trees and hedgerows, particularly where they screen the site, (save where the retention of existing trees and hedgerows would prevent the most satisfactory comprehensive scheme being achieved); and
- i) an archaeological evaluation shall be made of the entire site prior to the submission of any proposals which should secure mitigation of the impact of development on archaeological remains.

## EMPLOYMENT

**5.71.** Aylesbury provides employment for about 32,000 people, about half of whom live in the town; the remainder commute from elsewhere in the District and beyond. Its location on the A41 with easy access to London, the Midlands, Heathrow and the M1, M25 and M40 motorways makes it an attractive employment location.

**5.72.** Aylesbury is identified as a sub-regional growth centre in the adopted County Structure Plan. In order to meet its growth requirement and continue to successfully attract new employment investment and reinvestment, substantial new land allocations must be made to supplement that which exists already. Accordingly, a further 25.0ha of land is proposed for (B1, B2 and B8) office, industrial and distribution uses around the periphery of the town. Additionally, land is proposed for retail warehouse uses, hotel and conference accommodation and a number of sites in and around the town centre are proposed for retail and leisure purposes. Provision is also made as necessary to accommodate employment uses displaced from brownfield sites within the existing urban area.

**5.73.** According to the Council's own advisers, the local Chambers of Commerce, other business support agencies and local business representatives, the main employment allocation should be

*The Town and Country Planning (Use Classes) Order 1987 as amended gives detailed guidance on uses which fall within each class of development, though in general:*

*B1 = Business*

*B2 = General Industrial*

*B8 = Storage or distribution.*

made at Aston Clinton Road. That location is considered most marketable and most accessible to major markets, i.e. London, Heathrow and the Thames Valley.

- 5.74.** A part of the Berryfields site, next to the A41 and proposed Western Link Road, is expected to provide opportunities for existing businesses in the town who wish to expand, such as Brunel Road and the new Coldharbour Farm/Fairford Leys developments do at present. The employment needs of the Weedon Hill area are provided for at Berryfields and along the Bicester Road employment area.

### OTHER EMPLOYMENT SITES

- 5.75.** Two sites at Stocklake with a cumulative area of 2.8 ha and 0.7 ha off Telford Close (originally proposed for employment purposes in the Aylesbury Local Plan) remain available for development.

**AY.16** The Council proposes that the three sites listed below be developed for employment uses:



- a) Stocklake (west) 2.0 ha;
- b) Stocklake (east) 0.8 ha; and
- c) Telford Close 0.7 ha.

### TRANSPORT

- 5.76.** Aylesbury is both a significant generator and attractor of transport movements. In 1994 there were nearly 238,000 person trips by all modes made on a typical weekday. Almost 90% of these trips have an origin or destination, or both, in the Aylesbury area. Only 11% of the daily trips are traffic passing through the town, and this figure is nearly halved for the morning peak period. With car ownership levels expected to continue to grow in line with increased wealth, a major objective of the Plan is to manage in a more sustainable manner the transport demands of the town.

- 5.77.** The ALUT Strategy, which has been devised jointly with BCC, is contained at the beginning of this chapter. This strategy is divided into its component parts and detailed over.

### PUBLIC TRANSPORT

- 5.78.** Improved public transport provision is a key requirement in providing alternatives to journeys made by car. Public transport

*Facts and figures on transport in Aylesbury can be found in the Aylesbury Land Use/Transport Strategy Background Paper.*

has a number of social, economic and environmental advantages over the car:

- it is more cost effective;
- it makes better use of road space;
- it produces lower levels of pollution per passenger/mile;
- it limits parking problems; and
- it has a better safety record.

**5.79.** At present public transport in Aylesbury is relatively poorly used. The 1991 Census identified that fewer than 4% of journeys to work in the town were made by bus. A study carried out in 1997 indicated that patronage was rising but only very slowly.

**5.80.** Passenger rail services extend southwards on two routes to London. The line to the north has no passenger service. Rail at present caters more for longer distance journeys to and from the town, rather than for local travel.

**5.81.** Bus transport often has advantages over rail for local journeys especially in that:

- it has lower costs of provision;
- it has lower costs of operation; and
- it provides far greater flexibility and accessibility to more closely match the large number of diverse trip origins and destinations prevalent in Aylesbury.

### **Buses**

**5.82.** The key to the success of an enhanced bus network will be its quality. It is vital that the quality of the whole public transport network is improved. This will include introducing newer, cleaner, quieter buses that run frequently and reliably. The supporting network of bus stops, information on timetables, the bus station and general marketing will all need improvement. Much of this improvement will only be achieved through joint working between the two Councils and the bus companies.

**5.83.** It is proposed to develop a range of preference measures along the main radial roads serving the town to assist bus access and services. These include: bus lanes, bus priority measures, vehicle activated initiatives, improved bus stops, shelters and



information facilities, and ensuring that new developments make appropriate provision for bus services and access.

- 5.84.** The creation of Primary Public Transport Corridors linking the MDAs north-west, north and east of the town, via the town centre, is the first priority for implementation in the overall strategy for bus improvements. Bus priority improvements are proposed along Bicester Road linking the Berryfields MDA to the town centre, in and around the town centre, along the Buckingham Road linking the Weedon Hill MDA to the town centre and in the Tring Road Corridor linking Aston Clinton Road MDA to the town centre.
- 5.85.** Within the Primary Public Transport Corridors (as defined on the Proposals Map) and other priority bus corridors, measures to improve and enhance bus operation and access will be developed. Measures will include, as appropriate:
- a) bus lanes, bus operated traffic signals and other innovative priority measures introduced on a comprehensive basis along each corridor;
  - b) additional bus stops at appropriate locations, with better shelters, improved information facilities and other amenities; and
  - c) co-ordinated up-to-date timetable information at the main bus station, the main shopping centres, and other major public transport nodes.
- 5.86.** Improvements to assist bus priority will be implemented on the other main radials in the town: A418 Oxford Road, A41 Tring Road, A413 Wendover Road and B4443 Lower Road/Mandeville Road.




- AY.17** Proposals for residential and employment development on sites in Aylesbury should make appropriate provision for integration of the uses with the public transport system. In deciding applications the Council will have regard to the need for development layouts to incorporate routes and accesses suitable for buses.

## Rail

- 5.87.** Rail services in Aylesbury are important for travel to and from London, but do little for more local travel. A study looking at the possibilities of rail accommodating local journeys was commissioned as part of the background work to the Local Plan.

The study looked at the potential of both existing rail and light rapid transit (LRT) proposals for Aylesbury.

**5.88.** The study showed that there is no viable case for an LRT system to serve Aylesbury. On existing rail, the study concluded that while there is no firm case for new stations at the moment, there may be cause over the Plan period to review the situation with regard to station stops at Stoke Mandeville Hospital and as part of the Berryfields MDA, because of this, land for station stops at both sites will be safeguarded in the Plan.

**AY.18**  The Proposals Map indicates the preferred position of new rail station stops at Berryfields and Stoke Mandeville.

Planning proposals that would prejudice the development of such facilities will not be permitted.


**5.89.** For some time the Council has been concerned to exploit all opportunities to diversify and expand Aylesbury’s local economy. This includes improving the town’s overall accessibility. A key element in this is to improve rail services and links both north and south of the town.

**5.90.** The District and County Councils are members of a consortium looking to encourage the development of an improved East West rail link from the South Midlands to East Anglia. The re-opening to passenger and freight services of the Bicester to Bletchley line, including a link from Aylesbury to Bletchley, is an integral part of the proposal. This has the support of both Councils.

**5.91.** In the late 1980s a rail proposal was put forward to link areas east and west of London via new tunnels under the centre of the city. This is known as CrossRail, and involves the linking of Aylesbury and Reading in the west, via the City of London to Stratford and Shenfield, Essex in the east.

**5.92.** Development likely to prejudice the implementation of Crossrail or the re-opening of the line running northwards from Aylesbury Station to passenger and freight services, will be refused.

**POLICY NOT SAVED**  
Policy partially duplicates  
AVDLP Policy GP25;  
remainder of policy  
regarding Crossrail is now  
redundant

**AY.19**  The Council will resist proposals for development that would prejudice the re-opening of the railway line north of Aylesbury for passenger and freight traffic or the Crossrail proposal linking Aylesbury to central London.

## CYCLING

- 5.93.** The benefits of cycling are well known. It is an efficient, cheap and healthy means of transport and has environmental benefits. The Government is actively promoting the potential of the bicycle. In 1991, some 4% of journeys to work in Aylesbury were by cycle. By 1994 a travel survey indicated that this had dropped to about 2.5%. BCC's ITS looks to raise this to 5% by 2011 Countywide.
- 5.94.** The topography of Aylesbury and the surrounding Vale lends itself to cycling. The ALUT Strategy includes a Cycle Network (ALUT Strategy Background Papers), designed in conjunction with local user groups. Suitable routes have been identified using:
- minor low trafficked roads;
  - modified road layouts giving advantages to cyclists;
  - special cycle facilities, including dedicated cycle lanes or routes and advanced stop lines at appropriate junctions; and
  - where appropriate, shared use of footways or footpaths.
- 5.95.** The Council in conjunction with the County Council intends to produce Supplementary Planning Guidance to define the Cycle Network. The Cycle Network has been designed to cater for the multiplicity of trip origins and destinations in Aylesbury, such as journeys to work, shop, school, and leisure facilities. An overall aim is to provide a safe, continuous, convenient and direct cycle network throughout the town along with adequate storage and parking facilities.
- 5.96.** The Cycle Network relates to the existing developed urban area but is designed to link in to new routes within the approved and proposed development areas, and to surrounding villages. Work on developing the network has begun in various parts of the town, including:
- Wendover/Halton via the A413 to Aylesbury town centre;
  - A41 Bicester Road;
  - Stone via the A418 to Aylesbury town centre; and
  - within the Coldharbour Farm/Fairford Leys development.



- AY.20** The Aylesbury Cycle Network is defined in Supplementary Planning Guidance. The Council will resist development that compromises the convenience or safety of cyclists on this network. When considering development proposals the Council will seek, in conjunction with the proposed scheme, to extend the Cycle Network with dedicated cycle lanes or shared cycle/pedestrian routes, and to provide secure cycle parking for its users.

## WALKING

- 5.97.** In the travel survey conducted in 1994, walking, at 18% of all trips, was second only to the car as a choice of transport mode during the morning peak period. The development of a quality cycle network will also provide benefits to pedestrians and wheelchair users in providing safe, attractive and direct routes, and safe and easy crossing points of main roads. A complementary pedestrian network has been drawn up with BCC.

## PARKING

- 5.98.** Car parking is a key factor that can influence transport demand and choice of transport for making journeys. In Aylesbury some 60% of people travelling to work in the town centre have free parking and at out of centre employment, leisure and shopping locations this is nearer 100%. Local authority control over this parking is limited. This situation, common to much of the country, has arisen through attempts to accommodate massive growth in car traffic and a relatively unrestrained parking policy operated over the last two to three decades. Free and readily available parking, while currently the expected norm, generates traffic and contributes to congestion.
- 5.99.** The ability or scope for an authority to promote speedy radical changes to the existing parking regimes is limited. Any highly restrictive policy arrived at unilaterally may have a detrimental impact on the town by deterring existing and potential investors in the town, by driving them away to nearby settlements with a more lax policy towards the car.
- 5.100.** In the light of this, the Local Plan is looking to adopt a strategy based on the advice in PPG13 and PPG6, which recognises that this is the beginning of an incremental change in policy over the Local Plan period to 2011. The principles of this approach are included in GP24.
- 5.101.** The parking strategy is to allow adequate short stay parking close to the town centre and limited long stay parking in and

around the town centre complemented by the introduction of Park-and-Ride facilities at the edge of the town. The Parking Guidelines will be subject to regular review to accommodate changing circumstances and policy changes.

- 5.102.** In looking to begin reducing town centre long stay private non-residential parking (PNR) it is proposed that an “operational parking only” zone be designated in the town centre, within and adjacent the area bounded by the Inner Relief Road (IRR). The only developments for which more than operational parking would be allowed are residential and major food/bulky goods retail warehousing development. This will lead to a reduction in unnecessary car access into the heart of the town, much of which is a designated Conservation Area and subject to pedestrian priority proposals.
- 5.103.** “Operational need” is that parking required for cars and other vehicles that are regularly and necessarily involved in the operation of the business or land use. This will include collecting and delivering goods and the setting down of passengers. The storing or servicing of vehicles where this is an integral part of the business or use is not precluded.
- 5.104.** Restricting on-site car parking provision will provide greater potential for maximising development on a site and will lead to additional demands being made on the transport network. Therefore, in addition to the developer contribution referred to in paragraphs 5.13-5.20, developments except for residential and major food/bulky goods retail warehousing within the “operational parking only” zone, will be required to provide additional contributions to the ALUT Strategy. These will be based on a sum equivalent to the cost of providing surface level car parking which would otherwise have been required in accordance with the Parking Guidelines. This sum will be payable to the Council and used for the provision of alternative transport choices as developed in the ALUT Strategy. This will include the provision of bus, cycle, walking facilities and public car parking provision, including Park-and-Ride sites, facilities and bus services.
- 5.105.** There are and will be large areas which lie outside the IRR but which are well served by public transport, for example, sites just outside the IRR, the neighbourhood centres in the MDAs and sites adjacent to the public transport corridors. Proposals for development that can be shown to be well served by public transport, including residential, should be considered as in the above paragraph.

**AY.21** Within the urban area of Aylesbury special parking principles will apply.



Inside the Inner Relief Road, on-site parking provision associated with all development proposals other than food superstores (and bulky goods retail warehousing) will be restricted to that required for the operational needs of the business or land use.

For other parts of the urban area well served by public transport, planning proposals will not be required to provide the maximum parking levels set out in the Council's parking guidelines. In considering these applications the Council will apply a reduced parking standard consistent with the accessibility of the site to public transport options and the essential needs of the development.

**5.106.** There will remain a need to control the demand for car parking to prevent it merely being displaced into surrounding residential and other areas. Problems usually result where long-stay parking demand conflicts with residents and other users in these areas. In conjunction with BCC it is therefore intended to introduce a Special Parking Area (SPA) to cover the town centre and surrounding areas in order to control on-street parking and prevent the displacement of long-stay parking into unsuitable areas. To be effective charges will be required within the SPA to fund the necessary enforcement. Any proposals would accommodate the needs of residents and other essential users although charges may be levied for permits, to help cover the cost of enforcement and administration.

#### **Park-and-Ride**


**5.107.** Proposals for Park-and-Ride generally involve the relocation of long-stay parking from the town centre into new car parks towards the edge of the urban area and provide dedicated passenger transport services into the centre or to other employment areas.

**5.108.** The Council proposes to safeguard land for possible future Park-and-Ride sites within the MDAs on the periphery of the town. Some 2ha of land are required to provide sites for parking up to 600 cars and associated Park-and-Ride facilities. The locations of the safeguarded areas are shown on the Proposals Map.

- 5.109.** The safeguarded Park-and-Ride site at Berryfields is located to take advantage of either bus or rail initiatives if they become viable.
- 5.110.** The Council will keep under review the need and requirements for Park-and-Ride sites to serve the radial corridors of Oxford Road (A418) and Wendover Road (A413).

### HIGHWAY NETWORK AND PROPOSALS

- 5.111.** The ALUT Strategy provides for the minimum amount of new road building. This is defined as:
- that which is required to directly access the MDAs and provide essential links between one another and the existing urban area; and
  - that which is required to serve the general needs of the town and, accordingly, would be designed to a sufficient standard to meet local travel needs without attracting long distance through traffic nor generating undue levels of additional trips.
- 5.112.** To directly access the MDAs a new road is proposed linking Berryfields and Weedon Hill MDAs (as defined on the Proposals Map).

- AY.22**  The following road is proposed (as defined on the Proposals Map) - Western Link (connecting Berryfields and Weedon Hill MDAs).

## TOWN CENTRE

### INTRODUCTION

- 5.113.** Aylesbury is fortunate in having successfully retained its historic centre in recognisable form whilst accommodating significant modern developments. A major part of its attraction is the proximity of the “Old Town”, centred around St. Mary’s Church, to the main shopping area, and that within the shopping area there is a miscellany of attractive and interesting old buildings and frontages.
- 5.114.** Recent years have seen significant investment in the town with the major redevelopment of the Friars Square Centre and refurbishment and redevelopment of other shopping areas. The town is well represented by the national multiples and has two department stores.

**5.115.** The success of the High Street and Market Square pedestrianisation schemes is to be enhanced by further restrictions of traffic in these areas and the extension of the pedestrian priority zone to include Kingsbury and adjoining streets. These works were programmed to commence early in 1999.

**5.116.** In seeking to enhance Aylesbury's role as county town and sub-regional shopping centre, the Council has approved the Vision Statement for the Development of Aylesbury Town Centre (May 1998), which includes the following principle:

*To provide for all possible dimensions of town centre activity whilst always seeking to make the centre of the County Town safer, more prosperous, more vibrant and more attractive.*

**5.117.** This statement highlights the fact that there are a number of uses and activities that have to be accommodated in the town centre including shopping, leisure, employment, housing, worship and tourism. It is one of the main purposes of this Plan to accommodate these sometimes competing uses in a way which most benefits the whole of the town centre.

**5.118.** The Council has embarked on a programme of measures to improve security and safety in the town centre. These measures, and the policy related to them, are included in paragraphs 4.139.-4.141. and GP45.

### A PLACE TO SHOP

**5.119.** In accordance with the general shopping strategy, outlined earlier in Chapter 4, a main objective of the Plan is to concentrate new shopping development at Aylesbury, and that this development should be concentrated within or on the edge of Aylesbury's town centre. Aylesbury's town centre embraces a multitude of uses and activities including shops, homes, jobs, pubs and clubs, restaurants, leisure, sports and community facilities that are mainly concentrated within the Inner Relief Road. For the purpose of implementing PPG6, the town centre should be defined so as to embrace this multiplicity of purpose.

**POLICY NOT SAVED**  
Policy is now superseded  
by Aylesbury Town Centre  
Vision framework (2006)



**AY.23** The town centre is defined as that area within the Inner Relief Road, as shown on the Proposals Map. Proposals for development within this area will be considered having regard to their town centre location.



