

# Buckinghamshire New and Expanded Settlement Study Part 3

Site Pro Forms and Assessment

Buckinghamshire Council

February 2026

Quality information

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Revision History

| Revision | Revision date | Details                    | Authorized | Name         | Position |
|----------|---------------|----------------------------|------------|--------------|----------|
| V3       | 11/02/2026    | Post Client<br>Comments v2 | MP         | Matthew Pell | Director |
|          |               |                            |            |              |          |
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## Table of Contents

|  |     |
|--|-----|
| Introduction .....                             | 1   |
| 1. Chesham .....                               | 6   |
| 2. Burnham .....                               | 20  |
| 3. Aylesbury .....                             | 33  |
| 4. Cheddington .....                           | 46  |
| 5. Haddenham .....                             | 61  |
| 6. Quainton .....                              | 74  |
| 7. Wooburn and Bourne End .....                | 87  |
| 8. Buckingham .....                            | 100 |
| 9. Calvert .....                               | 113 |
| 10. Princes Risborough.....                    | 127 |
| 11. Stoke Mandeville.....                      | 141 |
| 12. Winslow .....                              | 154 |
| 13. Turweston .....                            | 167 |
| 14. Chalfont St Peter.....                     | 180 |
| 15. Beachampton.....                           | 192 |
| 16. Oakley.....                                | 205 |
| 17. Steeple Claydon.....                       | 218 |
| 18. Wing.....                                  | 231 |
| Assessment Summary .....                       | 243 |
| Appendix - Assessment Framework Criteria ..... | 246 |
| Appendix – Acronyms Defined .....              | 252 |



# Introduction

## Background

AECOM has been commissioned by Buckinghamshire Council (BC) to produce Part 3 of the New and Expanded Settlements Study (NESS). The study aims to build on the New and Expanded Settlements Study (NESS) Parts 1 & 2, produced in-house by the Council, and provide a more detailed, holistic assessment of the potential for identified locations in Buckinghamshire to accommodate strategic-scale growth. The work will inform the emerging Buckinghamshire Local Plan by refining which sites could be allocated for new or expanded settlements, ensuring the analysis is robust, deliverable, and compliant with the NPPF/NPPG.

The objectives of the NESS Part 3 pro forma and assessment are as follows:

- To employ a consistent format, content and illustrations to all assessment sites under consideration
- To consolidate the relevant work completed through Part 1 and Part 2
- To allow any additional gap analysis to be integrated alongside existing Part 1 and Part 2 content.
- To provide the evidence base and information that will inform the Assessment Framework
- To employ a structure aligned to the Assessment Framework (themes) to allow easy read across and use
- To integrate GIS generated maps for each areas to summarise the Constraints and Opportunities in a consistent way.

## Document Overview and Structure

The document presents pro formas for all NESS locations under consideration. Following the introduction, each location has research presented across a number of consistent themes and sub categories which set out the existing conditions, constraints and opportunities for each location. This research is deskbased, informed from a consistent spatial GIS database combining national datasets with BC local data sets, alongside wider information sources. Each location pro forma includes the following research:

- **Location Summary** - Location and General Area Description, Site Area, NESS Typology, Assumed Site Capacity
- **Place Theme** - Strategic Planning Considerations, Settlement Hierarchy, Historic Environment, Landscape and Settlement Character
- **Environment Theme** - Environmental Designations, Relevant Waterbodies, Agricultural land, Ground conditions
- **Infrastructure Theme** – Existing infrastructure and potential mitigation - Energy, Water and Waste Water, Flood Risk and Surface Water Drainage, Digital, Waste and Minerals
- **Movement Theme** - Existing infrastructure and potential mitigation - Highway Network, Public Transport, Rail transport, Active mode routes
- **People Theme** - Existing social infrastructure and potential mitigation, Address deprivation of existing communities
- **Economy Theme** - Existing Employment, Potential Employment

- **Implementation** - Land Assembly - Ownership Review, Wider Deliverability Risks and Phasing Implications, Refined trajectory of capacity in Plan Period
- **Conclusions** - Constraint Summary, Opportunities Summary

The Assessment Framework outcomes (as explained below) for each location are summarised at the conclusion of the pro forma and accompanied by two illustrated plans, one presenting composite constraints and the other presenting potential opportunities (and effectively providing the first steps towards a high level concept plan).

This document is concluded with a summary of the site assessments to allow a comparison of performance across all sites.

It is important to note that this document represents the interim findings of the Part 3 Study and the work will be further developed through the drafting of concept framework plans to further refine the potential site opportunities, infrastructure requirements, development capacity and delivery implications.

### **Assessment Framework Methodology**

The assessment of sites has been informed by the thematic research on the existing conditions, constraints and opportunities for each location, across themes aligned with an Assessment Framework. The Assessment Framework is a means by which the relative merits of each location can be compared to each other.

For each theme in the Assessment Framework a set of criteria have been used to allow that theme to be assessed. The criteria are set out below and draw the relevant information from the related themes and sub headings of the pro forma.

- **Place**
  - Conserve and integrate with the historic environment
  - Integrate in a way that respects landscape and settlement character
  - Preserve the rural and urban character
  - Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing new centres that complement existing network
- **Environment**
  - Resilient to natural and man-made risks
  - Avoid and/or mitigate impacts to biodiversity designations and habitats
  - Protect the quality of waterbodies
  - Ensure agricultural productivity for food security
  - Consider ground condition risks from potential land remediation and groundworks
- **Infrastructure**
  - Consider energy infrastructure (capacity and requirements)
  - Consider water and wastewater (capacity and requirements)
  - Consider digital connectivity (capacity and requirements)
  - Consider waste and minerals
- **Movement**
  - Access to existing or committed sustainable Public Transport links and services
  - Access to existing or committed sustainable Rail transport links and services
  - Access to existing or committed strategic active mode routes
- **People**
  - Consider social infrastructure (integration with existing capacity and requirements)
  - Address deprivation of existing communities
- **Economy**

- Proximity and sustainable connectivity to Key Employment areas
- Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire
- Proximity to strategic road network, rail freight and airports to support the movement of goods
- **Implementation**
  - Consider complexity of Land Assembly/Consolidation.
  - Wider Deliverability Risks and Phasing Implications

Appendix 1 of this document sets out the Assessment Framework themes, criteria and more detailed assumptions which have been employed to enable a rating to be applied to each criteria. Ratings range between Low, Low/ Medium, Medium, Medium/High and High.

### **New and Expanded Settlements Locations**

The NESS Part 3 Study considers 18 potential locations including both settlement expansion and new settlement options. These locations were identified by BC through the NESS Part 1 Study. This was undertaken through a combination of GIS based mapping analysis and officer led technical considerations.

For settlement expansions, all existing large settlements across Buckinghamshire were considered, through consideration of absolute constraint mapping, broad areas of search adjoining settlements were ruled in and ruled out. Existing development proposals (permissions and allocations) and HELAA submissions were considered and the broad areas adjusted. More refined constraints and opportunity considerations were then incorporated to enable a refinement of the areas into defined strategic sites. These included environmental, transport and accessibility, geo-environmental, existing social and utilities infrastructure, spatial constraints and opportunities, heritage constraints, landscape and topography. Locations were considered worthy of consideration where the scale exceeded 71ha and could potentially achieve over 1,000 homes.

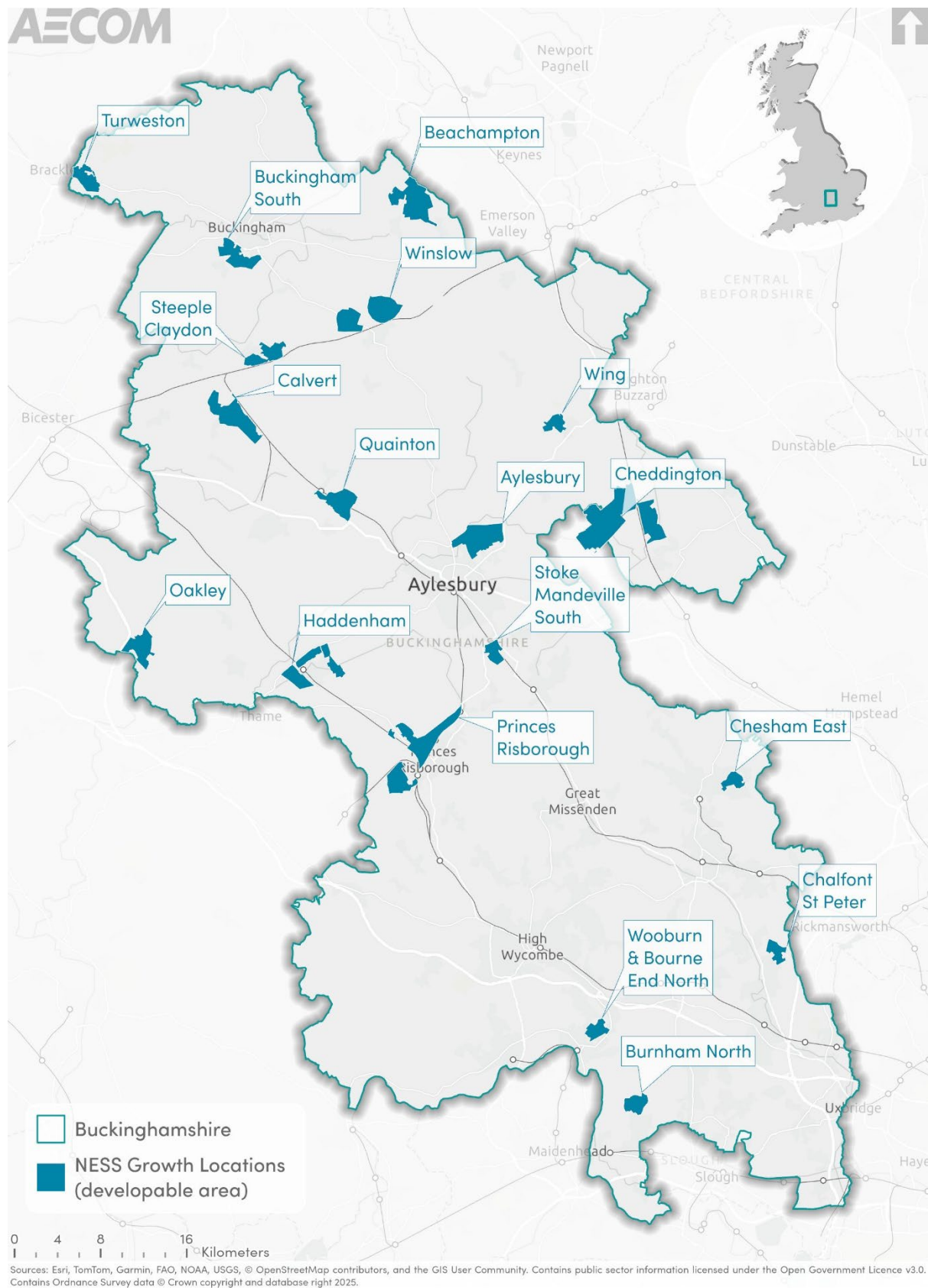
For new settlement locations, all areas of Buckinghamshire were considered, but again through consideration of absolute constraint mapping, broad areas of search adjoining rail lines and railway stations were focused upon. Again, existing development proposals (permissions and allocations) were considered and the broad areas adjusted. More refined constraints and opportunity considerations were then incorporated to enable a refinement of the areas into defined strategic sites. Locations were considered worthy of consideration where the scale exceeded 350ha and could potentially achieve over 5,000 homes.

In addition to this approach, the council also incorporated specific locations which had existing momentum as potential locations for consideration through their submissions to the New Towns Taskforce.

The locations are listed in table and illustrated on the figure on the following pages.

|    | Locations                     | Typology             |
|----|-------------------------------|----------------------|
| 1  | <b>Chesham</b>                | Settlement Expansion |
| 2  | <b>Burnham</b>                | Settlement Expansion |
| 3  | <b>Aylesbury</b>              | Settlement Expansion |
| 4  | <b>Cheddington</b>            | Settlement Expansion |
| 5  | <b>Haddenham</b>              | Settlement Expansion |
| 6  | <b>Quainton</b>               | New Settlement       |
| 7  | <b>Wooburn and Bourne End</b> | Settlement Expansion |
| 8  | <b>Buckingham</b>             | Settlement Expansion |
| 9  | <b>Calvert</b>                | New Settlement       |
| 10 | <b>Princes Risborough</b>     | Settlement Expansion |
| 11 | <b>Stoke Mandeville</b>       | Settlement Expansion |
| 12 | <b>Winslow</b>                | Settlement Expansion |
| 13 | <b>Turweston</b>              | Settlement Expansion |
| 14 | <b>Chalfont St Peter</b>      | Settlement Expansion |
| 15 | <b>Beachampton</b>            | New Settlement       |
| 16 | <b>Oakley</b>                 | New Settlement       |
| 17 | <b>Steeple Claydon</b>        | Settlement Expansion |
| 18 | <b>Wing</b>                   | Settlement Expansion |

**Figure 0.1 – NESS locations**



# 1. Chesham

| 1. Location Summary                   |  |
|---------------------------------------|--|
| Location and General Area Description | Chesham Eastern Broad Area (CEBA) is located to the east of Chesham, in the east of Buckinghamshire, near Hemel Hempstead.   |
| Site Area                             | Size of developable area: 81.5ha<br>Size of SANG: 27.1ha<br>Size of developable area (after SANG) 54.4ha<br>Gross to net ratio (50%): 27.2ha   |
| NESS Typology                         | <b>Settlement Expansion - Local Scale</b><br>Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services) |
| Assumed Site Capacity                 | Number of dwellings: <b>1,360</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |

## 2. Place

|  |  |
|--|--|
| <b>Strategic Planning Considerations</b> | <p>The area is covered by Chiltern District Core Strategy. The whole of the area is covered by the Green Belt; the Green Belt review in 2017 assessed one area as contributing strongly to its purposes, while the second area meets the purposes for medium reasons. An emerging Neighbourhood Plan for Chesham designates some hedges and tree lines within the area as part of a 'Green Infrastructure Network' under draft policy CHES8.</p>   |
| <b>Settlement Hierarchy</b>              | <p>Chesham is the third largest settlement in Buckinghamshire and has a range of employment opportunities. The Local Plan settlement review identifies Chesham as a Tier 2 settlement - large market/other town.</p>   |
| <b>Historic Environment</b>              | <p>There are a number of listed buildings located on the northern and southern edges of the area; however, no listed buildings are situated within the site itself. The site's current agricultural use may contribute to the setting and significance of Brockhurst Farm, which comprises a Grade II listed farmhouse and Grade II listed granary. As such, any development proposals would need to assess potential effects on the setting of these assets, including consideration of views to, from, and across the site.</p> <p>There are no conservation areas, registered parks and gardens, or scheduled monuments within or adjoining the site.</p> <p>The site contains evidence of prehistoric activity, including Neolithic and Bronze Age remains. Any development proposals would need to be preceded by archaeological evaluation to ensure that any significant remains are preserved in situ or, where necessary, appropriately excavated and recorded.</p> |

## 2. Place

|   |  |
|---|--|
| <b>Landscape and Settlement Character</b> | Chilterns National Landscape is adjacent to the south. No Areas of Attractive Landscape (AAL) in or near the area. Located within LCA Ashley Green Settled Plateau and assessed as moderate strength of character and intactness. Crossed by Public Rights of Way. Relatively flat. The area represents a relatively rural setting to the settlement of Chesham. |
|---|--|

## 3. Environment

|                                   |   |
|-----------------------------------|---|
| <b>Environmental Designations</b> | The area lies within the Zone of Influence for Ashridge Common and Woods Special Area of Conservation (SAC), falling within the 12.6 km buffer used to assess potential recreational impacts. The SAC itself is located approximately 7 km to the north. Most of the site comprises arable farmland, with a reasonably well-established network of hedgerows across the fields. There are a small number of areas of priority woodland to the south of the area, including four parcels of ancient woodland located beyond Botley Road. |
| <b>Relevant Waterbodies</b>       | There are no rivers or streams in the area.   |
| <b>Agricultural land</b>          | The area is mainly classified as Grade 3 agricultural land with arable fields and paddocks taking up the majority of the land.  |
| <b>Ground conditions</b>          | There is an historic landfill in the southeast corner of the area at the end of Botley Lane and another adjacent to the area the other side of Lye Green Road. There is considered to be a low to high risk of contamination in the area. However, there is a moderate to high risk in the historic landfill areas.   |

## 4. Infrastructure

|               |                                |  |
|---------------|--------------------------------|--|
| <b>Energy</b> | <i>Existing Infrastructure</i> | <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve this area is the Lye Green Grid substation, which has a 'Green (over 5% headroom)' RAG rating and approximately 43% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Chesham area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|---------------|--------------------------------|--|



| 4. Infrastructure           |  |   |
|-----------------------------|--|---|
|                             | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Chesham area is UKPN. Mapping downloaded from the UKPN website indicates that there are 3 overhead lines crossing the site:</p> <ul style="list-style-type: none"> <li>- A 132kV overhead line crosses the site from the north-west to the south-east.</li> <li>- An 11kV overhead line crosses the site from the north-east to the west.</li> <li>- An 11kV overhead line crosses the site in a north-south direction, at the western end of the site.</li> </ul> <p>These overhead lines would need to be diverted if their easement widths cannot be accommodated.</p> <p>UKPN mapping also indicates that there are 11kV overhead lines immediately beyond the northern edges of the site. The easements for these cables likely encroach into the site and will need to be considered.</p> |
|                             | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that a BPA oil pipeline crosses the northeast edge of the area.   |
|                             | <i>Implications and Mitigation (Gas)</i>         | <p>National Gas and Cadent Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines nor high pressure gas distribution pipelines within or near to the area.</p> <p>Map data for Cadent Gas medium pressure (MP) mains has not been made available, however MP mains are unlikely to pose a significant constraint to development.</p>  |
|                             | <i>Implications and Mitigation (Renewables)</i>  | The Renewable Energy Assessment (CSE, 2024) indicates that this area is not suitable for the generation of energy through wind. The study indicates there is limited potential for roof mounted solar PV and roof mounted solar thermal. Furthermore, it indicates that the area is not suitable for ground mounted solar panels.   |
| <b>Water and wastewater</b> | <i>Existing Infrastructure</i>                   | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would likely be served by Chesham Sewage Treatment Works (Thames Water), which was assigned a <b>green</b> 'capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |

| 4. Infrastructure                            |                                    |   |
|--|------------------------------------|---|
|  | <i>Implications and Mitigation</i> | <p>Affinity Water map data has been obtained by AECOM, which indicates that a 450mm diameter water main extends across the western area of the site in a north-south general direction, but is unlikely to pose a significant constraint to development.</p> <p>Public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Affinity Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea.</p> <p>The surface water flood map indicates that two Ordinary Watercourses cross the site. The map shows areas at risk of surface water flooding along and around these watercourses, and some localised pockets.</p> <p>Flood risk is not considered a constraint to development of this area.</p> <p>This area is located in Source Protection Zone 3 which is unlikely to pose a significant constraint to development.</p>   |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Chesham and Amersham area is as follows:</p> <p>Superfast (<math>\geq 30</math> Mbps): 98%</p> <p>Ultrafast (<math>&gt; 100</math> Mbps): 86%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 85.2%</p> <p>Full Fibre (FTTP or FTTH): 71%</p>   |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>   |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>There is a safeguarding area for clay with flints. There is an existing waste management site located in Amersham (South of Raans Road). This site is classed in the Buckinghamshire Minerals and Waste Local Plan (BMWLP, 2019) as a secondary area of focus to accommodate growth. There is a household waste recycling centre to the southeast of Chesham, close to the NESS area.</p>  |

#### 4. Infrastructure

|                                    |  |
|------------------------------------|--|
| <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus. |
|------------------------------------|--|

#### 5. Movement

|                                 |                                    |   |
|---------------------------------|------------------------------------|---|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>39.63</b> . This represents a <b>low-medium level of connectivity</b> .  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | There are no roads on the Major Road Network or Strategic Road Network in the vicinity of area. Reliance would therefore be placed on rural B-roads and unclassified roads, including routes leading into Chesham town centre and across to the A41 at Hemel Hempstead. M25 is also 10km to the east. Adjacent local roads are not known to experience significant congestion issues however additional development traffic may create new pressures at junctions. Roads leading into the centre of Chesham and towards the Underground station however do experience congestion, including White Hill and Broad Street/Berkhamsted Road.                             |
|                                 | <i>Implications and Mitigation</i> | New highway access junctions will be required to the north, south and potentially east of the development area. Off-site mitigation may be required to nearby junctions that could be materially impacted by additional traffic, such as the Botley Road-White Hill-Eskdale Avenue-Lye Green Road mini roundabout to the west, and Leyhill Road-Chesham Road to the east (towards Bovingdon). Impacts could be experienced further field, including on routes leading into the town centre that may require mitigation. Given the rural nature of surrounding roads, consideration may need to be given to a speed limit reduction and other safety-related measures. |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | Bus stops are located along Botley Road, the B4505 and throughout Chesham, some of which are within a comfortable walking distance from the site. The hourly 1b bus runs to the north of the site along Rushmere Lane, and the 1 bus runs on Botley Road and Jasons Hill to the south of the site. Both services operate hourly and connect Chesham with Hemel Hempstead and High Wycombe.  |
|                                 | <i>Implications and Mitigation</i> | Improvements could include measures to improve bus speed, frequency and / or reliability on the 1/1b routes as an hourly frequency is less likely to be attractive to residents. A discussion with operators would be required regarding diverting either service through the development area as either bus will be more than an ideal 400m from parts of the development area.  |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | Chesham London Underground station is around a 20-30 min walk from area, and provides Metropolitan Line services to central London. There are also nearby stations at Amersham and Chalfont & Latimer which are served by both Metropolitan Line and Chiltern Railways services to London.  |
|                           | <i>Implications and Mitigation</i> | Chesham Underground station would assist in making the area attractive to future development. Improved sustainable transport links would be required to connect the development to the station, including active mode links and bus services. It is unlikely development in this location would support any substantial changes to Underground services   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The whole of Chesham, Amersham and Bovingdon are accessible within a 5km cycling distance. However, there is limited existing cycle infrastructure. The entire area is outside of walking distance (800m) of the services and facilities within Chesham town centre. Adjacent to the development area, footways are narrow and are not on both sides of Botley Road, and there is no footway provision on a section of Lye Green Road. Three PRoWs run through the area from north to the south and another and two run east-west. These connect the surrounding road network with walking routes. Topography of site setting would create challenges to active mode use. |
|                           | <i>Implications and Mitigation</i> | Walking routes into the centre of Chesham should be improved. Cycle infrastructure would be required to connect the site. Opportunities to achieve a significant step change in provision may be limited due to narrow verge and carriageway widths. Upgrades to existing PRoWs are likely to be needed along with crossing points. Mitigation to address the steep hills to and from site with use of potential mobility hub and electric bike provision.  |

## 6. People

|   |  |
|---|--|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>The following facilities are within walking distance (800m): 2 primary schools, 1 secondary school and 7 sports facilities.</p> <p>The following facilities are within cycling distance (1.6km): 1 GP, 2 pharmacies, various primary schools and various sports facilities.</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Chesham.</p> <p>Chesham has the following services (most of which are within walking or cycling distance from the area):</p> <p>8 food shops, 9 public houses, 2 post offices, 2 GP surgeries, 3 community halls, 1 sports pavilion, 7 primary schools, 2 secondary school, 6 faith buildings, 5 pharmacies, 1 leisure centre, 4 dentists</p> |
| <p><i>Implications and Mitigation</i></p> | <p>This area is unlikely to support a new secondary school, college, GP, hospital, community and mental health services, therefore extensions of existing facilities should be supported.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>1 Early Years facilities (50 places each)</p> <p>2 primary school form entries</p> <p>2 secondary school form entries</p> <p>Provision for 10 SEND pupils</p> <p>70 college places</p> <p>20 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>190 sq.m of primary healthcare facility space</p> <p>1 community pharmacy</p> <p>60 sq.m of dental facility space</p> <p>6 hospital beds</p> <p>160 sq.m for community and mental health services</p> <p>43 Residential care beds</p>  |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>200 sq.m of flexible community space<br>100 sq.m of library space<br>150 sq.m of art and cultural space<br>1 Post office<br>more than 1 local shop  |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>5.2 hectares of formal outdoor sports provision<br>2.6 hectares of parks and gardens<br>2.0 hectares of amenity green space<br>Natural and semi-natural greenspace included within 27 ha SANG provision<br>0.7 hectare of allotments<br>0.8 hectares of equipped/designated play areas<br>1.0 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Chesham is an area of notable deprivation. The location is adjacent to 20-50% of the most deprived of LSOAs. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.   |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The site has relatively limited employment uses within it, including a public house on Botley Road (which should be retained if the area is developed), and a plant hire and excavation business, fitness centre, blacksmith and a pet food business. Chesham is the third largest settlement in Buckinghamshire and has a reasonable range of employment opportunities, including in retail, small scale offices and business parks and in creative and independent businesses. Its location close to the underground station and major roads, such as A41, would assist to attract employment. |
| <b>Potential Employment</b> | As the third largest settlement in Buckinghamshire, Chesham is likely to be a focus of future regeneration efforts and economic growth. While the site is not in close proximity to any key economic assets or growth clusters identified within the Buckinghamshire growth strategy, residents are reasonably well-located to access employment opportunities in south Buckinghamshire and London.  |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | Landownership records on the Land Registry were unavailable for half of this area (to the north). The other half of the area has approximately 20 different landowners in this area. Approximately half of this site is owned by limited companies, and other half is owned by private landowners. The main landowner is WJ & M Marsh Limited who own Torrington Farm, and may also own the unregistered land given the way it is farmed on satellite imagery. No sites have been submitted to the most recent call for sites. However, there are 3 historic HELAA site submissions that were classed as unsuitable.   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | There has been no active promotion in the recent Call for Sites, however historically the site has been promoted. There is no competition from nearby strategic sites. There is an historic landfill in the south east of the site which may affect the deliverability of development of this section. The site is within the Ashridge Common Zone of Influence which will likely require on-site mitigation. Other constraints are unlikely to pose a significant risk or delay to development. Minerals safeguarding could affect phasing if the minerals need to be won first, noting that the surrounding residential development may affect the viability of mineral extraction in this location) |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Local typology. Access to north and south and potentially east could result in 2-3 outlets. Chesham is the third largest settlement in Buckinghamshire with employment opportunities and public transport links to London that would be attractive to incoming residents.<br>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>1,350</b> homes would be deliverable within plan period.  |

## 9. Summary

### Constraint Summary

- Whole area is Green Belt: 2017 review finds strong/medium contribution.
- Within Ashridge SAC Zone of Influence and ancient woodland south of Botley Road - SANG Provision Required to Mitigate.
- Flood Zone 1 overall, but pockets of surface water susceptibility.
- Historic landfill (Botley Lane) – moderate/high contamination risk;
- Overhead 132kV/11kV lines crossing – potential diversions/easements;
- BPA oil pipeline through NE part. Further work should be undertaken to understand the implications the hydrocarbon pipeline for any development in the area.
- DfT connectivity score ~39.6 (low–medium); no MRN/SRN nearby; local routes into Chesham can be congested.
- Bus services hourly (routes 1/1b); Chesham Underground station ~20–30 min walk; limited cycle infrastructure and narrow footways.
- Minerals safeguarding present (clay with flints); Alluvium safeguarding area;
- Potential delivery complexity with multiple landowners and HELAA unsuitability in past.

### Opportunities Summary

- Tier 2 market town with services; adjacency to Underground (Metropolitan Line) enabling sustainable commuting.
- New and improved links could be made to Chesham and nearby villages / hamlets.
- UKPN Lye Green grid substation shows headroom.
- Water Cycle Study indicates rating of ‘green’ wastewater capacity at Chesham STW.
- Strong social infrastructure provision in Chesham.
- Potential to address local deprivation with new infrastructure and jobs
- Scope to improve PRoWs and active travel links to town centre.



**Table 1.1 – Assessment Framework**

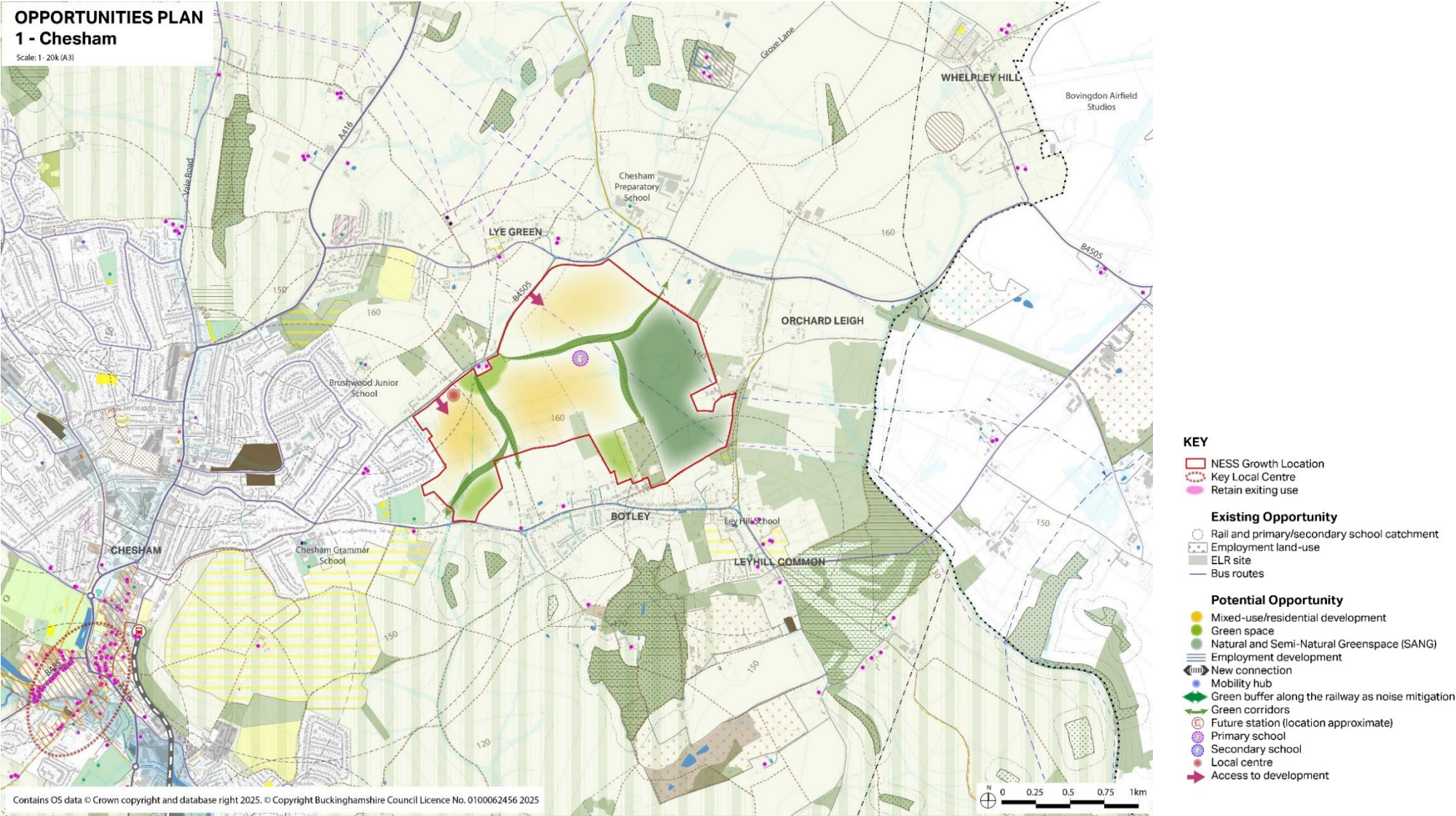
| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium/High |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | Medium/High |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | Medium      |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium/High |
| Environment    | Resilient to natural and man made risks  | High        |                | Address deprivation of existing communities   | Medium      |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium/High | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium  |
|                | Protect the quality of waterbodies   | High        |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium  |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low         |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium      | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium      |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Medium/High |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium      |                |   |             |

### Figure 1.1 – Consolidated Constraints Plan





Figure 1.2 – Consolidated Opportunities Plan



## 2. Burnham

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Burnham Northern Broad Area (BNBA) is located to the north of Burnham, in the south of Buckinghamshire, near Slough.  |
| <b>Site Area</b>                             | Size of developable area 72.2ha;<br>Size of SANG: 24ha;<br>Size of developable area (after SANG) 48.2ha<br>Gross to net ratio (50%): 24.1ha   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Local Scale</b><br>Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services)  |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>1,206</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |
| 2. Place                                     |   |
| <b>Strategic Planning Considerations</b>     | The area is covered by South Bucks Core Strategy. The whole area is covered by the Green Belt; the Green Belt review in 2017 assessed that this wider area strongly met the purposes of the Green Belt. The area is within the Zone of Influence for Burnham Beeches Special Area of Conservation. It is relatively close to the SAC (just over 700m) (Core Strategy Policy 9). The area is located in a minerals safeguarding area (Policy 1 of Buckinghamshire Minerals and Waste Local Plan (BMWLP)) |
| <b>Settlement Hierarchy</b>                  | The settlement review identifies Burnham as a Tier 3 settlement - Small Market Town/ Other Large Settlement   |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are three listed buildings within the site, all Grade II: Elizabeth's Way on Poyle Lane, near the southern boundary; La Geneste on Rose Hill, near the western boundary; and the Barn at Rose Hill Cottage, also on Rose Hill. A further cluster of listed buildings is located beyond the north-western boundary of the site.</p> <p>The site adjoins two Registered Parks and Gardens: Dropmore (Grade II) to the north and Nashdom Abbey (Grade II) to the west. Both landscapes contain a number of listed buildings, including Dropmore House (Grade I), Nashdom Abbey (Grade II*), and associated Grade II structures. Given their immediate proximity, the site forms part of the wider setting of these designated landscapes and their listed buildings. Potential effects arising from built development in close proximity, including increased activity and intensification along Nashdom Lane associated with access arrangements, will therefore require careful assessment as part of any proposals.</p> <p>There are no scheduled monuments, locally listed buildings or conservation areas within or adjacent to the site.</p> <p>The site contains evidence of prehistoric and Roman activity. Any development proposals would be required to be preceded by an appropriate programme of archaeological evaluation, to ensure that any significant remains are preserved in situ or, where this is not feasible, appropriately investigated and recorded through excavation.</p> |
| <b>Landscape and Settlement Character</b> | <p>An Area of Attractive Landscape (AAL) surrounds the area to the north and west. The northeast corner is within the AAL. Although AALS no longer to be included in new Local Plan. Located within LCA Burnham Undulating Farmland and assessed as strong strength of character and intactness. The area is relatively flat with a gentle slope upwards from the southeast corner to the northwest corner. Much of the area is in agricultural use, in the form of large arable fields and smaller paddocks, there are areas of woodland scattered throughout the area.</p>  |

## 3. Environment

|                                   |   |
|-----------------------------------|---|
| <b>Environmental Designations</b> | <p>A Biodiversity Opportunity Area covers the north-eastern part of the site. An area of ancient woodland is located in the central-northern part of the site, with a further parcel of ancient woodland bounding the site to the north. There are also areas of ancient or veteran trees within and surrounding the site, which contribute to its ecological value.</p> <p>The site lies within the Zone of Influence for Burnham Beeches Special Area of Conservation and is located just over 700 metres from the SAC boundary. On site SANG Provision required to mitigate impact. Burnham Beeches supports rare bat species, including Bechstein's bat, and the surrounding area is subject to increasing recreational and urbanisation pressures. The site is likely to form part of wider ecological networks and movement corridors used by these species.</p> <p>Given the proximity to the SAC, the presence of ancient woodland, and the sensitivity of protected bat populations, any development proposals within this area would require detailed ecological assessment to understand existing habitat use, safeguard key resources and commuting corridors, and identify opportunities for habitat protection and enhancement.</p> |
|-----------------------------------|---|

### 3. Environment

|                             |  |
|-----------------------------|--|
| <b>Relevant Waterbodies</b> | There are no rivers or streams in the area.  |
| <b>Agricultural land</b>    | The area is mainly classified as Grade 3 good to moderate quality agricultural land.   |
| <b>Ground conditions</b>    | There are no historic landfills on or adjacent to the area. There is a low to moderate risk of contamination due to the Waste Management use located centrally on the site. Further work should be undertaken to look in more detail at existing and past uses so as to consider the risk of contamination in more detail. |

### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to SSE's online Generation Availability Map, the nearest primary electrical substation likely to serve this area is Taplow Primary Substation, which has a 'Red' site classification, i.e. is constrained. The Infrastructure Delivery Plan (IDP) will include capacity assessments for gas and electricity.<br>In the Burnham area, SSE manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, SSE will cover costs for upgrades to the existing networks and developers fund any site-specific works. |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Burnham area is SSE. SSE electricity mapping could not be obtained to inform this pro forma. There is a risk that unmapped electricity distribution cables may require large easements or costly utility diversions, which could affect site viability.<br>Client-supplied mapping indicates that there are no substations located within this area.                                     |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.   |



| 4. Infrastructure    |   |  |
|----------------------|---|--|
|                      | <i>Implications and Mitigation (Gas)</i>        | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. Cadent Gas mapping supplied by the Council indicates that a high pressure (HP) distribution pipeline extends across the central area in a south-west to north-east direction. The HP pipeline and its associated easement may constrain development options for the central area.</p> <p>Map data for Cadent Gas medium pressure (MP) mains has not been made available, however MP mains are unlikely to pose a significant constraint to development.</p>   |
|                      | <i>Implications and Mitigation (Renewables)</i> | <p>The Renewable Energy Assessment (CSE, 2024) does not indicate that this area is suitable for the generation of energy through wind. The study indicates there is limited potential for roof mounted solar PV and roof mounted solar thermal. Furthermore, it indicates that the area is not suitable for ground mounted solar panels.</p>   |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would likely be served by Slough Sewage Treatment Works (Thames Water), which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|                      | <i>Implications and Mitigation</i>              | <p>Water supply and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |

| 4. Infrastructure                            |                                    |  |
|--|------------------------------------|--|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is wholly located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea.</p> <p>The surface water flood map indicates that an Ordinary Watercourse crosses the eastern area, generally flowing in a southerly direction. It shows two large areas along it which are prone to surface water flooding: one in the north-east and one in the south-east. The map also indicates two other Ordinary Watercourses and some localised areas across the site which are at risk of surface water flooding.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p> <p>The northwestern part of this area is located in Source Protection Zones 2 and 3, but this is unlikely to pose a significant constraint to development.</p> |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Beaconsfield area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 96.5%</p> <p>Ultrafast (&gt;100 Mbps): 84%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 82.5%</p> <p>Full Fibre (FTTP or FTTH): 70.4%</p>   |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>  |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>A minerals safeguarding area for Alluvium washes over the site. There is a low to moderate risk of contamination due to the Waste Management use located centrally on the site. There are two waste management sites located in Woodburn (Thomas Road) and Loudwater (M40 Junction 3). These sites are classed by the BWLP (2019) as a primary and secondary areas of focus to accommodate growth. There is a household waste recycling centre close to the area to the east.</p>   |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area.</p>  |

| 5. Movement                     |   |
|---------------------------------|---|
| <b>DfT Connectivity Metrics</b> | <p>DfT overall connectivity score is <b>31.62</b>. This represents a <b>low-medium level of connectivity</b>.</p> |



| 5. Movement               |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Highway Network</b>    | <i>Existing Infrastructure</i>     | Access would most likely be onto Taplow Common Road and Dropmore Road which are radial routes leading into Burnham and beyond to the A4 (part of the Major Road Network) and M4 (part of the Strategic Road Network) which are 3km and 4km away respectively. The A4 experiences congestion, partly on sections that would be used to reach the M4 at Junction 7. The M40 (SRN) is 6km to the north and may also attract some trips, particularly those reaching other parts of Buckinghamshire.   |
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required to the east, west and potentially south of the development area. Off-site mitigation may be required to nearby junctions that could be materially impacted by additional traffic such as the Taplow Common Road-Gore Road-Lent Rise Road-Hitcham Lane double mini roundabout junction. Given the rural nature of surrounding roads, consideration may need to be given to a speed limit reduction and other safety-related measures.   |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | The 68 bus from Slough to Maidenhead runs along Taplow Common and in the northern part of Burnham to the south of the development area but only 1-2 times a day. Further south into Burnham centre there is an hourly 53 bus linking Bracknell, Maidenhead however this service is nearly a 1km walk from the site.  |
|                           | <i>Implications and Mitigation</i> | Improvements could include measures to improve bus speed, frequency and / or reliability. A discussion with operators would be required regarding diverting one or more of these services into the site.   |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | The nearest railway stations to the area are Burnham and Taplow stations to the south. Burnham station lies 2.3 km to the south east and Taplow station lies 2.5 km to the south west. Both stations are on the Great Western Main Line connecting London to Bristol and Wales beyond, and are also served by Elizabeth Line services connecting to Reading and London which are quite regular. Both stations received improvements in relation to the Crossrail project. There is a small car park at the station which is likely to be well-used by commuters. |
|                           | <i>Implications and Mitigation</i> | Consideration would need to be given to providing direct bus links to Burnham station. Additional cycle parking in conjunction with localised route improvements should be considered. Expansion of the station car park is unlikely and space is limited.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | Slough Trading Estate and Maidenhead town centre are accessible within a 5km cycling distance. There is no existing cycle infrastructure in the area. Within the area the small-scale employment uses are generally within walking distance of the majority of the area. Two PRoW run through the area from north to the south and another running along the northeastern edge of the area. The very southern edge of the area is only just within walking distance of the services and facilities within Burnham town centre.                                   |
|                           | <i>Implications and Mitigation</i> | Cycle infrastructure should be required to connect the site to the centre of Burnham and station. Upgrades to existing PRoW are likely to be needed along with crossing points.  |

## 6. People

|   |   |
|---|---|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>Most of the facilities above are within walking distance (800m) and cycling distance (1.6km).<br/>The following facilities are within walking distance (800m): 1 GP and various sports facilities.<br/>The following facilities are within cycling distance (1.6km): 1 primary school, 1 secondary school, 2 pharmacies, various sports facilities.<br/>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Slough (outside Buckinghamshire, 5km away).<br/>Burnham has the following services:<br/>8 food shops, 8 public houses, 2 post offices, 1 GP surgery, 3 community halls, 4 recreation grounds, 3 primary schools, 1 secondary school, 8 faith buildings, 2 pharmacies, 1 library, 4 dentists</p> |
| <p><i>Implications and Mitigation</i></p> | <p>This area is unlikely to support a new secondary school, college, GP, hospital, community and mental health services, therefore extensions of existing facilities should be supported.<br/>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>1 Early Years facility (50 places)<br/>2 primary school form entries<br/>2 secondary school form entries<br/>Provision for 10 SEND pupils<br/>60 college places<br/>10 adult learning places</p>   |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>170 sq.m of primary healthcare facility space<br/>1 community pharmacy<br/>60 sq.m of dental facility space<br/>5 hospital beds<br/>140 sq.m for community and mental health services<br/>38 residential care beds</p>  |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <p><b>Community Facilities</b></p> <p>180 sq.m of flexible community space</p> <p>90 sq.m of library space</p> <p>130 sq.m of art and cultural space</p> <p>1 Post office</p> <p>more than 1 local shop</p>  |
| <i>Implications and Mitigation</i>                 | <p><b>Sports &amp; Recreation</b></p> <p>4.6 hectares of formal outdoor sports provision</p> <p>2.3 hectares of parks and gardens</p> <p>1.7 hectares of amenity green space</p> <p>Natural and semi-natural greenspace included within 24ha SANG provision</p> <p>0.6 hectare of allotments</p> <p>0.7 hectares of equipped/designated play areas</p> <p>0.9 hectares of informal play space (MUGA)</p> |
| <b>Address deprivation of existing communities</b> | <p>Burnham has minor levels of deprivation. However, Slough located to the south of the area, has higher levels of deprivation. The location is close to 0-50% of the most deprived of LSOA. Therefore, new social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding areas.</p>                                       |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The area has low value employment uses within it, including a waste management site, a nursery, car dealership and a hotel. The area is relatively well located in terms of the Creative and Digital Industry including Pinewood Studios near Slough and NTFS at Beaconsfield, as well as to employment opportunities in Slough, Maidenhead and other nearby towns more generally.  |
| <b>Potential Employment</b> | The employment land review identifies the Depot for retention in employment uses, however, its location centrally within the area would represent an unneighbourly use within the area and would limit the capacity of the area. Proximity to the M4 and two railway stations would assist in making the site attractive for employers. There are no economic clusters or growth opportunities in the near vicinity. However, creative industries are identified as a key growth sector and so relative proximity to Pinewood near Slough and NTFS at Beaconsfield could be advantageous. |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | The area has multiple landowners (approximately 90 different landowners) making it a very complex site. 90% of the area is owned by private landowners, with the rest of the land being owned by limited companies. One site is owned by Buckinghamshire Council and currently on leasehold to Veolia Limited Company. No sites in the area have been submitted to the most recent call for sites. However, there are some small historic HELAA site submissions that were classed as unsuitable. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Historic site promotion on part of the site, though the site is in multiple ownership. Site is constrained in terms of electricity substation capacity (red rated). Minerals safeguarding could affect phasing if the minerals need to be won first, noting that the surrounding residential development may affect the viability of mineral extraction in this location)   |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Local typology. Two access points likely onto Taplow Common Road and Dropmore Road (i.e. 2 outlets). The site is reasonably close to Burnham station, Slough (including Trading Estate) and London, links to London and Reading via Elizabeth Line. Small site which could be delivered in full during the plan period. Typology based delivery trajectory assumptions applied. Assumption that approximately <b>1,200</b> homes would be deliverable within plan period.  |

## 9. Summary

### Constraint Summary

- Whole area is Green Belt: 2017 review finds strong contribution.
- In Zone of Influence for Burnham Beeches SAC (~700m). Potential impacts of development on Burnham Beeches are an issue, while outside the ‘no build zone’, the area is still relatively close to the SAC. On Site SANG Mitigation required.
- Ancient woodland on/near site; biodiversity opportunity area NE; listed buildings on site and Registered Parks and Gardens adjoining the site; AAL surrounds the north.
- Flood Zone 1 with surface water hotspots; presence of watercourse south of Lower Denham Farm.
- Taplow Primary substation classified “Red” (constrained); On Site SANG Mitigation required.
- Slough STW has limited growth capacity (rated ‘orange’).
- Cadent HP distribution gas pipeline crosses central area (large easement/buffer).
- DfT score ~31.6 (low–medium); reliance on A4/M4 corridors which experience peak congestion; limited bus frequency near site.
- Rail stations (Burnham/Taplow) ~2.3–2.5 km away – may need bus links.
- Complex land ownership (~90 owners); historic HELAA submissions classed unsuitable.

### Opportunities Summary

- Edge of Burnham adjoining Slough – strong employment catchment including creative industries (Pinewood/NFTS nearby).
- Proximity to the M4 and two railway stations would assist in making the site attractive for employers.
- New and improved links could be made to Burnham and Slough beyond.
- Policy proximity to larger centres; potential for active travel upgrades and improved bus connections to Elizabeth Line stations.
- Good social infrastructure within walking/cycling distance in Burnham.
- Low risk of contamination of land – no historic landfills.

**Table 2.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | Medium      |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | Medium      |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium/High |
| Environment    | Resilient to natural and man made risks  | High        |                | Address deprivation of existing communities   | Low/Medium  |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium      | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium  |
|                | Protect the quality of waterbodies   | High        |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium  |
|                | Ensure agricultural productivity for food security   | Medium      |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low         |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium      | Implementation | Consider complexity of Land Assembly/Consolidation.   | Low         |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Low         |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium/High |                |   |             |



Figure 2.1 – Consolidated Constraints Plan

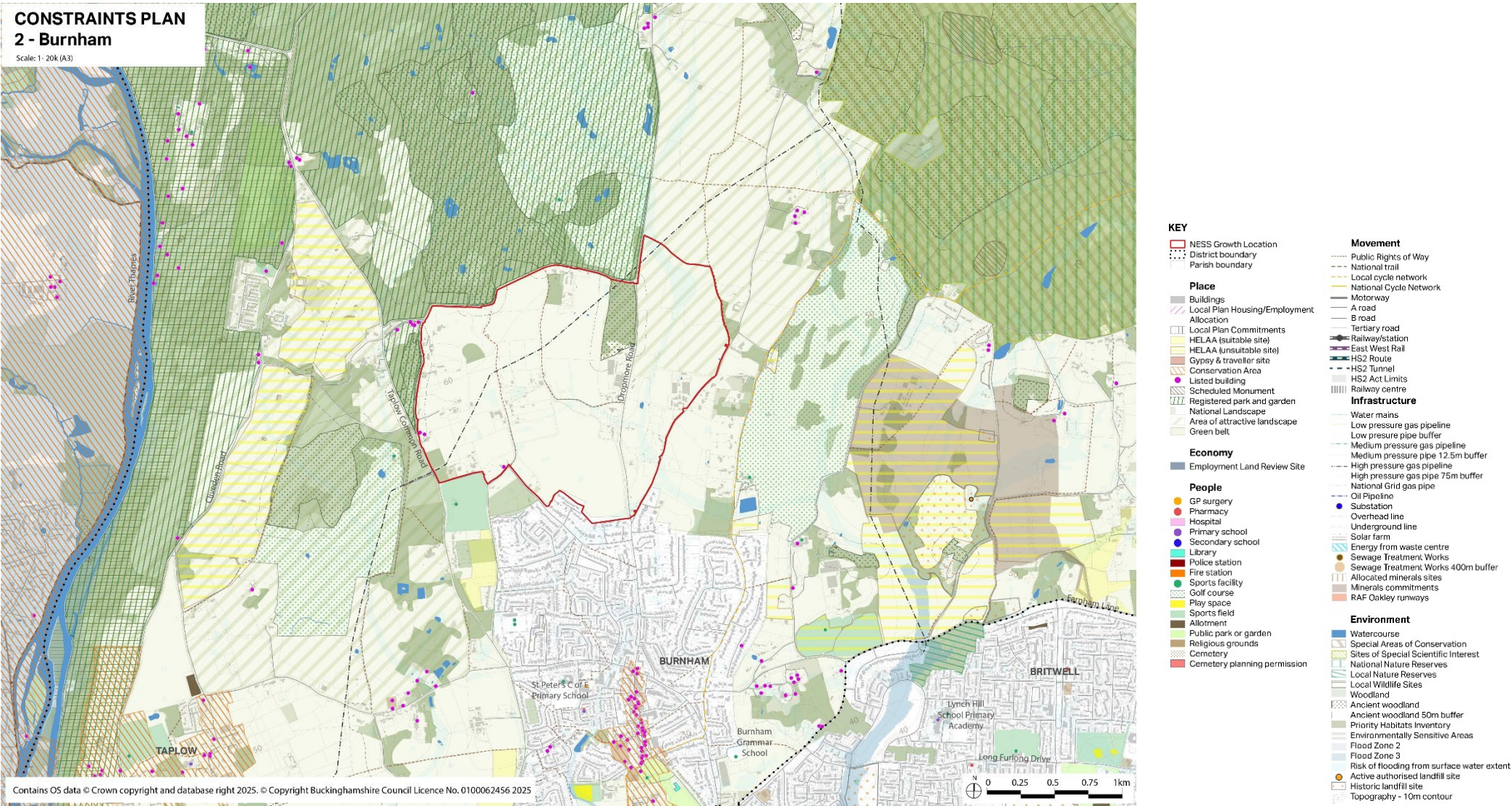
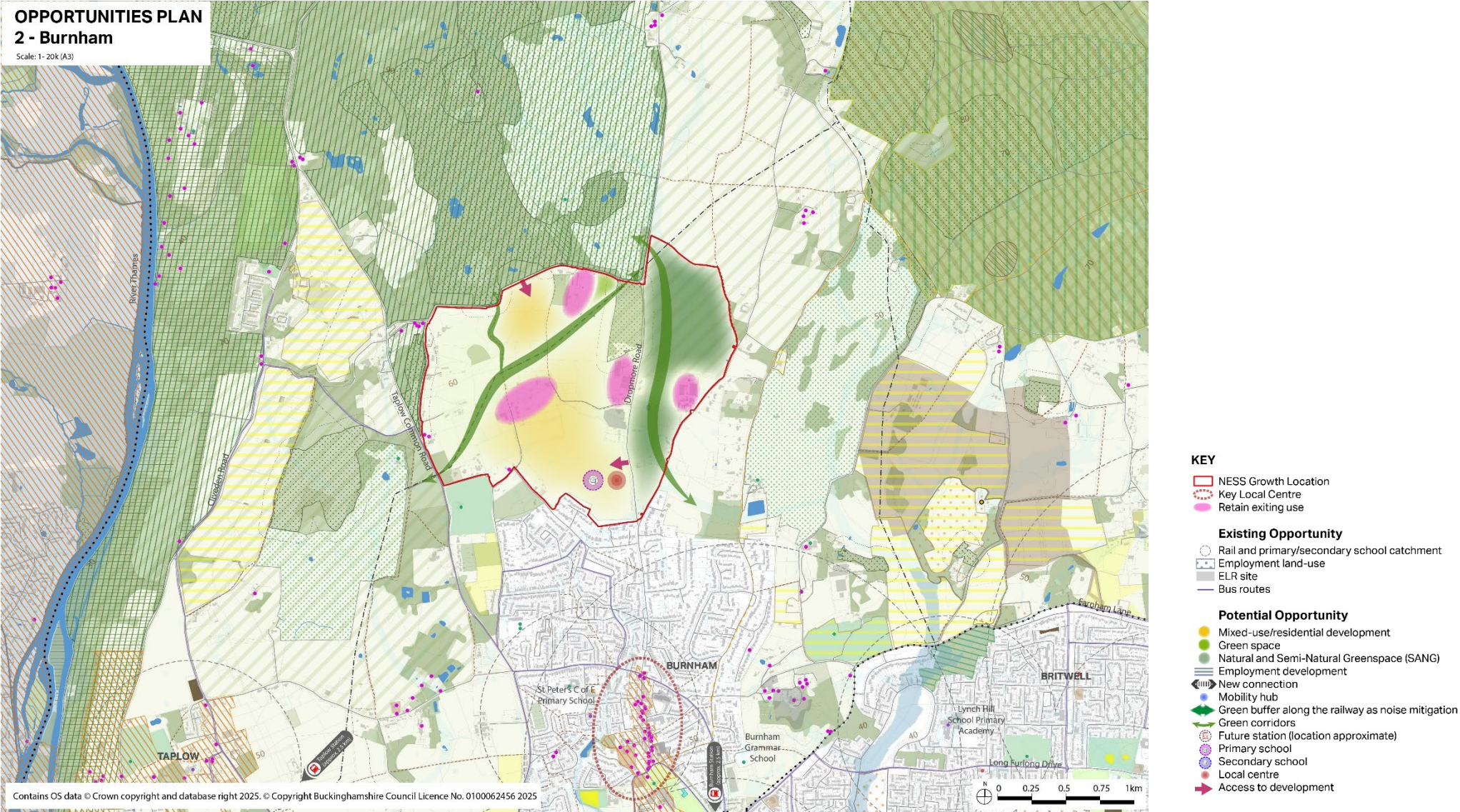




Figure 2.2 – Consolidated Opportunities Plan





## 3. Aylesbury

### 1. Location Summary

|  |  |
|--|--|
| <b>Location and General Area Description</b> | Aylesbury Northern Broad Area (ANBA) is located to the north of Aylesbury, in the heart of Buckinghamshire.  |
| <b>Site Area</b>                             | Developable area has been further refined to 355ha;<br>Gross to net ratio 177.5<br>(No SANG Assumed if eastern edge of site within SAC Zone of Influence is not developed)                     |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - District Scale</b><br>Major urban extension with a range of services required - Dependent on associated settlement (higher order services and transport connections) |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>8,875</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph  |

### 2. Place

|  |  |
|--|--|
| <b>Strategic Planning Considerations</b> | The area is covered by the Vale of Aylesbury Local Plan. Aylesbury was granted Garden Town status in 2017 with partners committing to delivering 16,000 new homes by 2033, predominantly in two areas to the north west of the town and in a comprehensive urban extension spanning from the north east to the south west. A masterplan was adopted in 2020 with a Garden Town Vision to 2050. The area is located in a minerals safeguarding area (BMWLP Policy 1). Bierton Parish which sits within the eastern part of the assessment area has a recently made Neighbourhood Plan (NP). This identifies a number of views including some within the assessment area as well as three Local Green Spaces within the NESS area. There is no Green Belt near the area. |
| <b>Settlement Hierarchy</b>              | The settlement review identifies Aylesbury as a Tier 1 settlement - Major Urban Area   |
| <b>Historic Environment</b>              | There are no listed buildings within the area. There are a few listed buildings close to the area to in Bierton, to the south of the area. There is a scheduled monument to the south of the area in Bierton on the other side of the A418. There is one locally listed asset adjoining the area (Primrose Cottage). There are no Registered Parks & Gardens in or adjoining the area. The Bierton Conservation Area adjoins the area to the south. The site contains evidence of prehistoric and Roman activity, and any development proposals would need to be preceded by archaeological evaluation to ensure the appropriate preservation or excavation of significant remains.  |

## 2. Place

|   |   |
|---|---|
| <b>Landscape and Settlement Character</b> | An Area of Attractive Landscape (AAL) approximately 350m to the north. Although AALs will not be continued in New Local Plan. Majority of area located within LCA Hulcott Vale, assessed as of moderate condition, and small southern part within LCA Bierton Ridge, assessed as in good condition. The area is relatively flat. The area gently falls towards the River Thame in the north of the area. Much of the area is in agricultural use, in the form of large arable fields with hedge boundaries and occasional hedgerow trees. |
|---|---|

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The eastern part of the site lies partially within the Zone of Influence for the Ashridge Common and Woods Special Area of Conservation (SAC). The SAC itself is located approximately 12 km to the east, and only a small portion of the site falls within the defined Zone of Influence.</p> <p>The site comprises a mix of arable land and grassland, bounded by generally intact hedgerows. Hedgerows along the western edge of the site, adjacent to Watermead, are of higher quality and include notable species such as black poplar. These hedgerows are likely to function as important commuting and foraging corridors for bats. The site also supports habitats suitable for ground-nesting birds. A watercourse runs along the eastern boundary of the site, increasing its ecological value and connectivity. There are records of reptiles clustered around Bierton in the vicinity, and the wider area contains numerous ponds with known great crested newt populations, indicating potential amphibian interest within and around the site.</p> <p>There is a small area of priority habitat and a small woodland parcel within the site. No other statutory environmental designations are present within the site itself.</p> |
| <b>Relevant Waterbodies</b>       | There are three small rivers and streams in the area. The River Thame runs through the northern and western parts of the site.   |
| <b>Agricultural land</b>          | The area is mainly classified as Grade 3 good to moderate quality agricultural land with, with some Grade 2 land to the southern side of the area, and some Grade 4 land to the north and west.  |
| <b>Ground conditions</b>          | There are no historic landfill on or adjacent to the area. There is considered to be a low to moderate risk of contamination in the area. The moderate risk is related to the employment uses located on the eastern part of the area.   |