### New Floorspace Requirements

- 5.120.** As the population grows with the expansion of the town, there is a need for the town's shopping facilities to expand and improve in order to maintain Aylesbury's role as the main retail focus in Aylesbury Vale and as a sub-regional centre in the County. Substantial requirements for additional provision of comparison, food and retail warehouse floorspace during the Plan period have been identified (see Shopping Background Paper). The scope for accommodating this on town centre and edge of centre sites has been examined (see Development Sites Appraisal Background Paper).


*The Shopping Background Paper and Development Sites Appraisal Background Paper contain relevant information, identified floorspace and examination of edge of centre sites.*

### Town Centre Comparison Goods

- 5.121.** To maintain Aylesbury's existing share and role in the comparison goods sector, about 19,000 sq m net sales area of additional floorspace will be required. This is not seen as a prescriptive target, rather as a reasonable guide. To accord with the principles of sustainable development, and to seek enhanced prosperity for the town, additional development may be sought to reduce outflow of expenditure from Aylesbury's catchment area. The potential to increase Aylesbury's market share, through development opportunities that arise in accordance with the general shopping strategy, will be carefully considered.
- 5.122.** It is essential to locate comparison shopping in such a way as extends range and choice, and allows shoppers to be able readily to compare between competing traders. The first priority is therefore to accommodate the additional floorspace within the retail core of the town centre in locations that best satisfy these criteria.
- 5.123.** The availability of appropriate town centre sites that meet the strict location criteria and which can accommodate the scale of development required is severely limited. The Aylesbury Local Plan (1991) identified the Upper Hundreds site for town centre comparison goods. This site has been redeveloped for almost 3,900 sq m net sales area (which contributes towards the 19,000 sq m floorspace requirement). Another edge of centre site, the former Cattle Market, has been redeveloped as a multiplex cinema and other leisure uses.
- 5.124.** The only remaining significant available and appropriate site, which adjoins the Central Shopping Area is Exchange Street (N), currently occupied by the Civic Centre, former Maxwell pool, the Civic Centre car park, and the open space between the car park and Exchange Street. The proposed relocation of the Civic Centre to the southern side of Exchange Street and the

relocation of the former pool to an enhanced facility on Vale Park provides an opportunity for re-developing this area. It is well related to the existing shopping centre and provides the opportunity for strong linkages to the Hale Leys Centre and, potentially by including additional properties, through to the High Street.

**5.125.** The primary purpose of the Exchange Street (N) site would be for approximately 16,000 sq m net sales area of town centre comparison goods shopping. The physical characteristics of the site, and the scale and height of surrounding buildings, provide the opportunity of also accommodating other uses including a public space, replacement car parking, offices and leisure uses.


**AY.24**  The Proposals Map defines a site north of Exchange Street for comprehensive mixed-use redevelopment based principally on retail uses.

In considering proposals for the redevelopment of this area the Council will have regard to the results of public consultation on any preferred schemes.

**5.126.** Two smaller sites, previously identified in the Aylesbury Local Plan (1991), at Exchange Street/Canal Basin and immediately north of Marks & Spencer remain available for development appropriate to a town centre setting (including retail uses). The Exchange Street/Canal Basin site is considered suitable for a mixture of uses including retail, but also including arts and leisure, residential, hotel and café/restaurant uses (see AY.34). The land north of Marks & Spencer was identified in the Aylesbury Local Plan as a part of the Upper Hundreds redevelopment site. It remains available for retail development purposes.

**5.127.** Other proposals for town centre comparison goods shopping will be judged against policies AY.25 and AY.28-AY.30. In particular, the development or redevelopment of smaller sites can lead to qualitative improvements in shopping facilities and can readily be accommodated within and enhance the town centre.

**POLICY NOT SAVED**  
Policy considered unnecessary for development control purposes

**AY.25**  Within the Central Shopping Area proposals for infill retail developments that enhance the shopping environment will be permitted.

### *Retail Warehousing*

- 5.128.** The Shopping Background Paper (1996) identified a need for further bulky goods retail warehouse floorspace emerging towards the year 2000. Beyond that, the potential for a further substantial retail warehouse park was identified by about the middle of the Plan period. Recent work undertaken for the Council has revealed that the timing of capacity for further floorspace has receded and will not now be required until the end of the Plan period. Any such requirements will be considered in a review of the Local Plan.
- 5.129.** Sites for new retail warehousing in or on the edge of the town centre are severely limited. Current edge-of-centre provision is concentrated at Cambridge Close, which suffers compared to modern retail parks because of its poor layout and ageing structures. The Council has long recognised the important contribution retail warehousing plays in supporting the town centre, and has sought to strengthen this role by encouraging the redevelopment and modernisation of Cambridge Close.
- 5.130.** It is therefore proposed to redevelop and extend Cambridge Close Retail Park to include the sites of the existing fire station and former Council depot. This would allow for the floorspace to be redeveloped and extended to meet modern requirements, and bring the site closer to the town centre so strengthening its supportive role bolstering the town centre.
- 5.131.** Cambridge Close is restricted to the sale of retail bulky goods only (with Argos trading on a personal permission to their name). It remains appropriate to restrict the sale of goods to prevent inappropriate competition with the town centre and to maximise development prospects of the Exchange Street (N) site.
- 5.132.** At Cambridge Close the Council may exceptionally approve proposals for non-bulky goods outlets, which require large premises that cannot readily be accommodated on town centre sites, provided such proposals would not harm the vitality and viability of the town centre. Under no circumstances will such exceptions be made for outlets normally found in town centres, such as those selling fashion goods, clothes or shoes.



**AY.26**

The Proposals Map defines a site adjacent to the Cambridge Close retail park for mixed-use development, based principally on the retail sales of bulky goods. Such development should respect the residential amenities of nearby households.

**POLICY NOT SAVED AY.26**  
Policy redundant. Development of the site is largely completed; remainder is considered unlikely to come forward for development

In granting permission for retail warehousing the Council will impose conditions, or seek planning obligations, intended to restrict the range and type of goods sold and regulate the size of the retail outlets. Proposals for changes of use to comparison or convenience shops will be resisted.

### *Food Retailing*

- 5.133.** Aylesbury is well served by food superstores at Broadfields, Tring Road, and within and on the edge of the town centre. Growth of the town and consumer spending will generate a need for approximately 6,000 sq m - 8,000 sq m of additional floorspace during the Plan period.
- 5.134.** Application of the shopping strategy (set out in GP31) directs that to accommodate the new floorspace requirement first preference should be for town centre sites, followed by edge-of-centre sites, district and local centres and, only then, by out-of-centre sites in locations that are, or can be, accessible by a choice of means of transport.
- 5.135.** Given the restricted nature and number of available sites (see Retail Background Paper and Aylesbury Development Sites Background Paper) and the need to accommodate other appropriate town centre uses, the only appropriate opportunity for major food floorspace is on land adjoining the Buckingham Street store (Sainsbury's) occupied by the former Odeon cinema.
- 5.136.** The former Odeon site, adjoining Sainsbury's car park, became available with the development of a multiplex cinema on the Cattle Market. This provides the opportunity for a major extension to the Sainsbury store increasing its sales area from 1,500 sq m to approximately 2,400 sq m, so providing an enlarged food store on this side of the town centre.
- 5.137.** Planning permission has been granted on the edge of the town centre for a modest extension to the Safeway store in Friarage Road. In the absence of any other town centre or edge of centre sites, and applying the sequential approach to the selection of sites elsewhere, the major influencing factors are the need to provide a balanced distribution of food-store floorspace across the town (including the MDAs) and the need to locate this floorspace on sites accessible by a choice of means of transport. This entails in the first instance being well related to the Primary Public Transport Corridor.

- 5.138.** To meet the recognised floorspace deficiency in the south-east of the town, there is an opportunity to extend the Tesco Tring Road store with the closure of the adjoining printing works. This is likely to provide approximately 1400 sq m of additional food-sales floorspace. The redevelopment of Stoke Mandeville Hospital releases land that is proposed for housing development. A local centre-sized food store of some 900 sq m should be provided as part of this redevelopment, which would also serve local food shopping needs in this part of the town.
- 5.139.** Finally, development of the Berryfields MDA will include a significant local centre. This will act as a focus for the new community. The site will be well served by public transport and footpath/cycle links. Taking into account the proximity of the Tesco store at Broadfields, the local centre at Berryfields should include a food store of between 1000-1400 sq m. The final size of the store will be dependent on the design and facilities to be accommodated at the local centre, and on any revisions agreed to the total floorspace requirements.
- 5.140.** Taking into account the development of these sites, and the most recent retail advice (G L Hearn Aylesbury Vale Convenience Capacity Update 2002), it is likely there will remain a food retailing deficit of 1,600 - 2,000 sq m emerging post-2006. This issue should be addressed in a review of the Plan. However, in the meantime, other opportunities may arise in appropriate locations which accord with the food retail strategy and may meet some or all of this deficit.

**AY.27** The Proposals Map defines the following sites for food retailing:



- a) Buckingham Street/Odeon;
- b) High Street; and
- c) Tring Road (shown on the Proposals Map - see policy AY.4).

The Council will resist development that prejudices the use of these sites for that purpose.

### Primary Shopping Frontages and Central Shopping Area

- 5.141.** The part of the town centre devoted mainly to shopping is defined on the Proposals Map as the Central Shopping Area. There are primary frontages within the Central Shopping Area where premises are wholly or mainly used for retail purposes that the Council wishes to maintain in that use. To ensure the various parts of the centre form a cohesive whole, it is essential to maintain important shopping frontages on primary

pedestrian routes and key sites along those routes in predominantly shopping use.

- 5.142.** The Primary Shopping Frontages, where the Council wishes to maintain and strengthen the shopping function and character, are shown on the Proposals Map.

**AY.28** The Proposals Map defines Primary Shopping Frontages within the Central Shopping Area.



Within these primary frontages the Council will not permit changes of use to non-retail uses that weaken the shopping strength and interest of the area.

Redevelopment that incorporates ground floor shopping uses and enhances the trading characteristics and liveliness of the central area will be permitted.

- 5.143.** During the last ten years, a considerable number of premises outside the Primary Shopping Frontages have been converted to non-shop uses, particularly for financial and personal services (A2 use). The diversity of small independent retailers, a characteristic of Aylesbury town centre, has been diluted. Therefore, the further conversion of shops outside the Primary Shopping Frontages and within the Central Shopping Area to non-shop uses will be permitted only exceptionally.

**AY.29** Outside the Primary Shopping Frontages of the Central Shopping Area preference will be given to retail uses. Non-shop uses that complement the diversity of uses in these parts of the town centre may be permitted between retail premises where the attractiveness and interest of the street scene is maintained, but adjacent non-shop uses will be resisted.



- 5.144.** Throughout the town centre and on some of the radial approaches to it, there are a great many food take-away uses. However, the town is relatively poorly served by café/restaurants. Such uses add significantly to the attractiveness of the centre. They help add vitality during both the daytime and the evening and thus contribute to a safer and generally more pleasant environment.

- 5.145.** The Council will actively favour the development of new café/restaurants and the conversion of premises outside the Primary Shopping Frontages to café/restaurant use. Areas

particularly well suited for such development will be the squares and streets immediately adjacent the Primary Shopping Frontages, especially Kingsbury, Temple Square, Temple Street, Bourbon Street, Buckingham Street, Cambridge Street and the lower part of High Street between Britannia Street and Railway Street.

- 5.146.** The Town and Country Planning (Use Classes) Order 1987, as amended, permits conversion from café or restaurant to take-away without the need for planning consent, since all are defined as Class A3. The Council is anxious to ensure that new café and restaurant facilities are provided but does not wish to encourage takeaway uses which are already well provided for.




- AY.30** Within the Central Shopping Area proposals for cafés and restaurants that harmonise with the character and appearance of the town centre without adversely affecting its shopping function or relevant residential interests will be permitted. where permission is granted conditions will be imposed to regulate the operation of the business and subsequent changes of use.

### A PLACE TO LIVE AND WORK

- 5.147.** Residential uses in Aylesbury town centre are mainly concentrated in the 'Old Town' area around St. Mary's Church, extending along Church Street and Parsons Fee to Castle Street and Rickfords Hill and north from the church along Nelson Terrace, Granville Street and Ripon Street.
- 5.148.** It is important to ensure that the residential role of the town centre is not lost in the pressure to reinforce Aylesbury's retail, leisure and employment roles. Existing residential properties will therefore be protected (see GP5).
- 5.149.** Providing more housing within and close to the town centre is a prime objective of the Plan. More housing in the town centre is sustainable; it will provide greater choice, a better balance of uses, accommodation for those who wish to be less reliant on the motor car, and increased activity outside peak periods. It will help provide a more attractive and safer town centre environment and add positively to the quality of the centre's urban fabric. The redevelopment of the Exchange Street/Canal Basin site will include residential uses (see AY.34).
- 5.150.** Considerable scope exists, not only for the re-use of vacant office and retail premises, but also older office buildings and the

upper floors above shops, the latter being particularly suitable for conversion to flats.

 **AY.31** The Council will seek provision of additional housing within Aylesbury town centre as follows:


- a) upper floors above shops;
- b) conversion of older offices; or
- c) as subsidiary parts of (re)development and larger development subject to compliance with other policies in this Plan.

**5.151.** Aylesbury town centre is not only a place to shop and live it is also a place of work. Many major employment uses are concentrated on the approaches to the town centre.

**5.152.** The town centre provides a convenient and largely attractive working environment with a wide choice of office accommodation. The range of support services for employers and employees within the centre plays an important part in this.

**5.153.** Maintaining and improving the centre’s attractiveness and ambience and the range of facilities it has to offer are key factors in securing the vitality and viability of the centre.

**POLICY NOT SAVED**  
 Policy redundant.  
 Development of one site is completed and the other is under construction

 **AY.32** The Proposals Map identifies land reserved for urban uses, including residential, employment or leisure purposes, at Old Brewery Close/Walton St, and the former Council offices and adjoining car park at Walton Street.

Development likely to prejudice such uses will not be permitted. In considering proposals for these sites the Council will have regard to the need to include public car parking and may impose conditions on planning permissions, or seek obligations, for that purpose.

The Council endorses the redevelopment of employment sites in the town centre and its environs for urban uses that do not otherwise conflict with policies of the Local Plan.



## A PLACE OF LEISURE

- 5.154.** Aylesbury town centre and the adjoining areas of Vale Park and the Canal Basin provides the focus for much of the town's and a significant proportion of the District's leisure needs. The town centre already provides such facilities as the Civic Centre, a bowling alley, swimming pools, gymnasia, a cinema, a park, restaurants, bars and nightclubs.
- 5.155.** However, existing facilities fail to provide the range or quality of entertainment offered by other towns within easy reach of Aylesbury and the District. Consequently, people travel some distance out of the District for many of their leisure and recreation pursuits.
- 5.156.** A major leisure development on the Cattle Market car park has been completed, comprising a 6-screen cinema, two restaurant/bars, a nightclub and a new shop unit.
- 5.157.** The former Vale Park open-air swimming pool has been redeveloped for a new, much larger, swimming and gymnasium complex comprising three separate pools, and the Council has plans to enhance the remainder of the Park.

### AY.33



The Council will retain and enhance the balance of Vale Park as a formally landscaped recreational area following the development of the swimming pool complex.

**POLICY NOT SAVED AY.33**  
Policy redundant; development completed

### 5.158.

A 2.5ha site in Exchange Street, beside the Canal Basin and opposite the Cattle Market site, is proposed for a mixed development comprising residential, arts and leisure uses, including a hotel/conference centre and café/bar/restaurant(s). The intention of this redevelopment is to provide an arts/leisure axis extending from the town centre, through the Cattle Market site and on to Vale Park.

### AY.34



The Proposals Map identifies a site between Exchange Street and the Canal Basin reserved for mixed-use redevelopment based principally on residential and leisure uses. Development that jeopardises these objectives will not be permitted.

The range of uses planned should include an hotel and conference centre, café-bars and restaurants and other compatible uses taking advantage of the waterside setting, and facilities for the arts.

The Council will have regard to the results of public consultation on any preferred schemes.

## TOWNSCAPE DESIGN AND ENVIRONMENT

- 5.159.** In order to improve the environmental quality of the town centre and, in so doing, make it more attractive to those living, working, shopping or otherwise enjoying its facilities, the Council has embarked upon a programme of environmental enhancement.
- 5.160.** The first phases of creating pedestrian priority areas were based on the upper part of High Street and Market Square areas. Together with a revision of the traffic management regime, the pedestrian priority areas are to be extended into Kingsbury and adjoining streets. This work was programmed to commence in early 1999. An initial phase of work was carried out in 2000. Subsequent phases, including introduction of new traffic orders for Kingsbury, will be implemented in accordance with the recommendations of the Inspector's Report following the Public Inquiry held in November 1997.
- 5.161.** No further pedestrian priority areas are proposed for the town centre. The Council does propose, however, to continue the programme of enhancement schemes within the Inner Relief Road. This will take the form of general traffic calming outside pedestrian priority areas and other enhancement schemes based on improving the environment generally and giving less space to vehicles and more space to pedestrians, particularly in the Old Town part of the town centre. Any such schemes will take into account local access and local residents parking requirements and will be subject to public consultation with all interested parties.

## AYLESBURY COUNTRY PARK

- 5.162.** The large scale development of the MDAs around Aylesbury, with their associated areas of amenity open space and parkland, provide the opportunity to create a comprehensive series of linked informal country parkland areas around the town. The Council will seek to exploit this potential and will negotiate with other landowners to provide additional areas of land and footpath links to enhance this facility.

**BUCKINGHAM**

**6**



# 6 BUCKINGHAM

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## INTRODUCTION

- 6.1.** The historic town of Buckingham is the second largest settlement in the District, having grown significantly in the last 20 years. Buckingham has a strong employment base and a wide range of other facilities serving the town and surrounding villages.