## 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve this area is the Buckingham Road Primary Substation, which has a 'Green (over 5% headroom)' RAG rating and approximately 22% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.<br>In the Aylesbury area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.   |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Aylesbury area is UKPN. Mapping downloaded from the UKPN website indicates that multiple 11kV overhead lines cross this area, but are not considered to pose a significant constraint to development.   |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |
|               | <i>Implications and Mitigation (Gas)</i>         | National Gas mapping supplied by the Council indicates that the Peterborough to Whitwell high pressure (HP) gas transmission pipeline extends across the northern corner of this area.<br>The Council-supplied SGN mapping indicates that the northern boundary of this area is within 75m of a HP gas distribution pipeline (which is located just beyond the northern boundary of this area).<br>The HP pipelines and their associated easements will likely constrain the development options for the northern corner and along the northern boundary. It is recommended that these areas are retained as greenfield/open space.<br>The SGN mapping also shows a medium pressure (MP) gas main along the A418, just beyond the eastern boundary of this area. |
|               | <i>Implications and Mitigation (Renewables)</i>  | The Renewable Energy Assessment (CSE, 2024) indicates that this area is suitable for the generation of energy through wind and ground mounted solar panels.<br>As one of the most densely populated areas in Buckinghamshire, the Aylesbury area may be appropriate for a new district heating network, which new development could support and connect to.  |

| 4. Infrastructure                            |                                    |  |
|--|------------------------------------|--|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would likely be served by Aylesbury Sewage Treatment Works (Thames Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|  | <i>Implications and Mitigation</i> | <p>Water supply and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>The majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. A corridor along the north-western boundary is in Flood Zone 2 and Flood Zone 3, associated with the River Thame which flows across this area.</p> <p>The surface water flood map shows areas at risk of surface water flooding across the site, with the largest being in the central and eastern areas.</p> <p>Flood risk is considered a constraint to development of the central and western areas.</p> <p>As well as the River Thame (which is classed as Main River), there are Ordinary Watercourses located within this area, which will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p> <p>There are no Source Protection Zones in this area.</p>  |

## 4. Infrastructure

|                           |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Aylesbury area is as follows:<br>Superfast (>=30 Mbps): 99.3%<br>Ultrafast (>100 Mbps): 92%<br>Gigabit (DOCSIS 3.1 or FTTP): 89.6%<br>Full Fibre (FTTP or FTTH): 82%   |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.   |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A minerals safeguarding area for Alluvium washes over large parts of the area. There are two waste management sites in Aylesbury (Rabans Lane & Gatehouse Industrial Estate and Stocklake Industrial Estate). These sites are classed by the BMWLP (2019) as primary areas of focus to accommodate growth. There are two household waste recycling centres in Aylesbury, located to the east and west of the town. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area.   |

## 5. Movement

|                                 |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>44.74</b> . This represents a <b>medium-high level of connectivity</b> . It should be noted that a portion of the site area which lies on the south-western side closest to the town's edge achieves a higher connectivity score between 45 and 75.   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | Aylesbury itself is relatively isolated from motorways with the M1, M25 and M40 all being at least 10 miles away. In terms of other important routes, a number of road currently run through Aylesbury at least in part – the A41, A413 and A418   |
|                                 | <i>Implications and Mitigation</i> | A potential benefit of development in this area is the delivery of the 'missing link' in the new bypass to the north of Aylesbury. Currently there is a 'gap' in this bypass between the A413 and the A418. Delivery of this 'missing gap' will significantly enhance the attractiveness of the bypass and could remove traffic from the centre of Aylesbury, reducing congestion and pollution and potentially allowing for other improvements. |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | Existing bus stops are located in numerous locations within the built-up area to the south as well as on the A413 and A418. Many of these bus stops lie within 800m of the area. Regular bus services serve these stops, some with a frequency of every 30 minutes or every hour.   |
|                           | <i>Implications and Mitigation</i> | A discussion with operators would be required regarding diverting one or more of these services into the area, and / or the provision of new services. Services on main roads like the A418 and A413 run radially into the centre of Aylesbury. Some local 'circular' routes run in the north-eastern part of Aylesbury. It is unclear if it would be feasible to divert any existing services, or that development would require a new radial or circular/orbital bus service primarily connecting to the town centre and railway station. |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | Aylesbury station lies approximately 2 to 2.5 km to the south from the central and eastern parts of the area and Aylesbury Parkway station lies 1 km to the south from the western part of the area. Both stations are on the London-Aylesbury Line.  |
|                           | <i>Implications and Mitigation</i> | Consideration would need to be given to providing direct bus links to Aylesbury station. It is unlikely improvements to rail services would be secured as a result of development in this area.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The whole of Aylesbury is accessible within a 5km cycling distance of the area, as are other nearby settlements, such as Hardwick, Rowsham, Weedon and Whitchurch. There is existing shared use cycle infrastructure in the area heading into Aylesbury on some routes, as well as the Greenway to Waddesdon. The area is generally not in walking distance to services, facilities and employment uses. Approximately 30 min walk to Aylesbury town centre.  |
|                           | <i>Implications and Mitigation</i> | The existing infrastructure should be improved to connect the area to Aylesbury town centre and both railway stations   |

## 6. People

|   |                                |  |
|---|--------------------------------|--|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i> | <p>The following facilities are within walking distance (800m): 2 primary schools, 1 pharmacy and a few sports facilities. The following facilities are within cycling distance (1.6km): 1 secondary school, various primary schools, 2 GPs, 1 hospital, various pharmacies and various sports facilities. A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Aylesbury.</p> <p>Aylesbury has the following services:</p> <p>40 food shops, 29 public houses, 6 post offices, 7 GP surgeries, 13 community halls, An unspecified number of recreation grounds, 19 primary schools &amp; 2 special provision, 7 secondary schools &amp; 2 special provision, 27 faith buildings, 16 pharmacies, 3 leisure centres, 11 dentists, 3 Hospitals</p> |
|---|--------------------------------|--|

## 6. People

|                                    |   |
|------------------------------------|---|
| <i>Implications and Mitigation</i> | <p>The capacity of existing healthcare and education capacity in the wider surrounding area is unknown, however it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p> |
| <i>Implications and Mitigation</i> | <p><b>Education</b></p> <p>7 Early Years facilities (50 places each)</p> <p>12 primary school form entries</p> <p>15 secondary school form entries</p> <p>Provision for 80 SEND pupils</p> <p>450 college places</p> <p>110 adult learning places</p>   |
| <i>Implications and Mitigation</i> | <p><b>Healthcare</b></p> <p>1,260 sq.m of primary healthcare facility space</p> <p>4 community pharmacies</p> <p>420 sq.m of dental facility space</p> <p>39 hospital beds</p> <p>1,030 sq.m for community and mental health services</p> <p>282 residential care beds</p>  |
| <i>Implications and Mitigation</i> | <p><b>Community Facilities</b></p> <p>3 children's family centres</p> <p>1,300 sq.m of flexible community space</p> <p>640 sq.m of library space</p> <p>960 sq.m of art and cultural space</p>  |

## 6. People

|                                    |   |
|------------------------------------|---|
| <i>Implications and Mitigation</i> | <b>Sports &amp; Recreation</b><br>1 four-lane swimming pool<br>1 four-court sports hall<br>34.1 hectares of formal outdoor sports provision<br>17.1 hectares of parks and gardens<br>12.8 hectares of amenity green space<br>38.4 hectares of natural and semi-natural greenspace<br>4.3 hectares of allotments<br>5.3 hectares of equipped/designated play areas<br>6.4 hectares of informal play space (MUGA) |
| <b>Address deprivation</b>         | Aylesbury has higher levels of deprivation. The location is adjacent to 0-20% of the most deprived of LSOAs. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.  |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The primary areas of employment uses within the site are: Bierton Crematorium, The Paddocks Business Centre and two warehouses operating luxury furniture and electrical goods. This area reasonably is close to employment opportunities in Aylesbury town centre (approx. 1-2 miles distant) and to economic assets such as the Woodlands Enterprise Zone, Westcott Venture Park (approx. 6 mile drive from the western part of the area) and Stoke Mandeville Hospital (approx. 3 mile drive). |
| <b>Potential Employment</b> | Retention of the existing businesses could provide the starting point of an employment area within any larger development. Proximity to Aylesbury, which is a priority town for economic growth and regeneration, and to nearby growth sector assets such as Westcott Park, Stoke Mandeville Hospital and the Woodlands EZ, implies good future employment potential.   |



## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | There are multiple landowners in the area (approximately 35 landowners). A significant portion of the area is privately owned, with a quarter of the area being owned by limited companies. M&G UK Property have the widest landownership in the area. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges and a 6ha parcel in the centre of the area. A few sites to the south and east of the area have been submitted to the most recent Call for Sites and have been deemed unsuitable. In an historic call for sites, most sites were put forward, with the majority of the sites being determined as unsuitable.   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | <p>Part of the site was historically promoted through the Call for Sites. This area would involve a settlement expansion to Aylesbury. It must be noted that a current settlement expansion is currently under development to the south of this area as part of the Aylesbury Garden Town initiative. If this is the case, development in for this NESS site may not be able to commence until the expansion under construction is further progressed and key infrastructure delivered. The delivery of significant additional housing on top of that already committed over the medium-long term may slow build-out rates with the market less able to absorb new development. Provision of a link road to cover the missing 'gap' of the ring road would be a significant cost.</p> <p>"Missing link" northern bypass required which this site could deliver. Accessibility improved via East-West Rail and also significant job growth planned that would be attractive to new residents.</p> |
| <b>Refined trajectory of capacity in Plan Period</b>       | <p>Settlement Expansion - District typology. Phasing to follow-on from the latter stages of the Aylesbury Garden Town build-out to reduce market saturation and avoid slowing build-out of committed development.</p> <p>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,950</b> homes would be deliverable within plan period.</p>   |

## 9. Summary

|                              |   |
|------------------------------|---|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• Potential impacts of development Ashridge Common and Woods Special Area of Conservation are an issue, at the edge and partly covering Zone of Influence, small portion or SANG or green infrastructure required. AAL close to the north. Opportunities diagram has included reduced area of SANG scaled to address a portion of development that might fall within ZOI.</li> <li>• The impact of any development on the landscape on and near the site, in particular the area of attractive landscape to the north and the setting of Bierton to the south.</li> <li>• Multiple alluvium minerals safeguarding areas.</li> <li>• Wastewater capacity limited (Aylesbury STW – orange).</li> <li>• Flood Zone 1 predominates but surface water susceptibility present; Flood Zone 2 and 3 across northern boundary.</li> <li>• Agricultural land mix incl. Grade 2 pockets.</li> <li>• Potential policy phasing due to existing Garden Town expansion and desire not to lock growth post-plan period.</li> <li>• Aylesbury relatively isolated from motorways;</li> <li>• Overhead 11kV lines present (not major constraint).</li> <li>• Complex landownership (~35) - historic HELAA submissions classed unsuitable.</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• Tier 1 major urban area with significant services located within walking/cycling and public transport distance</li> <li>• Garden Town status with adopted masterplan (2020) and vision to 2050.</li> <li>• Medium-high DfT connectivity (~44.74) with potential to deliver the “missing link” in northern bypass; strong bus coverage; close rail stations.</li> <li>• UKPN Buckingham Road primary substation green with ~22% headroom; renewable study indicates suitability for wind and ground-mounted solar.</li> <li>• Extensive social infrastructure; potential to integrate with existing allocations and employment hubs (Woodlands EZ, Westcott, hospital).</li> <li>• Potential to address local deprivation with new infrastructure and jobs.</li> <li>• Whilst on-site SANG provision is an option, there is also the potential to utilise the existing Kingsbrook Meadows SANG nearby and to contribute towards this through development credits.</li> <li>• Two primary waste management sites in Aylesbury to accommodate growth.</li> </ul>  |

**Table 3.1 – Assessment Framework**

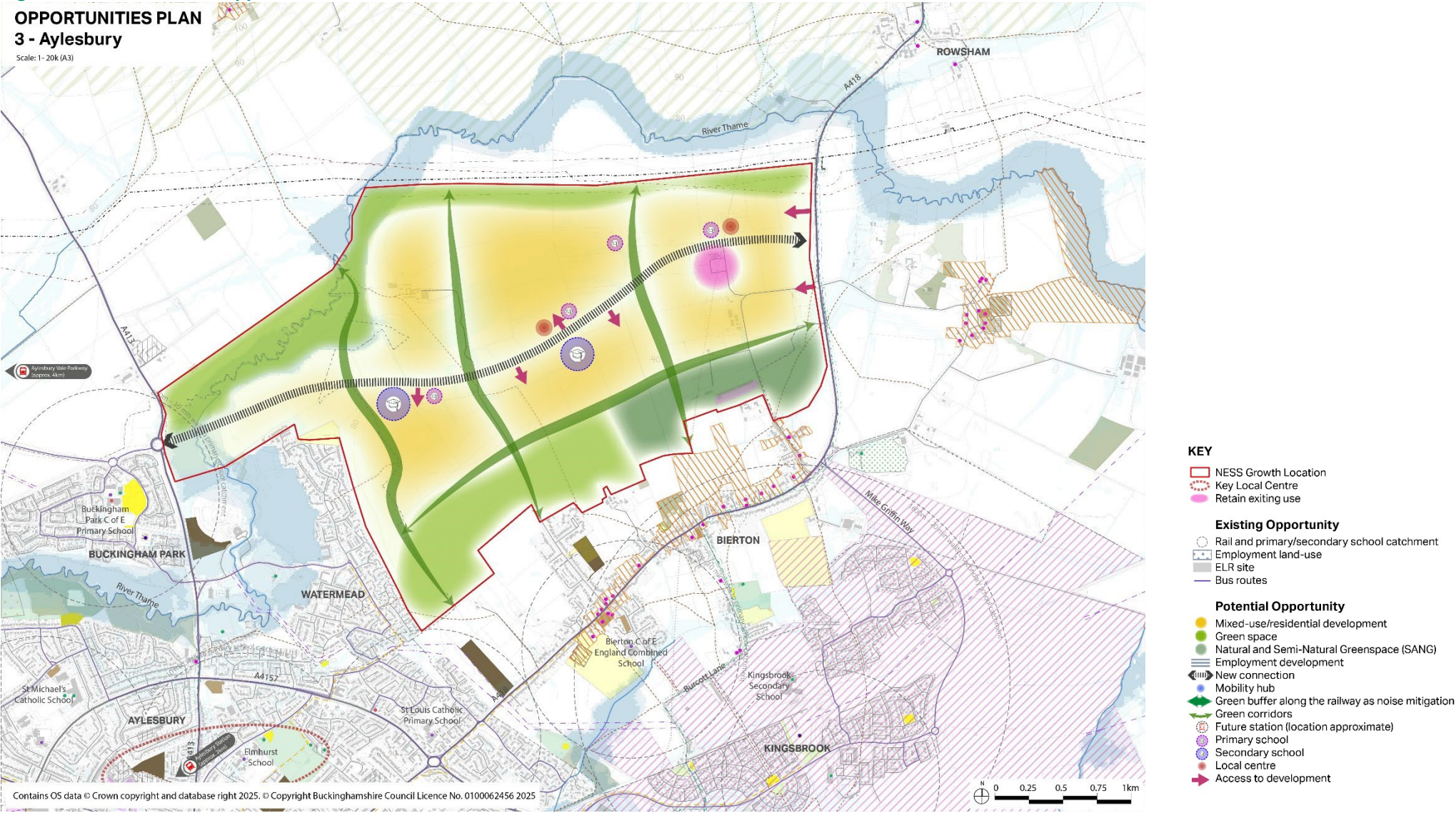
| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | High        |
|                | Integrate in a way that respects landscape and settlement character  | Low/Medium  |                | Access to existing or committed sustainable Rail transport links and services                   | Medium      |
|                | Preserve the rural and urban character   | High        |                | Access to existing or committed strategic active mode routes                                    | High        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | High        |
| Environment    | Resilient to natural and man made risks  | Medium      |                | Address deprivation of existing communities   | High        |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium/High |
|                | Protect the quality of waterbodies   | Medium      |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium/High |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium/High | Implementation | Consider complexity of Land Assembly/Consolidation.   | Low         |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | High        |                | Wider Deliverability Risks and Phasing Implications   | Low/Medium  |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium/High |                |   |             |
|                | Consider waste and minerals  | High        |                |   |             |

Figure 3.1 – Consolidated Constraints Plan





Figure 3.2 – Consolidated Opportunities Plan



## 4. Cheddington

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Cheddington is located to the northeast of Buckinghamshire, in close proximity to Leighton Buzzard in Central Bedfordshire. The area is made up of two sites, one of which was put forward for the new towns submission and crosses boundaries into Dacorum.  |
| <b>Site Area</b>                             | Size of developable area has been updated:<br>Eastern Section = 253ha;<br>Western Section (excluding Hertfordshire section) = 360ha;<br>Combined = 613ha<br>Size of SANG: 204ha;<br>Size of developable area (after SANG) 409ha<br>Gross to net ratio (50%): 204.5ha;   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Town Scale</b><br>Large Scale urban extension with a range of services. Not dependent on existing settlement as scale requires full hierarchy of services   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>10,225</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph  |
| 2. Place                                     |   |
| <b>Strategic Planning Considerations</b>     | This area is covered by Vale of Aylesbury Local Plan (2021). The area is relatively free from policy constraints. Some parts of the area are located in a minerals safeguarding area (BMWLP Policy 1). The site is bordering with Hertfordshire and has rail links to Leighton Buzzard (north) and Hemel Hempstead (south). |
| <b>Settlement Hierarchy</b>                  | Cheddington is classified as in tier 4 - large village. Therefore, not many services and facilities are available.  |

## 2. Place

|   |  |
|---|--|
| <b>Historic Environment</b>               | <p>There are no listed buildings within the western area but some listed buildings within the eastern area (for example pumping station and Lock on Grand Union Canal. The two areas identified at Cheddington are located in close proximity to the Scheduled Monument of Southend Hill Iron Age hillfort. Although the site does not fall within the designated boundary of the monument, development proposals have the potential to affect its setting. As a nationally important heritage asset, Historic England are likely to wish to comment on any planning application.</p> <p>The site also contains evidence of prehistoric and Roman activity. Any development proposals would need to be preceded by archaeological evaluation to ensure that any significant remains are preserved in situ or, where necessary, appropriately excavated and recorded.</p>   |
| <b>Landscape and Settlement Character</b> | <p>Two parcels:</p> <p>Eastern parcel - South eastern edge (close to Great Gap and Ivinghoe) approximately 650m from the edge of Chilterns National Landscape, any future scheme would need to factor this in in terms of the setting of the National Landscape. An Area of Attractive Landscape (AAL) approximately 380m to southeast. Although AALs not to continue in New Local Plan. Northern part in LCA Ouzel Valley Catchment, assessed as of moderate condition and southern part in LCA Pitstone-Edlesborough Slopes, assessed as of good condition. The area is relatively flat with a gentle slope upwards from the northwest corner to the east. Much of the area is in agricultural use, in the form of medium sized agricultural fields managed mostly for arable. The area represents a rural setting to Cheddington.</p> <p>Western parcel - An Area of Attractive Landscape (AAL) adjacent to northwest, although AALs not to be included in New Local Plan. Registered Park and Garden (RPG) partially within parcel and continues to northwest around Grade I listed Mentmore Towers. Located mostly within LCA Cheddington Vale assessed as of moderate condition with small portion linked to RPG in LCA Wingrave - Mentmore Ridge. Condition assessed as very good. The area is relatively flat agricultural fields managed for arable with large field size with some fieldside hedges. Part of the rural setting of Cheddington and includes features within the Mentmore Towers RPG and listed buildings.</p> |



### 3. Environment

|                                   |   |
|-----------------------------------|---|
| <b>Environmental Designations</b> | <p>The site lies entirely within the Zone of Influence of the Ashridge Common and Woods Special Area of Conservation (SAC), which is located approximately 3 km to the east. Due to the scale of development that could be accommodated, the provision of Suitable Alternative Natural Greenspace (SANG) would be required to avoid adverse effects on the integrity of the SAC. A SANG is under consideration at Pitstone Quarry; however, the capacity of this site to absorb the required level of recreational pressure remains uncertain.</p> <p>The Grand Union Canal runs through the site, and three watercourses are present within the eastern parcel, with an additional watercourse crossing the western parcel. Several ponds lie to the south of the eastern parcel, indicating likely suitability for Great Crested Newts. A small woodland is located within the southern part of the eastern parcel.</p> <p>The eastern parcel is predominantly arable land and is likely to be of importance for farmland bird species. The western parcel contains small areas of priority habitat and an associated watercourse.</p> <p>There are known ecologically sensitive sites in close proximity, particularly to the centre of Cheddington, south-east of Station Road, where the largest traditional orchard in Buckinghamshire is located. This orchard includes numerous veteran trees protected by a group Tree Preservation Order and is designated as a Local Wildlife Site and priority habitat.</p> |
| <b>Relevant Waterbodies</b>       | Grand Union Canal Stream crosses the eastern site and Tring Bourne River crosses the western area.  |
| <b>Agricultural land</b>          | The area is mainly classified as Grade 3 with some Grade 4 quality agricultural land in the east.   |
| <b>Ground conditions</b>          | There are no historic landfills on or adjacent to the site. Therefore, there is considered to be a low risk of contamination in the area.   |

### 4. Infrastructure

|               |                                |   |
|---------------|--------------------------------|---|
| <b>Energy</b> | <i>Existing Infrastructure</i> | <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substations which would serve this area are the Cheddington Primary Substation and the Tring Primary Substation. Both have a 'Green (over 5% headroom)' RAG rating. Cheddington Primary has approximately 30% unutilised capacity and Tring Primary has approximately 33%. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Cheddington area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|---------------|--------------------------------|---|

## 4. Infrastructure

|  |   |
|--|---|
| <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Chesham area is UKPN. Mapping downloaded from the UKPN website indicates UKPN infrastructure across the two parcels as follows:</p> <p>Western parcel</p> <ul style="list-style-type: none"> <li>· A 33kV overhead line crosses the central area (in a north-easterly direction).</li> <li>· There are five 11kV overhead lines.</li> </ul> <p>Eastern parcel</p> <ul style="list-style-type: none"> <li>· There are five 33kV overhead lines.</li> <li>· There are five 11kV overhead lines.</li> </ul> <p>The Cheddington Primary 33kV substation is located on the eastern parcel.</p> |
| <i>Implications and Mitigation (Oil)</i>         | <p>Mapping supplied by the Council indicates that a BPA oil pipeline crosses the western parcel.</p>  |
| <i>Implications and Mitigation (Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area.</p> <p>The Council-supplied SGN mapping indicates that a high pressure (HP) gas distribution main extends across the south-western area, in a north-west to south-east alignment. This HP pipeline and its associated easement will likely constrain the development options for this area.</p> <p>A medium pressure (MP) gas distribution main is located just beyond the south-eastern boundary of the western parcel, along Long Marston Road and West End Road. New site accesses may require this MP gas main to be lowered and/or protected.</p> <p>Mapping indicates that there is no gas infrastructure located on the eastern parcel.</p>   |
| <i>Implications and Mitigation (Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) indicates that this area is suitable for the generation of energy through ground-mounted solar but no through wind.</p>  |

#### 4. Infrastructure

|  |                                    |  |
|--|------------------------------------|--|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would likely be served by Aylesbury Sewage Treatment Works (Thames Water) and/or Ivinghoe Sewage Treatment Works (Anglian Water). Aylesbury Sewage Treatment Works was assigned an <b>orange</b> 'limited capacity for growth' RAG rating and Ivinghoe Sewage Treatment Works was assigned a <b>green</b> 'capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|  | <i>Implications and Mitigation</i> | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Ivinghoe Sewage Treatment Works (Anglian Water) is located just beyond the south-eastern corner of this area. Mentmore Sewage Treatment Works (Anglian Water) is located immediately beyond the northern boundary of the western parcel. Odour impact assessments may be required to understand impacts to development in these areas and to confirm buffer requirements.</p> <p>Thames Water and Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>The majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. There are areas of Flood Zone 2 and Flood Zone 3 in the south-west corner, along an unnamed ordinary watercourse which extends across the site, flowing in a westerly direction.</p> <p>The surface water flood map shows some areas at risk of surface water flooding, mainly along Ordinary Watercourses, but also in some localised areas including the central and north-eastern areas of the western parcel, and the northern area of the eastern parcel.</p> <p>Flood risk is considered a constraint to development of the western parcel.</p> <p>Multiple existing Ordinary Watercourses and the Grand Union Canal cross this area, which will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p>  |

#### 4. Infrastructure

|                           |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the area is as follows:<br>Superfast (>=30 Mbps): 99.3%<br>Ultrafast (>100 Mbps): 92%<br>Gigabit (DOCSIS 3.1 or FTTP): 89.6%<br>Full Fibre (FTTP or FTTH): 82%   |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.   |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A minerals safeguarding area for Alluvium washes over a small part of the area. There are no waste management facilities close to the area. The closest waste management site is near Aylesbury (South East Aylesbury North of A41), which is classed by the BMWLP (2019) as a primary area of focus for growth. There are no household waste recycling centres in Cheddington, the closest is located in Aylesbury. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area.   |

## 5. Movement

|                                 |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>34.11 (east) and 28.31 (west)</b> . This represents a <b>low-medium level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The development area is removed from the Major and Strategic Road Networks, the closest being the A41 to the south (around 5km) at Aston Clinton, A505/A4146 to the north (around 6km) at Leighton Buzzard and A418 to the west (around 6km) near Bierton . Reaching them would require routeing on B-roads and unclassified rural roads. Station Road which would link the western portion of the development area to Cheddington Station is narrow and experiences on-street parking which is likely to cause delays to traffic. This area is covered by the Ivinghoe Feight Zone, which restricts heavy goods vehicles (HGVs) using local narrow roads, protecting communities from excessive HGV traffic, noise, and pollution.  |
|                                 | <i>Implications and Mitigation</i> | The existing rural road network is unlikely to be able to sufficiently cope with the traffic generated by development traffic. New highway access junctions will be required on to surrounding roads including the B488, Long Marston Road and Mentmore Road. Whilst the local network appears not to experience issues today, it is likely to have limited spare capacity and resilience to accommodate large increases in traffic flows. Off-site mitigation may be required at local junctions such as Wellington Road-Lower Icknield Way, Wellington Road-Cheddington Road and Station Road-Horton Road.   |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | Transport options are limited in terms of bus services and routes that operate in the area. There are three services connecting Cheddington with other settlements such as Aylesbury and Leighton Buzzard, however these do not specifically run through the area. The 62 circular bus route is the most regularly, running hourly and linking to Aylesbury as well as Tring. There are no direct bus links north to Leighton Buzzard (although this is served by rail) or to Dunstable and Luton (although these are connected to the south via Ivinghoe, which would be at least 0.7km to the southern part of the development area, east of the West Coast Main Line). The western portion of the development would be very poorly connected by bus as it sits away from existing rural routes. |
|                                 | <i>Implications and Mitigation</i> | Development of the area will require development of bus stops and improved service provision, including potential re-routing the 62 bus which provides links to Aylesbury and Tring, a new bus service (most notably to serve the more remote western portion of the development area), or improved active mode routes into Ivinghoe to enable people to access buses that link to Dunstable.  |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | Cheddington station is within the area. The station is on the West Coast Main Line and served by trains running between London and Milton Keynes at a frequency of 2 trains per hour. Cheddington is a lightly used station compared to Tring and Leighton Buzzard on either side, and is not as well served (slower services turnaround at Tring, and faster services often skip the station but call at Leighton Buzzard).   |

## 5. Movement

|                           |                                    |  |
|---------------------------|------------------------------------|--|
|                           | <i>Implications and Mitigation</i> | It is unlikely improvements to rail services would be secured as a result of development in this area. Capacity is constrained on the West Coast Main Line, and this may limit opportunities to increase frequency of stops at Cheddington. HS2 is expected to release some capacity on the WCML which could potentially allow more services to stop at Cheddington. Station improvements could comprise a new eastern access to the station and step-free access to platforms although these would be expensive measures to implement.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The area is relatively rural and there are no cycle paths and only limited footpaths. The Grand Union Canal runs through part of the development area and has a narrow towpath running alongside it.   |
|                           | <i>Implications and Mitigation</i> | New walking and cycling routes should be provided. Cycling paths could be developed to connect the site with Leighton Buzzard (6km away), Horton and Cheddington. Upgrades to the Grand Union Canal towpath could create an attractive leisure route towards Tring and Leighton Buzzard, but development is unlikely to support full upgrades beyond the local area. The former Cheddington-Aylesbury railway branch line alignment runs through the western portion of development area and could be used to form a new segregated greenway linking development to the station, therefore reducing pressure on surrounding roads. |



| 6. People                               |                                    |  |
|---|------------------------------------|--|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>The following facilities are within walking distance (800m): 1 GP, 2 primary schools, 1 pharmacy and a few sports facilities.</p> <p>The following facilities are within cycling distance (1.6km): 1 primary school and a few sports facilities.</p> <p>Facilities identified in Cheddington are: 3 food shops, 2 pubs, 1 post office, 1 community hall, 1 primary school and 2 pharmacies. Small settlements located around the area such as Horton or Slapton can provide also minimum key services and facilities such as 1 village hall and 1 faith building. Ivinghoe has 1 pharmacy and 1 GP.</p> <p>The area is relatively well located in terms of the proximity to Aylesbury (approximately 10km away), which is one of the main towns in Buckinghamshire and can provide a wider range of strategic social infrastructure (health, education, cultural and recreational). Alternatively, Tring and Leighton Buzzard (outside Buckinghamshire) are located 5-6km away.</p> |
|   | <i>Implications and Mitigation</i> | The following infrastructure provisions would be required for a development of this scale:   |
|   | <i>Implications and Mitigation</i> | <p><b>Education</b></p> <p>9 Early Years facilities (50 places each)</p> <p>14 primary school form entries</p> <p>17 secondary school form entries</p> <p>Provision for 90 SEND pupils</p> <p>520 college places</p> <p>120 adult learning places</p>  |
|   | <i>Implications and Mitigation</i> | <p><b>Healthcare</b></p> <p>1,440 sq.m of primary healthcare facility space</p> <p>4 community pharmacies</p> <p>490 sq.m of dental facility space</p> <p>45 hospital beds</p> <p>1,180 sq.m for community and mental health services</p> <p>324 residential care beds</p>   |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>3 children's family centres<br>1,500 sq.m of flexible community space<br>740 sq.m of library space<br>1,110 sq.m of art and cultural space  |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>1 four-lane swimming pool<br>2 four-court sports halls<br>39.3 hectares of formal outdoor sports provision<br>19.6 hectares of parks and gardens<br>14.7 hectares of amenity green space<br>Natural and semi-natural greenspace included within 204 ha SANG provision<br>4.9 hectares of allotments<br>6.1 hectares of equipped/designated play areas<br>7.4 hectares of informal play space (MUGAs) |
| <b>Address deprivation of existing communities</b> | Cheddington has minor levels of deprivation.   |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The land is mostly agricultural, with some low value employment uses within and around it (e.g. kennels). There is an employment site located to the north of Mentmore side of the railway and another one adjacent to the south of Cheddington, c.2.5 km away. Key employment sites and urban centres where jobs are located are some distance away from the site, though Safran Electrical & Power, a large employer in the aerospace / electrical sector, is based nearby in Pitstone. |
| <b>Potential Employment</b> | Development could support an expansion for the two employment sites listed above, and access to Cheddington railway station could be attractive to employers and future development. Safran Electrical & Power, a large employer in the aerospace / electrical sector, is based in Pitstone. However, otherwise access to Buckinghamshire's growth sectors from this location is relatively poor.   |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | There are multiple landowners in the area (approximately 60 landowners). A significant portion of the area is privately owned. Two main landowners have ownership of the site located to the northwest of Cheddington. One site is owned by Lightsource Property Investment Management LLP; however, this site is currently on leasehold to Great Seabrook Solar Limited. No sites in the area have been submitted to the most recent call for sites. There are no historic HELAA site submissions within the site boundary.   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | No active or historic site promotion. Solar Farm - not available until later in the plan period. No competition from other strategic sites, but equally relatively low demand given village location with poor links to the rest of Buckinghamshire. Significant infrastructure required given the village location, particularly highways and public transport infrastructure (except for rail, though increasing the frequency of stops at Cheddington may be unfeasible until HS2 is operational). Ashridge Common SAC ZOI needing significant SANG provision and site is split across two large separate locations with rail line as barrier between |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - District typology. Long lead-in given landownership and infrastructure requirements at village and lower demand location (for Bucks), though rail access to other settlements in neighbouring authorities will reduce competition. Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,950</b> homes would be deliverable within plan period.  |

## 9. Summary

|                              |   |
|------------------------------|---|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• Settlement Classification Tier 4 – not many existing services.</li> <li>• Zone of Influence for Ashridge SAC (3km away). Onsite SANG required.</li> <li>• Ancient woodland in southern part of eastern site; local nature reserve/ancient woodland in western site. The impact of any development on protected landscape to the northwest, which is Mentmore Registered Park and garden and area of Attractive Landscape. Buffer needed to maintain to the Registered Park and Garden to the northeast. Listed buildings on site. AAL close to sites.</li> <li>• Flood Zone 1 mainly; parts of western/eastern parcels fall into FZ2/3 and surface water susceptibility; canal corridor requires buffers.</li> <li>• DfT score 34.11 and 28.31 (low–medium); no MRN/SRN nearby; development unlikely to sustain capacity; Rural roads (B488/Long Marston Rd) – limited capacity; bus services limited; rail station has constrained service frequency.</li> <li>• Agricultural land grades 3,4 with some Grade 2;.</li> <li>• Overhead 33kV/11kV cables; Cheddington Primary 33kV substation on site..</li> <li>• Limited strategic social infrastructure available within walking and cycling distance. Western side of extension would be poorly connected.</li> <li>• Complex landownership (~60) - no HELAA site submissions.</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• Free from Strategic Planning Consideration constraints.</li> <li>• Proximity to Cheddington station (WCML) and to Leighton Buzzard/Tring by active travel/canal towpath upgrades.</li> <li>• The site is also located at less than 10 km away from the western side of Dunstable, which itself adjoins with Luton, a large city with significant employment opportunities.</li> <li>• UKPN DNO capacity rated as ‘green’; renewable potential (wind medium/large turbines; ground-mounted solar) indicated. There is an existing solar farm located almost adjacent to the southeast of the area, development could incorporate measures to obtain supply from this source of energy. Area suitable for generation of energy.</li> <li>• Local-scale services in nearby villages.</li> <li>• potential to form a modest, rail-linked extension.</li> </ul>   |

**Table 4.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score      |
|----------------|--|-------------|----------------|---|------------|
| Place          | Conserve and integrate with the historic environment   | Low/Medium  | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low        |
|                | Integrate in a way that respects landscape and settlement character  | Low/Medium  |                | Access to existing or committed sustainable Rail transport links and services                   | High       |
|                | Preserve the rural and urban character   | Medium      |                | Access to existing or committed strategic active mode routes                                    | Low        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium/High | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium     |
| Environment    | Resilient to natural and man made risks  | Medium/High |                | Address deprivation of existing communities   | Low        |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium      | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium |
|                | Protect the quality of waterbodies   | Medium      |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium |
|                | Ensure agricultural productivity for food security   | Medium/High |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low        |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Low/Medium |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Low        |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium/High |                |   |            |
|                | Consider digital connectivity (capacity and requirements)  | Medium/High |                |   |            |
|                | Consider waste and minerals  | Medium      |                |   |            |



Figure 4.1 – Consolidated Constraints Plan

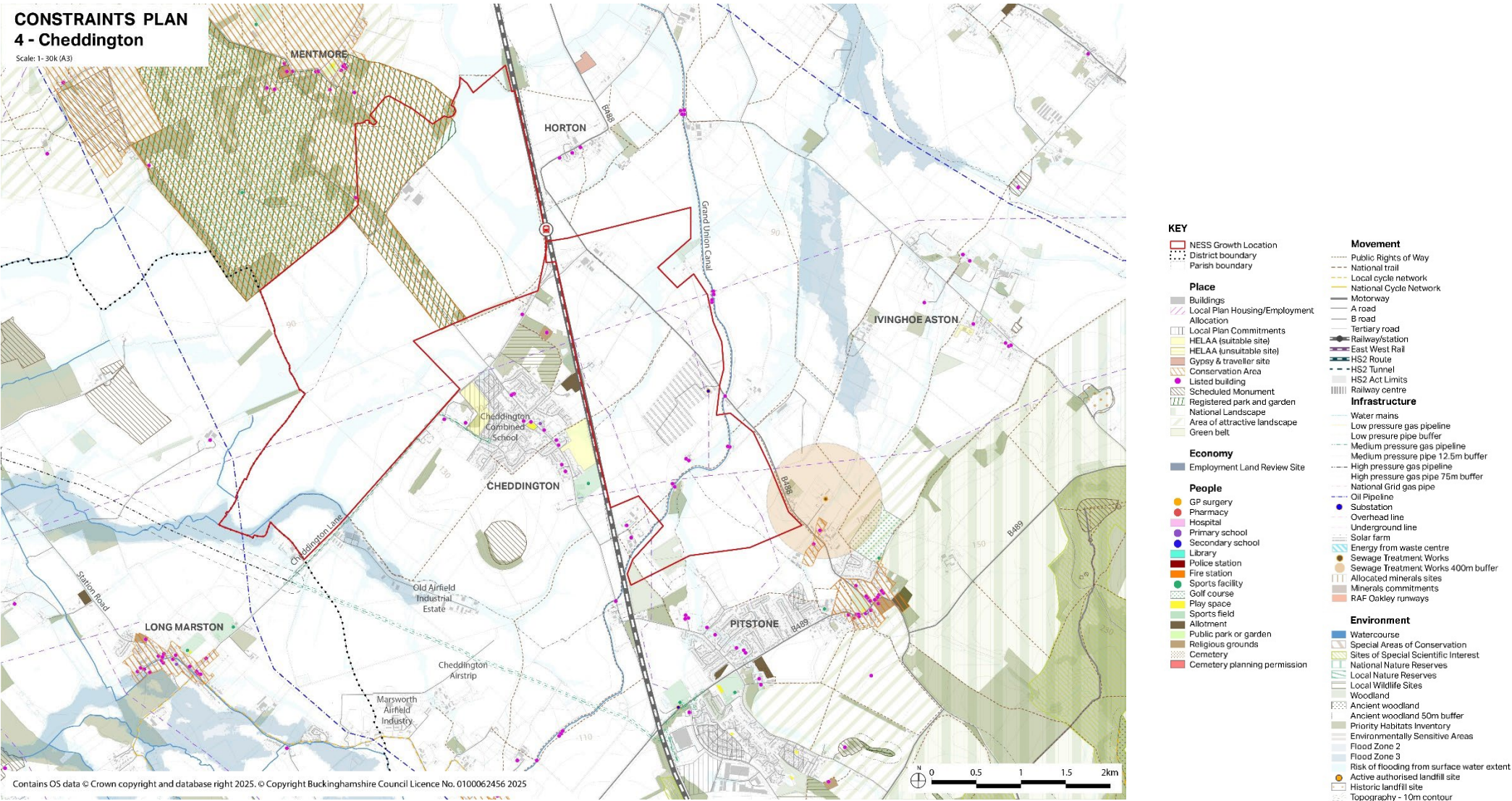




Figure 4.2 – Consolidated Opportunities Plan



## 5. Haddenham

| 1. Location Summary                          |  |
|--|--|
| <b>Location and General Area Description</b> | Haddenham Broad Area (HBA) is located to the southwest of Aylesbury, in central-western Buckinghamshire. The area is made up of three sites.   |
| <b>Site Area</b>                             | Developable area has been further Updated to 294ha;<br>Gross to net ratio 147ha  |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - District Scale</b><br>Major urban extension with a range of services required - Dependent on associated settlement (higher order services and transport connections) |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>7,350</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph  |

| 2. Place                                 |  |
|--|--|
| <b>Strategic Planning Considerations</b> | This area is covered by Vale of Aylesbury Local Plan (2021). The area is relatively free from policy constraints. The area is adjacent to a minerals safeguarding area (BMWLP Policy 1) and an Area of Attractive Landscape (VALP Policy NE4). |
| <b>Settlement Hierarchy</b>              | Haddenham is classified as a tier 3 settlement - Small Market Town/ Other Large Settlement.  |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are no listed buildings within the site, although a number of listed buildings are located nearby. Haddenham Conservation Area lies outside the site boundary and runs north–south through the village. The historic core of the Conservation Area has, to some extent, been enclosed by later development; however, the southern section of the Conservation Area, around Station Road and Aston Road, remains more open and includes important designated assets such as the Grade I listed church and Manor Farm.</p> <p>This part of the Conservation Area benefits from far-reaching views to, from, and across the surrounding landscape. As such, the southern peninsula of the proposed expansion site may require the provision of an appropriate landscape buffer to preserve the setting of the Conservation Area and its associated listed buildings.</p> <p>One scheduled monument is located outside, but close to, the site boundary. There are no registered parks and gardens within the site. The Haddenham expansion areas have been subject to archaeological evaluation, which has identified Iron Age and Roman activity across the three areas. While no remains have been identified that would preclude development, any proposals would need to be subject to appropriate planning conditions requiring the excavation and recording of archaeological remains prior to development.</p> |
| <b>Landscape and Settlement Character</b> | <p>Three parcels adjacent to each other surrounding Haddenham and to Area of Attractive Landscape (AAL) to the northeast. AALs to be not included in New Local Plan. Central parcel and northern parts of eastern and western parcels located within LCA A418 Ridge and assessed as of moderate condition. Southern part of eastern and western parcels within LCA Haddenham Vale, assessed as of good condition. The area is a relatively flat sitting within the Vale of Aylesbury. The vast majority of the area is in agricultural use, in the form of large arable fields. Being relatively flat there are some longer distance views particularly into the Area of Attractive Landscape (AAL) to the north.</p>   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>This area is not affected by many environmental constraints. A small part of the western site covers a Local Nature Reserve, priority habitat and ancient woodland. There is another small priority habitat in the most eastern site. The two northern parcels are characterised by predominantly arable farmland with few hedgerows and are likely to be of value primarily for farmland bird species. The western parcel includes Snakemore Local Nature Reserve and contains parcels of deciduous woodland identified as priority habitat. Overall, the site is largely composed of arable farmland. Grassland to the south of Station Road exhibits areas of good botanical interest.</p> |
| <b>Relevant Waterbodies</b>       | <p>There are two streams one located in the western site, and one located in the eastern site of the area.</p>   |
| <b>Agricultural land</b>          | <p>The area is mainly classified as grade 2 agricultural land, with some Grade 3 agricultural land in the south of the eastern site.</p>   |

### 3. Environment

|                          |   |
|--------------------------|---|
| <b>Ground conditions</b> | There is an historic landfill on Baghill lane in the western area near the station. There is considered to be a low to high risk of contamination in this area. There are no historic landfill sites in any of the other sites. |
|--------------------------|---|

### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve the majority of this area is the Ilmer Primary Substation, which has a 'Green (over 5% headroom)' RAG rating and approximately 20% unutilised capacity. The north end of the south-western parcel may be served by the Waddesdon Primary Substation, which has a 'Yellow (Between 5% overloaded and 5% headroom)' RAG rating and approximately 4.8% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.<br>In the Haddenham area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works. |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Haddenham area is UKPN. Mapping downloaded from the UKPN website indicates that there are 11kV overhead lines located on the south-west and north-east parcels, but these are not considered a significant constraint to development.  |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.   |
|               | <i>Implications and Mitigation (Gas)</i>         | National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that three medium pressure (MP) gas distribution mains are located around the three parcels: one along the A418, one along the railway and one across the centre of the middle parcel. Development will need to consider the easements/buffers. Off-site works may require the off-site MP gas mains to be lowered and/or protected, but they are not considered a significant constraint to development.  |



| 4. Infrastructure    |   |   |
|----------------------|---|---|
|                      | <i>Implications and Mitigation (Renewables)</i> | The Renewable Energy Assessment (CSE, 2024) indicates that this area is potentially suitable for the generation of energy through wind for some larger turbines. The study indicates there is potential for roof mounted solar PV and roof mounted solar thermal. Furthermore, it indicates that the area is also potentially suitable for ground mounted solar panels.   |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would likely be served by Haddenham Sewage Treatment Works (Thames Water) which was assigned a <b>green</b> 'capacity for growth' RAG rating .</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|                      | <i>Implications and Mitigation</i>              | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |

#### 4. Infrastructure

|  |                                    |   |
|--|------------------------------------|---|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>The vast majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. The online flood map shows that there are small areas of Flood Zone 2 and Flood Zone 3 along an Ordinary Watercourse which flows across the eastern parcel in a southerly direction.</p> <p>The surface water flood map shows some areas at risk of surface water flooding on the eastern and western parcels, mainly along Ordinary Watercourses.</p> <p>Flood risk is not considered to be a significant constraint to development in this area.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. The watercourse on the south-western parcel appears to be culverted beneath the railway. Depending on the culvert's capacity, runoff may need to be restricted over and above standard discharge rates, which may require larger areas for attenuation. However, this should not pose a significant constraint to development. New open channels will likely be required where mapping indicates that there are no existing watercourses, e.g. on the central parcel.</p> |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:</p> <p>Superfast (<math>\geq 30</math> Mbps): 97.2%</p> <p>Ultrafast (<math>&gt; 100</math> Mbps): 81.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 80.5%</p> <p>Full Fibre (FTTP or FTTH): 74.9%</p>  |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>   |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>A minerals safeguarding area for Alluvium covers the southernmost part of the eastern site of the area. There is one waste facility located just outside the area in Haddenham (Haddenham Business Park), and another located in Long Crendon (Long Crendon Industrial Estate). Both sites are classed by the BMWLP (2019) as secondary areas of focus for growth. There are no household waste recycling centres in Haddenham, the closest is located in Aylesbury.</p>   |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.</p>   |



## 5. Movement

|                                 |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>51.24</b> . This represents a <b>medium-high level of connectivity</b> . It should be noted that portions of the two site areas which lie north of Haddenham achieve a lower connectivity score.  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The A418 lies on the northwestern edge of the area, linking up to Aylesbury to the northeast and Thame and the M40 to the southwest. The A41 and A413 also run through Aylesbury linking onwards to the west, north and east. The A418 is a 60 mph road as it runs past the area. Other more local roads run through and adjacent to the area. The development area sits alongside the A418 which effectively bypasses Haddenham. Pegasus Way and Wirethorn Furlong connect to Thame Road for access to the railway station. Section of Thame Road through Haddenham experiences traffic congestion, including near the railway station. Some traffic calming (give-way to oncoming traffic) is in place along this route. To the southwest of Haddenham, the A418-A4129 roundabout on the edge of Thame can significantly experience congestion during the weekday peak periods. On the eastern side of Haddenham, Churchway/Stanbridge Road runs north-south linking the A418 and A4129 - it is not understood to experience any congestion issues at present. |
|                                 | <i>Implications and Mitigation</i> | New highway access junctions will be required either directly onto the A418 or to Pegasus Way, Church Way and Thame Road. Off-site mitigation may also be required including along Thame Road to offset the impact of additional traffic running through the centre of Haddenham, and in the vicinity of the station, although the type/scale of highway works will be limited by carriageway and verge space. The A418-A4129 roundabout at Thame may also require physical mitigation as this will be a key route to access the M40. Localised improvements may be required at junctions on the eastern side of Haddenham including Stanbridge Road-Churchway, and Stanbridge Road-Woodways, and upgrades to Station Road and Baghill Lane.   |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | Bus stops are located along Churchway, Thame Road and throughout Haddenham. Many of them lie over 400m from large parts of the development area. Regular bus services serve these stops linking to Aylesbury, Thame and Oxford and therefore provide important strategic east-west connectivity.   |
|                                 | <i>Implications and Mitigation</i> | A discussion with operators would be required regarding diverting one or more of these services into the area. Development of the area will require development of new or improved bus stops. Key would be to ensure frequent services like the X20 can link into parts of the development, otherwise walking distances closer to 1km or more could discourage bus travel. The scale of development and size of Haddenham as a whole may not sustain a new town-focused shuttle or circular service. Other than the railway station, Thame, Oxford and Aylesbury will be key destinations that bus should serve.   |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | Haddenham & Thame Parkway Station lies between the western part of the area and Haddenham itself. This station is on the Chiltern Main Line linking London and Birmingham . Part of the area is 10-20min walk, and other parts 20-30min walk.  |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | It is unlikely improvements to rail services would be secured as a result of development in this area. Station improvements could comprise enhanced access routes to both platforms and onward active mode connections to wider Haddenham.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | Some parts of the area closest to Haddenham are within walking distance of some of the services and facilities within the village, including the station, village hall and some shops. A number of public rights of way run through the area linking to the surrounding countryside. The whole of Haddenham is accessible within a 5km cycling distance of the area, but there is no cycle infrastructure |
|                           | <i>Implications and Mitigation</i> | Walking routes to the centre of Haddenham and other destinations should be improved. There are currently poor active mode links to Thame where there are a higher order of key services and shops. Development could support improvements to walking and cycle links between Haddenham and Thame, focused on Thame Road and/or parallel routes including upgrades to sections of PRoW.                    |

## 6. People

|   |                                    |   |
|---|------------------------------------|---|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>All the below facilities are located within walking distance (800m) and cycling distance (1.6km).</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Aylesbury (7km away, or alternatively in Thame (outside Buckinghamshire, 2.5km away).</p> <p>Facilities in Haddenham are:</p> <p>6 food shops, 2 public houses, 1 post offices, 1 GP surgery, 1 Pharmacy, 1 community halls, 2 sports pavilion, 2 primary schools no secondary school, 6 faith buildings, no leisure centre, 1 dentists, 1 Library</p> |
|   | <i>Implications and Mitigation</i> | The following infrastructure provisions would be required for a development of this scale:  |
|   | <i>Implications and Mitigation</i> | <p><b>Education</b></p> <p>6 Early Years facilities (50 places each)</p> <p>10 primary school form entries</p> <p>12 secondary school form entries</p> <p>Provision for 70 SEND pupils</p> <p>370 college places</p> <p>90 adult learning places</p>  |

## 6. People

|  |   |
|--|---|
| <i>Implications and Mitigation</i>                 | <b>Healthcare</b><br>1,050 sq.m of primary healthcare facility space<br>3 community pharmacies<br>350 sq.m of dental facility space<br>33 hospital beds<br>860 sq.m for community and mental health services<br>234 residential care beds   |
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>2 children's family centres<br>1,090 sq.m of flexible community space<br>530 sq.m of library space<br>800 sq.m of art and cultural space   |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>1 four-court sports hall<br>28.4 hectares of formal outdoor sports provision<br>14.2 hectares of parks and gardens<br>10.7 hectares of amenity green space<br>32.0 hectares of natural and semi-natural greenspace<br>3.6 hectares of allotments<br>4.4 hectares of equipped/designated play areas<br>5.3 hectares of informal play space (MUGAs) |
| <b>Address deprivation of existing communities</b> | Haddenham has minor levels of deprivation.  |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The area has relatively limited employment uses within it, which includes two farm barn complexes. Haddenham business park provides employment uses nearby, and Haddenham and Thame Parkway Railway Station are within walking distance. The site is reasonably well-located in relation to Aylesbury, Westcott Park and Stoke Mandeville Hospital. |
| <b>Potential Employment</b> | Proximity to Aylesbury, which is a priority town for economic growth and regeneration, and to nearby growth sector assets such as Westcott Park and Stoke Mandeville Hospital, implies good future employment potential.  |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | There are multiple landowners in the area (approximately 30 landowners), with 10 landowners owning the majority of the land. A significant part of the area is privately owned, a few sites are owned by limited companies, including Network Rail. In the most recent call for sites, parcels to the east and the entirety of the northern site were put forward and classed suitable. In a historic call for sites, most sites were put forward. The sites to the east and west were classed unsuitable and the site to the north was classed suitable. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Active promotion on most of the land including by a housebuilder (Cala Homes). Some development underway but not significant scale, unlikely to be competition issues from strategic scale sites nearby. Good accessibility to London and Birmingham by train. New highway access junctions will be required either directly onto the A418 or to Pegasus Way, Church Way and Thame Road.   |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - District typology. 3 parcels and 3 access points = 3 outlets. Live apps in for part of the site so development could come forward more quickly than via an allocation.<br>Typology based delivery trajectory assumptions adjusted to account for site specific planning activity. Assumption that approximately <b>3,500</b> homes would be deliverable within plan period.   |

## 9. Summary

### Constraint Summary

- Adjacent AAL to northeast; long distance views. CA cannot be enclosed.
- Parts in minerals safeguarding; historic landfill – potential high risk of contamination.
- Potential impacts of development on the Local Nature Reserve are an issue.
- Small areas of Flood zone 2 and 3, Flood Zone 1 with southern site surface water risk
- DfT shows strong connectivity but village centre congestion near station.
- High-pressure gas transmission (Peterborough–Whitwell) clips northern corner; HP distribution pipeline nearby – buffer required.
- No secondary school in Haddenham; social infra gaps.
- The area mainly classified as grade 2 agricultural land.

### Opportunities Summary

- Free from strategic planning consideration constraints or environmental constraints.
- Walking distance to Haddenham & Thame Parkway (Chiltern Main Line); Tier 3 settlement with local employment at business park.
- UKPN Ilmer Primary substation rated as 'green' (~20% headroom)
- Strong bus links to Aylesbury/Thame/Oxford.
- Located around the edge of Haddenham, with its own railway station.
- Medium–high DfT connectivity (~51.24).
- Potential to improve active links to Thame and deliver local centre/schools proportionate to growth.
- Local-scale services in nearby villages; good strategic social infrastructure available within walking and cycling distance.
- ~30 different landowners, 10 landowners own majority of the site (fairly simple landownership).
- Two of the three NESS sites have been submitted for the most recent call for sites and have been classed as suitable. There are pending planning applications on part of the site too.

**Table 5.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | High        | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | High        |
|                | Preserve the rural and urban character   | Low/Medium  |                | Access to existing or committed strategic active mode routes                                    | Medium      |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium      |
| Environment    | Resilient to natural and man made risks  | High        |                | Address deprivation of existing communities   | Low         |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium/High | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | High        |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium      |
|                | Ensure agricultural productivity for food security   | Low         |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium      | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium/High |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | High        |                | Wider Deliverability Risks and Phasing Implications   | High        |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium      |                |   |             |



Figure 5.1 – Consolidated Constraints Plan

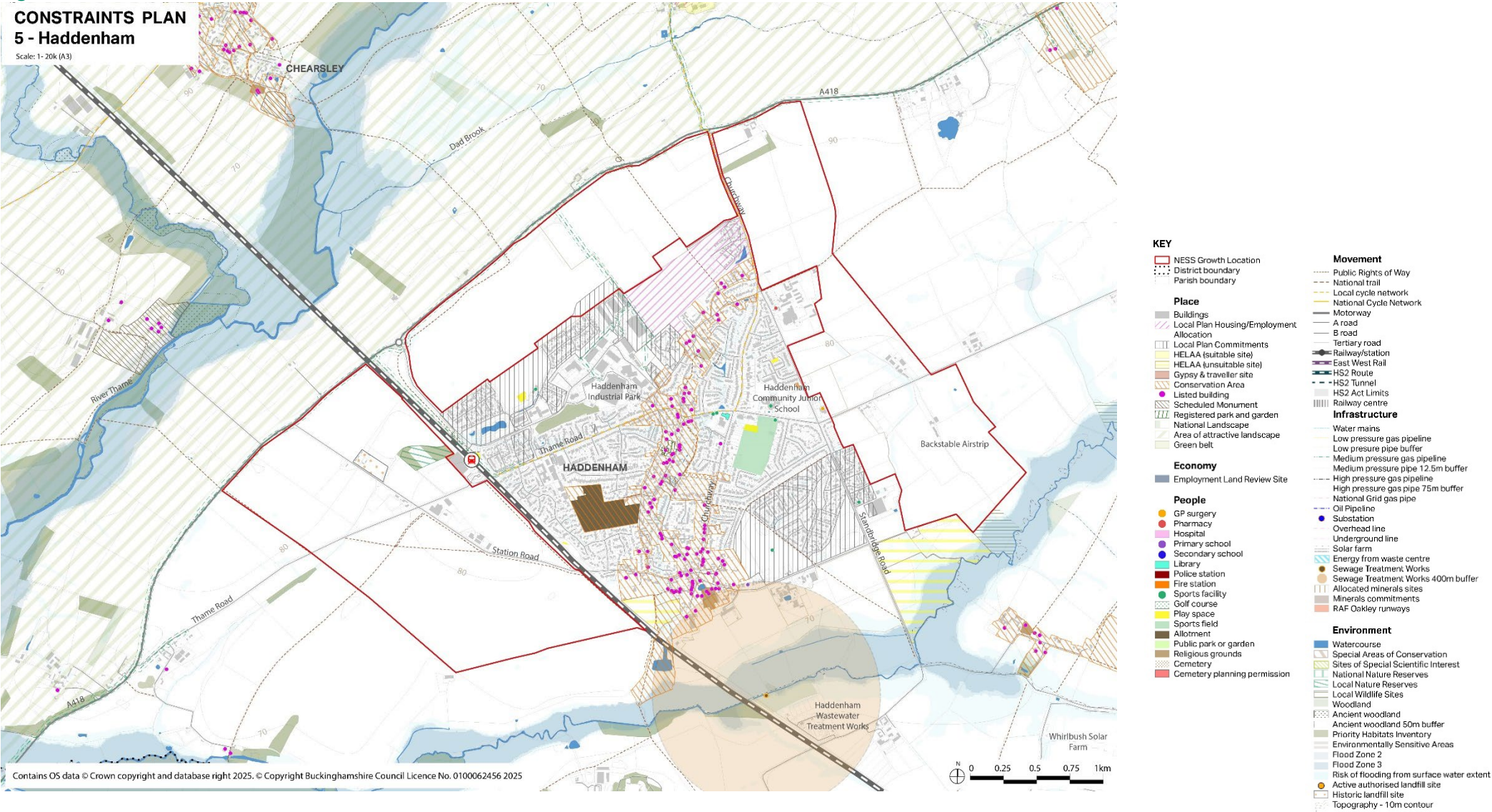
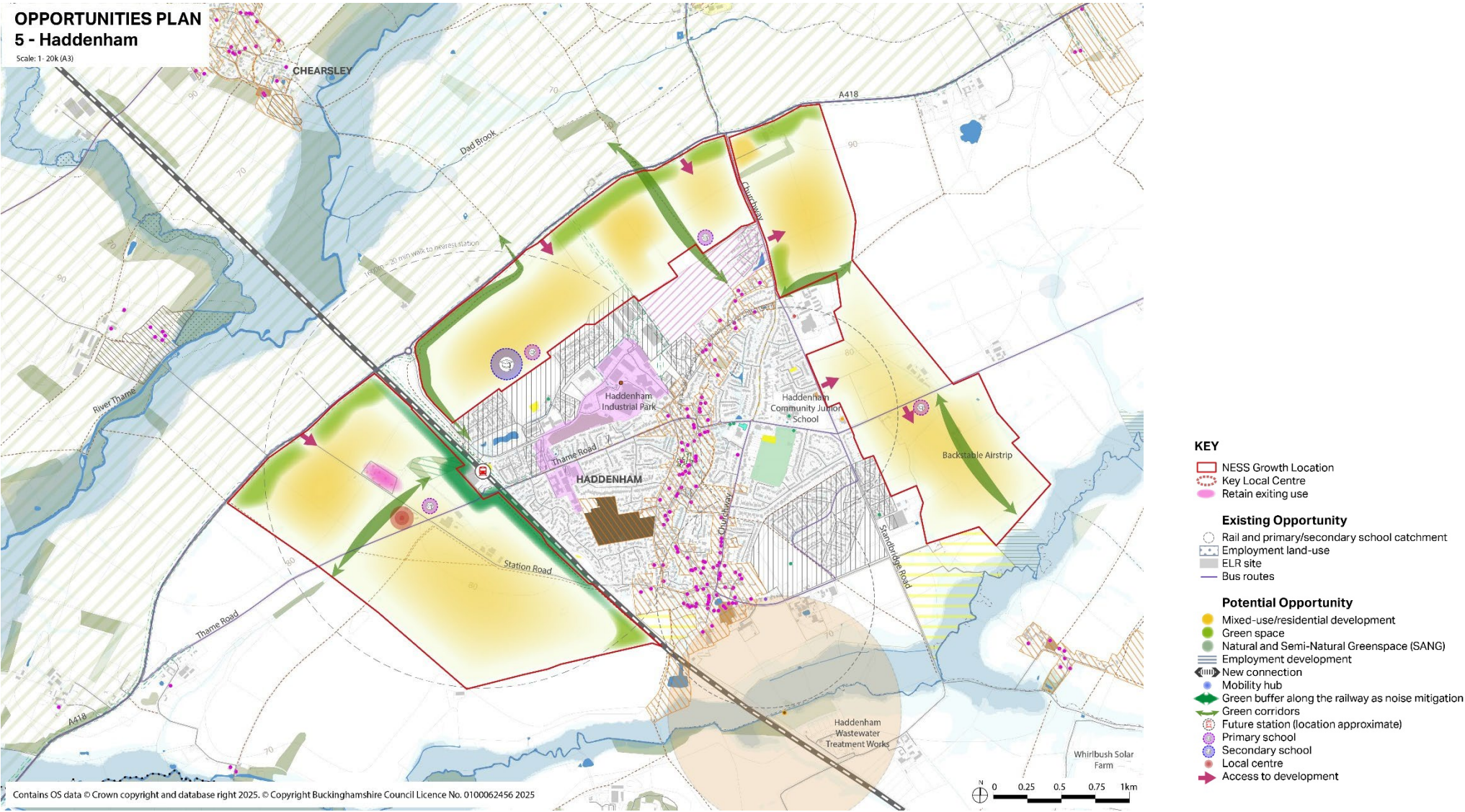