## HOUSING

- 6.2.** For housing proposals involving infill, rounding-off and other schemes within the built-up area of Buckingham, policies RA.13 - RA.14 apply.
- 6.3.** With a need to identify land for housing development, as set out earlier, the search for suitable sites has included land around the entire periphery of Buckingham. The following criteria were considered in identifying the necessary housing allocations at Buckingham: the impact on the town's rural setting; the quality of agricultural land; the impact of additional road traffic on the network and the town centre; the need for additional services and facilities; and maintaining the character and identity of Maids Moreton.
- 6.4.** In this context the Plan proposes the allocation of a site west of Moreton Road. The site extends to some 11 ha and is therefore capable of accommodating substantially more than the 200 houses required at Buckingham. It is therefore appropriate to only allocate that part of the site that lays to the south of Manor Farm for 200 houses, with a requirement that this development should not prejudice development beyond 2011 on the remainder of the site if required.
- 6.5.** The site is situated on the northern edge of Buckingham, is within walking and cycling distance of Buckingham town centre and is in close proximity to First and Middle Schools and the local Maids Moreton post office and shop. Any development of the site will require careful landscaping along northern edges and need to respect existing housing to the south and east. The

sensitive development of the site, including the juxtaposition of development and open space together with suitable landscaping will not threaten the separate character of Maids Moreton.

- 6.6.** It is acknowledged that traffic generated by the development would be likely to increase the pressure on the town centre - particularly on the Old Gaol junction - and the potential for rat-running on unsuitable routes. Similarly, while located close to the town centre, there is no easy prospect of significantly improving existing cycling and walking facilities into the town centre. A regular 'round town' loop bus service is currently routed along Moreton Road, linking all the outlying estates and Maids Moreton with the town centre and the other side of town including Tesco's. This service also provides the potential for interchange with other services and if necessary could be extended into the site. A comprehensive transport assessment will be required to address all of these issues as part of the planning brief for this development.


**BU.1** The Council proposes that land at Moreton Road, Buckingham (as defined on the Proposals Map) be developed for housing subject to the following:



- a) any development shall be based on a planning brief that shall be the subject of public consultation and subsequent approval as Supplementary Planning Guidance;
- b) built development shall be restricted to a part of the site to be determined through the brief, to the south of Manor Farm capable of accommodating 200 dwellings;
- c) the proposals shall not prejudice possible development beyond 2011 on the remainder of the site;
- d) an equitable contribution will be sought towards the revenue costs during the first three years after occupation of the first dwelling for public transport bus improvements in Buckingham;
- e) an equitable contribution will be sought towards improvements to local education facilities based on generated pupil numbers;
- f) the development shall take account of a comprehensive landscaping scheme based on a tree and hedgerow survey, and safeguard significant natural features, including trees and hedgerows;
- g) the provision of improved pedestrian and cycle linkages and facilities, where reasonable and practicable, within the site, between the site and the town centre, and elsewhere;

- h) provision of land in accordance with NPFA standards for the laying out of and the maintenance of sports pitches and associated changing rooms;
- i) provision of land in accordance with NPFA standards for children's play areas and the provision of equipment, including their maintenance;
- j) the provision and safeguarding of land within and around the periphery of the developed area of the site for open amenity land;
- k) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2 above and also the local need for low cost housing. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";
- l) the provision of a satisfactory means of access, adequate sewerage and land drainage, and other physical infrastructure necessary to serve the site; and
- m) the provision of any other social or community facility that may reasonably be required.

**6.7.** The land at Portfields was a land allocation for housing development in the Rural Areas Local Plan (1995). Much of the site has been developed or has planning permission. Some 1.85 ha remain undeveloped.

- BU.2**
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- The Council proposes that land at Portfields be developed for housing in accordance with the following principles:
- a) any built development should extend no further west beyond the line defined as the Portfields built-up limit;
  - b) vehicular access to the site comprising as a minimum road links from Bridge Street and Bourton Road;
  - c) provision of public open space, where appropriate, to contribute to the provision of a riverside park and walk;
  - d) provision of pedestrian/cycle links tied into the network in adjoining housing areas;
  - e) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as

**POLICY NOT SAVED BU.2**  
Policy redundant; development complete

affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2 above and also the local need for low cost housing and the character of the site and its surroundings. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- f) take into account the proximity of the conservation area to part of the site;
- g) take into account views into the site from Cornwalls Meadow; and
- h) the development principles described above shall be secured by means of agreement(s) made pursuant to section 106 of the Town & Country Planning Act 1990.

## EMPLOYMENT

- 6.8.** Buckingham is the major employment area within the north-western part of the Plan area. It is a significant workplace for residents of both the town and many of the surrounding villages. Significant new employment has occurred in the town following housing growth over the last three decades.
- 6.9.** Buckingham has a population of about 10,500 and provides employment for about 4,400 people. It is the only employment centre in the north of the District of any significant size and with any reasonable potential for attracting further economic investment. The town is located at the junction of the A421, A422 and A413 roads, with easy access to Milton Keynes, Aylesbury, Brackley, the Silverstone Grand Prix Motor Racing Circuit (see paragraphs 10.74-10.79 and RA.30) and the M1 and M40 motorways.
- 6.10.** Given the local competition that Buckingham faces from other centres, notably Milton Keynes and Aylesbury, it is concluded that the town would be unlikely to attract significant amounts of B1 type development. Nevertheless, it is well placed to attract distribution uses. Such uses are identified as a significant growth sector in the regional economic forecasts and was identified in the 1996 Milton Keynes and North Bucks Annual Economic Review as one having strong local growth potential.
- 6.11.** It is part of the Plan's strategy to provide for employment development in association with residential allocations. There

*The Town and Country (Use Classes) Order 1987 as amended, classifies class B1 as a business use. See the Order for detailed guidance on all use classes mentioned in this document.*



are significant housing commitments and proposed allocations for Buckingham to 2011. It is appropriate, therefore, to maintain existing Rural Areas Local Plan (RALP) allocations for employment and also to allow for some employment expansion for the Plan period.

- 6.12.** The unimplemented commitment and allocations of land for employment development in RALP, on the Buckingham Industrial Park, to the west of Lenborough Road, and between Tesco and Wipac, will be retained in this Plan.
- 6.13.** Taking into account the existing commitments and retained allocations there is a residual need for about 150 jobs to be provided in the Plan period to 2011. Assuming that new employment development would be met, in the most part, in office, light industrial and distribution uses, a further allocation of some 2.1 ha of land is proposed.
- 6.14.** In accordance with this requirement a further small, westward extension of the Buckingham Industrial Park is proposed. While beyond the existing built-up area, it is well related to the bypass, the existing employment allocations and close to the new housing site at Mount Pleasant.

**BU.3** The Proposals Map allocates land for employment development within and adjacent to the Buckingham Industrial Park, and to the south of the Buckingham bypass.



Employment proposals on these sites should relate satisfactorily to the layout and design of adjacent development and include appropriate pedestrian, cycle and public transport links and provision for suitable drainage infrastructure and water supply. Permission will not be granted for direct vehicular access to the bypass.

In considering applications the Council will have regard to the conservation of natural features and will impose conditions, or may seek planning obligations, to secure substantial landscaping for the sites and their settings.

## SHOPPING

- 6.15.** Buckingham is located within a mature retail hierarchy. In terms of retail floorspace Milton Keynes, Aylesbury and to a lesser extent Oxford are the dominant retail centres serving this area. In Aylesbury Vale, Buckingham is the most significant

shopping centre outside of Aylesbury and the main shopping centre serving the north of the District.

- 6.16.** Buckingham's catchment comprises the town and outlying predominantly rural areas. The Aylesbury Vale Shopping Study updated in Spring 1996 identified Buckingham's catchment population rising to some 23,250 by 2001. Further growth in the catchment area to 2011 will primarily comprise development at Buckingham itself.
- 6.17.** The principal attractions for visitors to the town are food shopping and service facilities. Although the town does not figure highly as an attraction for comparison goods, bearing in mind the surrounding competing centres, it is important to maintain and enhance Buckingham's role as a shopping centre. This is to cater for local needs and demands and so reduces the need to travel longer distances to alternative centres. To provide the basis for maintaining the vitality and viability, part of the town centre is designated as the Central Shopping Area and is defined on the Proposals Map.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS6 (paras 2.50,3.5,3.20-3.23)



- BU.4** Proposals for retail development in Buckingham should not adversely affect the shopping function and character of the town centre. Neighbourhood shops serving the needs of local areas are acceptable in principle.

## TOWN CENTRE

- 6.18.** All of Buckingham's Central Shopping Area (see Proposals Map) is within the designated conservation area. The historic fabric lends a great deal to its character and environmental quality; it constitutes one of the principal assets. There is a need to exploit this and other opportunities to enhance the environment of the town centre and so increase its attractiveness as a place in which to shop. Shop premises may need to be refurbished but this should not be at the expense of maintaining the integrity of the historic buildings.
- 6.19.** Providing more housing within town centres is an important objective. More housing will provide more choice, a better balance of uses in the centre, increased activity outside peak times and provide a choice for those who want to be less dependent on the motor car.

**6.20.** The Council is considering a programme of measures to improve safety and security in the town centre. These are referred to in paragraphs 4.132 - 4.134 and GP67.

**BU.5** The Proposals Map defines the Buckingham Central Shopping Area.



Development that enhances the shopping function and characteristics of the Central Shopping Area will be permitted, subject to other policies of the Plan. Proposals where shopping-related development is secondary to residential and other non-retail uses are not likely to be considered appropriate in the Central Shopping Area.

Proposals for new buildings or alterations to existing buildings, and for shop fronts and advertisements, should be designed to harmonise with the traditional appearance of the town centre and should, where possible, include or facilitate rear servicing.

Development giving rise to excessive traffic that is incompatible with the historic environment or retail efficiency of the centre will not be permitted.

**POLICY NOT SAVED BU.5**  
Control can be exercised through AVDLP Policies BU6 and GP57, which are saved, and PPG15 (paras 4.14-4.19)

**6.21.** It is recognised that the diversity of uses in town centres, and their accessibility to people living and working in the area, makes an important contribution to their vitality and viability. Government advice encourages the diversification of uses in the town centre as a whole but recognises the importance of supporting the shopping function of the primary shopping area.

**6.22.** In recognition of the role of Buckingham as a district retail centre and to enhance the shopping function and character of the town centre, Primary Shopping Frontages have been defined. These are shown on the Proposals Map. In these most important shopping frontages, the loss of retail premises to non-retail uses will generally be resisted. The frontages are located in central positions and have existing concentrations of retail shops. They contain the main stores and convenience goods outlets are well represented. These are the most popular frontages in the centre where the numbers of people passing by are the greatest. The Council seeks to strengthen and maintain the predominantly retail character and attraction of these frontages for the benefit of the town centre as a whole.

**6.23.** It is acknowledged that non-shop uses can contribute to a centre’s vitality and viability by providing services that are now

widely regarded as complementary to traditional shopping facilities. Nevertheless, it is most important that a careful balance of uses is maintained. Uses in Class A2 (Financial and Professional Services) and in Class A3 (Food and Drink) will be acceptable in principle outside Primary Shopping Frontages and within the Central Shopping Area. They should be well dispersed and a concentration of such uses should be avoided.

**6.24.** Generally, larger premises occupy more prominent locations in the town centre and major retailers, who tend to attract more shoppers, normally occupy them. Premises with service access to the rear are particularly suitable for shopping use. Such premises will normally be expected to remain in Class A1 shopping use.

**6.25.** While non-shop uses may be acceptable within the Central Shopping Area outside the Primary Shopping Frontages, the Council wishes to guard against the creation of long unbroken stretches of non-shopping activity which may detract from the retail attractiveness and vitality of the area as a whole. Non-shop uses will not be permitted adjoining each other.

**BU.6** The Proposals Map defines Primary Shopping Frontages within the Central Shopping Area.



Within these primary frontages the Council will not permit changes of use to non-retail uses that weaken the shopping strength and interest of the area.

Redevelopment that incorporates ground floor shopping uses and enhances the trading characteristics and liveliness of the central area will be permitted.

**BU.7** Outside the Primary Shopping Frontages of the Central Shopping Area preference will be given to retail uses. Non-shop uses that complement the diversity of uses in these parts of the town centre may be permitted between retail premises where the attractiveness and interest of the street scene is maintained, but adjacent non-shop uses will be resisted.



**6.26.** While noting the high degree of competition from surrounding, much larger, town centres, there is scope in Buckingham for improving its provision of everyday comparison goods, enhancing its small specialist shops and providing for modern retail requirements and premises. The amount of land required

for additional town centre shopping is based upon forecasts that reflect its district centre function.

**6.27.** There are two areas, shown on the Proposals Map, which are considered the best sites for new shopping in the Plan period. Both are under-utilised or vacant. The frontage properties, many of which are listed, should be retained but the backland offers opportunities for development that is supportive of and complementary to the town centre.

**6.28.** In line with the parking policy in the Plan, parking provision will be provided as a maximum figure. The parking provided should serve the town centre as a whole and not just the development - it should therefore be publicly available for shoppers and other short-term users.

**BU.8** The Proposals Map identifies two sites where the Council will give priority to schemes for the regeneration of under-used or vacant land.



- a) for the site between West Street and Moreton Road, proposals should be based on the retention of frontage shopping, and mixed uses including other retail, housing, offices or leisure uses.
- b) proposals for the site bounded by Market Square, Bridge Street and the Great Ouse should avoid broaching the floodplain and retain existing frontage shops, with the provision of other mixed uses.

In each case development should reflect planning briefs published by the Council as Supplementary Planning Guidance that will include requirements for shared car parking and a public walkway adjacent to the river.

**6.29.** The important role retail warehousing can play in catering for local shopping needs has long been recognised by the Council. Buckingham could support up to 2,800 sq m of retail warehouse development - probably addressing the DIY market and a site is proposed for this use at the north-eastern end of the town centre.

**6.30.** This site has its own constraints, in terms of size, access, and neighbouring uses. These issues should be addressed in a planning brief which will set out how this site can be developed in a comprehensive manner and what alternative edge of centre uses will be appropriate should retail warehousing not prove achievable in the long term here.

**POLICY NOT SAVED**

Proposals for site now superseded; unlikely to come forward for development of the uses proposed in the policy

**BU.9**

The Proposals Map identifies a site at Wharf Yard between Stratford Road and the Great Ouse for a retail warehouse or other town centre uses. Any development shall be subject to the agreement of a comprehensive plan for the site, which will include requirements for shared car parking and a public walkway adjacent to the river. In granting permission for any scheme the Council may impose conditions to regulate the range of goods that may be sold from the retail warehouse.

- 6.31.** To avoid undue impact on the vitality and viability of the town centre as a whole planning conditions will be used to control and limit the range of goods to be sold in any retail warehouse proposal.

## CAR PARKING

- 6.32.** Complementary to new shopping developments and environmental improvements in the town centre is the need for adequate short-stay car parking spaces. The main town centre off-street public car park is at Cornwalls Meadow providing some 340 spaces, with others at Western Avenue public car park (peripheral to the town centre) and a private car park off Bridge Street for which public use is permitted by the owners. Cornwalls Meadow car park is currently divided into separate areas for long- and short-stay parking
- 6.33.** As the town's population grows further public short-term parking is likely to be required through the Plan period. In addition, the Town Centre Development sites, all well located to the town centre, will be required to make any parking provision publicly available. All new major housing sites will provide for improved pedestrian, cycle and public transport linkages to the town centre in an attempt to reduce unnecessary car travel.
- 6.34.** The provision of publicly available parking spaces in conjunction with the development areas will be sufficient to meet the future needs of the town centre.

## TRANSPORT

- 6.35.** An overall assessment of the town and the development proposals concluded that inherent traffic problems in the town centre and on the bypass would be exacerbated in the period to 2011. The detailed transport measures associated with the particular developments will be identified in the planning briefs to be drawn up for the sites and shall be in

accordance with the Transport Strategy for Buckingham based on the following principles:

- a) improving the operating conditions for public transport to enhance it as a transport choice;
- b) restraining traffic in the town centre by a continued programme of pedestrian priority proposals;
- c) the development of a comprehensive and interlinked cycle and pedestrian network, designed to a standard that takes account of those with impaired mobility;
- d) the management of off-street car parking to ensure the best and most accessible spaces are available to shoppers and other essential short-stay users;
- e) the reduction of traffic speeds to a level commensurate with the type of road, safety requirements of other road users and the local environment by appropriate traffic calming measures; and
- f) essential junction and highway improvement schemes to effect safety and environmental improvements.

**6.36.** While it will be the responsibility of those developments to introduce the necessary transport measures that will alleviate their expected impacts, the need will remain for the introduction of further measures to bolster the aims of the Plan in promoting sustainable transport. There is a particular need to improve opportunities for public transport operation and measures to facilitate cycling and walking across the town and linking in to nearby villages.

**6.37.** Public transport improvements will include better stops and more information along with investigations of how to develop better and more frequent local services.

**6.38.** The compact size of Buckingham offers potential for a high level of trips to be made by bicycle or walking. A network of routes will be developed extending onto the existing facilities.

**6.39.** As part of the Transport Strategy for Buckingham the Council will require funding contributions where appropriate from development proposals. These will be used to fund planned transport improvements in the town as identified in the Local Transport Plan (LTP) or other schemes in the town which comply with LTP objectives.

## TOWNSCAPE AND DESIGN

- 6.40.** The layout of the centre of Buckingham is based on its historical pattern. While this is an integral part of the character of the town, it has led to environmental problems and vehicle/pedestrian conflict. In order to improve the environment of the town centre, the Council has sought the implementation of a programme of environmental enhancement, including various forms of traffic restraint, pedestrianisation, repaving, landscaping, creating attractive spaces and the provision of complementary street furniture and lighting.
- 6.41.** The Council has already carried out a number of schemes east of the Old Gaol, in particular, on the Old Cattle Market Island and the Bus Station. This programme is being continued with proposals to improve the Bull Ring/Market Hill area in 1999. Final phases will be implemented through the Plan period.
- 6.42.** The Council, in conjunction with the County and Town Councils, proposes to continue to bring forward the development of the pedestrian priority area at Buckingham, to improve the environment of the town centre for residents and visitors alike.

**BU.10** The Proposals Map identifies streets to be improved as pedestrian priority areas.




Proposals for the development of sites adjacent to these areas should have regard to the need to avoid interfering with pedestrian access and movement by providing rear access and off-street servicing, consistent with the conservation of the historic environment.