Figure 5.2 – Consolidated Opportunities Plan





## 6. Quainton

| 1. Location Summary                          |  |
|--|--|
| <b>Location and General Area Description</b> | Quainton and Waddesdon Broad Area (QWBA) is located in northern Buckinghamshire, 8.7km northwest of Aylesbury and 1.7km north of Waddesdon.  |
| <b>Site Area</b>                             | Total Site Area 228ha<br>Developable area 106ha<br>Gross to net ratio 53ha   |
| <b>NESS Typology</b>                         | <b>New Settlement</b><br>As a new settlement, the capacity is below 3000 homes therefore below the minimum for a new settlement in the NESS.   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>2,657</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph  |
| 2. Place                                     |  |
| <b>Strategic Planning Considerations</b>     | The area is covered by a number of designations in the adopted Vale of Aylesbury Local Plan (Adopted September 2021). The area is adjacent to a minerals safeguarding area (BMWLP Policy 1) and an Area of Attractive Landscape (VALP Policy NE4). The route of an East-West Rail spur line (Calvert to Aylesbury) and HS2 (diagonal across Buckinghamshire) crosses adjacent to the area. There are made neighbourhood plans for both the Quainton Parish Council area and Waddesdon Parish Council area. |
| <b>Settlement Hierarchy</b>                  | The Local Plan Settlement Review evidence identifies both Waddesdon and Quainton as Tier 4 settlements – large villages.   |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There is one listed building and structure within the site: the Platform, Platform Buildings and Bridge at the Buckinghamshire Railway Centre, located at the far northern corner of the area.</p> <p>To the north of the site lies Quainton Conservation Area, which contains a number of listed buildings. Of particular significance is the Grade I listed Church, which occupies a prominent position within the landscape and benefits from important views to and from its surroundings. Development within the site has the potential to adversely affect these views and, as such, the contribution of the site to the setting and significance of the Conservation Area and its associated listed buildings will require careful assessment.</p> <p>To the south of the site is Waddesdon, which includes a Registered Park and Garden, Conservation Area and numerous listed buildings. Waddesdon Manor was deliberately designed as a landmark building to be experienced within and viewed from the wider landscape, and the surrounding agricultural land makes an important contribution to both the setting of the Manor and the character of Waddesdon village. Development proposals will therefore need to consider potential effects on the setting and significance of these designated heritage assets.</p> |
| <b>Landscape and Settlement Character</b> | <p>An Area of Attractive Landscape (AAL) adjacent to northeast and a further AAL 475m to south. Although AALS no longer to be included in new Local Plan. Registered Park and Gardens also 475m to south. Northeastern part within LCA Northern Vale, assessed as of good condition, and southwestern part within Westcott Claylands assessed as of very good condition. Development of HS2 along southern boundary. Small to medium sized agricultural fields managed for pasture and arable with hedgerow boundaries and small clumps of trees</p>  |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The area is influenced by a number of environmental constraints. Waddesdon Common Local Wildlife Site lies within the area, alongside a large Biodiversity Net Gain Site covering much of the northern part of the site, both identified for their grassland value. A Priority Habitat comprising lowland meadow is present within the central part of the area. The site is also of importance for farmland bird species. Parts of the area provide increasingly suitable habitat for bat species, including Bechstein's bat, and support populations of black and brown hairstreak butterflies.</p> |
| <b>Relevant Waterbodies</b>       | <p>There is a watercourse on the site, south of Lower Denham Farm and north of the freight railway</p>   |
| <b>Agricultural land</b>          | <p>The area is mainly classified as grade 3 and grade 4 agricultural land.</p>   |
| <b>Ground conditions</b>          | <p>There are no historic landfill sites located on or adjacent to the area. Therefore, there is considered to be a low risk of contamination in the area.</p>  |

#### 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve this area is the Waddesdon Primary Substation, which has a 'Yellow (Between 5% overloaded and 5% headroom)' RAG rating and approximately 4.8% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity. In the Quainton area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.            |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Quainton area is UKPN. Mapping downloaded from the UKPN website indicates that two 33kV overhead lines and one 11kV overhead line extend across the southern corner of this area. The mapping also indicates that overhead 11kV cables are located immediately beyond the north-east and south-west corners.  |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |
|               | <i>Implications and Mitigation (Gas)</i>         | National Gas mapping supplied by the Council indicates that two high pressure (HP) gas transmission pipelines extend across this area:<br>- The Susworth Trent East to Hatton HP transmission pipeline extends across the northern area, in a west to east direction.<br>- The Peterborough to Whitwell HP transmission pipeline extends across the southern area, in a west to south-east direction.<br>The Council-supplied SGN mapping indicates that a HP distribution gas main extends across the northern area, in a west to north-east general direction.<br>The three HP gas pipelines will require costly diversions and/or large easement/buffer corridors. They are considered a significant constraint to development. |
|               | <i>Implications and Mitigation (Renewables)</i>  | The Renewable Energy Assessment does not indicate that this area is generally suitable for the generation of energy through wind. However, it may have potential for viable windspeed by a very large turbine. The study indicates there is potential for ground and roof mounted solar PV and roof mounted solar thermal. The area is suitable in principle for energy crops given the Grade 3 and 4 agricultural land on all the site. There may be potential for biomass energy from nearby woodland areas.   |



#### 4. Infrastructure

|  |                                    |   |
|--|------------------------------------|---|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would likely be served by Waddesdon Sewage Treatment Works (Thames Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|  | <i>Implications and Mitigation</i> | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Waddesdon Sewage Treatment Works (Thames Water) is located within this area, near the south-western boundary. An odour impact assessment may be required to understand impacts to development in this area and to confirm buffer requirements.</p> <p>Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>Large central areas of the site are located within Flood Zones 2 and 3, associated with the risk of flooding from rivers.</p> <p>The surface water flood map indicates that multiple Ordinary Watercourses cross the site, and large areas are shown to be at risk of surface water flooding.</p> <p>Flood risk is considered a significant constraint to development in this area. The existing watercourses could serve as surface water outfalls and offer opportunities for blue/green corridors.</p>  |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Buckingham and Bletchley area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 98.5%</p> <p>Ultrafast (&gt;100 Mbps): 93.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 93.1%</p> <p>Full Fibre (FTTP or FTTH): 93.1%</p>  |



#### 4. Infrastructure

|                           |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.  |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A minerals safeguarding area for Alluvium washes over the site. There are no existing waste management sites located close to the area. The closest sites are located in Woodham (Woodham Industrial Estate) and Westcott (Westcott Venture Park EZ). Both sites are classed by the BMWLP (2019) as secondary areas of focus for growth. There are no household waste recycling centres in Quainton, the closest is located in Aylesbury. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.  |

#### 5. Movement

|                                 |                                    |   |
|---------------------------------|------------------------------------|---|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>24.09</b> . This represents a <b>low level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The development area lies around 2km from the A41 to the south. This is a key route between Aylesbury and Bicester and can be accessed at different points to the west, east and within Waddesdon. A section of the A41 south of Waddesdon has been re-routed as part of the HS2 project, including a new roundabout junction at Blackgrove Road, making access onto this busy route easier. Parts of the A41 experience congestion, especially leading into Aylesbury to the south of Quainton. Delays may be experienced by traffic entering onto the A41 from Station Road, although this junction has been signalised, making turning into/out of the side road easier and safer. |
|                                 | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads linking Station Road and Blackgrove Road. Some cross-site connectivity may be required within the site over the railway line south of Quainton. Off-site mitigation may be required to nearby junctions that could be materially impacted by additional traffic such as Quainton Road-A41 T-junction in Waddesdon.   |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | The 16 bus from Steeple Claydon to Aylesbury each way (sometimes starts from Marsh Gibbon) runs to Aylesbury around hourly Monday to Friday after 7am to around 5pm. The service only runs through Quainton village 4-6 times per day so at other times users need to walk to Waddesdon. There is also a limited Saturday service on this route which does call at Quainton village. The service when calling at Quainton village uses Station Road and then a loop around Lower Street and Upper Street.   |

| 5. Movement        |                                    |  |
|--------------------|------------------------------------|--|
|                    | <i>Implications and Mitigation</i> | A discussion with the operator would be required regarding diverting the 16 service into the site and substantially increasing its frequency to at least hourly or better. Alternatively, there could be a new bus route provided, for example an express-style shuttle service to Aylesbury Vale Parkway during peak times.   |
| Rail transport     | <i>Existing Infrastructure</i>     | There is a working heritage railway station on/adjacent to this area which forms part of the Buckinghamshire Railway Centre. The line northwards used to extend to Calvert where it linked to the former Varsity Line which will now form part of the East West Rail route, but this section has been dismantled and currently forms part of the construction for HS2. Potential for direct rail services linking Aylesbury and Milton Keynes has been suggested but currently does not form part of the EWR scheme proposals. Aylesbury Vale Parkway Railway Station served by Chiltern Railways is 6km to the south east. Services are typically hourly. |
|                    | <i>Implications and Mitigation</i> | The focus is likely to be on enhancing links to Aylesbury Vale Parkway, providing services towards London. An enhanced frequency could be considered if there is sufficient passenger demand and line capacity. Longer term prospects for new rail services between Aylesbury, Winslow and Milton Keynes could benefit this area if for example this included a new national rail station at or close to Quainton, although this scale of investment would be disproportionate to the scale of growth at this location.  |
| Active mode routes | <i>Existing Infrastructure</i>     | Quainton and Waddesdon village centres are accessible within a 5km cycling distance. There is no off-road cycle infrastructure in the immediate area however the Waddesdon Greenway, which is largely traffic free, runs to the south of Waddesdon and provides a link into Aylesbury.   |
|                    | <i>Implications and Mitigation</i> | New cycleways should be required to connect the site, particularly to Waddesdon. A connection here would then link into the Greenway and on to higher order facilities in Aylesbury and Aylesbury Vale Parkway Railway Station. Waddesdon to Quainton is identified in the LCWIP (2025) concept early stages as an extension to the Waddesdon to Aylesbury Vale Parkway Greenway opened in 2018  |

## 6. People

|   |  |
|---|--|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>All the facilities in Waddesdon and Quainton are within walking distance (800m) and cycling distance (1.6km).</p> <p>Quainton has the following services:<br/>1 food shop, 1 public house with coffee shop and tea room, 1 post office, 1 community hall, 1 combined school, 2 faith buildings, bus service.</p> <p>Waddesdon has<br/>2 pubs , 1 GP, 1 post office, 2 village halls, 1 recreation ground, 1 sports playing grass pitch, 1 combined school, 1 secondary school, 2 faith buildings, 1 dentist and bus services.</p> |
| <p><i>Implications and Mitigation</i></p> | <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>2 Early Years facilities (50 places each)<br/>4 primary school form entries<br/>4 secondary school form entries<br/>Provision for 20 SEND pupils<br/>140 college places<br/>30 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>380 sq.m of primary healthcare facility space<br/>1 community pharmacy<br/>130 sq.m of dental facility space<br/>12 hospital beds<br/>310 sq.m for community and mental health services<br/>86 residential care beds</p>   |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>1 children's family centre<br>400 sq.m of flexible community space<br>190 sq.m of library space<br>290 sq.m of art and cultural space<br>1 post office<br>1 local centre with shops   |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>10.4 hectares of formal outdoor sports provision<br>5.2 hectares of parks and gardens<br>3.9 hectares of amenity green space<br>11.7 hectares of natural and semi-natural greenspace<br>1.3 hectares of allotments<br>1.6 hectares of equipped/designated play areas<br>1.9 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Quainton has minor levels of deprivation.  |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The area has two employment generating premises on the assessment area. These are Lower Denham Farm – a Horse Riding Business and the Buckinghamshire Railway Centre. Employment opportunities in Aylesbury and the Westcott Park are reasonably nearby.   |
| <b>Potential Employment</b> | Westcott Venture Park, which is 4.1 miles southwest on the A41, is identified as a key economic cluster for space as well as the life science and medtech sectors. Proximity to Aylesbury, which is a priority town for economic growth and regeneration, and to Stoke Mandeville Hospital, also implies good future employment potential. |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | Quainton has a fairly simple landownership split; there are approximately 14 different landowners in the area. 3 landowners own a substantial part of the area. 8 of the landowners are known corporate bodies and limited companies, these include the Secretary of State for Transport for the development of HS2 until 2035 earliest, Oxford Diocesan Board of Finance and Quaintonstud Limited. Approximately, a third of the area is owned by a few private landowners. The area hasn't been submitted through any of the call for sites undertaken.   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | No active or historic site promotion. There is a pending outline planning application for a residential development of up to 535 dwellings located to the north of Waddesdon, close to the site on the western side of the HS2 line. HS2 construction will likely delay delivery until much later in the plan period. East-West Railway line spur line (Calvert to Aylesbury) may also affect phasing. Three high pressure gas pipelines will require costly diversions and/or large easement/buffer corridors. Site too small to qualify as a new settlement (village) typology which is 5,000+ dwellings. Sufficient infrastructure not likely to be viable or deliverable as a result. |
| <b>Refined trajectory of capacity in Plan Period</b>       | New settlement typology, though too small to qualify as a village (minimum 5,000 homes). HS2 pushing phasing back, plus high pressure gas main diversions.  |

## 9. Summary

|                              |   |
|------------------------------|---|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• Main Constraint: The area is not considered suitable for further investigation as the developable parcels identified are not sufficiently adjacent to an existing settlement. As a new settlement, the capacity is below 3,000 homes therefore below the minimum for a new settlement in the NESS. The parcels identified are too remote from services facilities and public transport. The site is also not currently being promoted and is not available for development.</li> <li>• Adjacent HS2/EWR infrastructure.</li> <li>• Adjacent to Sewage Treatment Works with buffer zone covering large part of site.</li> <li>• Bernwood BOA and priority habitats; ancient woodland nearby.</li> <li>• Significant FZ3 areas reducing developable extent; surface water susceptibility; River Ray crosses site.</li> <li>• Adjacent to AAL, Registered Park and Garden and priority habitat.</li> <li>• Waddesdon Primary substation “Yellow” (~4.8% headroom) and multiple overhead lines; high pressure pipes;</li> <li>• A41 congestion approaching Aylesbury.</li> <li>• DfT score ~24.09 (low); development unlikely to sustain capacity; Rural roads; Bus services infrequent.</li> <li>• minerals safeguarding; potential archaeological sensitivity (ridge and furrow).</li> <li>• No HELAA site submissions.</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• Despite not being suitable for now, the site could be reassessed for a future local plan should long term circumstances change. For example, an East-West rail spur line reopening passenger services from Quainton Road and a northern Waddesdon bypass could both open development possibilities.</li> <li>• Not affected by many environmental constraints.</li> <li>• Proximity to Waddesdon/Quainton services; Westcott Space Cluster nearby; potential linkage to Waddesdon Greenway and Aylesbury Vale Parkway. Well connected to employment sites.</li> <li>• Scope to use floodplain areas for green/blue infrastructure; phased growth aligned with infrastructure corridors.</li> <li>• Some limited social infrastructure available in Quainton and Waddesdon.</li> <li>• Low risk of contamination – no historic landfills.</li> <li>• Grade 3 and 4 agricultural land – doesn’t pose big constraint.</li> <li>• Simple landownership split: 3 landowners own substantial part of the site.</li> </ul>  |



**Table 6.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low         |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | Low         |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | Low         |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Low         | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Low/Medium  |
| Environment    | Resilient to natural and man made risks  | Low/Medium  |                | Address deprivation of existing communities   | Low         |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium/High | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | Medium      |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium/High |
|                | Ensure agricultural productivity for food security   | Medium      |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium      |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Low/Medium  |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | High        |                |   |             |
|                | Consider waste and minerals  | Medium      |                |   |             |

**CONSTRAINTS PLAN 6 - Quanton**

Scale: 1:25k (A3)

**KEY**

**Place**

- Buildings
- Local Plan Housing/Employment Allocation
- Local Plan Commitments
- HELAA (suitable site)
- HELAA (unsuitable site)
- Gypsy & traveller site
- Conservation Area
- Listed building
- Scheduled Monument
- Registered park and garden
- National Landscape
- Area of attractive landscape
- Green belt

**Economy**

- Employment Land Review Site

**People**

- GP surgery
- Pharmacy
- Hospital
- Primary school
- Secondary school
- Library
- Police station
- Fire station
- Sports facility
- Golf course
- Play space
- Sports field
- Allotment
- Public park or garden
- Religious grounds
- Cemetery
- Cemetery planning permission

**Movement**

- Public Rights of Way
- National trail
- Local cycle network
- National Cycle Network
- Motorway
- A road
- B road
- Tertiary road
- Railway/station
- East West Rail
- HS2 Route
- HS2 Tunnel
- HS2 Act Limits
- Railway centre

**Infrastructure**

- Water mains
- Low pressure gas pipeline
- Low pressure pipe buffer
- Medium pressure gas pipeline
- Medium pressure pipe 12.5m buffer
- High pressure gas pipeline
- High pressure gas pipe 75m buffer
- National Grid gas pipe
- Oil Pipeline
- Substation
- Overhead line
- Underground line
- Solar farm
- Energy from waste centre
- Sewage Treatment Works
- Sewage Treatment Works 400m buffer
- Allocated minerals sites
- Minerals commitments
- RAF Oakley runways

**Environment**

- Watercourse
- Special Areas of Conservation
- Sites of Special Scientific Interest
- National Nature Reserves
- Local Nature Reserves
- Local Wildlife Sites
- Woodland
- Ancient woodland
- Ancient woodland 50m buffer
- Priority Habitats Inventory
- Environmentally Sensitive Areas
- Flood Zone 2
- Flood Zone 3
- Risk of flooding from surface water extent
- Active authorised landfill site
- Historic landfill site
- Topography - 10m contour

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Figure 6.2 – Consolidated Opportunities Plan



## 7. Wooburn and Bourne End

| 1. Location Summary                          |  |
|--|--|
| <b>Location and General Area Description</b> | Site is located to the north of Bourne End and Wooburn, in the south of Buckinghamshire, near Maidenhead. The Site is situated between the M4 and M40 motorways.   |
| <b>Site Area</b>                             | Size of developable area: 105ha;<br>Size of SANG: 35ha;<br>Size of developable area (after SANG) 70ha<br>Gross to net ratio (50%): 35ha;   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Local Scale</b><br>Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services)   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>1,750</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph  |
| 2. Place                                     |  |
| <b>Strategic Planning Considerations</b>     | The area is covered by the Wooburn and Bourne End Neighbourhood Development Plan and the Wycombe District Local Plan (WDLP). The whole area is covered by the Green Belt. The 2017 Green Belt Assessment of this wider area was that it strongly met the purposes of the Green Belt. There are two WDLP strategic site allocations in close proximity to the South at Slate Meadow (BE1) and Hollands Farm North (BE2) of the WDLP, as a strategic site for residential-led development. There are also Wycombe LP Employment site allocations (Policy DM28) in close proximity. |
| <b>Settlement Hierarchy</b>                  | The settlement review identifies Bourne End as Tier 4 and Woodburn as Tier 3 settlements.  |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>Two Conservation Areas lie to the east of the site: Wooburn Green Conservation Area to the north-east and Wooburn Town Conservation Area to the east. Both contain numerous listed buildings and Tree Preservation Orders, with additional listed buildings located in close proximity to the eastern edge of the site.</p> <p>The site occupies elevated ground, which increases its potential visibility and sensitivity in relation to nearby heritage assets, particularly Wooburn Green Conservation Area. As a result, development could have a heightened impact on the setting of these designated assets and would require careful assessment, including consideration of views to, from and across the site.</p> <p>There is also potential for archaeological remains within the site, particularly along the river frontage and rising landform, which may form part of a wider historic landscape extending upslope. Recent archaeological investigations at Slate Meadow, immediately to the south of the site, have revealed an internationally important prehistoric archaeological landscape. Given the proximity of the site to these remains, along with the complementary topography, there is a high potential for further significant archaeological deposits to be present within the expansion area.</p> |
| <b>Landscape and Settlement Character</b> | <p>Chilterns National Landscape 650m to northwest and an Area of Attractive Landscape (AAL) 250m to southeast. Although AALS no longer to be included in new Local Plan. The Site has a steep topography, particularly on its eastern side of the area. The central area of the site is flat plateau. Northern part within LCA Thames Valley Slope assessed as of moderate strength of character and intactness and south eastern part within LCA High Wycombe Settled Valley assessed as of moderate strength of character and intactness. There is an existing green corridor along the eastern side of the site. Much of the area is in agricultural use, in the form of large arable fields, there are a few residential units and one employment unit as a nursery scattered throughout the Southeastern side of the area. The area represents a relatively rural setting to the settlements of Bourne End and Wooburn</p>   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The site lies within the Zone of Influence for Burnham Beeches Special Area of Conservation and is located just over 700 metres from the SAC boundary. On site SANG Provision required to mitigate impact.</p> <p>TPOs can be found in close proximity to the East of the area (around 100 meters distance to the east borders of the area). Ancient woodland lies to the north of the area and will require appropriate buffering. Strong ecological movement corridors running in a north-west to south-east direction will be necessary to maintain connectivity between woodland areas. The site also contains a reasonably intact network of hedgerows and is likely to provide habitat for farmland bird species. The Chilterns AONB National Landscape is in close proximity to the northern edge of the area.</p> |
|-----------------------------------|--|

### 3. Environment

|                             |  |
|-----------------------------|--|
| <b>Relevant Waterbodies</b> | The River Wye runs along the eastern side of the site. The River Thames runs along 1.15 km distance from the south of the area as well; however, it doesn't bring any risk to the area directly.                                   |
| <b>Agricultural land</b>    | The area is mainly covered by agricultural land, being mainly classified as grade 3 good to moderate quality agricultural land. Approximately ¼ in the east is grade 4, poor quality agricultural land.                            |
| <b>Ground conditions</b>    | There is a historic landfill site located in the southeastern side of the area on Manor Farm, and another located adjacent to the area on Thomas Road. There is considered to be a low to high risk of contamination in this area. |

### 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to SSE's online Generation Availability Map, the primary electrical substations near this area have a 'Green' site classification, i.e. are unconstrained. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity. In the Wooburn and Bourne End area, SSE manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, SSE will cover costs for upgrades to the existing networks and developers fund any site-specific works.        |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Wooburn and Bourne End area is SSE. SSE electricity mapping could not be obtained to inform this pro forma. There is a risk that unmapped electricity distribution cables may require large easements or costly utility diversions, which could affect site viability.<br>Client-supplied mapping indicates that there are no substations located within this area. |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |



| 4. Infrastructure    |   |   |
|----------------------|---|---|
|                      | <i>Implications and Mitigation (Gas)</i>        | <p>National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.</p> <p>The Council-supplied Cadent Gas mapping indicates that a HP distribution main extends across the central area, in a north-west to south-east general direction. This HP gas main will require diversions and/or a large easement/buffer corridor. Map data for Cadent Gas medium pressure (MP) mains has not been made available, however MP mains are unlikely to pose a significant constraint to development.</p>   |
|                      | <i>Implications and Mitigation (Renewables)</i> | <p>The Renewable Energy Assessment does not indicate that this area is suitable for the generation of energy through wind. The study indicates there is limited potential for roof mounted solar PV and roof mounted solar thermal. Furthermore, it indicates that the area is not suitable for ground mounted solar panels.</p>  |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would likely be served by Little Marlow Sewage Treatment Works (Thames Water) which was assigned a green 'capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|                      | <i>Implications and Mitigation</i>              | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |

#### 4. Infrastructure

|  |                                    |   |
|--|------------------------------------|---|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is located wholly within Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea.</p> <p>The surface water flood map indicates that two Ordinary Watercourses flow in easterly and south-easterly directions across the north-eastern part of this area. It also shows that there are areas susceptible to surface water flooding along the Ordinary Watercourses in the south-east area and along the boundaries.</p> <p>Flood risk is not considered to be a significant constraint to development in this area.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Multiple new open channels will likely be required in this area, where mapping indicates that there are no existing watercourses.</p> |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Beaconsfield area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 96.5%</p> <p>Ultrafast (&gt;100 Mbps): 84%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 82.5%</p> <p>Full Fibre (FTTP or FTTH): 70.4%</p>  |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>   |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>The whole area is a mineral safeguarding area for Alluvium. There are two waste management sites located in Woodburn (Thomas Road) and Loudwater (M40 Junction 3). These sites are classed by the BMWLP (2019) as a primary and secondary areas of focus to accommodate growth. There are no household waste recycling centres in Woodburn and Bourne End, the closest are located in Burnham, High Wycombe and Beaconsfield.</p>  |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area.</p>   |

#### 5. Movement

|                                 |  |
|---------------------------------|--|
| <b>DfT Connectivity Metrics</b> | <p>DfT overall connectivity score is <b>57.90</b>. This represents a <b>medium-high level of connectivity</b>.</p> |
|---------------------------------|--|

| 5. Movement               |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Highway Network</b>    | <i>Existing Infrastructure</i>     | The M40 lies 1.46 km to the northwest where access to 'London-facing' slip roads only is provided at Junction 3 - Knave's Beach Interchange in Loudwater. To access the M40 in the Oxford/Birmingham direction, an alternative local route needs to be taken to Junction 4 at High Wycombe via Little Marlow and the A404 or Flackwell Heath. The M40 junctions and A404 experience congestion during peak periods. The A4094 is a well used interurban route linking High Wycombe, Loudwater, Wooburn Green and Bourne End. Sections of this road function as local high streets and therefore susceptible to traffic delays due to significant frontage access. |
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads although this could be limited to the east and north only onto Town Lane and White Pit Lane respectively. Access to the west and south could be more restricted due to the nature of the road network which is more rural or residential. Off-site mitigation may be required to nearby junctions that could be materially impacted by additional traffic such as in the centre of Wooburn Green, Wooburn Town, Bourne End or in Loudwater at the M40 junction.  |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | Existing bus stops near the site, at approximately 5-10 minutes' walk from the area to all of them. Whilst a range of services operate in the vicinity of the development area, they operate on an hourly frequency so there would be a need to increase service frequencies to attract new users.  |
|                           | <i>Implications and Mitigation</i> | Improvements could include measures to improve bus services, frequency and introduction of more stops closer to the area.   |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | In terms of transport hubs and public transport services, the nearest railway station to the area is located in Bourne End, 5-10 minutes walking distance to the south of the area. The station is located on the Marlow branch of the Great Western Main Line. Beaconsfield railway station is located 3 miles away to the northeast of the area and provide services south to London Marylebone and north to High Wycombe. More services are provided at High Wycombe station to places like Haddenham and Thame, Bicester, Banbury, Warwick and Birmingham.  |
|                           | <i>Implications and Mitigation</i> | It is unlikely improvements to rail services would be secured as a result of development in this area. Station improvements could be considered although likely to be limited at either Bourne End or Beaconsfield Stations. For the former, access by bus and active modes will be critical as there is limited car parking available at the station.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | In terms of active travel, the area is located at 10-minute cycle or 20-minute walk to Bourne End town centre along existing footpaths. The eastern edge of the area is just 5 minutes walking distance to Wooburn village centre and services located within. The alignment of the old railway line linking High Wycombe and Bourne End runs through the site and parts of it form part of the PRow network.   |

## 5. Movement

### *Implications and Mitigation*

Improvements could also include new and upgraded walking and cycling routes in general but especially connecting to the village centres and to the railway station from the area assessed. Upgrade to the old railway line to form an active mode route could be supported by development, particularly as a means of providing quieter, safer and more attractive access to Bourne End.

## 6. People

### **Social Infrastructure Facilities**

### *Existing Infrastructure*

The following facilities are within walking distance (800m): 4 primary schools, 1 secondary school, 1GP, 2 pharmacies and various sports facilities.  
The following facilities are within cycling distance (1.6km): various sports facilities.  
A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Beaconsfield (4km away) and High Wycombe (5.5km away).

Bourne End (Tier 4) Facilities:  
16 Food shops, 2 Pubs, 1 Post office, 2 GP surgery, 1 Community Hall, 2 Recreation grounds, 1 Sports pavilion, 4 Sports courts, 1 sports playing artificial surface, 1 sports playing grass pitch, 2 Primary Schools, 1 Secondary school, 2 Faith buildings, 1 Pharmacy, 2 Dentists

Wooburn(Tier 3) Facilities :  
4 Food shops 4 Pubs, 1 Post office, 1 GP surgery, 5 Community Hall, 4 Recreation ground, 1 Sports pavilion, 1 sports playing artificial surface, 2 sports playing grass pitch, 2 Primary Schools, 1 Pharmacy , 1 Dentist, 1Leisure Centre

### *Implications and Mitigation*

The following infrastructure provisions would be required for a development of this scale:

### *Implications and Mitigation*

**Education**  
1 Early Years facility (50 places)  
2 primary school form entries  
3 secondary school form entries  
Provision for 20 SEND pupils  
90 college places  
20 adult learning places

| 6. People  |   |
|--|---|
| <i>Implications and Mitigation</i>                 | <p><b>Healthcare</b></p> <p>250 sq.m of primary healthcare facility space</p> <p>1 community pharmacy</p> <p>80 sq.m of dental facility space</p> <p>8 hospital beds</p> <p>200 sq.m for community and mental health services</p> <p>55 residential care beds</p>   |
| <i>Implications and Mitigation</i>                 | <p><b>Community Facilities</b></p> <p>1 children's family centre</p> <p>260 sq.m of flexible community space</p> <p>130 sq.m of library space</p> <p>190 sq.m of art and cultural space</p> <p>more than one local shop</p> <p>1 post office</p>  |
| <i>Implications and Mitigation</i>                 | <p><b>Sports &amp; Recreation</b></p> <p>6.7 hectares of formal outdoor sports provision</p> <p>3.4 hectares of parks and gardens</p> <p>2.5 hectares of amenity green space</p> <p>Natural and semi-natural greenspace included within 35ha SANG provision</p> <p>0.8 hectares of allotments</p> <p>1.1 hectares of equipped/designated play areas</p> <p>1.3 hectares of informal play space (MUGA)</p> |
| <b>Address deprivation of existing communities</b> | <p>Woodburn and Bourne End have minor levels of deprivation. However, High Wycombe located on the northern area, has higher levels of deprivation. The location is close to 0-50% of the most deprived of LSOA. Therefore, new social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding areas.</p>                     |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The area has low value employment uses within it; Manor farm is located to the northeast, and a nursery is located to the southwest. There are two employment sites (WDLP allocations) located adjacent or in close proximity to the eastern side of the site, and some employment activities in the immediately local settlements. Accessibility from this location is reasonably good to Beaconsfield, Marlow and High Wycombe.  |
| <b>Potential Employment</b> | The immediate local area may not offer opportunities for employment with Buckinghamshire's growth sectors. However, High Wycombe's town centre and its existing employment assets (e.g. Cressex Business Park) have been identified as priorities for future growth and investment. The nearby creative industries cluster at Beaconsfield could also offer future employment opportunities. Marlow is also the location of important employers such as Softcat (IT) and Amgen (Biotech/pharma). |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | A significant part of the area is privately owned, with one private landowner owning over two thirds of the area. This site was submitted to a historic call for sites and was classed unsuitable. A few smaller parcels of land were also submitted and also classed as unsuitable. The area hasn't been submitted through the most recent call for sites undertaken. Buckinghamshire Council own a small parcel of land in the southern boundary of the area. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Historically promoted and few ownerships. High pressure gas main extends across the central area which will require a diversion and/or a large easement/buffer corridor. No significant competition as nearby sites will likely be complete first. Attractive location with good connectivity to London and the Elizabeth Line. Proximity to High Wycombe.  |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Local typology. Two access points.<br>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>1,350</b> homes would be deliverable within plan period.  |



## 9. Summary

### Constraint Summary

- Whole area in Green Belt; Chilterns National Landscape adjacent; ancient woodlands bound north; AAL close to the site.
- In Zone of Influence for Burnham Beeches SAC (~700m). On site SANG required.
- Steep topography (potential visibility and sensitivity in relation to nearby heritage assets); River Wye along eastern side.
- Flood Zone 1 with local surface water risk. FZ 2 and 3 in close proximity.
- Possibility of land contamination due to historic landfill site.
- Further sequential assessment required to ensure sustainable development with flood risk and biodiversity safeguards.
- SSE mapping unavailable (potential hidden constraints);
- Highway reliance on M40/A404 corridor with peak congestion; limited bus frequencies.
- Rail at Bourne End (branch line) – limited capacity; biodiversity and conservation areas nearby.
- Not submitted to any Call for Sites

### Opportunities Summary

- There are two WDLP strategic site allocations in close proximity.
- Medium-high DfT connectivity (~57.90); good transport links.
- Close to High Wycombe/Beaconsfield; good local services across Tier 3/4 settlements within walking and cycling distance.
- Located within the Green Belt but could be considered partially as potential Grey Belt (still possible to maintain the purpose of GB by maintaining separation between the north and the south). Further assessment required.
- Potential to upgrade old railway alignment for active travel; proximity to employment sites and creative industries. Transport links and employment opportunities nearby support the sustainable growth if carefully integrated.
- The area offers strategic development potential but requires balanced planning to preserve green space, manage infrastructure and maintain community character.
- Potential to address local deprivation with new infrastructure and jobs in High Wycombe.
- Simple landownership: mainly privately owned by one landowner.

**Table 7.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Low         | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | Medium      |
|                | Preserve the rural and urban character   | High        |                | Access to existing or committed strategic active mode routes                                    | Medium      |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium/High |
| Environment    | Resilient to natural and man made risks  | High        |                | Address deprivation of existing communities   | Medium      |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium/High |
|                | Ensure agricultural productivity for food security   | Medium      |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium      | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium      |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low/Medium  |                | Wider Deliverability Risks and Phasing Implications   | Medium/High |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium/High |                |   |             |

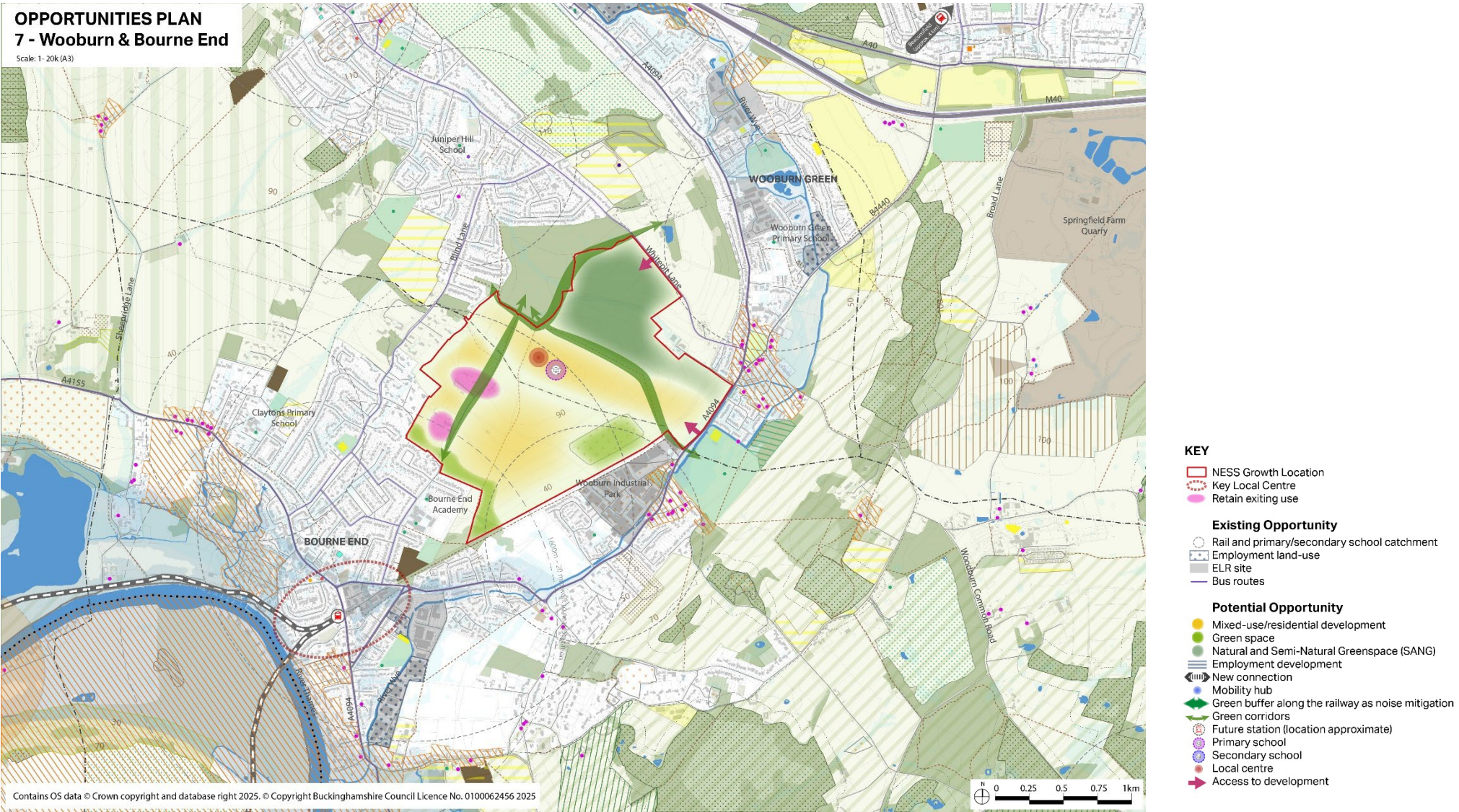


Figure 7.1 – Consolidated Constraints Plan





Figure 7.2 – Consolidated Opportunities Plan



## 8. Buckingham

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Buckingham Southern Broad Area (BWSBA) is located to south of Buckingham, in the north of Buckinghamshire. The area is made up of two sites.  |
| <b>Site Area</b>                             | Total Site Area: 217 ha<br>20 ha existing allocation<br>Developable area has been updated to 197ha;<br>Gross to net ratio 98.5ha  |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Neighbourhood Scale</b><br>Medium scale urban extension with a range of services required. Dependent on associated settlement functions (higher order services)   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>4,925</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |
| 2. Place                                     |   |
| <b>Strategic Planning Considerations</b>     | The area is covered by the Vale of Aylesbury Local Plan (2021). Buckingham Neighbourhood Development Plan (NDP) Area covers most of the area except for the southwest and a small area in the northwest. The NDP was consulted on between December 2024 and January 2025 and has passed examination with an election scheduled for 22 January 2026. It proposes the allocation of a 32.4ha site, HP3: Land to the southwest of Buckingham, for 800 dwellings, a 2-form entry primary school, local centre and local green spaces, which overlaps the western part of the NESS site boundary. Other parts of the NESS site adjoining Buckingham to the north are already committed. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). |
| <b>Settlement Hierarchy</b>                  | Buckingham is classified as a tier 2 settlement – a large market town or other town.  |



## 2. Place

|   |  |
|---|--|
| <b>Historic Environment</b>               | <p>There are no listed buildings within the site. A small number of listed buildings are located nearby, including Hill Farmhouse. Gawcott Conservation Area lies to the south-west of the site and contains clusters of listed buildings. Given its proximity, the site's contribution to the setting and significance of the Conservation Area, including views to, from, and across it, will require assessment. Radclive Conservation Area to the north-west and Buckingham Conservation Area to the north-east are located at greater distances. Their settings are, to some extent, already influenced by existing modern development, reducing potential intervisibility with the site. St Rumbold's Well, a scheduled monument, is located close to the site and its setting will require consideration. The expansion area has been subject to archaeological investigation. Multi-period finds indicate Roman activity, with evidence also of prehistoric and medieval occupation. Any development proposals would need to be preceded by archaeological evaluation to ensure significant remains are preserved in situ or appropriately investigated.</p> |
| <b>Landscape and Settlement Character</b> | <p>Large parcel that wraps around the southern edge of Buckingham. Approximately 950m to Area of Attractive Landscape (AAL) and Registered Park and Garden to north (other side of Buckingham urban area). Located mostly within LCA Gawcott Ridge (West) to the west and LCA Padbury Valley to the east. LCA Gawcott Ridge (west) assessed as of weak condition and LCA Padbury Valley in contrast assessed as of very good condition. The area is relatively undulating throughout and represents a relatively rural setting to the settlement of Buckingham. In particular between the Buckingham/Gawcott Road and London Road which has a distinct agricultural character with fields enclosed by occasional hedgerows and small woodland blocks. Elevated views along the London Road with long distant panoramas .</p>   |

## 3. Environment

|                                   |   |
|-----------------------------------|---|
| <b>Environmental Designations</b> | <p>The site is subject to a limited number of environmental constraints, although a number of ecologically sensitive features are present. Several small woodland blocks are located within the southern part of the site, with triangular woodland parcels in the central area showing evidence of Hazel Dormice; these are supported by a network of good-quality, intact hedgerows that are important for dormouse habitat and connectivity. A Tree Preservation Order covers part of the eastern side of the site. A watercourse runs broadly east to west through the area, and Water Vole has been recorded in this location. The lower central part of the site is of particular ecological value for woodland and water-associated species and would require substantial enhancement and strengthened habitat connectivity as part of any future proposals.</p> |
| <b>Relevant Waterbodies</b>       | <p>There are a number of streams in the area. The River Ouse runs outside the site through Buckingham to the north. Padbury Brook runs along the boundary of the area to the east.</p>  |



### 3. Environment

|                          |   |
|--------------------------|---|
| <b>Agricultural land</b> | The existing land uses in the area are grade 3, good to moderate quality agricultural, with arable and livestock fields taking up the majority of the land.                           |
| <b>Ground conditions</b> | There is a historic landfill site located in the most eastern side of the area, covering a small area. There is considered to be a low to moderate risk of contamination in the area. |

### 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to NGED's online Network Opportunity Map, the primary electrical substation which would serve this area is Buckingham Substation, which has a 'Green' Demand Connected RAG rating and an 'Amber' Demand Contracted RAG rating. The Demand Contracted Headroom is shown as 1.6MW. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity. In the Buckingham area, National Grid Electricity Distribution (NGED) manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED will cover costs for upgrades to the existing networks and developers fund any site-specific works. |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Buckingham area is National Grid Electricity Distribution (NGED). Mapping downloaded from the NGED website indicates that 5 overhead 11kV lines, one underground 11kV line and one overhead 33kV line cross the site.   |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |

| 4. Infrastructure           |   |   |
|-----------------------------|---|---|
|                             | <i>Implications and Mitigation (Gas)</i>        | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that there are four medium pressure (MP) distribution mains immediately beyond the site boundary as follows:</p> <ul style="list-style-type: none"> <li>· Beyond the central north-east boundary, along Oslar Way.</li> <li>· Beyond the north-west corner, along the A421.</li> <li>· Beyond the far north-eastern boundary, along the A413.</li> <li>· Beyond the western boundary, along Radcliffe Road.</li> </ul> <p>There is also an Intermediate pressure (IP) distribution main along Gawcott Road within the site. The gas mains are not considered a significant constraint to development.</p> |
|                             | <i>Implications and Mitigation (Renewables)</i> | <p>The Renewable Energy Assessment (CSE, 2024) indicates that this area, when applying both level 1 and level 2 constraints, is not suitable for ground-mounted solar.</p> <p>There is an existing 9.2MW ground-mounted solar farm within the area at Gawcott Fields Farm and a 0.2MW site at Tesco superstore. A 12MW solar farm is awaiting construction at Manor Farm.</p>   |
| <b>Water and wastewater</b> | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Buckingham Sewage Treatment Works (Anglian Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |

| 4. Infrastructure                            |                                    |  |
|--|------------------------------------|--|
|  | <i>Implications and Mitigation</i> | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is wholly located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea.</p> <p>The surface water flood map indicates that there are multiple Ordinary Watercourses (including field ditches). It also shows some localised areas which are susceptible to surface water flooding. Nevertheless, surface water flood risk is not considered to be a significant constraint to development in this area.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Existing culverts may have limited capacity and may require runoff to be restricted over and above standard discharge rates, which may require larger areas for attenuation. However, this should not pose a significant constraint to development.</p>  |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Buckingham and Bletchley area is as follows:</p> <p>Superfast (<math>\geq 30</math> Mbps): 98.5%</p> <p>Ultrafast (<math>&gt; 100</math> Mbps): 93.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 93.1%</p> <p>Full Fibre (FTTP or FTTH): 93.1%</p>  |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>  |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>A minerals safeguarding area for alluvium and white limestone covers approximately one third of the area in the north, northwest and east. There are two waste management sites located in Buckingham (Radclive Road and Buckingham Industrial Park). Both sites are classed by the BWLPP (2019) as primary areas of focus for growth. There is a household waste recycling centre located very close to the site, to the north</p>   |

#### 4. Infrastructure

##### *Implications and Mitigation*

Consideration should be given to the potential for minerals in the area.

#### 5. Movement

##### **DfT Connectivity Metrics**

DfT overall connectivity score is **41.88**. This represents a **low-medium level of connectivity**.

##### **Highway Network**

##### *Existing Infrastructure*

Buckingham lies off the Strategic Road Network with the M40 lying 19km to the southwest and the M1 26km to the east. The A421 bypasses the south of Buckingham and forms part of the Major Road Network linking Milton Keynes and the M40. The A421 experiences congestion especially at weekday peak periods and in particular at junctions on bypass around Buckingham.

##### *Implications and Mitigation*

There is potential for road upgrades to the A421 involving dualling or part dualling of sections of the A421, or improvements to junctions to reduced congestion and delays. Development could support junction improvements south of Buckingham and a potential link road through the site area, linking the A413, Gawcott Road and the A421 at the junction with Tingewick Road.

##### **Public Transport**

##### *Existing Infrastructure*

There are a cluster of bus stops in the centre of Buckingham however this is outside of the 800m from the edge of the development area where there are frequent services (every 1-2 hours) to Milton Keynes, Bedford, Bicester, Aylesbury, Oxford, Brackley, Banbury, Westbury, Akeley and Water Stratford as well as school buses. Closer bus stops are along A413 London Road on the eastern side of the development area which is very well served by buses linking to Aylesbury and Milton Keynes.

##### *Implications and Mitigation*

A discussion with operators would be required regarding diverting one or more of these services into the site, in particular those on the A413 which run more frequently. For the western end of the development area, consideration could be given to create a new stop on the limited-stop X5 service linking Oxford, Bicester, Buckingham and Milton Keynes.

##### **Rail transport**

##### *Existing Infrastructure*

Buckingham does not have a train station (a former railway linking Verney Junction and Banbury closed in the 1960s). The nearest railway station to the area will be the new station at Winslow, 9.5km away, although this has not opened yet. This will be on the new East West Rail line connecting Oxford and Milton Keynes. However, for 'north-south' connectivity in particular to London, the nearest stations are Milton Keynes Central and Bletchley on the West Coast Main Line and Bicester North on the Chiltern Main Line - all of which are at least 14km away.

## 5. Movement

|                           |                                    |  |
|---------------------------|------------------------------------|--|
|                           | <i>Implications and Mitigation</i> | The development area is remote from the rail network and therefore unlikely to result in any improvements to rail services and infrastructure. Reopening the former rail line is highly unlikely to occur and disproportionate to the scale of development that could come forward in this area.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The small-scale employment uses are generally within walking distance of the majority of the area. However, none of the area is within walking distance (from the closest edge of the area) of the services and facilities within Buckingham town centre. The busy A421 corridor will be a major severance between the development area and wider town. Buckingham town centre is accessible within a 5km cycling distance and there are some signal-controlled crossings along the A421. A PRoW runs through the north of the area, generally along the boundary and there are various paths that run north to south within the southern area. Another PRoW runs to the north of the solar farm between Radclive Road and Gawcott Road. |
|                           | <i>Implications and Mitigation</i> | Upgrades to existing PRoW are likely to be needed along with crossing points. Walking routes to Buckingham town centre should be improved including potentially additional or enhanced, signal controlled or grade-separated crossings on the A421. There is no existing cycle infrastructure in the area, and this would be required to connect the site to Buckingham town centre. The former railway alignment runs through the development area, part of which already provides an attractive leisure route into Buckingham which could be further improved and an improved crossing link onto Railway Walk which leads further into Buckingham.   |

## 6. People

|   |                                    |   |
|---|------------------------------------|---|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>Buckingham has a wide range of strategic social infrastructure (health, education, cultural and recreational). Most of the facilities in Buckingham are within walking distance (800m) and cycling distance (1.6km).</p> <p>The following facilities are within walking distance (800m): 3 primary schools, 2 secondary schools, 1 pharmacy and various sport facilities.</p> <p>The following facilities are within cycling distance (1.6km): 1 primary school, 1 GP, 2 pharmacies, 1 library, 1 hospital and various sports facilities.</p> <p>Buckingham has the following facilities:</p> <p>23 food shops, 10 public houses, 1 post office, 1 GP surgery, 3 community halls, 5 recreation grounds, 4 primary schools, 2 secondary schools, 6 faith buildings, 3 pharmacies, 1 Hospital, 1 library, 5 dentists</p> |
|   | <i>Implications and Mitigation</i> | The following infrastructure provisions would be required for a development of this scale:  |



## 6. People

|                                    |  |
|------------------------------------|--|
| <i>Implications and Mitigation</i> | <b>Education</b><br>4 Early Years facilities (50 places each)<br>7 primary school form entries<br>8 secondary school form entries<br>Provision for 40 SEND pupils<br>250 college places<br>60 adult learning places  |
| <i>Implications and Mitigation</i> | <b>Healthcare</b><br>700 sq.m of primary healthcare facility space<br>2 community pharmacy<br>230 sq.m of dental facility space<br>22 hospital beds<br>570 sq.m for community and mental health services<br>156 residential care beds  |
| <i>Implications and Mitigation</i> | <b>Community Facilities</b><br>1 children's family centre<br>720 sq.m of flexible community space<br>350 sq.m of library space<br>530 sq.m of art and cultural space<br>1 post office<br>1 local centre with local shops   |
| <i>Implications and Mitigation</i> | <b>Sports &amp; Recreation</b><br>18.9 hectares of formal outdoor sports provision<br>9.5 hectares of parks and gardens<br>7.1 hectares of amenity green space<br>21.3 hectares of natural and semi-natural greenspace<br>2.4 hectares of allotments<br>3.0 hectares of equipped/designated play areas<br>3.5 hectares of informal play space (MUGA) |

## 6. People

|  |   |
|--|---|
| <b>Address deprivation of existing communities</b> | The southern area of Buckingham has minor levels of deprivation. The northern area of Buckinghamshire has higher levels of deprivation. New social infrastructure provision and economic opportunities in the area could have potential to reduce deprivation levels in the surrounding area. |
|--|---|

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The area has a range of employment uses within it, including Facenda Group Ltd (former abattoir site), a plant nursery, personal training, dog grooming, vehicle repair shop, marketing agency, and more. Silverstone Park economic cluster and Enterprise Zone is relatively nearby, as is the city of Milton Keynes. More locally, the town of Buckingham will provide some employment opportunities. |
| <b>Potential Employment</b> | Silverstone Park will be the focus of growth in the high-tech and advanced engineering sector. Proximity to Winslow, where a new EWR station may be located, may also be an economic advantage for this location.   |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | A significant part of this area is privately owned. 7 landowners, including The Warden and Scholars of St Mary College, Imperium trust Company and Vistry Wates, own a significant part of the area. There are historic HELAA site submissions for the majority of the area, where half of the sites were classed as suitable. In the most recent call for sites, two sites were put forward and classed suitable. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Active site promotion for parts of the site. Emerging NP allocation for part of the site in the north west (800 dwellings). Recent appeal decision for another. Earlier delivery as a result of these parts of the site, however less of an opportunity to deliver the scale of infrastructure required by additional future phases. Highways works required on A421 including junction improvements and dualling/part dualling.  |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Neighbourhood typology. Part permissioned and part emerging allocation in the Neighbourhood Plan Typology based delivery trajectory assumptions adjusted to account for site specific planning activity. Assumption that approximately <b>2,650</b> homes would be deliverable within plan period.   |

## 9. Summary

### Constraint Summary

- The impact of any development on heritage assets including the conservation areas of Buckingham to the north, Gawcott to the southwest and Radclive to the northwest and Listed Buildings that fall adjacent to the area.
- Minerals safeguarding (alluvium/white limestone) over ~1/3;
- Multiple overhead 11kV/33kV lines;
- NGED substation headroom ~1.6MW (amber).
- No rail station
- A421 bypass congested at peaks; crossing severance issues for active modes.
- Flood Zone 1 but multiple streams
- Padbury Brook boundary

### Opportunities Summary

- Not affected by many environmental constraints.
- Strong town services (Tier 2) and employment – good services located in walking and cycling distance.
- Scope to integrate with Buckingham NDP allocations.
- As development is proposed to the south of the A421, walking and cycling routes should be improved and safe crossing points designed into crossing the main road.
- Existing mixed-use permission on site (300 dwellings and employment).
- The possibility of dualling the A421 or exploring a new bypass to the south of the proposed extension. However, there is no funding available for delivering either option so the design would need to be incorporated into the development to receive funding.
- Existing and planned solar farms locally
- Potential to address local deprivation with new infrastructure and jobs in the northern area of Buckinghamshire.
- Simple landownership: 7 private landowners own majority of the site – Some suitable HELAA sites

**Table 8.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | High        |                | Access to existing or committed sustainable Rail transport links and services                   | Low         |
|                | Preserve the rural and urban character   | Medium      |                | Access to existing or committed strategic active mode routes                                    | High        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | High        |
| Environment    | Resilient to natural and man made risks  | Medium/High |                | Address deprivation of existing communities   | Low/Medium  |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium      |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium/High | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium/High |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Medium      |                | Wider Deliverability Risks and Phasing Implications   | Medium      |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | High        |                |   |             |
|                | Consider waste and minerals  | Medium/High |                |   |             |