## RIVERSIDE AMENITY FACILITIES

- 6.43.** Extensive areas of public open space have been provided alongside the Great Ouse and a public riverside walk has been created adjacent to the river. More informal recreational space has been provided with the initial stages of the Portfields development, together with a river bridge that connects large housing areas directly to the town centre. Additional informal open space will be provided in connection with the latter stages of the Portfields development. Further sections of the riverside walk joining and extending the existing footpath system are planned to create pedestrian links across the town. The Council



intends to prepare detailed guidance, on which public views will be sought, for this riverside walk and related amenity areas.



**BU.11** The Proposals Map indicates diagrammatic additions to the Buckingham Riverside Walk. Details of this route and associated amenity areas will be explained in Supplementary Planning Guidance to be published by the Council.

Development schemes adjacent to the river, including those submitted in accordance with policies BU.8 and BU.9, should have regard to the guidance and avoid interrupting the continuity of the footpath route. Proposals that are incompatible with its alignment and associated planned amenity areas may be refused.

In granting permission for the development of land adjacent to the river the Council may impose conditions or seek obligations intended to secure public accessibility alongside the river.



**WENDOVER** 7



# 7 WENDOVER

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## INTRODUCTION


- 7.1.** Wendover has a population of about 6,800 and is situated on the northern edge of the Chilterns Area of Outstanding Natural Beauty and London's Metropolitan Green Belt. It adjoins RAF Halton in the neighbouring Halton parish, which has a population in excess of 1,800. The combined population of the two parishes makes it the third largest settlement in the District. As such it acts as a local service centre for a number of smaller villages in the area as well as a tourist base for visitors to the Chilterns.
- 7.2.** As the strategy chapter sets out, Wendover is a sustainable location for some housing and local employment.

## HOUSING AND EMPLOYMENT

- 7.3.** For housing proposals involving infill, rounding-off and other schemes within the built-up area of Wendover, policies RA.13 - RA.14 apply.
- 7.4.** Princess Mary's Hospital at RAF Halton has been declared surplus to the Ministry of Defence's requirements. Government advice and Buckinghamshire County Structure Plan policy gives clear support to the re-use of "brownfield" sites within urban areas close to public transport links. Princess Mary's Hospital falls within this category. It is within reasonable walking and cycling distance of the facilities of Wendover and Halton. As such, it is appropriate that it be redeveloped for housing and associated uses.
- 7.5.** The hospital site occupies an area of approximately 19.9 ha of which approximately 11 ha has been defined as developable. This comprises the building footprint and hard standing, and excludes landscape buffers, tree groups and ecologically sensitive sites.
- 7.6.** The hospital occupies a very sensitive site in landscape terms. It is located on the lower slopes of the Chilterns escarpment. It

immediately abuts the Chilterns Area of Outstanding Natural Beauty. It is visible from the Chilterns and from the centre of Wendover.

- 7.7. Existing vehicular access to the site is inadequate to serve a redeveloped site and substantial changes will therefore need to be made.
- 7.8. An essential part of any development of the site will be good footpath and cycle links both within and through the site itself to link with the facilities of Wendover and Halton. There is also scope to increase the bus services in the locality to serve the new development.
- 7.9. The site has a large number of trees both within and beyond the developable area. Trees that are of significant landscape/amenity value should not be lost.
- 7.10. It is appropriate to provide for the opportunity for a shop, a small convenience store/newsagent or similar, within the development with the benefit of reducing reliance upon car-borne journeys and helping to create a focal centre for the housing. The need to provide local employment at Wendover must also be considered.

-  **WE.1** The Council proposes that land at the former Princess Mary's Hospital at Wendover (as defined on the Proposals Map) be developed for a minimum of 300 dwellings, and community and employment uses, in accordance with the following principles:
- a) any development shall be based on a planning brief for the site that shall be subject to public consultation and subsequent approval as Supplementary Planning Guidance. This brief shall determine the maximum number of dwellings to be provided on the site;
  - b) a vehicular access shall be provided from the B4009 by way of a roundabout located at the Upper Icknield Way/Tring Road junction and designed to serve also the housing development on land to the south and east;
  - c) segregated pedestrian and cycle access shall be provided to the site and linked to the existing network;
  - d) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed

development, taking into account the considerations set out in GP.2 above and also the local need for low cost housing and the character of the site and its surroundings. The Council will also wish to ensure that the affordable dwellings are occupied initially by 'qualifying persons' and are retained for successive 'qualifying persons';

- e) provision shall be made for community facilities, including a shop (small convenience store/newsagent or similar) and B1 business premises on the site;
- f) open space shall be provided at a rate equivalent to 2.4 hectares per 1,000 people and shall include play areas and associated equipment;
- g) provision shall be made for local bus services and an equitable contribution will be sought towards the revenue costs during the first three years after occupation of the first dwelling for public transport bus improvements in Wendover;
- h) the development shall safeguard important natural features, including the trees, hedges and ecologically sensitive grassland, and landscaping proposals shall be based on a tree and hedgerow survey;
- i) the visual impact of the development when seen from the surrounding countryside, the adjoining housing development and Upper Icknield Way shall be minimised by taking account of the topography of the site and by means of substantial landscape belts around the southern, northern and eastern boundaries;
- j) adequate provision shall be made for foul and surface water drainage; any surface water balancing facilities shall be fully integrated into the landscaping scheme;
- k) the design of the development shall have regard for and shall incorporate local characteristics;
- l) an appropriate archaeological evaluation of the site shall be undertaken as part of the preparation of the planning brief in order to assess potential archaeological importance or features. The development shall take account of this evaluation; and
- m) appropriate contributions towards classroom extensions and other infrastructure at primary schools in the area (Halton Combined, John Hampden, Wendover Junior) and at the John Colet Secondary School to meet the needs arising from the development.

## SHOPPING

- 7.11.** Located just to the north of the Chilterns, Wendover provides an attractive environment for both local and visitor shopping. Wendover has a good range of shops, together with public houses, restaurants, banks, estate agents and other uses normally associated with shopping centres. They are largely concentrated in the old centre of Wendover, along the High Street and around the corner of Aylesbury Road and Tring Road, producing a well defined shopping centre. Some more scattered shops are found along Aylesbury Road, Tring Road and South Street. All of the Central Shopping Area is within the Conservation Area and many buildings are listed.
- 7.12.** The Wendover bypass has resulted in substantial reductions in through traffic and a consequent improvement in the shopping environment.
- 7.13.** Wendover's centre is unlikely to expand significantly over the Plan period, despite the proposals for the redevelopment of the Princess Mary's Hospital site for a significant amount of new housing. Nevertheless, the busy and attractive shopping centre serves a large local population and the Council is concerned to support its important role in the District.
- 7.14.** A Central Shopping Area (see Proposals Map) has been designated to maintain a cohesive town centre.
- 7.15.** Non-shop uses can contribute to a centre's vitality and viability by providing services that are now widely regarded as complementary to traditional shopping facilities. Nevertheless, it is most important that a careful balance of uses is maintained. Non-shop uses will be acceptable in principle within the Central Shopping Area. They should be well dispersed and a concentration of such uses should be avoided. Non-shop uses will therefore not be permitted adjoining each other.
- 7.16.** Generally, larger premises occupy the more prominent locations in the Central Shopping Area and are normally occupied by major retailers, which tend to attract more shoppers. Premises with service access to the rear are particularly suitable for shopping use. Such premises will normally be expected to remain in shopping use.



**WE.2** The Proposals Map defines the Central Shopping Area.

Permission will not be given in the Central Shopping Area for uses that weaken its shopping strength and attractiveness. New development should enhance the trading vitality and interest of Wendover's shopping centre. Redevelopment proposals should normally incorporate ground floor retail accommodation. Non-retail or mixed-use schemes should avoid a bunching of, or adjacent, non-shop uses.

## CAR PARKING

- 7.17.** The public car park at Wendover is to the rear of the southern side of High Street. It is heavily used throughout the day by shoppers, people using the library and commuters. A short stay only management regime has now been introduced in the car park to address these issues. Previously the Council sought to extend the car park on land to the south-west of the existing car park. It has not proved possible to progress this proposal and this is no longer considered feasible.
- 7.18.** There is also a large car park at Wendover Station, which has recently been extended.
- 7.19.** The advent of the by-pass and the traffic-calming scheme will provide potential for some additional on-street car parking. The Council will investigate with others the potential for additional public car parking in the centre of Wendover and, in the event of identifying a suitable site, will consider the use of compulsory purchase powers for its acquisition.

## TRANSPORT

- 7.20.** An important means of reducing reliance on the private car is the creation of pedestrian/cycle links in Wendover which are safe and convenient linking where people live to where they shop, work, go to school etc.
- 7.21.** The traffic calming works carried out following the opening of the bypass included some improvements of the cycle network. The development of the Princess Mary's Hospital site will be associated with improvements to the pedestrian and cycle links in that part of the village (WE.1).

- 7.22.** The Council will seek to encourage the continued improvement of facilities for walking and cycling in Wendover both through the granting of planning applications and other mechanisms in conjunction with BCC.

## TOWNSCAPE AND ENVIRONMENT

- 7.23.** All of Wendover's Central Shopping Area is within the Conservation Area. The historic fabric lends a great deal to its character and environmental quality; it constitutes one of the principal assets. There is a need to exploit this and other opportunities to enhance the environment of Wendover's centre and so increase its attractiveness as a place to shop. Shop premises may need to be refurbished but this should not be at the expense of maintaining the integrity of the historic buildings.
- 7.24.** Providing more housing within town centres is an important objective. More housing will provide more choice, a better balance of uses in the centre, increased activity outside peak times and provide a choice for those who want to be less dependent on the motor car.

**POLICY NOT SAVED**  
Control can be exercised through AVDLP Policies WE2 and GP57, which are proposed to be saved, and PPG15 (paras 4.14-4.19)



**WE.3** The Proposals Map defines the Wendover Central Shopping area.

Development that enhances the shopping function and characteristics of the Central Shopping Area will be permitted, subject to other policies of the Plan. Proposals where shopping-related development is secondary to residential and other non-retail uses are not likely to be considered appropriate in the Central Shopping Area.

Proposals for new buildings or alterations to existing buildings, and for shop fronts and advertisements, should be designed to harmonise with the traditional appearance of the town centre and should, where possible, include or facilitate rear servicing.

Development giving rise to excessive traffic that is incompatible with the historic environment or retail efficiency of the centre will not be permitted.

- 7.25.** The Council has recently undertaken in co-operation with the Parish Council a number of small environmental improvement schemes in central Wendover. BCC has carried out traffic calming proposals that include some environmental works. There is scope to extend this sort of work to other parts of Wendover.

**HADDENHAM**

**8**



# 8 HADDENHAM

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## INTRODUCTION

- 8.1.** Haddenham is a large village in the south-west of Aylesbury Vale. It has a good range of small shops, public houses and other services. It has a large number of jobs on the Haddenham Business Park. It has relatively good bus services to larger urban areas, including Aylesbury, and a railway station with train services to London and Birmingham.

## HOUSING


- 8.2.** Although it has a good range of services, Haddenham is not considered an appropriate location for significant housing development at this time, because there are more suitable locations for such development elsewhere in the District. Housing proposals within or on the edge of the built-up area of Haddenham will be considered under policies RA.13 - RA.14.

## EMPLOYMENT

- 8.3.** Although Haddenham only has a population of 4,800 it is, nevertheless, one of the largest rural settlements with a broad range of facilities. It acts as a local centre for many small villages in the area.
- 8.4.** The Haddenham Business Park has successfully attracted employment, including effectively replacing firms that have moved. The estate has the best access to the motorway network of any of the District's rural employment sites, being close to the M40 and the lucrative market west of London, although traffic, both heavy and light, does cause environmental problems through the centre of Haddenham, part of which is designated a Conservation Area.
- 8.5.** The Council's advisors have recommended that the village could build upon its attractiveness to investors as an employment location. This would help meet some of the District's strategic employment needs and provide jobs in a key rural location that can help reduce commuting to major towns from rural areas.

*An appraisal of employment needs is contained in the Economic Background Paper.*

- 8.6.** Accordingly, the Council will seek to exploit the potential of land adjacent to the existing Haddenham Business Park site to meet strategic employment needs. An allocation of 5.85 ha is proposed for office, industrial and distribution uses west and east of Haddenham Business Park and north of Thame Road.
- 8.7.** The allocation of this amount of employment land will also facilitate the construction of a new road from the Haddenham Business Park direct to the A418. This will afford significant environmental benefit to Haddenham.
- 8.8.** It will be important to secure pedestrian and cycle links to/from the station and to/from the village centre.

- HA.1**  The Council proposes that a 5.85 ha site west and east of Haddenham Business Park and north of Thame Road (as defined on the Proposals Map) be developed for employment uses in accordance with the following principles:
- a) any development shall be against the background of a planning brief which shall be subject to public consultation and approval as Supplementary Planning Guidance;
  - b) vehicular access shall be provided northward direct to and include a junction with the A418. The alignment will follow that shown on the Proposals Map. The vehicular access shall be constructed and made available for use prior to the occupation of no more than 2 ha of the land hereby allocated for development. Within three months of the new access being brought into use, the existing access to Dollicott shall be permanently closed to all but emergency traffic, cyclists and pedestrians;
  - c) the main estate road within the development shall be aligned, designed and constructed to provide a direct link to the Haddenham Business Park;
  - d) an equitable contribution will be sought towards the revenue costs during the first three years after the occupation of the first unit for public transport bus services in Haddenham;
  - e) segregated cycle/footpath links shall be provided to link the site to the station and the village;
  - f) the visual impact of the development when seen from the countryside, the A418 and Thame Road shall be minimised by taking account of the topography of the site; a landscaping scheme shall safeguard, as far as possible, important natural features, including trees and hedges on

- the Thame Road frontage, and shall provide a substantial landscaping belt on the northern boundary of the site; and
- g) adequate provision shall be made for foul and surface water drainage; any surface water balancing shall be fully integrated into the landscaping scheme.

## SHOPPING

- 8.9.** The maintenance and enhancement of Haddenham as a local shopping centre is important in terms of minimising the need to travel. With the exception of shops at Banks Parade, other shopping facilities in Haddenham are spread over a large area. Banks Parade, in particular, acts as an important local centre for Haddenham and surrounding villages. The loss of any of the shops would be likely to affect the viability of the remainder. The Council therefore proposes to designate Banks Parade as a Primary Shopping Frontage to prevent shops being lost to non-shop uses.

- HA.2** The Proposals Map defines the Primary Shopping Frontage at Banks Parade Haddenham.



Within this primary frontage the Council will not permit changes of use to non-retail uses that weaken the shopping strength and interest of the local centre.

Redevelopment that incorporates ground floor shopping uses and enhances the trading characteristics of the local centre will be permitted.

## TRANSPORT

- 8.10.** An important means of reducing reliance on the private car is the creation of good pedestrian/cycle links in the village that are safe and convenient linking where people live to where they shop, work, go to school etc. The Council will encourage the continued improvement of facilities for walking and cycling in the village.
- 8.11.** In order to provide an enhanced service, the line has been restored to double track on the section of the London to Birmingham railway line which skirts Haddenham. Haddenham and Thame Parkway station has been rebuilt and the car park extended.





# WINSLOW 9



# 9 WINSLOW

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## INTRODUCTION

- 9.1. Winslow is a small historic market town serving surrounding rural areas in the central part of the District. It has a population of about 4,400. It has a wide range of shops including a number of specialist shops serving a wider catchment area. It has some employment on the Station Road Industrial Estate and in the town centre.

## HOUSING

- 9.2. For housing proposals involving infill, rounding-off and other schemes within the built-up area of Winslow, policies RA.13 - RA.14 apply.
- 9.3. With a need to identify land for housing development, as set out earlier and to be consistent with the Inspector's recommendations, the search for suitable sites for 250 houses has included land around the entire periphery of Winslow. The following criteria were considered in identifying the necessary housing allocation at Winslow: the impact on the town's rural setting; the quality of agricultural land; the impact of additional road traffic on the network and the town centre; and the need for additional services and facilities.
- 9.4. In this context the Plan proposes the allocation of a site immediately to the west of the existing built-up area of the town. The site extends to some 14 ha and is therefore capable of accommodating substantially more than the 250 houses required at Winslow. It is therefore appropriate to only allocate the southern part of the site for 250 houses, with a requirement that this development should not prejudice development beyond 2011 on the remainder of the site if required.
- 9.5. The site is situated on the western edge of Winslow and is bounded to the south and west by development fronting Verney Road, and Furze Lane. It is well located in terms of its proximity to local services, particularly the BCC Winslow Centre, town centre shops and the Market Square, all of which

are within easy walking distance. Likewise, the Winslow C of E Combined School, local employment areas and recreation facilities are readily accessible on foot or by cycle.

- 9.6.** It is acknowledged that traffic generated by the development would be likely to increase the pressure on the town centre. The amount of requisite provision for related infrastructure and facilities will be determined as part of the preparation of a planning brief for the site.

**WI.1**



The Council proposes that land at Verney Road, Winslow (as defined on the Proposals Map) be developed for housing subject to the following:

- a) any development shall be based on a planning brief that shall be the subject of public consultation and subsequent approval as Supplementary Planning Guidance;
- b) an equitable contribution will be sought towards the revenue costs during the first three years after occupation of the first dwelling for public transport bus improvements in Winslow;
- c) an equitable contribution will be sought towards improvements to local education facilities based on generated pupil numbers;
- d) the development shall take account of a comprehensive landscaping scheme based on a tree and hedgerow survey, and safeguard significant natural features, including trees and hedgerows;
- e) the provision of improved pedestrian and cycle linkages and facilities, where reasonable and practicable, within the site, between the site and the town centre, and elsewhere;
- f) provision of land in accordance with NPFA standards for the laying out of and the maintenance of sports pitches and associated changing rooms;
- g) provision of land in accordance with NPFA standards for children's play areas and the provision of equipment, including their maintenance;
- h) the provision and safeguarding of land within and around the periphery of the developed area of the site for open amenity land;
- i) providing for a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as affordable housing. The Council will assess the circumstances of the site and of the particular proposed


development, taking into account the considerations set out in GP2 above and also the local need for low cost housing. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- j) the provision of satisfactory means of access, adequate sewerage and land drainage, and other physical infrastructure necessary to serve the site; and
- k) the provision of any other social or community facility that may reasonably be required.