# CONSTRAINTS PLAN

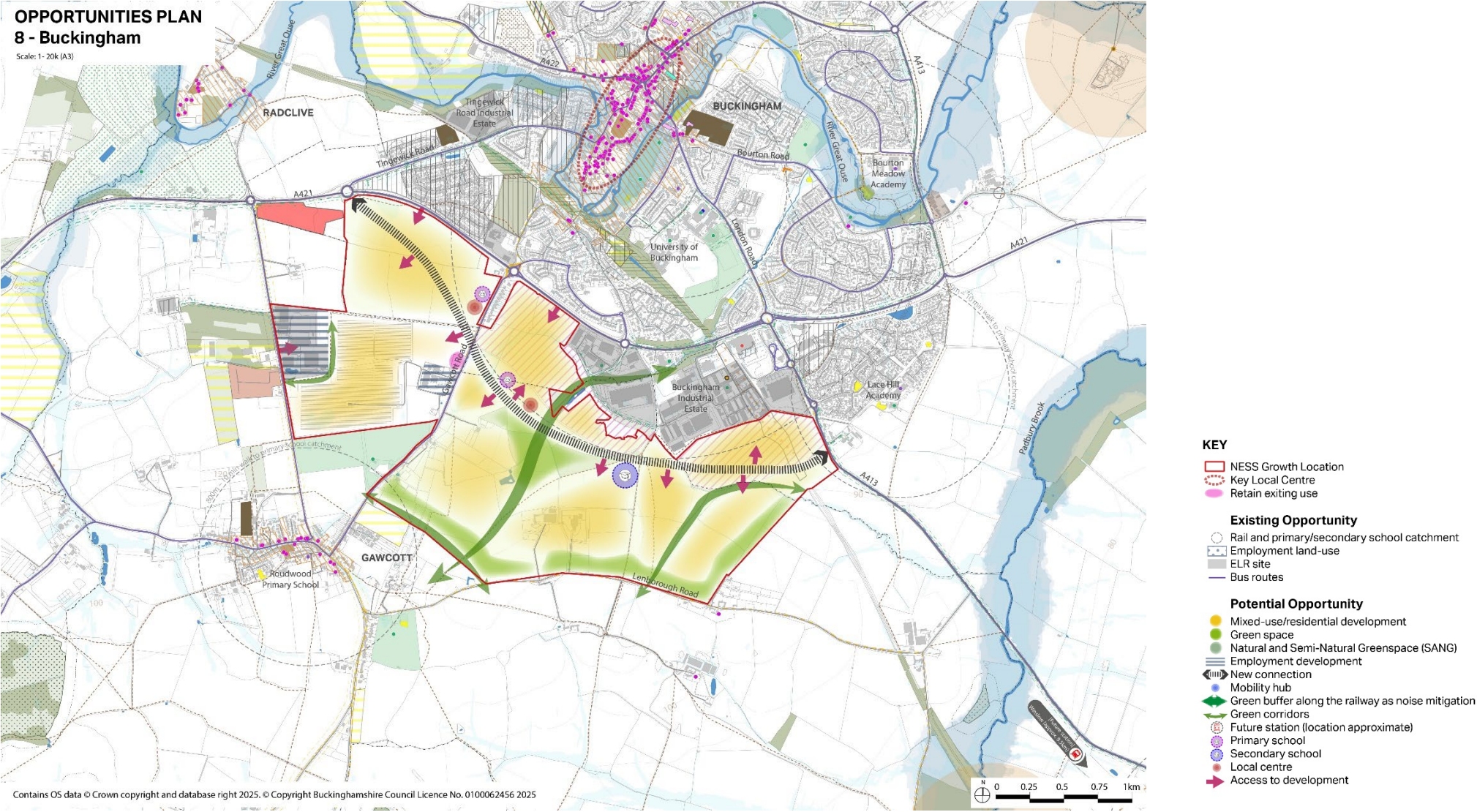
## 8 - Buckingham

Scale: 1:20k (A3)

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### Figure 8.2 – Consolidated Opportunities Plan





## 9. Calvert

| 1. Location Summary                          |  |
|--|--|
| <b>Location and General Area Description</b> | Calvert is located in northwestern Buckinghamshire. It is located halfway between Aylesbury and Buckingham.  |
| <b>Site Area</b>                             | Size of developable area 366ha;<br>Gross to net ratio 183ha  |
| <b>NESS Typology</b>                         | <b>New Settlement - Village/Town Scale</b><br>Autonomous settlement, at distance from existing settlements, of sufficient scale to support all level of services |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>9,150</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph                        |

| 2. Place                                 |   |
|--|---|
| <b>Strategic Planning Considerations</b> | The area is covered by the Vale of Aylesbury Local Plan 2021 Policies. The only significant policies map designation covering the area and just beyond is HS2 and an East West Rail Aylesbury Link. The VALP Policies Maps have no designations or commitments for this area. However eastern part of the site boundary near the HS2 railway line is part of the Bernwood Biodiversity Opportunity Area (see VALP Policy NE1). There is also a Calvert Green Neighbourhood Plan Area designated. This plan has not progressed as yet. Under the VALP Policy NE8, built development or grey infrastructure must provide a minimum 50m buffer to areas of Ancient Woodland. |
| <b>Settlement Hierarchy</b>              | The surrounding settlements to Calvert (Marsh Gibbon, Grendon Underwood, Quainton and Twyford) are all classified as tier 2 settlements - large market town or other town.  |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are a number of listed buildings adjoining or close to the site, the most prominent of which is the Church of St Michael. No registered parks and gardens, scheduled monuments, locally listed buildings or conservation areas are located within or adjacent to the site.</p> <p>The southern part of the site includes the historic farmstead of Greatmoor, which comprises a Grade II listed farmhouse and associated barn. The agricultural character of the surrounding land contributes to the setting and significance of this designated heritage asset, and any proposals affecting this area would therefore need to consider the potential impact on its setting.</p> <p>Much of the expansion site has been subject to significant previous land disturbance, which is likely to have adversely affected the survival of in situ archaeological remains. However, there remains potential for archaeological deposits to be present in areas of lesser disturbance. In particular, investigations to the west of Perry Hill has recovered numerous multi-period artefacts.</p> <p>Any development proposals within the site would need to be preceded by an appropriate programme of archaeological evaluation to ensure that any surviving remains are identified and appropriately investigated or recorded.</p> |
| <b>Landscape and Settlement Character</b> | <p>An Area of Attractive Landscape (AAL) 500m to the east. Although AALs not to continue in new Local Plan. The land uses are predominantly open countryside, landfill, farms and establish residential areas of Calvert Green and northern part of Edgcott. An important local feature is Dunsty Hill immediately to the southwest of Calvert, which is more characteristic of the undulating landscape to the west. Located within three LCAs: to west LCA Poundon-Charndon Settled Hills assessed as of good condition, centrally LCA Calvert Clay Pits assessed as of poor condition, and to southeast LCA Kingswood Wooded Farmland assessed as of good condition. The area between Calvert and Charndon within LCA Poundon-Charndon Settled Hills forms a rural setting to both, and important gap between the larger settlement of Calvert and the village of Charndon. The gap is characterised as undulating agricultural landscape with network of hedgerows and occasional hedgerow trees.</p>   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>There are a few small woodland sites within the area. A small part of the eastern side of the area is within the Bernwood Biodiversity Opportunity Area. To the north lies the Calvert Jubilee Nature Reserve managed by BBOWT. This has around 200 hectares of standing open water habitats. There is also an Ancient Woodland and the Sheephouse Wood SSSI beyond the area east of HS2. There is a Biological Notification Site created in 1988 covering an area northwest of Calvert Green village. The emerging Local Nature Recovery Strategies for Oxfordshire and for Buckinghamshire and Milton Keynes identify the Bernwood, Otmoor and Ray landscape as significant for nature recovery. The area immediately south of the existing settlement of Calvert contains good examples of open mosaic habitat and areas of ancient woodland, supports widespread great crested newt populations, and provides suitable habitat for species such as brown hairstreak butterfly, a range of farmland birds and is an important area for bats.</p> |
|-----------------------------------|--|

### 3. Environment

|                             |  |
|-----------------------------|--|
| <b>Relevant Waterbodies</b> | River Ray crosses the site.  |
| <b>Agricultural land</b>    | The area has considerable Agricultural Land Grade 4 and some non agricultural land.  |
| <b>Ground conditions</b>    | There is a moderate to high risk of contamination in the area related to the Waste Management site located adjacent to the area on the northern side and Calvert historic landfill site. However, this has not prevented Calvert Green residential area and village being established around this. |

### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | <p>According to NGED's online Network Opportunity Map, the primary electrical substation which would serve the majority of this area is Steeple Claydon Substation, which has a 'Green' Demand Connected RAG rating and a 'Green' Demand Contracted RAG rating. The Demand Contracted Headroom is shown as 8.1MW.</p> <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve the southern end of this area is the Waddesdon Primary Substation, which has a 'Yellow (Between 5% overloaded and 5% headroom)' RAG rating and approximately 4.8% unutilised capacity.</p> <p>The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Calvert area, National Grid Electricity Distribution (NGED) and UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED and/or UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|               | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operators (DNOs) for the Calvert area are National Grid Electricity Distribution (NGED) and UKPN. Mapping downloaded from the NGED and UKPN websites indicates the following:</p> <ul style="list-style-type: none"> <li>- NGED's Brackley Lane Secondary Substation is located in the north-eastern corner.</li> <li>- A 33kV underground and multiple 11kV underground cables are located around Brackley Lane Secondary Substation in the north-eastern corner.</li> <li>- Multiple NGED 11kV overhead lines cross the northern end of the site.</li> <li>- One UKPN 11kV overhead line extends across the southern end.</li> </ul>   |



| 4. Infrastructure    |   |  |
|----------------------|---|--|
|                      | <i>Implications and Mitigation (Oil)</i>        | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |
|                      | <i>Implications and Mitigation (Gas)</i>        | National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that a medium pressure (MP) gas distribution main extends across the western area, in a north-south direction along Perry Hill. New site accesses may require this MP gas main to be lowered and/or protected, and development along the Perry Hill boundary will need to account for its easement/buffer. However, it is not considered a significant constraint to development.   |
|                      | <i>Implications and Mitigation (Renewables)</i> | The Renewable Energy Assessment (CSE, 2024) indicates the area could be ideal for solar and wind (with medium turbines or larger). The area could also utilise woody biomass from nearby woodlands (though bear in mind the ecological constraints to particular woodlands).   |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would likely be served by Steeple Claydon Sewage Treatment Works (Anglian Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|                      | <i>Implications and Mitigation</i>              | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |



| 4. Infrastructure                            |                                    |   |
|--|------------------------------------|---|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>Large areas on the centre-south side (on and around Muxwell Brook) are located within Flood Zones 2 and 3, associated with the risk of flooding from the River Ray. The surface water flood map also shows risk of flooding along multiple Ordinary Watercourses and in some localised areas. Development around the fluvial and surface water flood extents will be constrained.</p> <p>Existing culverts may have limited capacity and may require runoff to be restricted over and above standard discharge rates, which may require larger areas for attenuation. However, this should not pose a significant constraint to development.</p>   |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 97.2%</p> <p>Ultrafast (&gt;100 Mbps): 81.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 80.5%</p> <p>Full Fibre (FTTP or FTTH): 74.9%</p>   |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>   |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>Calvert Landfill site occupies a considerable part of the site area. It is expected to be operational for both non-hazardous and hazardous waste until 2047. Data from Dec 2023 shows remaining capacity of approximately 6.5million m3 across the site. There is a further inert recycling plant at the Energy from Waste facility (EfW) which has a throughput of 180,000 tonnes per annum. This is linked to the EfW and not the landfill but will likely remain operational for the lifetime of the EfW (or until advancement in technologies). A minerals safeguarding area for Alluvium washes over parts of the west and south of the site. There are no existing waste management sites located close to the area. The closest sites are located in Woodham (Woodham Industrial Estate) and Westcott (Westcott Venture Park EZ). Both sites are classed by the BMWLP (2019) as secondary areas of focus for growth. There are no household waste recycling centres in or near Calvert.</p> |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.</p>   |

## 5. Movement

|                                 |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>22.71</b> . This represents a <b>low level of connectivity</b> .  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The area is not close to the major or strategic road networks, or on any discernible cross-country road route. The nearest part of the area is 4km from the A41 mid-way between Bicester and Aylesbury. The site is around 17km to the M40 at junction 9 near Bicester. The roads around the site and immediately beyond are rural routes connecting villages and not designed to take through traffic or allow for overtaking and higher speed  |
|                                 | <i>Implications and Mitigation</i> | A strategic approach would be required to unlock development in this area and provide a highway network fit-for-purpose, providing links southwards to the A41 for onward connection to Bicester and Aylesbury, and eastwards to Winslow. Otherwise, there is a high of traffic being distributed onto unsuitable rural roads.   |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | The no.16 runs from Calvert to either Marsh Gibbon or Aylesbury however the service runs very infrequently. There is also the 18 service which has 5 daily services each way from Buckingham to Bicester stopping at Calvert Green.  |
|                                 | <i>Implications and Mitigation</i> | A step change in bus service provision would be required to serve the needs of new residents, with a focus on providing direct links to Aylesbury, Winslow and/or Bicester.  |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | Calvert had a train station until closure of the Great Central Railway in the 1960s. The new HS2 route has replaced the section of the former mainline near Calvert. The nearest railway stations are Bicester Village or Bicester North around 9km due west, and the proposed Winslow station due east. Both Bicester stations provide connections to Princes Risborough, High Wycombe and London, with Bicester Village also connecting to Oxford, and Bicester North providing connections north to Banbury and Birmingham. When East West Rail services commence, Bicester Village and Winslow stations will be connected by rail to Bletchley and Milton Keynes. The area is 11km from Aylesbury Vale Parkway offering a direct hourly service to London Marylebone. Further south from Aylesbury Town there are 2 trains per hour to London. |
|                                 | <i>Implications and Mitigation</i> | The focus is likely to be on providing bus and active mode links to the nearest stations at Winslow and Bicester North/Village. Development is unlikely to be of a scale to support an additional station on the East West Rail line, which would be disconnected from the site. If longer term aspirations for linking Aylesbury and Milton Keynes as part of an expanded EWR came to fruition, this could create opportunity for a station at Calvert, should a rail alignment be secured along the HS2 route (an alternative former railway route between Quainton and Verney Junction may considered instead)  |

## 5. Movement

|                           |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | There are no cycle routes in the area due to the rural location. There are small-scale employment sites generally within walking distance. There are also several PRow footpaths crossing with routes to nearby villages and across to the railway line.                                     |
|                           | <i>Implications and Mitigation</i> | Walking routes between Calvert, Edgcott, Charndon and Marsh Gibbon fringes could all be improved with a pavement for safer pedestrian access. Road conditions for safe cycling need improving. An effective cycling route across to Bicester, Winslow and down to the A41 would be required. |

## 6. People

|   |                                    |  |
|---|------------------------------------|--|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | All the below facilities are within walking distance (800m) and cycling distance (1.6km). A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Buckingham (10km away) and Aylesbury (13km away)<br>Calvert Green has the following services: 1 food shop, 1 community run bar, 1 village hall, A limited bus service ,<br>Edgcott has the following services: 1 village hall, 1 church |
|   | <i>Implications and Mitigation</i> | The capacity of existing healthcare and education capacity in the wider surrounding area is unknown, however it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area.<br>The following infrastructure provisions would be required for a development of this scale:                                     |
|   | <i>Implications and Mitigation</i> | <b>Education</b><br>8 Early Years facilities (50 places each)<br>13 primary school form entries<br>15 secondary school form entries<br>Provision for 80 SEND pupils<br>460 college places<br>110 adult learning places   |
|   | <i>Implications and Mitigation</i> | <b>Healthcare</b><br>1,300 sq.m of primary healthcare facility space<br>4 community pharmacies<br>440 sq.m of dental facility space<br>41 hospital beds<br>1,070 sq.m for community and mental health services<br>291 residential care beds  |
|   | <i>Implications and Mitigation</i> | <b>Community Facilities</b><br>3 children's family centres<br>1,350 sq.m of flexible community space<br>660 sq.m of library space<br>990 sq.m of art and cultural space  |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <p><b>Sports &amp; Recreation</b></p> <ul style="list-style-type: none"> <li>1 swimming pool (4-lane)</li> <li>1 four-court sports hall</li> <li>35.4 hectares of formal outdoor sports provision</li> <li>17.7 hectares of parks and gardens</li> <li>13.3 hectares of amenity green space</li> <li>39.8 hectares of natural and semi-natural greenspace</li> <li>4.4 hectares of allotments</li> <li>5.5 hectares of equipped/designated play areas</li> <li>6.6 hectares of informal play space (MUGA)</li> </ul> |
| <b>Address deprivation of existing communities</b> | Calvert has minor levels of deprivation.   |



## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | Other than the landfill site and EfW, there are local retail and amenities in Calvert Green but otherwise employment uses are limited. Westcott Venture Park Enterprise Zone is relatively nearby, as is Aylesbury where various economic assets are located and (along the A41 in the other direction) the employment hub of Bicester. |
| <b>Potential Employment</b> | Westcott Space Cluster has growth potential as the location for new R&D facilities and related businesses. Aylesbury is also a priority town for economic growth and regeneration.  |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | The landownership split in the area is not too complex; approximately 9 landowners own most of the land. Most of the area is owned by FCC Waste Services, however, landownership data shows that since 2019 British Agricultural Services Limited have a qualified freehold title over this land. The Secretary of State for Transport also own some of the edges of the area for the development of HS2 which will be under construction until 2035 earliest. The rest of the land is privately owned. Some small sites were put forward for a historic call for sites and were classed unsuitable. The majority of the site was put forward for the most recent call for sites and was also classed unsuitable. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Operational landfill until 2047: it is unclear if there is potential to terminate this agreement sooner. Landfill will need remediation and potentially capping to allow construction to commence, unless it is provided as open space, country park or green infrastructure. HS2 construction underway until 2035 at the earliest which will delay development.  |
| <b>Refined trajectory of capacity in Plan Period</b>       | New Settlement - Village typology. Relatively low demand location given distance to existing settlements and major or strategic road network.<br>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,500</b> homes would be deliverable within plan period.  |

## 9. Summary

|                              |   |
|------------------------------|---|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• The impact of any development on the landscape on and near the site. The west of the assessment area is particularly sensitive as this is away from the HS2 construction.</li> <li>• Calvert landfill and EfW operations; moderate–high contamination risk; operational until ~2047.</li> <li>• Bernwood BOA; proximity to Calvert Jubilee Nature Reserve and Sheephouse Wood SSSI;</li> <li>• Significant ecological constraints, including ancient woodland and protected species (GCN and bats).</li> <li>• SE corner in Flood Zone 2.</li> <li>• DfT connectivity ~22.7 (low); remote from MRN/SRN; bus infrequent</li> <li>• Rail currently absent (HS2 and EWR not providing station here).</li> <li>• Land ownership largely FCC/SoS for Transport (HS2) – coordination required</li> <li>• Minerals safeguarding present.</li> <li>• Poor range of social infrastructure facilities. Wider facilities located in Buckingham and Aylesbury (&gt;10km away).</li> <li>• Majority of the area deemed unsuitable from recent call for sites.</li> <li>• Discussions with Cherwell District Council and Oxfordshire County Council given area location in the west of Bucks not too far from Bicester.</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• The majority of the assessment area is promoted for development through a Call For Sites submission as a New Garden Village and there is also a New Town submission (to Government).</li> <li>• Simple landownership: Most of the area is owned by FCC Waste Services, however, landownership data shows that since 2019 British Agricultural Services Limited have a qualified freehold title over this land.</li> <li>• NGED Steeple Claydon substation rated ‘green’ with ~8.1MW headroom</li> <li>• Potential large-scale new settlement utilising some previously developed land.</li> <li>• Proximity to Bicester/Winslow/Aylesbury for jobs.</li> <li>• Policy flexibility with relatively unconstrained local plan designations</li> <li>• Scope for nature recovery integration.</li> <li>• Further work on the economic potential of the area should identify opportunities for new employment development within the area. A new road link towards Westcott and the A41 would help considerably.</li> <li>• Mostly Grade 4 agricultural land and non-agricultural land.</li> </ul>  |

**Table 9.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score  |
|----------------|--|-------------|----------------|---|--------|
| Place          | Conserve and integrate with the historic environment   | Medium/High | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low    |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | Low    |
|                | Preserve the rural and urban character   | High        |                | Access to existing or committed strategic active mode routes                                    | Low    |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium      | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Low    |
| Environment    | Resilient to natural and manmade risks   | Medium      |                | Address deprivation of existing communities   | Low    |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium      | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium |
|                | Protect the quality of waterbodies   | Medium      |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium |
|                | Ensure agricultural productivity for food security   | High        |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low    |
|                | Consider ground condition risks from potential land remediation and groundworks  | Low         | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | High        |                | Wider Deliverability Risks and Phasing Implications   | Low    |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |        |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |        |
|                | Consider waste and minerals  | Medium      |                |   |        |

Figure 9.1 – Consolidated Constraints Plan

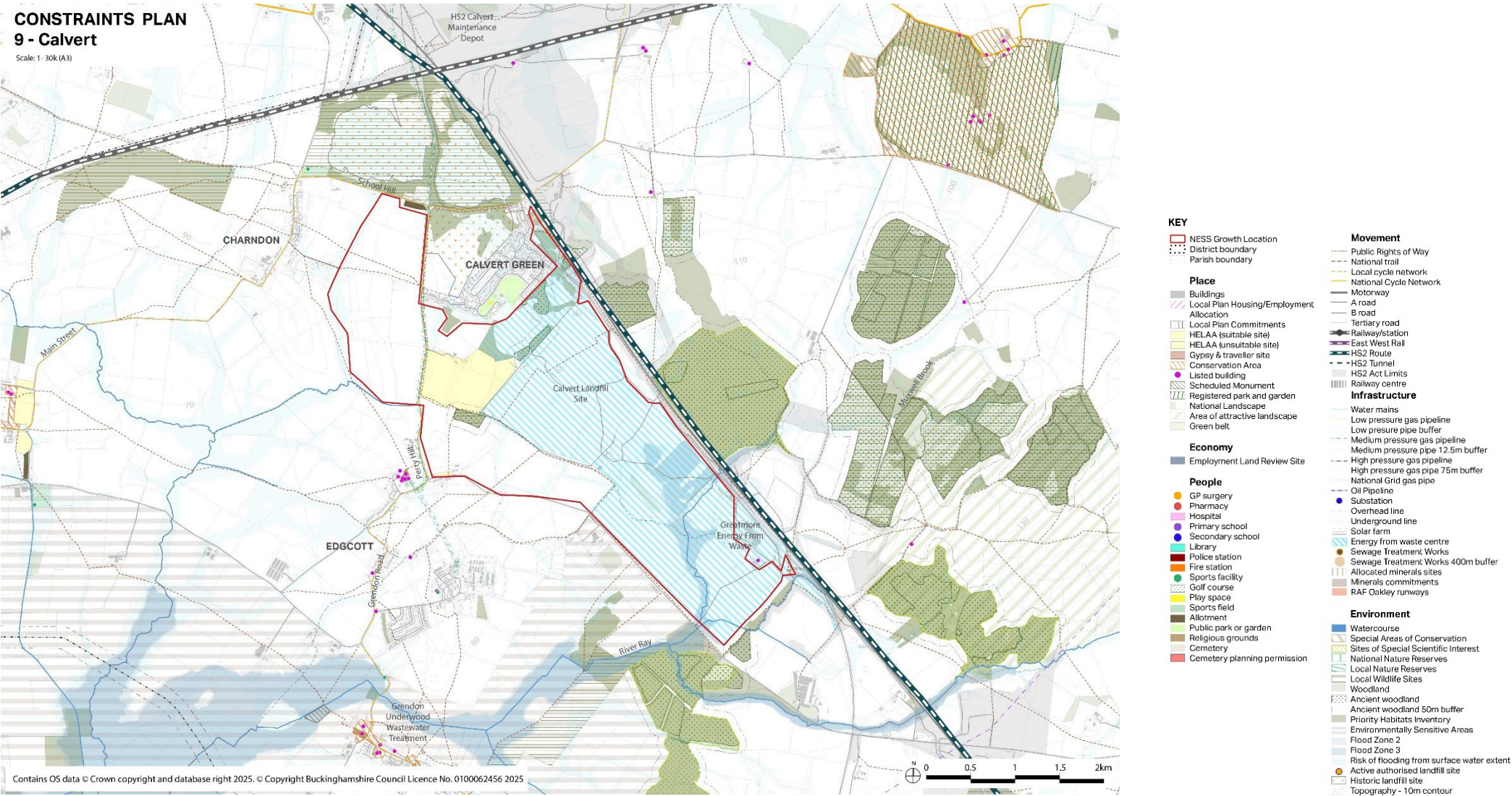
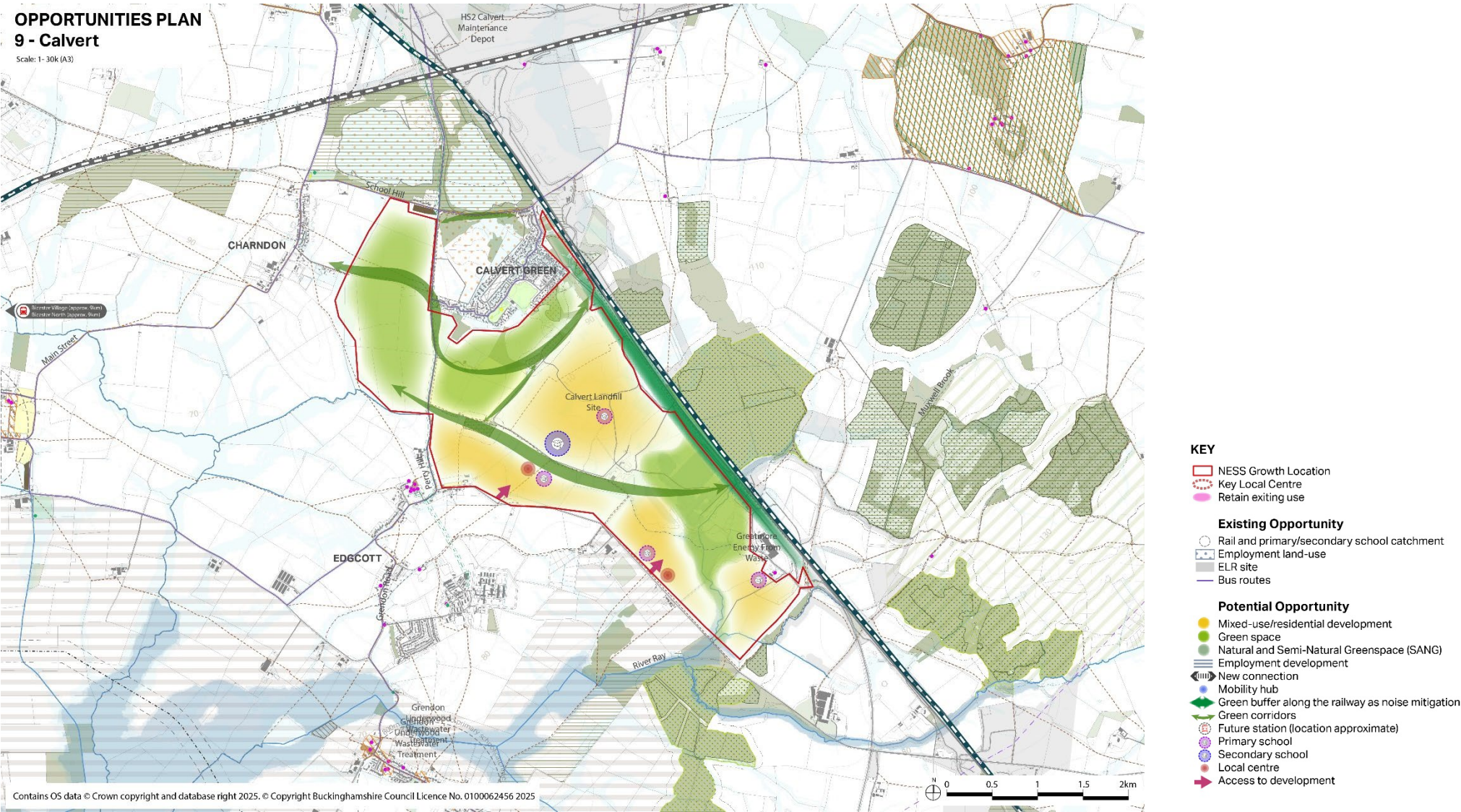




Figure 9.2 – Consolidated Opportunities Plan





# 10. Princes Risborough

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | The Princes Risborough Area consists of two parts located to the north and west of Princes Risborough, which is in the centre-west of Buckinghamshire, in between Aylesbury and High Wycombe. One of the areas has two sites.         |
| <b>Site Area</b>                             | Developable area has been updated to 517ha (including Princes Risborough Expansion Area);<br>Gross to net ratio 258ha   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - District Scale</b><br>Major urban extension with a range of services required - Dependent on associated settlement (higher order services and transport connections)  |
| <b>Assumed Site Capacity</b>                 | Area A (northern) - 1,450; Area B (western) - 4,800; Area C (Princess Risborough Expansion Area) - 2,500 Total: <b>8,750</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph |

| 2. Place                                 |  |
|--|--|
| <b>Strategic Planning Considerations</b> | The area is covered by Wycombe District Local Plan (WDLP). There are no designations in the site boundary itself, however, Princes Risborough is subject to various plan policies, including: PR3, PR16, PR9, PR10, DM12 and PR5. The WDLP allocates land between the NESS parcels as the Princes Risborough Area of Comprehensive Development with a relief road and green buffer. Princes Risborough is subject to an emerging Neighbourhood Plan, but not subject to any allocations or policies. The made Longwick-cum-Ilmer Parish Neighbourhood Plan 2017–2033 (adopted March 2018) applies to the area around Longwick. Policy A2 New Housing Allocations applies to new housing growth around Longwick Village which have not all been built yet. A topic paper was prepared to explain the development of policy for the major expansion of Princes Risborough within the Wycombe District Local Plan (Regulation 19) Publication Version (October 2017) detailing that expanding the town into the National Landscape or Green Belt is not a reasonable option. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). |
| <b>Settlement Hierarchy</b>              | The settlement review identifies Princes Risborough as Tier 2 and Longwick as Tier 4 settlements.  |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>Northern Area / Longwick:</p> <p>The area around Longwick contains a number of listed agricultural buildings, where the surrounding agricultural land forms an important part of their setting and contribution to significance. Changes to land use in this area could adversely affect this contribution and therefore require careful consideration. The settlements of Meadle and Owlswick, both designated Conservation Areas, lie close to the site, and their setting, character and associated listed buildings would need to be preserved. Alscott Conservation Area lies in the centre of the Princes Risborough expansion site and has several listed buildings.</p> <p>Western and Southern Area:</p> <p>The southern part of the area lies between the Bledlow and Horsenden Conservation Areas and is therefore highly sensitive in terms of heritage setting (amber/red sensitivity). There are multiple listed buildings associated with these Conservation Areas, including important assets along the southern boundary of the site such as the Grade II* Old House Farmhouse and the Church of St Mary. Development in this location has the potential to affect the setting and significance of these designated heritage assets and would require a high level of design and heritage mitigation.</p> <p>A Scheduled Monument, Roundabout Wood, lies centrally within the area, with a further four Scheduled Monuments located in close proximity to the southern boundary. The southern extent of the area falls within the setting of these monuments, and great care will be required to avoid harm to their significance. Any development within this area would need to be preceded by archaeological evaluation to identify and assess the potential for buried remains. Where remains are found to be directly associated with the Scheduled Monuments, they would be considered to be of equivalent significance and should be preserved in situ unless exceptional justification for excavation is demonstrated.</p> <p>There are no Registered Parks and Gardens and no locally listed buildings within or immediately adjacent to the area.</p> |
| <b>Landscape and Settlement Character</b> | <p>Three parcels, one to southwest of Princes Risborough and two to northwest around Longwick village. The parcel to the east of Longwick extends southwards to enclose the northern edge of Princes Risborough. The southwest parcel and part of the large parcel to north of Princes Risborough is adjacent to the Chilterns National Landscape. Located within LCA Risborough Chalk Foothills it is assessed as of moderate strength of character and intactness. The northern and eastern parts of the area are reasonably flat with only very gentle slopes. It becomes more undulating to the west. Much of the area is in agricultural use, in the form of arable fields and smaller paddocks. Northern parcels has the Chilterns National Landscape 1.3km to southeast. Located within LCA Longwick Vale assessed as of moderate strength of character and intactness. The area is flat and is in agricultural use in the form of arable fields to northwest of village and paddocks and woodland to northeast.</p>   |