## EMPLOYMENT

**9.7.** In recent years, despite significant housing growth, employment opportunities have declined. The Council is anxious to encourage employment development to meet local employment needs. The Council has concluded that a small workshop employment park would be appropriate for Winslow.

**9.8.** It is proposed that 4.72 ha of land is allocated at Winslow for employment use, at a site north of the railway line, adjacent to the Buckingham Road/Furze Lane junction. It is envisaged that such a site would be sufficient to provide some 150 jobs.

**WI.2**  The Proposals Map allocates a site at the junction of Buckingham Road and Furze Lane for employment development based on small-scale industrial and commercial uses, including a landscaped buffer zone to protect the aural and visual amenity of the adjoining cemetery, and that a site be safeguarded for a new railway station (as defined on the Proposals Map).

Proposals for this site should follow the principles of an agreed overall layout plan for the area that makes satisfactory provision for vehicular access to the A413, and pedestrian and cycle links.

The layout plan should include landscaping proposals to screen the development along the northern and western sides of the site, and to separate employment uses and buildings from the adjoining burial ground.

Development will not be permitted in advance of satisfactory drainage provision or an archaeological evaluation of the site.

## SHOPPING

- 9.9.** The maintenance and enhancement of Winslow as a local shopping centre is important to minimise the need to travel. The central area incorporates a diversity of local shopping uses, a number of specialist shops and a range of other commercial uses. They are mainly concentrated in Market Square and northwards along High Street. Much of this is in the Conservation Area.
- 9.10.** Given its relationship to larger shopping centres and the limited further housing growth, Winslow is unlikely to expand significantly as a shopping centre. The priority will be to maintain the level of shopping it currently offers as a local centre.
- 9.11.** A Central Shopping Area (see Proposals Map) has been designated to maintain a cohesive town centre and prevent the haphazard spread of commercial uses into the surrounding residential areas.
- 9.12.** Non-shop uses can contribute to a centre's vitality and viability by providing services that are now widely regarded as complementary to traditional shopping facilities. Nevertheless, it is most important that a careful balance of uses is maintained. Non-shop uses will be acceptable in principle within the Central Shopping Area, however, they should be well dispersed and a concentration of such uses should be avoided, therefore they will not be permitted adjoining each other.

**WI.3** The Proposals Map defines the Central Shopping Area.



Permission will not be given in the Central Shopping Area for uses that weaken its shopping strength and attractiveness. New development should enhance the trading vitality and interest of the town centre.

Redevelopment proposals should normally incorporate ground floor retail accommodation. Non-retail or mixed-use schemes should avoid a bunching of, or adjacent, non-shop uses.

## CAR PARKING

- 9.13.** A limited amount of parking is available within the Market Square, but on one day a week an open market occupies part of this area. Further parking is located on the east of High Street,

in Greyhound Lane and to the north of Elmfields Gate. The remaining parking available within the town centre is on-street. Market Square would be very much more attractive both in terms of appearance and use by shoppers if fewer cars were parked there.

## TRANSPORT

- 9.14. The Council supports the re-opening of the railway through Winslow to passenger traffic.

**WI.4** The Proposals Map identifies a site reserved for a railway station stop.



Development proposals that prejudice the effective use of the site for its designated purpose will not be permitted.

Proposals for a railway station on the reserved site at Winslow should have regard to:

- a) the protection of nearby residential amenity;
- b) the provision of related car and cycle parking, and bus waiting facilities; and
- c) the conservation and protection of any affected trees or other landscape feature.

POLICY NOT SAVED WI.4 Control can be exercised through AVDLP Policies GP8, GP26, and GP39, which are saved, and PPG13 (para 79)

- 9.15. In the event that the railway line is re-opened to passenger traffic the Council will support proposals for a station having particular regard to the impact on adjacent residents and provision for walking and cycling.

- 9.16. The National Cycle Network (Sustrans) includes a route through Winslow and a link to Aylesbury.

## TOWNSCAPE AND ENVIRONMENT

- 9.17. A large part of Winslow’s Central Shopping Area is within the Conservation Area. The historic fabric lends a great deal to its character and environmental quality; it constitutes one of the principal assets. There is a need to exploit this and other opportunities to enhance the environment of the town centre and so increase their attractiveness as places in which to shop. Shop premises may need to be refurbished but this should not be at the expense of maintaining the integrity of the historic buildings.

- 9.18.** Providing more housing within town centres is an important objective. More housing will provide more choice, a better balance of uses in the centre, increased activity outside peak times and provide a choice for those who want to be less dependent on the motor car.

**POLICY NOT SAVED**  
Control can be exercised through AVDLP Policies WI3 and GP57, which are proposed to be saved, and PPG15 (paras 4.14-4.19)



**WI.5** The Proposals Map defines the Winslow Central Shopping Area.

Development that enhances the shopping function and characteristics of the Central Shopping Area will be permitted, subject to other policies of the Plan.

Proposals where shopping-related development is secondary to residential and other non-retail uses are not likely to be considered appropriate in the Central Shopping Area.

Proposals for new buildings or alterations to existing buildings, and for shop fronts and advertisements, should be designed to harmonise with the traditional appearance of the town centre and should, where possible, include or facilitate rear servicing.

Development giving rise to excessive traffic that is incompatible with the historic environment or retail efficiency of the centre will not be permitted.



**RURAL AREAS** 10



# 10 RURAL AREAS

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## INTRODUCTION AND STRATEGY

- 10.1.** Aylesbury Vale is a large rural district. Outside Aylesbury, the character of the District is one of countryside with a few small towns and many villages. Extensive tracts of the countryside have been identified as having special landscape and ecological qualities with national, county and local designations. All of the countryside is valuable for its natural beauty, its peace and quiet, its historical and cultural associations as well as the land use it supports. Agriculture is the main land use in the District and it makes a fundamental contribution to the area's countryside and landscape. For these reasons the protection of agricultural land and the maintenance of agricultural uses are important elements of this Plan.
- 10.2.** The strategy of the Plan as a whole is to concentrate most development at Aylesbury and then at the largest rural settlements of Buckingham, Wendover, Winslow and Haddenham. The general strategy for the Rural Areas is to apply more restrictive policies controlling housing development than has been the case in the past. This is to ensure that most development is in the most sustainable locations. Therefore, in smaller settlements, development will be severely restricted, and in the countryside, development will only be permitted in exceptional circumstances.
- 10.3.** Conversely, it is proposed to apply more flexible policies for employment in the Rural Areas at the most sustainable locations. This is to provide a wider employment base and reduce the overall need for travel within the Rural Areas.

## THE COUNTRYSIDE

- 10.4.** There are many competing demands for development or new uses of land in the countryside which often conflict with the maintenance of the countryside's fundamental character and value. There is a continuing need to protect the countryside for its own sake, as well as safeguarding the best productive farming land and the quality of life of residents of the countryside.

**10.5.** The countryside around settlements can be particularly valuable as a setting to a built-up area, or as a transition between urban and rural areas or separating adjacent settlements. Where an area of countryside is particularly valuable, for example, because of intrinsic landscape quality, special historic or natural interest, or because it performs a specific land use function such as Green Belt additional controls will apply.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (paras 1(iv), 16)



**RA.1** In dealing with proposals for development in Rural Areas the Council will give priority to the need to protect the countryside for its own sake.

Development will not be permitted in the countryside unless it is necessary for the purposes of agriculture or forestry, or for enterprise, diversification or recreation that benefits the rural economy without harming countryside interests.

**COALESCENCE OF SETTLEMENTS**

**10.6.** The Council seeks to preserve the separate identities of neighbouring settlements or communities. The Council will resist development that would compromise the open character of the countryside between settlements, especially where the gaps between them are already small. It is acknowledged that in some cases, whilst neighbouring communities may still have separate characters or identities, the built-up areas of those settlements are already linked. The Council will resist further development that would result in consolidation of such linkage and threaten what remains of the separate character or identity of the communities.

**10.7.** In addition to the general control of coalescence, there is a need for more specific protection in locations that are or will be experiencing the strongest pressures for development. These pressures are evident in certain locations around Aylesbury, where there are proposals for major development areas to include several thousand new homes, and in the Milton Keynes/Newton Longville area. The Council has identified and allocated sufficient land in this Local Plan at Aylesbury (and elsewhere) to accommodate the requirements stipulated by the County Structure Plan. Nonetheless, it is anticipated that land not so allocated will come under particular pressure to be developed during the Plan period.

- RA.2** Other than for specific proposals and land allocations in the Local Plan, new development in the countryside should avoid reducing open land that contributes to the form and character of rural settlements.



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

### CURTILAGE EXTENSIONS

- 10.8.** The encroachment of non-agricultural uses into the countryside by the extension of curtilages both on the edge of settlements and in the open countryside, especially those associated with residential property and open storage, can have a particularly significant impact, especially in terms of the potential for associated development.
- 10.9.** Where changing the use of the land in question from agricultural is considered acceptable in principle, the Council will require submission of details of proposed boundary treatment and any planting proposals, and permitted development rights for additional structures or hard surfaces may be withdrawn by condition.

- RA.3** Proposals for the extension of residential and other developed curtilages beyond the built-up area of settlements that would adversely affect the character and appearance of Rural Areas will be resisted. Where such proposals are permitted, planning conditions may be imposed to regulate the use of the land and any associated building development.




### COUNTRYSIDE RECREATION

- 10.10.** The District contains extensive tracts of countryside. Some of the countryside has special protection such as the Chilterns Area of Outstanding Natural Beauty, Areas of Attractive Landscape and Local Landscape Areas. In the countryside there is an increasing demand for a diverse range of recreational activities, which can provide an important source of income and employment for the rural economy.
- 10.11.** There are forms of recreation that can take place in the countryside without harming the character and appearance, its ecological, archaeological or historic interest and its environmental amenity. These include walking and sightseeing.

There are also those uses or sports that by their nature are not appropriate within or adjacent to settlements because the use requires a large amount of land or a countryside setting, or would be unneighbourly if located close to dwellings.


- 10.12.** The Council supports the former and aims to provide for the latter on appropriate sites. Any associated buildings should have regard to the natural features of the site, any effect on neighbouring land uses and the likely long-term impact of the use. Recreational uses that require substantial buildings will not be acceptable in the countryside.

**RA.4**  In considering proposals for the recreational use of land outside the built-up areas of settlements the Council will have particular regard to:

- a) the visual effect of car parking and access roads;
- b) the siting and design of any associated buildings;
- c) the accessibility of the site, including public transport links and walking or cycling networks; and
- d) agricultural land quality and the effect on land drainage.

**GOLF COURSES**

- 10.13.** Advice from the Sports Council, based on their standard for golf courses (one nine-hole course per 12-15,000 population) shows that numerically the District is substantially over-provided with golf courses. The Sports Council, nevertheless, suggest that within the District there are still geographical deficiencies, particularly in the Western part. Although providing an important leisure resource, golf courses can have a detrimental effect on the countryside and on nearby settlements. It is therefore proposed to permit golf courses only exceptionally, and to ensure that where they are permitted they comply with a strict range of criteria.

**RA.5**  In considering proposals for new golf courses the Council will have particular regard to:

- a) the effect on the landscape, the natural environment and wildlife;
- b) the accessibility of the site and the suitability of the rural road network;
- c) public rights of way affected by the development;
- d) the effect on farming processes and the need to adopt a sequential approach to agricultural land-take;

- e) the desirability of restricting new building development and using existing buildings for purposes directly related to the golfing project; and
- f) the availability of other golfing facilities.

Planning permissions may be subject to conditions, or obligations may be sought, to regulate the use and timing of construction of any buildings permitted in association with the golf course.


## METROPOLITAN GREEN BELT

- 10.14.** The purpose of the Metropolitan Green Belt, a relatively small part of which falls within the District as shown on the Proposals Map, is to restrain the outward sprawl of London, to prevent communities within it from merging into one another, to assist in safeguarding the countryside from encroachment, to preserve the special character of towns within the Green Belt and to assist in urban regeneration by encouraging the recycling of derelict and other urban land. This Plan is not proposing to alter the Green Belt boundary.

*PPG2: Green Belts sets out Government advice.*

## CONTROL OF DEVELOPMENT WITHIN THE METROPOLITAN GREEN BELT

- 10.15.** Policies controlling development in the open countryside apply with equal force within the Metropolitan Green Belt, but in addition there is a general presumption against inappropriate development within it.
- 10.16.** Specific policies relating to new dwellings, replacement dwellings and extensions and alterations to dwellings in the Metropolitan Green Belt can be found in the section on housing below.

- RA.6**  Within the Metropolitan Green Belt there is a presumption against new building development except for the purposes of agriculture or forestry, essential facilities for outdoor sport and outdoor recreation, cemeteries and other uses of land which preserve the openness of the Green Belt.

The re-use of buildings of permanent and substantial construction may be permitted where there is no greater impact on the openness of the Green Belt and the form, bulk and design of any conversion is in keeping with the surroundings and does not involve major or complete reconstruction.

Permission for the re-use of such buildings may include conditions regulating further building extensions, and the use of land associated with the building.

### **SPECIAL LANDSCAPE AREAS**

- 10.17.** Parts of Aylesbury Vale have been identified as areas of special landscape: Areas of Outstanding Natural Beauty (AONB) designated by the Government; Areas of Attractive Landscape (AAL) identified by the County Structure Plan and the precise boundaries defined in the Local Plan; and Local Landscape Areas (LLA) designated in the Local Plan.
- 10.18.** The approach adopted in this Local Plan to the designation of special landscape areas (SLAs) is consistent with the requirements of the County Structure Plan and the other Districts in the County and Milton Keynes. However, this approach may differ from that adopted in the neighbouring areas of Hertfordshire, Bedfordshire, Oxfordshire and Northamptonshire.
- 10.19.** These SLAs all comprise landscape of distinctive quality. The Council will seek to protect the special character, appearance and enjoyment of these areas. Proposals for development within them will be judged against this objective. So, too, will development proposed beyond the boundaries but having a significant impact upon views to or from the SLAs.
- 10.20.** The Council is concerned to protect the rural landscape outside the SLAs. In the longer term the Council intends to adopt Supplementary Planning Guidance for the protection of all landscapes in Aylesbury Vale.
- 10.21.** Specific policies relating to replacement dwellings and extensions and alterations to dwellings in the SLAs are included in the Housing section below.

### **THE CHILTERN AREA OF OUTSTANDING NATURAL BEAUTY**

- 10.22.** Part of the Chilterns Area of Outstanding Natural Beauty (AONB) falls within Aylesbury Vale District. Alterations were made in 1990, and the current boundary is shown on the Proposals Map.
- 10.23.** It is an extensive area of distinctive landscape of national importance that crosses several county boundaries. The main purpose of designation is to conserve and enhance natural



beauty, which includes protecting flora, fauna and geological features as well as the overall landscape.

- 10.24.** The Council, as a member of the shadow Chilterns Conservation Board, endorses the Management Plan for the Chilterns AONB - The Framework for Action (2002 - 2007). The Plan lays out a vision for the AONB and provides a policy framework for achieving it. Specific policies and guidelines produced by the shadow Chilterns Conservation Board may, if appropriate, be adopted by the Council as Supplementary Planning Guidance.

**RA.7**




In the Chilterns Area of Outstanding Natural Beauty priority will be given to the conservation of the natural beauty of the designated area. In considering proposals within the AONB the Council will pay special attention to the amenity value of its scenic beauty and natural features. Development that adversely affects these characteristics will be resisted and major industrial or commercial development is unlikely to be permitted.

**POLICY NOT SAVED RA.7**  
Sufficient guidance is provided by PPS7 (paras 21-23) and SEP Policy C2

### OTHER IMPORTANT LANDSCAPES

- 10.25.** Areas of Attractive Landscape (AALs) have been identified in the County Structure Plan. The Structure Plan requires that the precise boundaries are identified in the Local Plan. These important landscape areas demand a high level of protection, but not quite so rigorous as in the nationally important Area of Outstanding Natural Beauty. These areas are described in Appendix 5.
- 10.26.** Six of the AALs identified fall entirely or partly within the District. They are: - Stowe; Quainton-Wing Hills; Brill-Winchendon Hills; the Brickhills; Ivinghoe/Edlesborough; and Halton/Wendover. The Brill-Winchendon Hills AAL has been extended at Aylesbury to take account of the Coldharbour Farm/Fairford Leys development (see Proposals Map).
- 10.27.** Local Landscape Areas (LLAs) are areas of distinctive quality at the District rather than the County level. They are areas that make a special contribution to the appearance and the character of the landscape within Aylesbury Vale. Six areas are identified on the Proposals Map and briefly described in Appendix 5:

Westend Hill/Southend Hill, Cheddington; Great Ouse Valley (East); Great Ouse Valley (West); the Whaddon-Nash Valley; Poundon Hill; and Halton.

**RA.8**  The Proposals Map defines Areas of Attractive Landscape, identified in the County Structure Plan, and Local Landscape Areas, defined by the District Council, which have particular landscape features and qualities that are considered appropriate for particular protection.

Development proposals in these areas should respect their landscape character. Development that adversely affects this character will not be permitted, unless appropriate mitigation measures can be secured.

Where permission is granted the Council will impose conditions or seek planning obligations to ensure the mitigation of any harm caused to the landscape interest.


**AGRICULTURE AND FORESTRY**

**AGRICULTURAL LAND**

**10.28.** Agriculture constitutes the main land use in the countryside of the District and it is expected that it will continue to do so. The agricultural industry has been and will continue to undergo profound change linked to the efficiency of food production, the diversification of agricultural units and an increased emphasis on environmental objectives.

**10.29.** The Government’s guiding principle in the countryside is that development should both benefit economic activity and maintain or enhance the environment. Within the principles of sustainability, the best and most versatile agricultural land should be protected as a resource for future generations. This is land classified as Grades 1, 2 and 3a (agricultural land is graded from 1[excellent] to 5[very poor quality]) according to the degree to which permanent characteristics impose long term limits on it for food production. If agricultural land is developed, it is seldom practicable to return it to best quality agricultural land even if the proposals are for “soft” development such as golf courses. If agricultural land unavoidably has to be developed subject to the policy below, and there is a choice of sites, development should be directed towards the area of the lowest grade.


**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (para 28)

**RA.9**  In considering planning applications the Council will have regard to the need to conserve the best and most versatile farmland, where permission will not be granted without an assessment of alternative sites on previously developed land and land in urban areas. Development proposals should avoid using

good farmland as far as possible and will be expected to observe a sequential approach using lower grades of agricultural land in preference to better grades.

## AGRICULTURAL BUILDINGS

- 10.30.** New agricultural buildings can have a considerable effect on the appearance of the countryside. This is due to siting and design being guided by functional and economic criteria rather than aesthetic ones. Many new agricultural and forestry buildings, excluding dwellings and intensive livestock units, do not need to be the subject of a planning application as they are permitted development under the provisions of the Town and Country Planning (General Permitted Development) Order 1995. In some circumstances, however, these rights cannot be exercised until the developer has applied to the Council for a determination as to whether prior approval is required for certain details. In these cases, the principle of the erection of a building for agricultural or forestry purposes may not be questioned, but the Council may have the opportunity to regulate siting, design and external appearance of the development. Some agricultural activities involve large-scale buildings that can be intrusive in the countryside and create difficulties for residential occupiers because of noise and smells. Such buildings are not usually appropriate in the most sensitive rural landscapes, or close to built-up areas or dwellings.

**RA.10**  Any farm or forestry building or structure that requires planning permission or for which details require approval, should be sited to minimise the visual impact on the appearance of the surrounding landscape. The design and materials used should fit sympathetically with the rural setting and where appropriate, landscape schemes will be required to be submitted as part of the application. Any potential impact on the amenity of nearby residential properties should be minimised.

Permission will not be granted for large-scale farm buildings, unconnected with the agricultural use of a substantial area of adjoining open land, that adversely affect the natural beauty of the Area of Outstanding Natural Beauty.

Permission will not be granted for large farm buildings in Area of Attractive Landscapes and Local Landscape Areas where the special landscape characteristics of the setting are not respected, or in locations close to built-up areas where proper consideration is not shown for the residential amenities of nearby occupiers.

POLICY NOT SAVED RA.10  
Control can be exercised through  
AVDLP Policies RA2, RA8, GP8,  
GP35 and GP38, which are saved,  
and PPS7 (paras 21-23 and 31)

- 10.31.** Where permission is required, the objective is to assimilate buildings into the landscape without compromising the functions they are intended to serve. The Council has produced Supplementary Planning Guidance, Design Guide entitled “New Buildings in the Countryside”, which includes advice on relating buildings to their setting.

### **RE-USE OF BUILDINGS IN THE COUNTRYSIDE**

- 10.32.** Opportunities occur for the re-use or adaptation of rural buildings for new commercial, residential or recreational use. In general, the Council will encourage such re-use where the building contributes to the character and appearance of the countryside. Re-use can help reduce demand for new buildings in the countryside, encourage new enterprises, and provide jobs and homes needed in Rural Areas, but this should not be to the detriment of the countryside.
- 10.33.** The Council will need to be satisfied that the building or buildings are capable of being converted without major rebuilding at the outset. A structural survey will be required to be submitted at the application stage together with detailed drawings clearly showing any repair or replacement work. Replacement of the majority or all of the structure of the building is unacceptable, although it is recognised that the roof covering may have to be replaced.
- 10.34.** A primary consideration is whether the nature and extent of the proposed use for the building is acceptable in planning terms. Whilst a commercial use for a building may make an important contribution to the rural economy, the scale and nature of the enterprise should not result in a large number of employees needing to drive to work nor excessive traffic generation on the rural road network.
- 10.35.** Traditional buildings often make a valuable contribution to the character of the countryside and it is important to safeguard the District’s rural heritage by re-using them wherever possible. However, conversion schemes should not alter the essentially simple character of the building and its relationship with the surrounding landscape with the addition of numerous windows and doors, large areas of open parking, urban style boundary treatment, etc. Commercial uses may give rise to less intrusive conversions - residential conversions may require the insertion of more additional windows, more internal alterations to the original structure and the creation of a domestic curtilage and associated trappings such as washing lines etc.

- 10.36.** Modern buildings frequently make a lesser contribution to the appearance of the countryside, but where a commercial use is proposed this should be weighed against the valuable contribution to the economy in Rural Areas such a conversion may make. Concern for the form, bulk and general design of the building will be the greatest within special landscape areas. If the existing building detracts from the landscape significantly, refusal of permission for re-use or conversion may be justified. Even if the building is unused and derelict, the short term effect on the landscape before it is taken down or falls down is more acceptable than the extended existence of a building that has been judged not to be in keeping with the rural surroundings.
- 10.37.** Accordingly, in determining the appropriateness of any proposals the Council will have particular regard to the original building and the effect of any proposed use or building works on it and on its setting. Any conversion scheme must be compatible with the essential character of the building concerned, particularly traditional types, and capable of being achieved with minimal impact on the landscape. The Council has adopted Supplementary Planning Guidance, Design Guide “The Conversion of Traditional Farm Buildings”. Special considerations also apply in the case of buildings that have been listed for their architectural or historic importance.
- 10.38.** The Council favours employment rather than residential re-use of rural buildings. There is less potential for harmful effect on the countryside and the strategy of the Plan is to have strict control on new housing in the countryside and to encourage rural employment. Residential conversion will not be allowed unless the applicant has made every reasonable attempt to secure suitable business re-use and the application is supported by a statement of the efforts that have been made or residential conversion is a subordinate part of a scheme for business re-use.
- 10.39.** The Council is concerned to prevent the abuse of agricultural permitted development rights. If permission is sought to convert a recently erected building, or to convert a building which has become available for an alternative use by reason of the recent erection of another building as permitted development, permission will not be granted.
- 10.40.** Conversions that would give rise to specific planning objections such as noise, smell or excessive traffic generation will not be acceptable. Changes of use which result in the establishment of a new access or intensified use of an existing access onto an A class road will be resisted as will proposals that lead to intensified use of an access with substandard visibility.

- 10.41.** The Council will not permit the subsequent redevelopment of a building converted to an alternative use. The purpose of allowing conversion is to bring into positive use a building that would otherwise be unused. Conversion is not acceptable if substantial rebuilding is required. New buildings in the countryside are strictly controlled. Redevelopment would be inconsistent with this.



- RA.11** Outside the built-up area of settlements, the Council endorses the conservation and re-use of buildings that are of permanent and substantial construction and generally in keeping with the rural surroundings, for non-residential purposes that fortify the rural economy.

The scale of such schemes should not conflict with the strategy of concentrating development in the main settlements.

Conversion works should not involve major reconstruction or significant extensions and should respect the character of the building and its setting.

Proposals should not give rise to other planning objections.

Permission for residential re-use is unlikely but may be granted exceptionally as part of an acceptable business conversion scheme, or where genuine attempts to secure business re-use have been unsuccessful. Any subsequent redevelopment proposals will be judged by other relevant policies in the Local Plan.

## HOUSING

- 10.42.** In the interests of preserving the rural character of the countryside, house building needs to be strictly and carefully controlled. When it is necessary for a dwelling to be provided outside an existing settlement, notably to meet an essential need arising from the land concerned, it should be designed and sited in such a way as minimises the effect on the character of the area.



- RA.12** Planning permission will only be granted in exceptional circumstances for residential development in the countryside outside existing settlements. Any new dwelling required to serve the essential needs of agriculture, forestry or some other special need shall be sited within or immediately adjacent to an


**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (paras 9-11 and Annex A)

existing group of dwellings suitably located to serve the purpose, unless it can be shown that there are overriding reasons why it must be built elsewhere.

#### **AT SETTLEMENTS OUTSIDE THE METROPOLITAN GREEN BELT**


- 10.43.** In the Rural Areas, in addition to the planned development at Buckingham, Wendover and Winslow, it is appropriate to allow limited small-scale development at settlements that have some community facilities like shops, pubs and post offices, are reasonably accessible and may provide some employment opportunities. These settlements are listed in Appendix 4.
- 10.44.** In Appendix 4 settlements priority will be given to proposals for the re-use of small parcels of derelict or under-used land, and previously developed land, that consolidate the settlement form. These development or redevelopment schemes should not generally exceed five dwellings, although in Buckingham, Wendover, Haddenham and Winslow the principle of larger developments that conform to other policies may be appropriate. These projects should not detract from any distinctive characteristics of the settlement or prejudice important areas of open space or employment uses.
- 10.45.** Within Appendix 4 settlements infilling development will normally be permitted. For this purpose, infilling is regarded as one or two dwellings in a small gap of a built-up frontage of the settlement. Such development should be consistent with the scale and spacing of residential development in the vicinity of the site and the character of the area. There may be incidences where the number of infilling dwellings could be varied, in the interests of making a better use of land or to enhance the appearance of the surroundings. There may be other cases where the space involved is an important visual feature that should not be developed.
- 10.46.** At the edge of Appendix 4 settlements there may also be scope for small-scale development between the built-up area and the countryside. These opportunities will be very limited - a typical example might be a farmyard - and they should avoid intrusion into the rural setting of the settlement and, where possible, strengthen the interface between the village and the countryside.
- 10.47.** In all cases of development in Appendix 4 settlements an efficient use should be made of land and wasteful building densities avoided.

**10.48.** The ‘built-up area’ to which policies RA.13 and RA.14 apply refers to land within the settlement framework principally occupied by permanent buildings. This would not normally include recreation or amenity land, playing fields, allotments or similar open or wooded areas that contribute to the settlement form, or large grounds and gardens on the rural margins of settlements.

**RA.13**  Within the built-up areas of settlements listed in Appendix 4 of the Plan residential development will be restricted to small-scale areas of land. Subject to other policies of the Plan, permission will only be granted for residential or mixed-use development comprising:

- (a) infilling of small gaps in developed frontages with one or two dwellings in keeping with the scale and spacing of nearby dwellings and the character of the surroundings.
- (b) up to five dwellings on a site not exceeding 0.2 ha that consolidates existing settlement patterns without harming important settlement characteristics, and does not comprise the partial development of a larger site.

Such development should use land efficiently and safeguard existing employment uses and significant open spaces and buildings. In Buckingham, Wendover, Haddenham and Winslow larger schemes may be permitted.

**RA.14**  On the edge of the built-up areas of settlements listed in Appendix 4 of the Plan permission may be granted for residential or mixed-use development of up to 5 dwellings on a site not exceeding 0.2 ha where:


- a) the site is substantially enclosed by existing development
- b) the proposal would satisfactorily complete the settlement pattern without intruding into the countryside; and
- c) the proposal does not comprise the partial development of a larger site.

Proposals should use land efficiently and create a well-defined boundary between the settlement and the countryside. Permission will not be granted for development that impairs the character or identity of the settlement or the adjoining rural area.



## IN THE COUNTRYSIDE

- 10.49.** In the countryside outside the Green Belt, that is outside settlements, and in settlements not listed in Appendix 4, new housing development will be very strictly controlled. The replacement of existing dwellings and the infilling of one or two dwellings in an otherwise built-up frontage will generally be acceptable. Government guidance states that the minor extension of small groups of housing in the countryside may be acceptable. However, because of the importance in this Plan of restricting the location of new housing to achieve the sustainability objectives, such development will not be allowed.


**RA.15**  In the Rural Areas beyond the Green Belt and outside the built-up areas of settlements listed in Appendix 4 permission for the construction of new dwellings, other than for those for which specific provision is made in the Local Plan, will be granted only in the exceptional circumstances of providing affordable housing to meet a local need, or housing necessary for the purposes of agriculture or forestry.

Subject to other policies of the Plan, permission will only be granted for infilling of small gaps in developed frontages with one or two dwellings in keeping with the scale and spacing of nearby dwellings, and for the replacement of existing dwellings in their original curtilage, where there would be no adverse effect on the character of the countryside or other planning interests.

**POLICY NOT SAVED RA.15**  
Sufficient guidance is provided by PPS7 (paras 9-11 and Annex A)

## IN THE METROPOLITAN GREEN BELT


- 10.50.** The County Structure Plan allows for infilling in settlements covered by the Metropolitan Green Belt designation, replacement of habitable dwellings and limited extension or alteration of existing dwellings.

**RA.16**  Within the existing built-up area of settlements within the Metropolitan Green Belt, residential infilling of small gaps in developed frontages with one or two dwellings in keeping with the scale and spacing of nearby dwellings and the character of the surroundings will be permitted.

**POLICY NOT SAVED RA.16**  
Guidance is provided by PPG2 (para 3.4)

### REPLACEMENT DWELLINGS IN THE METROPOLITAN GREEN BELT AND SPECIAL LANDSCAPE AREAS


- 10.51.** Whilst accepting the principle of the erection of replacement dwellings in the Metropolitan Green Belt and special landscape areas, it is important to take account of the overall effect the proposed replacement would have. A comparison should be made between the effect of the proposed replacement against the impact of the existing dwelling. If the dwelling allowed exceeds the original size, the Council may impose a condition withdrawing future permitted development rights. For the purpose of the comparison the term “dwelling” will not include any detached garaging or domestic outbuildings.

 **RA.17** The replacement of existing dwellings in the Green Belt by new dwellings that are not significantly larger in area or volume, and which do not have a greater effect on the openness of the Green Belt, may be permitted subject to other relevant policies of the Plan.

Within the special landscape areas, similar replacement dwellings that do not harm the natural beauty of the Area of Outstanding Natural Beauty or the individual landscape features and characteristics of the Area of Attractive Landscapes and Local Landscape Areas may also be permitted.

### EXTENSIONS TO DWELLINGS IN THE METROPOLITAN GREEN BELT AND SPECIAL LANDSCAPE AREAS

- 10.52.** Extensions to dwellings within the Metropolitan Green Belt and special landscape areas are subject to particular considerations. It is important to resist extensions to existing dwellings outside the built-up area of settlements that are likely to adversely affect the open and undeveloped character of these areas. In principle, provided that they do not result in disproportionate additions over and above the size of the original building, extensions and alterations to dwellings are appropriate development. In the case of very small dwellings it may be necessary exceptionally to permit a relatively larger extension to allow the provision of basic modern amenities. The cumulative effect of a series of small extensions to a dwelling can be equally detrimental to character and appearance; therefore any proposed extension should be assessed against the original building.

 **RA.18** Extensions and alterations to dwellings in the Green Belt that are not out of proportion or character with the original building and which do not materially reduce the openness of the Green Belt may be permitted.

Within the special landscape areas the scale, form and location of proposed dwelling extensions should have regard, as will the Council, to the conservation of the natural beauty of the Area of Outstanding Natural Beauty and to the protection of important landscape features and characteristics of the Area of Attractive Landscapes and Local Landscape Areas.

## DWELLINGS FOR AGRICULTURAL OR FORESTRY WORKERS

### Permanent Dwellings

- 10.53.** The Council will in all cases need to be satisfied that a new house in the countryside is necessary because of the demands of the farming or forestry work which requires it. One or more people must have to live on the site and they could not perform their duties if they lived in a nearby settlement or existing house. The personal circumstances and preferences of the individuals involved are not relevant - it is the needs of the enterprise under consideration. There is no justification for the provision of new dwellings as retirement homes for farmers. Whilst the need for security may contribute to the requirement for an agricultural dwelling, this reason by itself does not justify one.
- 10.54.** Accordingly, in considering a proposal for a new farm or forestry worker's dwelling, the following will be relevant factors:
- a) the existing functional need of the enterprise, including essential care at short notice and dealing quickly with emergencies in the interests of the business;
  - b) the number of full time permanent workers who need to live at or close to the site of their work;
  - c) the unit and activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so;
  - d) the amount and suitability of existing accommodation or existing buildings suitable for conversion, on or in the vicinity of the land holding;
  - e) other factors relating to access, siting etc.; and
  - f) whether any existing houses or buildings suitable for conversion to housing on the unit have been sold off within the last five years.
- 10.55.** Where a need is proven for a new dwelling in the countryside, the Council will be concerned that the impact of the proposed dwelling on the countryside will be acceptable. The size of the

proposed dwelling should be appropriate to the functional need of the enterprise. In the future, the dwelling may not be required to meet the original need, or the enterprise as a whole may be sold, and the dwelling should not be too large to affect the continued viability of maintaining it for its intended purpose. Specific permitted development rights may be withdrawn by condition to prevent the property being extended beyond its original size.

- 10.56.** The site should be well related to existing farm buildings or other dwellings, and designed so as to harmonise with the rural setting. The Council will apply all relevant design policies and Design Guide advice to any new farm or forestry worker’s dwelling.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (Annex A)



- RA.19** Planning permission will be granted for dwellings in the countryside for agricultural or forestry workers who are genuinely obliged to live close to their occupations in the interests of the proper working of a viable farm or forestry enterprise. Permission will not be granted if the accommodation could be equally well provided in a settlement or by building conversion.

The scale and location of the dwelling should be related to the functional need of the unit, and other buildings, and its siting and appearance should respect the rural characteristics of the surroundings. Where permission is granted conditions may be imposed to regulate subsequent increases in the size of the dwelling.

**Occupancy Conditions**

- 10.57.** Where the need for a new agricultural/forestry worker’s house in the open countryside is justified, it is necessary to ensure that the dwelling is kept available for this need and a standard occupancy condition will be imposed on the permission to ensure this. In some cases, the Council may wish to impose occupancy conditions not only on the new dwelling, but also on any other unrestricted dwellings over which the applicant has control and need at the time to be used in connection with the farm.
- 10.58.** The Council will consider applications for substituting the modern occupancy condition for a non-standard condition imposed on dwellings for which planning permission was granted prior to the current guidance.

**10.59.** Changes in the scale and character of farming and forestry over the years may affect the long-term requirement for dwellings subject to an occupancy restriction. Applications for the removal of agricultural/forestry occupancy conditions will only be allowed if the Council is satisfied that the need advanced at the time of the original permission is no longer valid and also that there is no need for such a dwelling to meet the needs of the local agricultural community.

**10.60.** Applicants will be required to submit evidence that the dwelling has been properly marketed continuously and unsuccessfully for sale at a price that reflects the restriction over a reasonable period of time.



**RA.20** The occupation of all permitted agricultural or forestry workers' dwellings will be restricted by condition to ensure that the dwelling remains available to meet the essential needs of farming or forestry in the locality.

In granting permission conditions may also be imposed, or obligations sought, to regulate the occupation of other dwellings on the relevant holding.

POLICY NOT SAVED RA.20  
Sufficient guidance is provided by PPS7 (Annex A)

### Temporary Accomodation

**10.61.** In considering proposals for temporary accommodation, the Council will have to be satisfied that there is a functional need for a full time worker to be present at all times on the site, there are no other dwellings available, the proposed enterprise has been planned on a sound financial basis, there is clear evidence of a firm intention and ability to develop the enterprise concerned, and other normal planning requirements are satisfied. Temporary permission will not be granted in locations where a permanent dwelling would be unacceptable and successive extensions to any temporary permission are unlikely to be considered acceptable.




**RA.21** In appropriate cases, permission for a mobile home or other temporary dwelling may be given for the period during which viability for the enterprise is to be proved and established.

POLICY NOT SAVED RA.21  
Sufficient guidance is provided by PPS7 (Annex A)

### DWELLINGS FOR HORSE-RELATED DEVELOPMENT


**10.62.** Applications for dwellings or temporary residential accommodation for horse-related activities will be dealt with in the same way as for agricultural or forestry operations. The following specific policies will apply.


**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (Annex A)

**RA.22**  Planning permission for a permanent new dwelling in the countryside for a worker associated with horse-related activities will only be granted where:

- a) it is essential for the proper functioning of an existing horse-related enterprise which has an assured future;
- b) there is no other suitable alternative accommodation available or capable of being provided by conversion of an existing building; and
- c) suitable accommodation, including that which might have been converted, has not been sold separately from the land within the last five years.

**POLICY NOT SAVED**  
Sufficient guidance is provided by PPS7 (Annex A)

**RA.23**  Permanent new dwellings for workers associated with horse-related activities shall be located to meet the identified functional need and be well related to existing farm buildings or other dwellings. They will be expected to be of a good standard of design and of a size appropriate to their rural location.

**RA.24**  In all cases, permission for permanent dwellings for workers associated with horse-related activities will be subject to a condition and/or legal agreement that the occupation of the dwelling shall be limited to a person solely or mainly working, or last working, in the locality in horse-related activities, or a widow or widower of such a person, and to any resident dependants.

## OTHER MAJOR REDEVELOPMENT SITES

### CALVERT

**10.63.** The Aylesbury Vale (Rural Areas) Local Plan (RALP) set out (in Policy RMS.8) a policy for the redevelopment of the site of the former Calvert brickworks. The whole area of the Calvert brickworks site totals 55ha of which 25ha comprises that part described in the RALP as the ‘footprint of Calvert brickworks’ and which is shown on the Proposals Map as a ‘mixed housing/employment commitment’.

**10.64.** In August 2000 the Council granted outline planning permission on the footprint site for mixed development comprising 300 dwellings on 22 ha of the footprint and 3 ha of employment on the remainder.

**10.65.** The Local Planning Authority has sought to accommodate housing needs in the most sustainable locations. This is a remote site and there is no justification for increasing the density of development above that already committed by a valid planning permission.

**RA.25**

The Council will require that any proposal for any alternative development to that permitted or other use of the former Calvert brickworks site accords with the following requirements:

- a) a comprehensive plan for the whole of the footprint site of the redundant Calvert brickworks, in accordance with the principles established in the masterplan approved under reference 00/0250/ADP (reference number A1420/2.1/03), shall describe the proposals in the context of and relate them to any intended development or other use of neighbouring land;
- b) restriction of replacement built development to the footprint of the former Calvert brickworks (shown on the Proposals Map as a mixed housing/employment commitment), and the approved masterplan referred to in a) above;
- c) provision of appropriate landscaping works to enhance the permitted site, to protect and enhance the amenities of local residents and to relate the site to its countryside location - existing trees and hedgerows, particularly where they screen the site, shall normally be retained and supplemented;
- d) provision within the footprint of the former Calvert brickworks of a minimum of 3 ha of land for employment uses to replace that lost from the site on closure and land for residential development to provide a maximum of 300 dwellings in accordance with the principles established in the approved masterplan referred to in a) above;
- e) that the remainder of the site of redundant brickworks shown on the Proposals Map as the Calvert policy area is devoted to uses appropriate to the site's countryside location; and
- f) satisfactory highway access, including any necessary local road and/or junction improvements;

and will seek:

- i) any appropriate local vehicle routing arrangements;
- ii) to establish and safeguard a suitable network of footpaths and bridleways within the site;
- iii) appropriate utilisation of the railway for access and servicing (see also GP26); and
- iv) to secure, by means of a legal agreement with the landowner and/or developer, that the necessary improvements to the physical and social infrastructure of the site are provided at the appropriate time.

## PITSTONE

- 10.66.** The Aylesbury Vale (Rural Areas) Local Plan (RALP) set out (in Policy RMS.3) a policy for the redevelopment of the site of the former Pitstone cement works. Planning permissions have subsequently been granted for the development of 275 houses on the site. Since 1998, when the deposit draft District Local Plan was published, the District Council has been consulting on modifications to the Plan that would provide for a greater amount of development on the former cement works site and on adjacent land (as defined on the Proposals Map as Pitstone Development Area). The additional area comprised land alongside the main West Coast Rail Line that had originally been reserved for a waste transfer facility and land between the main part of the village and the development site. The former area was part of the original developed site that was now redundant and the latter part would, once developed, allow for greater connectivity to be made between the existing and proposed new parts of the village. It is envisaged that the expanded development site will enable some 450 dwellings (the total number of dwellings to be determined by means of a comprehensive plan/development brief described in requirement a) below) to be accommodated, together with replacement employment on 21.44 ha of the former cement works, a new spine road between the B488 and B489 and commensurate community uses.



**RA.26** The Council supports the redevelopment of the former Pitstone cement works site and adjacent land as defined on the Proposals Map as the 'Pitstone Development Area' for a mixed employment and housing scheme including appropriate local services, facilities and open space. In any development proposals for the re-use and redevelopment of the Pitstone Policy Area, the District Council will require:

- a) that any proposals for the development of land outside that already granted planning permission, or proposals to alter existing planning permissions shall be against the background of a comprehensive plan/development brief for the whole of the Pitstone Development Area prepared in association with the Council and subject to public consultation;
- b) provision of housing, employment, open uses and community uses on the land defined as Pitstone Development Area;
- c) provision of a mix of housing types and sizes, including in particular at least 10% as low cost market housing, and providing for a minimum of 20% and up to 30% as



affordable housing. The Council will assess the circumstances of the site and of the particular proposed development, taking into account the considerations set out in GP2 above and also the local needs for low cost housing. The Council will also wish to ensure that the affordable dwellings are occupied initially by "qualifying persons" and are retained for successive "qualifying persons";

- d) replacement built development to be restricted to the land defined on the Proposals Map as the Pitstone Development Area with the precise extent of the land to be developed to be determined in accordance with the comprehensive plan/planning brief described in requirement a) above;
- e) the reduction of the visual impact of the formerly built-up area of the works and associated quarries and the visual enhancement of the Pitstone Policy Area in accordance with requirements f)-i) below;
- f) restoration of Quarry no. 1 to an open use appropriate to the countryside and its countryside setting pursuant to the IDO consents ref: 92/461/AMI and 0975-93;
- g) use(s) for Quarry no. 2 consistent with its location within the Area of Outstanding Natural Beauty and Metropolitan Green Belt following the extraction of chalk from and restoration of Quarry no. 2 pursuant to the IDO consents ref: 92/461/AMI and 0975-93;
- h) arrangements for the long-term maintenance and furtherance of the nature reserve in Quarry no. 3;
- i) that existing trees and hedgerows, particularly where they screen the Pitstone Policy Area and/or are prominent in the surrounding landscape, are retained and supplemented, save where the retention of existing trees and hedgerows would prevent the most satisfactory comprehensive scheme for the Pitstone Development Area from being achieved or where such trees/hedgerows are dead or dying and/or diseased and need to be removed;
- j) equitable contributions towards the provision of bus services between the development and Tring station;
- k) maximum utilisation of the railway for access and servicing;
- l) the protection and enhancement of the amenity of the neighbouring residents and those in nearby settlements;
- m) additional pedestrian and cycle links through the adjoining restored quarry land to neighbouring settlements and/or surrounding footpaths;
- n) integration between the existing village and the former cement works site fully exploiting opportunities to do so

provided by all the land enclosed within the Pitstone Development Area, in particular the Hawkins/Parish Council land, in accordance with the provisions agreed in the comprehensive plan/planning brief described in requirement a) above; and


o) an equitable contribution towards improvements to Brookmead School, Ivinghoe based on generated pupil numbers.

**EMPLOYMENT**

**DEVELOPMENT IN SETTLEMENTS**

- 10.67.** There are many employment sites in settlements throughout the Rural Areas. Some are isolated employment sites but there are also aggregations like the industrial areas at Aston Clinton and Westbury.
- 10.68.** The continued use of these sites for employment purposes and, in appropriate instances, the extension and/or intensification of some of these sites accords with the aims of the adopted Buckinghamshire Rural Strategy. They are commensurate with the aims of maintaining a healthy and diverse rural economy and providing local employment.

**POLICY NOT SAVED**  
Control can be exercised through AVDLP Policy GP17, which is saved

**RA.27**  Within the built-up areas of rural settlements the Council will resist proposals which lead to the loss of viable employment uses that do not cause significant environmental harm.

**EMPLOYMENT IN THE COUNTRYSIDE**

- 10.69.** There are a considerable number of isolated employment sites scattered throughout the District’s countryside. There are also a number of businesses located on small parts of former wartime aerodromes near Turweston, Tingewick, Great Horwood, Wing, Marsworth and Worminghall.
- 10.70.** It is necessary to strike a proper balance between the objective of maintaining a healthy and diverse rural economy in which the number of jobs broadly matches the workforce, with that of protecting the open character and appearance of the countryside.
- 10.71.** The Buckinghamshire Rural Strategy, developed in accordance with the guidance given by the Rural Development Commission and the rural strategies adopted by all local economic development agencies, promotes a proactive approach to meeting rural area employment needs locally. Small-scale

‘cottage industries’ within existing dwellings can make a positive contribution to the rural economy and employment. Where an application for planning permission is required to establish such activities, these will normally be acceptable where they do not have an adverse impact on the amenity of the occupiers of neighbouring properties and accord with other policies of the Plan.

**RA.28**

The Council is in favour of small-scale commercial activities undertaken in conjunction with the residential use of dwellings in Rural Areas.



In considering applications for such uses the Council will have regard to their employment and social benefits along with any effect of the business on other planning interests, especially neighbourly amenity. Where permission is granted conditions may be imposed, or planning obligations sought, to regulate the nature and extent of the approved use.

**POLICY NOT SAVED RA.28**  
Sufficient guidance is provided by PPG4, paras 32-34

**10.72.**

Whilst existing uses should be permitted to continue, given the open character and appearance of the former aerodrome sites and their relative remoteness from populated areas they are considered inappropriate locations for expansion or redevelopment. Such development would inevitably impact on the wider rural environment and attract increased commuter traffic on unsuitable rural roads.

**10.73.**

The Council considers that there should normally be a presumption against the establishment of new employment uses in the countryside.

**RA.29**


Except where otherwise allowed for in the Local Plan, outside the built-up areas of settlements and identified employment areas, the Council will resist proposals for new employment buildings and for the expansion of established employment sites into the countryside.



With the exception of Silverstone Motor Racing Circuit, Westcott, and Newton Longville Brickworks, existing employment sites in the countryside are not defined on the Proposals Map. When considering applications for planning permission made in respect of these non-defined sites, the Council will have regard to any extant planning permission or lawful use or development in order to define the extent of the existing employment site. At these sites permission may be granted for limited building extensions or redevelopment that is not out of keeping with the characteristics of the locality and does not lead to excessive traffic generation.

**SILVERSTONE MOTOR RACING CIRCUIT**


- 10.74.** Silverstone Motor Racing Circuit is a motor sports venue of international importance. It is important both to the international motor racing industry and to the local economy.
- 10.75.** Because the Circuit straddles the boundary between Aylesbury Vale and South Northamptonshire Districts, it is essential to achieve consistency and continuity across the administrative boundary and to consider the site comprehensively.
- 10.76.** A balance must be struck to enable both the future development of the Circuit and its related facilities, and the need to protect the environment of the surrounding area. The southern part of the Circuit overlaps the Stowe Area of Attractive Landscape. All of the Circuit within Aylesbury Vale is in a rural setting. It is important to ensure that development in the Circuit does not displace existing uses to the surrounding countryside.
- 10.77.** Expansion of employment at Silverstone accords with the advice given by consultants who prepared the Buckingham and North Bucks Rural Strategy Studies, which this Council jointly commissioned. Both these reports identify Silverstone as offering tremendous potential to stimulate the rural economy in north Buckinghamshire.
- 10.78.** Although substantial new employment is planned in South Northamptonshire, it is appropriate to maintain this designation as this employment area performs a complementary and different role to an Advanced Technology Park.
- 10.79.** The employment area within Aylesbury Vale is primarily small workshop units, providing “nursery” accommodation for motor racing related industry. This is an important and complementary part of the employment activity at Silverstone.

**RA.30**  The Council endorses the improvement of motor sport and spectator facilities within the defined area of Silverstone Motor Racing Circuit.

Proposals for new development, including leisure and recreational activities complementary to the main motor sport use, should have particular regard to:

- a) the need to avoid serious additional disturbance to those who live in the area;

- b) the need to protect the rural and visual character of the countryside adjacent to the circuit;
- c) the need to avoid traffic increases and traffic routing unsuited to rural roads in the locality; and
- d) the archaeological significance of Luffield Priory.

 **RA.31** Within the defined area of Silverstone Employment Area, subject to other relevant policies of the Local Plan, permission will only be granted for the redevelopment and extension of existing premises and the construction of new premises, for purposes directly connected with the motor sport industry, including related research and development.

### WESTCOTT


- 10.80.** When the Aylesbury Vale (Rural Areas) Local Plan (RALP) policy was devised for Westcott a large part of the site was redundant from Royal Ordnance use. Since then buildings on the site have been granted planning permission for general employment use. The buildings are primarily concentrated in one area with a number of more widely scattered buildings. There are a significant number of derelict structures/buildings that have little prospect of re-use. There are also extensive areas of hard standing in the site.
- 10.81.** The Council recognises that the employment use of the site is now well established. It is reasonable to allow for the redevelopment and limited expansion of employment floor-space. To do so it is appropriate to identify a boundary for the “Westcott Employment Area”. However, redevelopment and expansion must be on the basis of achieving comprehensive improvement of the visual impact of the entire site. This is both in respect of the consolidation of employment floor-space into the main employment area and the removal of redundant buildings and structures or, where removal is not feasible, other works to reduce their visual impact. There would also need to be measures to address traffic impact locally and introduce further landscaping and retain existing tree groups. The “Solids Area”, which is immediately adjacent the Westcott Employment Area could also be developed as part of the Westcott Employment Area provided the explosives licence that currently prevents development on the site has first been removed. Once the constraint has been removed, any development within that area should accord with RA.32.
- 10.82.** The remainder of the site outside the Employment Area is an area where open countryside policies apply. However the

Council recognises that the extensive areas of hardstanding may be used for a variety of purposes without adding to the impact on the countryside. Uses of the hardstanding which do not add to the permanent impact of the site on the countryside will be permitted provided that they are acceptable in relation to other matters in particular traffic and impact on residential amenity. This does not include open storage. No new buildings will be permitted in this area.

**10.83.** The former Royal Ordnance Sports & Social Club is now run as a separate organisation and made available to local people. The Council will encourage the retention and improvement of these facilities in line with normal policies for sport and recreation.

**10.84.** The policies below define the “Westcott Policy Area”, then further define within the site a “Westcott Employment Area” and “Westcott Sports and Social Club Area”. The general thrust of the policies is to concentrate development within the Employment Area and to achieve environmental benefits, by way of removal of buildings and structures, outside the Employment and Sports Club areas.

**10.85.** The site is not presently served by bus services, although previously it was when the site was used to a greater extent by Royal Ordnance. Any expansion of the employment facilities on the site should be accompanied by a reinstatement of improved bus services.

**RA.32**  Within the defined Westcott Employment Area there is no objection in principle to the redevelopment of existing employment buildings with appropriate structures of comparable floor area.

Additional employment floor space may be permitted subject to the removal of other buildings of similar floor area in the designated Westcott Policy Area and suitable after-treatment of their sites.

Permission will not be granted in the Solids Area of the Employment Area during the currency of the explosive safeguarding envelope.

Planning permission granted for all development may include conditions to control outside commercial activities and storage, ensure satisfactory road access and require tree protection and landscaping. Planning obligations may also be sought to obtain

relevant improvements to the transport system, including public transport bus services, and footpath and bridleway networks.

**RA.33**



The Council will resist development proposals that involve a loss or reduction in the social facilities and community amenities of the Westcott Sports and Social Club. Proposals for additional buildings will be subject to other relevant policies of the Local Plan and may be dependent on the removal of other buildings in the designated Sports and Social Area and suitable after-treatment of their sites.

### NEWTON LONGVILLE

**10.86.** Newton Longville Brickworks closed in 1991. Since then, Aylesbury Vale District Council has been working with Milton Keynes Council and Bucks County Council on a comprehensive approach to the redevelopment of the area, which straddles the District boundaries. The area includes the footprint of former works buildings, landfill operations, and farmland with consent for mineral workings. In 1995, the three Councils jointly approved a Planning Brief guiding the redevelopment of the area.

**10.87.** The Brief stipulates that the majority of development, including housing, employment, local shopping, recreation and community uses, takes place within the area covered by Milton Keynes Council. In Aylesbury Vale, only that part of the built footprint of the former brickworks extending into the district is suitable for development, and that is identified for employment use. In addition, the site as a whole requires access through Aylesbury Vale to link with the A4146 Fenny Stratford bypass.

*Newton Longville  
Brickworks Planning Brief,  
approved 1995.*

**10.88.** The Council continues to support the redevelopment of the area in general accordance with the approved Brief.


**RA.34**



Proposals for the redevelopment of that part of the Newton Longville Brickworks Site will be considered against the following principles:

- a) that proposals form part of the comprehensive redevelopment of the site generally as described in the approved Planning Brief, including provision of the link road to the A4146, and limited to the areas defined therein;
- b) appropriate measures are undertaken to discourage and so minimise the impact of traffic generated by the development using rural roads and travelling through villages, in particular Newton Longville;


- c) the revocation of all outstanding mineral planning consents and the granting of a new planning permission and waste disposal licence for a revised landfill programme; and
- d) provision for the maintenance of the openness of land between the new development and Newton Longville village.


 **RA.35** The Council will protect the safeguarded corridor, Newton Longville Brickworks, for a road between the proposed development in Milton Keynes and the A4146 Fenny Stratford bypass. The Council will also seek to ensure that the opportunity for construction of a link between the proposed development in Milton Keynes and the Buckingham Road (A421) is not prejudiced by development.

**TRANSPORT**

**10.89.** The Strategic Highway Network has been identified to provide safe and convenient access through the Rural Areas to major centres of population and employment, with the least damage to the environment. Other inter-urban roads have been identified to serve predominantly local traffic and the use of minor roads will be discouraged or resisted.

**10.90.** The quiet lanes and rural road network throughout the Rural Areas form an integral part of the attractive character and appearance of the countryside. An important element of the overall strategy of this Plan is to protect and enhance the character and appearance of the Rural Areas and prevent developments that are likely directly or indirectly to harm it. It is also concerned to prevent development likely to generate additional traffic on inadequate roads or that would cause environmental damage to settlements, individual properties or the countryside generally.

 **RA.36** In considering proposals for development in the Rural Areas the Council will have regard to the desirability of protecting the characteristics of the countryside from excessive traffic generation, including the need to avoid traffic increases and routing unsuited to rural roads.

 **RA.37** New accesses to inter-urban A-class or Trunk Roads will not be permitted, unless they are required as part of any other proposal in this Plan or for specific agricultural or forestry operations. Any new access will be considered with respect to safety and to the strategic status of the road.



# APPENDICES



## ENVIRONMENTAL, SOCIAL AND ECONOMIC TEST CRITERIA

### Environmental Test Criteria

- Propensity to conserve or enhance natural habitats.
- Propensity to maximise use of renewable energy sources.
- Propensity to conserve finite energy resources.
- Propensity to minimise development pressure on Green Belt land.
- Propensity to minimise development pressure on woodland / tree areas.
- Propensity to re-use derelict land and/or clean contaminated land.
- Propensity to avoid Grades 1, 2 and 3a agricultural land.
- Propensity to avoid floodplains / prevent flooding.
- Propensity to maintain water supply / safeguard water from contamination.
- Propensity to enhance / safeguard landscape and townscape character.
- Propensity to safeguard listed buildings and sites of archaeological / geological importance.
- Propensity to safeguard designated high quality landscape areas.
- Propensity to avoid adverse impact on rural landscape views.
- Propensity to conserve or enhance public open space provision.

### Social and Economic Test Criteria

- Propensity to enhance the local business economy.
- Propensity to maximise inward investment – new company start-ups.
- Propensity to diversify local economic base.
- Propensity to replace lost employment.
- Propensity to sustain / enhance the vitality and viability of town centres.
- Propensity to provide enhanced infrastructure provision in locality and wider area.
- Propensity to assist public transport operation.
- Propensity to minimise traffic congestion.
- Propensity to sustain facilities in urban or rural service centres.
- Propensity to meet local needs / affordable housing.
- Propensity to maximise proximity to existing and new employment opportunities.
- Propensity to maximise safe and equal access to facilities.
- Propensity to minimise the need to travel.
- Propensity to maximise access to public transport / cycle networks / quality of pedestrian links.

## SUMMARY OF MINIMUM CHILDREN’S PLAYING SPACE STANDARD

It should be emphasised that the deciding factor in locating the facilities is time. When using radii as straight line distances, the design of the estate footpath network and busy crossing points needs to be taken into account.

For example, a group of houses outside the radial straight-line distance may well be within the walking distance because of the provision of a pelican crossing.

FACILITY	TIME	WALKING DISTANCE	STRAIGHT LINE DISTANCE	MINIMUM SIZE		NEAREST HOUSE <i>Property Boundary</i>	CHARACTERISTICS
				<i>Activity Zone</i>	<i>Total (inc. buffer)</i>		
<b>LAP</b> (Local Area for Play)	1 min	100 m	60 m	100 sq m	400 sq m (0.04 ha)	5 m from Activity Zone	Small, low-key games area (may include ‘demonstrative’ play features)
<b>LEAP</b> (Local Equipped Area for Play)	5 min	400 m	240 m	400 sq m	3,600 sq m (0.36 ha)	20 m from Activity Zone	About five types of equipment Small games area
<b>NEAP</b> (Neighbourhood Equipped Area for Play)	15 min	1,000 m	600 m	1,000 sq m	8,500 sq m (0.85 ha)	30 m from Activity Zone	About eight types of equipment  Kickabout and cycle play opportunity

Source: *The National Playing Fields Association*

**SUMMARY OF NPFA  
MINIMUM STANDARDS FOR OUTDOOR PLAYING SPACE**

<b>Category</b>	<b>Definition</b>	<b>Hectares per 1,000 population</b>
A. Youth and Adult Use	Facilities such as pitches, greens, courts and miscellaneous items such as athletics tracks, putting greens and training areas in the ownership of local government, whether at county, district or parish level; facilities as described above within the educational sector which are as a matter of practice and policy available for public use; facilities as described above within the voluntary, private, industrial and commercial sectors which serve the leisure time needs for outdoor recreation of their members or the public	1.6 - 1.8 ha (4 - 4.5 acres)
B. Children's Use  (see Appendix 2 for a detailed summary of children's playing space standards)	B1. Outdoor equipped playgrounds for children of whatever age; other play facilities for children which offer specific opportunity for outdoor play, such as adventure playgrounds	0.2 - 0.3 ha (0.5 - 0.75 acres)
	B2. Casual or informal play place within housing areas	0.4 - 0.5 ha (1 - 1.25 acres)

Source: *The NPFA "Six Acre Standard" (1989)*

**SETTLEMENTS WHERE PROPOSALS  
RA.13-RA.14 APPLY**

Adstock	Great Brickhill	Shabbington
Akeley	Great Horwood	Slapton
Aston Abbotts	Grendon Underwood	Soulbury
Aston Clinton	Haddenham	Steeple Claydon
Beachampton	Hardwick	Stewkley
Bierton / Burcott	Ickford	Stoke Hammond
Bishopstone	Ivinghoe	Stoke Mandeville
Brill	Little Horwood	Stone
Buckingham	Long Crendon	Swanbourne
Buckland	Ludgershall	Thornborough
Chackmore	Maids Moreton	Tingewick
Charndon	Marsh Gibbon	Turweston
Chilton	Marsworth	Twyford
Chearsley	Mentmore	Waddesdon
Cheddington	Mursley	Weedon
Cublington	Nash	Wendover
Cuddington	Newton Longville	Westcott
Dinton and Westlington	Northall	Westbury
Drayton Parslow	North Marston	Weston Turville
East Claydon	Oakley	Whaddon
Edgcott	Oving	Whitchurch
Edlesborough	Padbury	Wing
Gawcott	Pitstone	Wingrave
Granborough	Preston Bissett	Winslow
	Quainton	Worminghall

## AREAS OF ATTRACTIVE LANDSCAPE AND LOCAL LANDSCAPE AREAS

### BACKGROUND

Parts of Aylesbury Vale have been identified as areas of special landscape: an Area of Outstanding Natural Beauty (AONB), Areas of Attractive Landscape and Local Landscape Areas. These designations highlight particularly important features of the countryside. The remaining countryside, although possessing less distinguishable features, has a soft and subtle charm which it is nonetheless important to protect.

The special landscape areas all comprise landscape of distinctive quality. Areas of Outstanding Natural Beauty are designated by the Secretary of State for the Environment; Areas of Attractive Landscape are identified by the County Structure Plan, and they and Local Landscape Areas are designated in this Local Plan.

PPG7 “The Countryside – Environmental Quality and Economic and Social Development” notes in paragraph 4.1 that, “where special statutory designations apply, planning policies and development control decisions should take full account of the specific features or qualities which justified designation of the area, and sustain or further the purposes of that designation.”

Further advice on non-statutory local countryside designations is given in paragraph 4.16 of PPG7. This notes that local designations carry less weight than national designations, and development plans should not apply the same policies to them. Local authorities should only maintain or extend local countryside designations where there is good reason to believe that normal planning policies cannot provide the necessary protection. They should ensure that they are soundly based on a formal assessment of the qualities of the countryside and state what it is that requires extra protection and why.

Areas of Attractive Landscape (AALs) have been identified in the County Structure Plan 1991 - 2011 adopted in March 1996 - Policy LS3 and paragraph 309. They are areas of distinctive quality landscape extensive enough within the County to justify the application of the same planning considerations as apply to the Chilterns AONB. The Structure Plan requires that the precise boundaries of AALs be defined in local plans.

The County Council in identifying AALs recognised that other areas of particular local significance could be defined at a later stage by District Councils in local plans – paragraph 310 in the adopted County Structure Plan. These areas have been designated as Local Landscape Areas (LLAs) in this Plan.

LLAs are areas of distinctive quality identified at the District level. They are areas that make a special contribution to the appearance and character of Aylesbury Vale.

The approach adopted to the designation of special landscape areas in this Plan is consistent with the approach adopted in the County Structure Plan and the other Districts in Buckinghamshire.

## AREAS OF ATTRACTIVE LANDSCAPE

### Stowe

The area north of Buckingham comprises a limestone plateau with scattered woodlands and open spaces set against a wooded back-cloth which stretches across the county boundary with Northamptonshire. Over time some of the woodland has been lost and it is important both to protect the existing woods and to encourage more tree-planting. The area includes the internationally renowned historic man-made parkland landscape of Stowe plus several other attractive areas of parkland. The remaining landscape of gently rolling fields and woodland is sparsely populated, with few small villages and scattered farmhouses, many of the older properties being stone-built. The network of quiet lanes and minor rural roads is frequented by horse riders, walkers, cyclists, slow-moving farm vehicles and farmers moving their livestock on foot. The area is broadly defined to the north by a woodland belt coincident with the County boundary and to the south by the A422 and the southern boundary of the scattered woods which determine its character.

### Quanton-Wing Hills and Brill-Winchendon Hills

Between the foot of the Chilterns escarpment and the dip slope of the Cotswolds rise a series of low, generally open limestone hills, often with hilltop settlements such as Oving and Brill. These upland areas are divided into two distinct groups comprising the Quanton-Wing Hills and the Brill-Winchendon Hills.

The southern boundary of the Quanton-Wing Hills is broadly coincident with the foot of the slopes. The northern boundary follows the foot of the hills to the north of Dunton where, in recognition of the changing quality of the landscape to the north, a necessarily arbitrary line is taken across the ridge to the south of the former Wing aerodrome.

The southern boundary of the Brill-Winchendon Hills generally follows the foot of the hills, although extending southwards between Long Crendon and Aylesbury to include the valley of the River Thame, which, in this area, forms an integral part of the hill landscape. The northern boundary generally follows the foot of the hills, although also including the grounds of Wotton House.

### Brickhills

The Brickhills in Buckinghamshire represent the western end of the low greensand hills located mostly in Bedfordshire. They straddle the boundary between Milton Keynes Borough and Aylesbury Vale District. The character of the defined area is based on woodland with interspersed agricultural areas and some heathland. It also includes the floor of the Ouzel Valley east of the Grand Union Canal which forms the immediate foreground to the Brickhills. In the area immediately bordering Bedfordshire an area west of the canal is included. This prominent and steeply sloping high ground is bordered in Bedfordshire by an Area of Great Landscape Value.



### **Ivinghoe**

This area comprises relatively prominent areas of open and undulating land which comprise the lower escarpment of the Chilterns. The open rolling landscape serves to accentuate the steep scarp slope of the Chilterns AONB. It provides an attractive and distinctive foreground as the land rises from the Vale to the heights of Pitstone Hill and Ivinghoe Beacon.

### **Halton/Wendover**

This area includes landscape at RAF Halton and south of Witchell at Wendover which is important in the context of its proximity to the Chilterns escarpment and probably would have been included in the AONB but for man's significant influence on the appearance of the lower slopes.

## **LOCAL LANDSCAPE AREAS**

### **Westend Hill-Southend Hill, Cheddington**

South-west of Cheddington within the generally flat landscape rise two isolated hills. These hills form an interesting and pleasant feature prominent from the higher ground of the Chilterns and Quainton-Wing Hills and constitute a significant local landscape feature.

### **Great Ouse Valley (West)**

The Great Ouse valley west of Buckingham comprises a relatively enclosed and narrow valley. In part it straddles the administrative boundary between the Districts of Aylesbury Vale and Cherwell in Oxfordshire. Within Aylesbury Vale the northern boundary is defined by the A422 Buckingham to Brackley Road. The villages of Radclive, Water Stratford and Westbury lie within the LLA. Within Cherwell the valley has been included in an Area of High Landscape Value. Part of the northern boundary of the defined area abuts the Stowe AAL; whilst the AAL and LLA are closely related, they nonetheless have separately identifiable characters.

### **Great Ouse Valley (East)**

East of Buckingham the Great Ouse retains its charm as an enclosed river valley with gently rolling sides. The A422 forms the northern boundary of the designation and the southern boundary is equally well defined by the A421 to Thornborough; and then the minor road that runs via Thornton and Beachampton to the County boundary. From Thornton the County boundary runs along the river.

### **Whaddon - Nash Valley**

Between Whaddon and Nash, north of the A421, in part of the area known as Whaddon Chase, the north-facing slope from the higher ground in the south towards the River Great Ouse is cut by tributaries of the river. The result is a

varied and secluded landscape. The high quality landscape provides an attractive setting for the villages of Whaddon and Nash and is prominent when viewed from the north.

### **Poundon Hill**

Poundon Hill, located immediately to the west of the village of the same name and straddling the County boundary, is the highest and largest of the series of low hills that extend from the Oxfordshire boundary towards Edgcott. Although the site of a wireless station with its associated aerials and buildings, it remains a relatively prominent and distinctive landscape feature.

### **Halton**

This area of the RAF Halton complex south of the B4009, forms part of the lower slope of the Chilterns escarpment which to the east is designated as an AONB or an AAL. There are parts of this area where built development predominates and the natural slope has been disrupted by recontouring. However, large parts of the site are open, undeveloped and retain the natural topography. There are substantial areas of woodland, on the western boundary and on the frontage to the B4009 in particular. The overall character is that of the Chilterns escarpment, affected but not overwhelmed by built development, and remains special and distinct.

## CONSERVATION AREA MAPS

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CA 1	Adstock	CA 32	Hulcott
CA 2	Ashendon	CA 33	Ickford
CA 3	Aston Abbotts	CA 34	Ivinghoe
CA 3	Aston Sandford	CA 34	Lillingstone Lovell
CA 4	Aylesbury Town	CA 35	Little Horwood
CA 5	Beachampton	CA 36	Long Crendon (West)
CA 6	Bierton (West)	CA 37	Long Crendon (East)
CA 7	Bierton (East)	CA 38	Ludgershall
CA 8	Bishopstone	CA 39	Marsh Gibbon (West)
CA 9	Botolph Claydon	CA 39	Marsh Gibbon (East)
CA 10	Brill	CA 40	Marsworth
CA 11	Buckingham	CA 41	Mentmore
CA 12	Buckland	CA 42	Middle Claydon
CA 13	Chackmore	CA 43	Mursley
CA 14	Chearsley	CA 44	Nash
CA 15	Chetwode	CA 45	Nether Winchendon
CA 16	Chilton	CA 46	Newton Longville
CA 17	Cublington (West)	CA 46	North Marston
CA 17	Cublington (East)	CA 47	Oving
CA 18	Cuddington	CA 48	Padbury
CA 19	Dinton and Westlington	CA 49	Preston Bissett
CA 20	Drayton Beauchamp	CA 50	Quainton
CA 21	Gawcott	CA 51	Radclive
CA 21	Gibraltar	CA 51	Sedrup
CA 22	Great Brickhill (North)	CA 52	Shalstone
CA 23	Great Brickhill (South)	CA 53	Shipton (Winslow)
CA 24	Great Horwood	CA 53	Singleborough
CA 25	Grendon Underwood (North)	CA 54	Soulbury
CA 25	Grendon Underwood (South)	CA 55	Stewkley (North)
CA 26	Haddenham (North)	CA 56	Stewkley (South)
CA 27	Haddenham (South)	CA 57	Stoke Hammond
CA 28	Halton	CA 58	Stowe
CA 29	Hardwick	CA 59	Swanbourne (North)
CA 30	Hartwell	CA 59	Swanbourne (South)
CA 31	Hillesden (Church End)	CA 60	Thornborough
CA 32	Hillesden (Hamlet)	CA 61	Tingewick

CA 62	Turweston
CA 63	Waddesdon (North East)
CA 63	Waddesdon (South West)
CA 64	Walton (Aylesbury)
CA 64	Water Stratford
CA 65	Weedon (West)
CA 65	Weedon (East)
CA 66	Wendover
CA 67	Westbury
CA 68	Weston Turville (West)
CA 69	Weston Turville (East)
CA 70	Whaddon
CA 71	Whitchurch (North)
CA 71	Whitchurch (South)
CA 72	Wing
CA 73	Wingrave
CA 74	Winslow
CA 75	Wotton Underwood



**Conservation Area**

## NOTATION

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The Aylesbury Vale District Local Plan Conservation Area Maps were produced in ESRI ArcMap 8.3

**Scale 1:5,000**

Except where noted