### 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The area is subject to a broader range of environmental constraints. Around Longwick, the site includes streams and ponds alongside a relatively dense network of hedgerows, which are important for wildlife and for maintaining ecological connectivity. Several hedgerows contain black poplar trees, a notable and locally uncommon species. Much of the site comprises grassland, with some fields likely to represent botanically rich old hay meadows.</p> <p>Small woodland blocks are present within the southern part of the site, and the Chilterns AONB (National Landscape) adjoins the southern boundary. To the west of Princes Risborough, in the vicinity of Horsenden, a chalk stream forms an important ecological corridor that currently lacks adequate buffering. The retention and strengthening of this corridor is necessary, alongside the provision of a substantial green corridor between Horsenden and Bledlow, following the alignment of existing, well-used footpaths.</p> |
| <b>Relevant Waterbodies</b>       | There are a few streams crossing the sites.  |
| <b>Agricultural land</b>          | The area is mainly classified as grade 2 in the southern site and northeastern expansion. There are some patches for grade 3 and 4 agricultural land.  |
| <b>Ground conditions</b>          | There are no historic landfills on or adjacent to the area. Therefore, there is likely to be a low risk of contamination in the area.  |

### 4. Infrastructure

|               |                                |   |
|---------------|--------------------------------|---|
| <b>Energy</b> | <i>Existing Infrastructure</i> | <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substations which would serve this area are Ilmer Primary and Saunderton Primary. Both of these substations have a 'Green (over 5% headroom)' RAG rating. Ilmer Primary has approximately 20% unutilised capacity and Saunderton Primary has approximately 60% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Princes Risborough area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|---------------|--------------------------------|---|

## 4. Infrastructure

|  |  |
|--|--|
| <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Princes Risborough area is UKPN. Mapping downloaded from the UKPN website indicates that multiple overhead lines cross the site as follows:</p> <ul style="list-style-type: none"> <li>- One 132kV overhead line crosses the southern parcel in a north-south direction.</li> <li>- One 33kV overhead line crosses the eastern areas of the southern parcel in a north-south direction.</li> <li>- Five 11kV overhead lines cross various areas of the southern parcel.</li> <li>- Ten 11kV overhead lines cross the north-eastern parcel.</li> <li>- One 11kV overhead line crosses the north-western parcel.</li> </ul> <p>Client-supplied mapping indicates that there are no substations located within this area.</p> |
| <i>Implications and Mitigation (Oil)</i>         | <p>Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.</p>   |
| <i>Implications and Mitigation (Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area.</p> <p>The Council-supplied SGN mapping indicates that a high pressure (HP) distribution main extends across the centre of the southern (Horsendon) parcel in a south to north-east direction, and through the centre of the northern parcel. This HP gas main will require diversions and/or a large easement/buffer corridor. It is considered a significant constraint to development.</p> <p>The mapping indicates that two medium pressure (MP) distribution mains extend across the north-eastern area, along the A4129 and Mill Lane.</p>  |
| <i>Implications and Mitigation (Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) indicates that the area is suitable for the generation of energy through ground mounted solar panels and wind.</p>  |

#### 4. Infrastructure

|  |  |   |
|--|--|---|
| <b>Water and<br/>wastewater</b>                          | <i>Existing<br/>Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Princes Risborough Sewage Treatment Works (Thames Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|  | <i>Implications<br/>and Mitigation</i> | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Princes Risborough Sewage Treatment Works (Thames Water) is located within this area, adjacent to the south-western railway border of the north-eastern parcel. An odour impact assessment may be required to understand impacts to development in this area and to confirm buffer requirements.</p> <p>Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk<br/>and Surface<br/>Water<br/>Drainage</b> | <i>Implications<br/>and Mitigation</i> | <p>There are two small areas of Flood Zones 2 and 3 associated with the risk of river flooding as follows:</p> <ul style="list-style-type: none"> <li>· Along an Ordinary Watercourse which flows across a small area on the eastern side of the southern parcel.</li> <li>· Along a small area on the southern corner of the north-eastern parcel.</li> </ul> <p>Buckinghamshire Council's online Main River and Ordinary Watercourses Map shows three Ordinary Watercourses across the southern parcel and five across the north-eastern parcel.</p> <p>The surface water flood map shows flood extends along and around some of the Ordinary Watercourses, including the one which crosses the north side of Longwick. The map also shows some localised areas of surface water flood risk around Longwick and Princes Risborough.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Development around the fluvial and surface water flood extents will be constrained.</p>                                 |



## 4. Infrastructure

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:<br>Superfast (>=30 Mbps): 97.2%<br>Ultrafast (>100 Mbps): 81.4%<br>Gigabit (DOCSIS 3.1 or FTTP): 80.5%<br>Full Fibre (FTTP or FTTH): 74.9%  |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.  |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A mineral safeguarding area for Alluvium falls within significant parts of the area. There are no existing waste management sites in Princes Risborough. The closest sites are in Haddenham (Haddenham Business Park) and Stoke Mandeville (Triangle Business Park). Both sites are classed by the BMWLP (2019) as secondary areas of focus for growth. There is a household waste and recycling centre located close to the area to the south of the site. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.  |

## 5. Movement

|                                 |                                |  |
|---------------------------------|--------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                | DfT overall connectivity score is <b>39.74</b> . This represents a <b>low-medium level of connectivity</b> . It should be noted that portions of land within each of the three outlined site areas which lie on the edge of Princes Risborough achieve a higher connectivity score.                        |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i> | The A4010 connects the established parts of Princes Risborough to Aylesbury and High Wycombe, it does not run through either the northern or western parts of the area. The A4129 runs through the northern part of the area connecting this part of the area to Princes Risborough Town Centre and Thame. |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads including Bedlow Ridge Road and Bedlow Road (western site) and the A4129 Thame Road and B4009 Lower Icknield Way (northern sites). Mitigation for other parts of the highway network may be required to address congestion that might arise. In addition, development of this scale could support a relief road linking the A4010 and B4009, which would relieve pressure on the town centre, but this could be a challenging and expensive scheme to bring forward, most notably the need to cross three railway lines.   |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | The northern, north-eastern and western parts of the area are poorly served by existing bus services. There are more frequent bus services that connect Princes Risborough Town Centre between Aylesbury and High Wycombe, along the A4010.   |
|                           | <i>Implications and Mitigation</i> | Additional bus services would be required to facilitate access to nearby centres, in particular Princes Risborough. The western development site would require new services, although it lies closer and potentially within a reasonable walking and cycling distance of Princes Risborough station and town centre.  |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | Train lines bisect the area in various ways. There are two railway stations in the area - Princes Risborough and Monks Risborough. Princes Risborough provides direct services to Aylesbury, High Wycombe, London Marylebone, Bicester and Oxford. Monks Risborough provides services to Aylesbury, and Princes Risborough on a branch line. The western part of the area is within walking distance to Princes Risborough Station. Parts of the north eastern area are within walking distance of Monks Risborough and Little Kimble stations, although these stations would only be attractive for people travelling towards Aylesbury as people may have preference for travelling direct to Princes Risborough station to access more services. The northern part of the area is not within walking distance to either station. |
|                           | <i>Implications and Mitigation</i> | It is unlikely improvements to rail services would be secured as a result of development in this area. Station improvements could be considered including potentially a new western access to Princes Risborough station which could improve accessibility otherwise people route need to route via existing roads like Picts Lane to reach the station entrance. Upgrades could be secured to Monks Risborough station, with access from the western side required to better link to the development - this would require a bridge over the single track to link to the platform which lies on the eastern side of the track alongside Crowbrook Road.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The National Cycle Network runs through the western part of the area in an east-west direction to Thame and Chesham. Both the northern and western parts of the area are outside of walking distance to the services and facilities within the established Princes Risborough Town Centre.  |
|                           | <i>Implications and Mitigation</i> | Buckinghamshire's Local Cycling and Walking Infrastructure Plan (LCWIP) further plans to improve cycle infrastructure in the area by providing routes to Aylesbury, High Wycombe, and Chinnor.  |

| 6. People                               |                                    |   |
|---|------------------------------------|---|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>Most of the facilities in Princes Risborough are within walking and cycling distance.</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Princes Risborough and alternatively in Buckingham (8km away) and High Wycombe (9km away).</p> <p>The combination of Princes Risborough and Longwick have the following services:<br/>9 food shops, 6 public houses, 2 post office, 2 GP surgeries, 6 community hall, 4 primary school, 1 secondary school, 7 faith buildings<br/>2 pharmacy, 1 library, 4 dentist, 16 sports facilities</p> |
|   | <i>Implications and Mitigation</i> | <p>The capacity of existing healthcare and education capacity in the wider surrounding area is unknown, however it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area. This area is unlikely to support a new hospital therefore extensions of existing facilities should be supported.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
|   | <i>Implications and Mitigation</i> | <p><b>Education</b></p> <p>7 Early Years facilities (50 places each)<br/>12 primary school form entries<br/>15 secondary school form entries<br/>Provision for 80 SEND pupils<br/>440 college places<br/>110 adult learning places</p>  |
|   | <i>Implications and Mitigation</i> | <p><b>Healthcare</b></p> <p>1,240 sq.m of primary healthcare facility space<br/>4 community pharmacies<br/>420 sq.m of dental facility space<br/>39 hospital beds<br/>1010 sq.m for community and mental health services<br/>277 residential care beds</p>  |

## 6. People

|  |   |
|--|---|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>3 children's family centres<br>1280 sq.m of flexible community space<br>630 sq.m of library space<br>950 sq.m of art and cultural space  |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>1 four-lane swimming pool<br>2 four-court sports hall<br>33.6 hectares of formal outdoor sports provision<br>16.8 hectares of parks and gardens<br>12.6 hectares of amenity green space<br>37.8 hectares of natural and semi-natural greenspace<br>4.2 hectares of allotments<br>5.3 hectares of equipped/designated play areas<br>6.3 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Princes Risborough has minor levels of deprivation.   |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | Existing land uses in the area include agricultural, with arable fields and paddocks taking up most of the land. The 'Princes Risborough Industrial Estate' is a significant economic land use located close to Princes Risborough Railway Station to the west. Otherwise, the town of Princes Risborough is likely to offer some employment opportunities; Aylesbury and High Wycombe are also reasonably accessible from this location. |
| <b>Potential Employment</b> | There are two sites identified in the current WDLP for the expansion of economic activity, the first to the west of Princes Risborough Railway Station, and the second to the southwest of Longwick. Aylesbury and High Wycombe are priority towns for economic growth and regeneration.  |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | <p>This area has a complex landownership split with over 100 landowners. However, 20 of these own the biggest parcels of land. Approximately two thirds of the land is privately owned and one third is owned by limited companies, with J. Walker Limited owning the majority of this portion. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges. A few sites have been put forward for the most recent call for sites as part of the Princes Risborough expansion area, and these have been partly suitable and unsuitable sites.</p> <p>With regards to existing expansion area allocation, decision to remove requirement for site to come forward under one application has not resulted in a comprehensive consortium of development.</p>   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | <p>Existing Expansion Area allocation has been slow to deliver and there have been issues with the funding and delivery of associated infrastructure (significant strategic infrastructure costs associated with site). Significant funding may be required to deliver the Princes Risborough Area of Comprehensive Development Relief Road identified in the WDLP, but currently unfunded and undeliverable. Significant competition from strategic development in this location. High pressure gas main will require diversions and/or a large easement/buffer corridor. It is considered a significant constraint to development of the southern parcel. Multiple overhead powerlines constrain the site. Economic development planned in Princes Risborough plus good access to Aylesbury and High Wycombe (including by rail). Significant landownership and land availability constraints to be overcome.</p> |
| <b>Refined trajectory of capacity in Plan Period</b>       | <p>Settlement expansion - district scale. Competition from nearby sites and relief road construction required may slow build-out rates and delay delivery. However, inclusion of Expansion area in site which has existing progression in local plan process will reduce lead in time for site. Typology based delivery trajectory assumptions adjusted to account for site specific planning activity. Assumption that approximately <b>3,500</b> homes would be deliverable within plan period.</p>   |



## 9. Summary

### Constraint Summary

- Longwick and Princes Risborough separated but inclusion of existing expansion area and effective connections could address this.
- Western expansion area is disconnected from rest of opportunity due to rail lines
- Chilterns National Landscape adjacent; scheduled monument and multiple conservation areas/listed buildings in and close to the site.
- HP gas main through southern (Horsenden) parcel – significant constraint
- Extensive overhead lines incl. 132kV.
- DfT connectivity ~39.74 (low-medium) away from town edge; buses stronger on A4010 than in northern/western parcels.
- Parts of area in FZ2/3 along ordinary watercourses and surface water flooding; minerals safeguarding significant.
- The impact of any development on Wycombe District Local Plan (Policy PR3 – Princes Risborough area of comprehensive development) should it be decided to save the policy as part of planning for the new Local Plan.- Existing expansion area plans include challenges related to funding associated relief road infrastructure
- Mainly Grade 2 agricultural land.
- Both the northern and western parts of the area are outside of walking distance to the services and facilities within the established Princes Risborough Town Centre.
- Complex landownership (over 100 landowners). 20 own the biggest parcels of land.
- Some sites put forward for Call for Sites (suitable and unsuitable).

### Opportunities Summary

- Princes Risborough Main Expansion Area between Longwick and Princes Risborough as allocated in the Wycombe District Local Plan has potential to connect the additional expansion areas to north and west.
- Low risk of contamination – no historic landfills.
- Two stations (Princes Risborough/Monks Risborough) with direct services to London/Oxford/Aylesbury.
- Strong town services; potential employment expansion sites identified in WDLP
- Ability to deliver active travel connections to station.
- Potential to include employment land within the sites.

**Table 10.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Low/Medium  | Movement       | Access to existing or committed sustainable Public Transport links and services                 | High        |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | High        |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | High        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium/High | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium/High |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Low         |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium      |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Low         |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Low         |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Low/Medium  |                |   |             |

### Figure 10.1 – Consolidated Constraints Plan

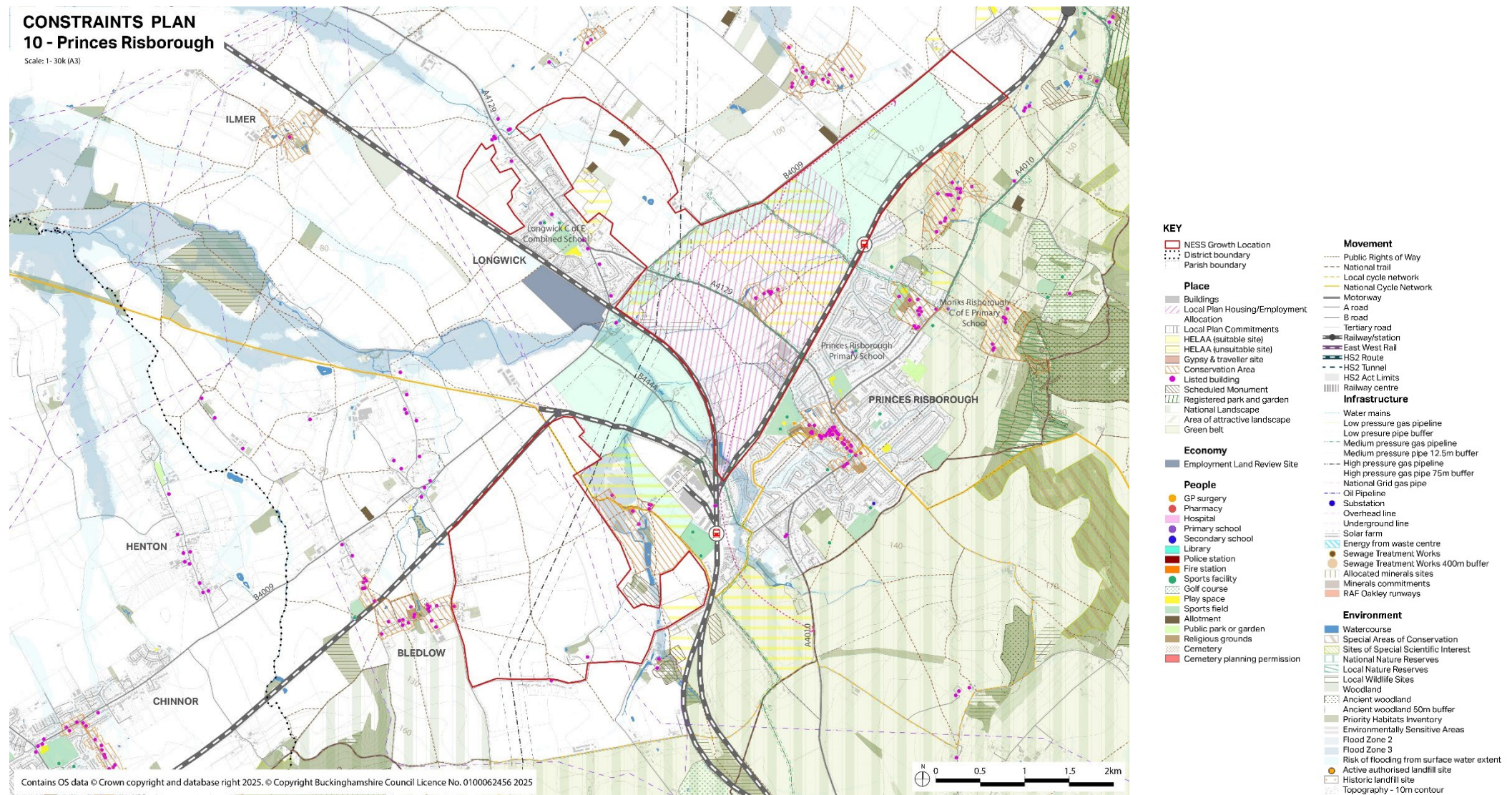
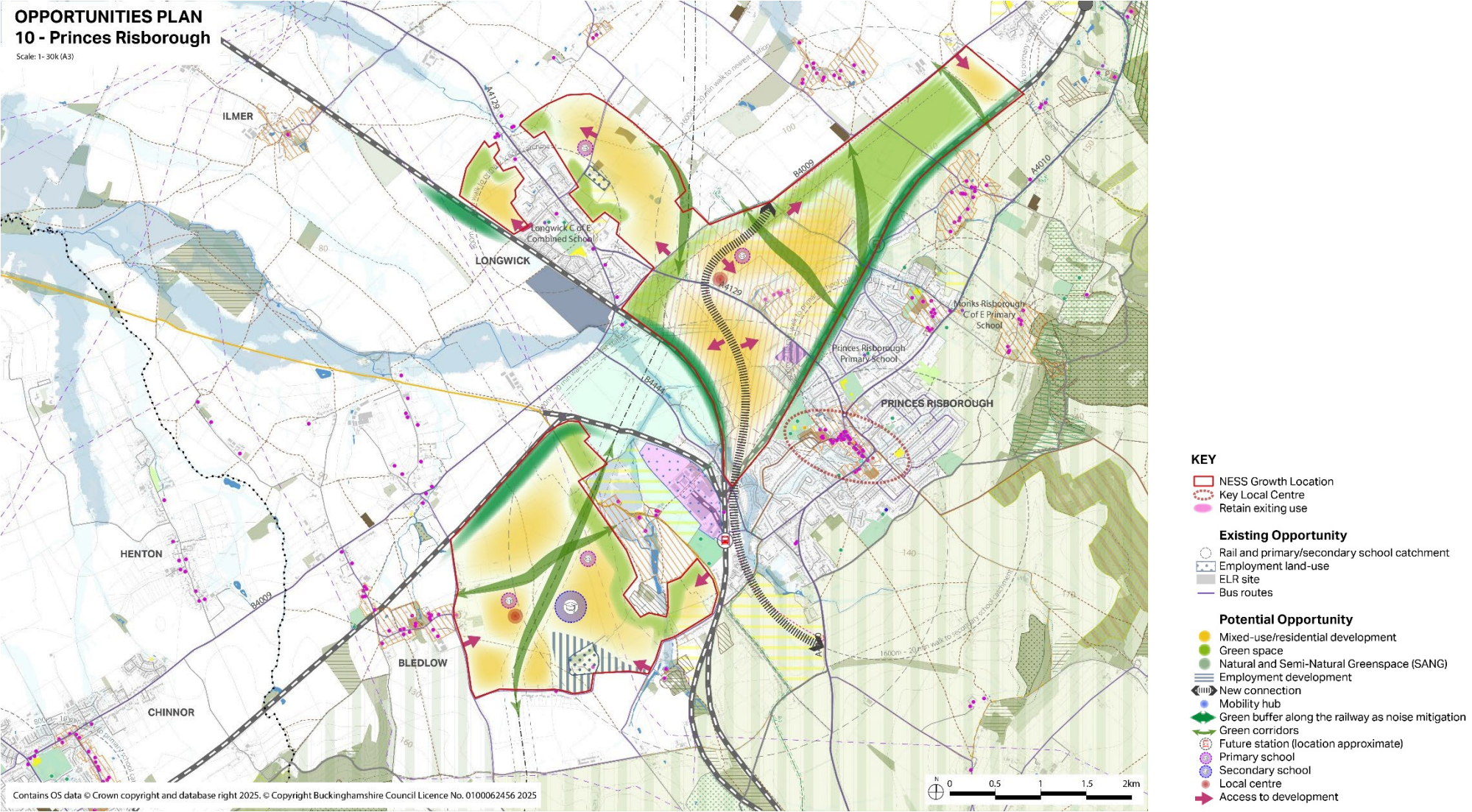




Figure 10.2 – Consolidated Opportunities Plan



# 11. Stoke Mandeville

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | This site is considered for a strategic urban extension. It is located on the main London-Amersham-Aylesbury railway. Stoke Mandeville is located south of Aylesbury, in central Buckinghamshire. |
| <b>Site Area</b>                             | Size of developable area: 103.2ha;<br>Size of SANG: 34.4ha;<br>Size of developable area (after SANG) 68.8ha<br>Gross to net ratio (50%): 34.4ha;  |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Local Scale</b><br>Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services)        |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>1,720</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |

| 2. Place                                 |  |
|--|--|
| <b>Strategic Planning Considerations</b> | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. There are no designations on the area itself. The only designations close to the area are the route of HS2, a commitment (18/00510/COUOR) adjacent to Triangle Business Park and Triangle Business Park is designated a Key Employment Site. The area has also been covered by policies and proposals in an emerging Stoke Mandeville neighbourhood plan. The NESS area is shown outside the Settlement Boundary and is adjacent to the route of HS2, partially overlapping to the south west. Draft Policy GI3 (Settlement Boundary) aimed to limit development to the housing allocations in the made VALP 2013-2033. The area also falls within the Halton Aerodrome Safeguarding Zone. |
| <b>Settlement Hierarchy</b>              | Stoke Mandeville is classified as a tier 3 settlement – a small market town or other large settlement.   |



## 2. Place

|   |  |
|---|--|
| <b>Historic Environment</b>               | <p>There are a number of Grade II listed buildings within the periphery of the site, including Stoke House, the Woolpack Public House, and Nos. 3, 7, 9 and Spencer Cottage (29–31) Risborough Road. While no listed buildings are located within the site itself, development proposals would need to assess the site's contribution to the setting and significance of these nearby heritage assets, including consideration of views to, from and across the site.</p> <p>There are no scheduled monuments or conservation areas within or adjacent to the site. In addition, 32 buildings or structures have been put forward for consideration by the Parish Council within the emerging Neighbourhood Plan.</p> <p>The expansion area has been subject to geophysical survey and is scheduled to undergo archaeological evaluation through trial trenching in January 2026. The site is considered to have high archaeological potential due to its proximity to the HS2 works, where a Roman mausoleum was identified, and geophysical results indicating a probable Roman settlement within the site boundary. The results of the evaluation will inform the significance of any remains and determine where preservation in situ is required and where remains may be appropriately excavated and recorded.</p> |
| <b>Landscape and Settlement Character</b> | <p>Chilterns National Landscape 700m to the south. Located within LCA Southern Vale assessed as of poor condition. The area is flat and agricultural fields managed for arable. HS2 works to southwest.</p>  |

## 3. Environment

|                                   |   |
|-----------------------------------|---|
| <b>Environmental Designations</b> | <p>The whole area lies within the Zone of Influence for Ashridge Common and Woods Special Area of Conservation (SAC), which is located approximately 11.9 km to the east.</p> <p>Due to the scale of development that could be accommodated, the provision of Suitable Alternative Natural Greenspace (SANG) would be required to avoid adverse effects on the integrity of the SAC. An existing SANG is under construction at Kingsbrook Meadows to the east of Aylesbury. The Stoke Mandeville site is within the 5km catchment of Kingsbrook Meadows SANG and development credits may be an option as an alternative to onsite SANG provision. The availability of credits required review however as multiple developments around Aylesbury will compete for this capacity.</p> <p>A watercourse runs through the site and loops around the southern boundary. The area contains a reasonably intact network of hedgerows and is dominated by arable farmland, which is likely to support farmland bird species. No other statutory environmental designations are present within the site.</p> |
| <b>Relevant Waterbodies</b>       | <p>Part of the Stoke Brook does run across the middle of the site; it is a small watercourse</p>  |
| <b>Agricultural land</b>          | <p>The whole area is classified as grade 3 good to moderate quality agricultural land.</p>  |

### 3. Environment

|                          |   |
|--------------------------|---|
| <b>Ground conditions</b> | There are no historic landfills on or adjacent to the area. There is not considered to be a risk of contamination in the area |
|--------------------------|---|

### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve this area is Wendover Primary Substation, which has a 'Green (over 5% headroom)' RAG rating and approximately 34% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Stoke Mandeville area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|               | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Stoke Mandeville area is UKPN. Mapping downloaded from the UKPN website indicates that three 11kV overhead lines cross this area and one 11kV overhead line is located immediately beyond the boundary. These overhead lines are not considered a significant constraint to development.</p>  |
|               | <i>Implications and Mitigation (Oil)</i>         | <p>Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.</p>  |
|               | <i>Implications and Mitigation (Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that medium pressure (MP) gas mains are located along the A4010 and A413 beyond the west, north and east. New site accesses may require these MP gas mains to be lowered and/or protected, but are not considered a significant constraint to development.</p>  |
|               | <i>Implications and Mitigation (Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) indicates that this area (given the relatively flat and lowland location) is not suitable for the generation of energy through wind. The study indicates there is significant potential for roof mounted solar PV and roof mounted solar thermal. It indicates that the area is not suitable for ground mounted solar panels. Biomass and Energy Crops are not thought to have much potential on this area.</p>  |

#### 4. Infrastructure

|  |                                    |   |
|--|------------------------------------|---|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Aylesbury Sewage Treatment Works (Thames Water) and/or Princes Risborough Sewage Treatment Works (Thames Water), both of which were assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|  | <i>Implications and Mitigation</i> | <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is located entirely in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. Buckinghamshire Council's online Main River and Ordinary Watercourses Map shows that an Ordinary Watercourse extends across the centre of the site, flowing in a westerly direction.</p> <p>The surface water flood map shows that there is a risk of surface water flooding along some road/fields, indicating that ditches may be present.</p> <p>Watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p>   |

## 4. Infrastructure

|                           |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:<br>Superfast (>=30 Mbps): 97.2%<br>Ultrafast (>100 Mbps): 81.4%<br>Gigabit (DOCSIS 3.1 or FTTP): 80.5%<br>Full Fibre (FTTP or FTTH): 74.9% |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.   |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | There are no minerals safeguarding area constraints on this site. There is a waste management site in Stoke Mandeville (Triangle Business Park). This site is classed by the BMWLP (2019) as a secondary area of focus for growth. There are two household waste recycling centres in Aylesbury, located to the east and west of the town.                               |
|                           | <i>Implications and Mitigation</i> | Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.  |

## 5. Movement

|                                 |                                |   |
|---------------------------------|--------------------------------|---|
| <b>DfT Connectivity Metrics</b> |                                | DfT overall connectivity score is <b>51.07</b> . This represents a <b>medium-high level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i> | The development area lies between the A413 and A4010, providing links to Aylesbury to the north, Amersham and Uxbridge via the A413, and Princes Risborough and High Wycombe via the A4010 to the south. Wendover Road leading into Aylesbury experiences congestion. Roads are susceptible to additional disruption due to HS2 construction as well as link road projects to the south of Aylesbury, however these should be largely complete by the time development were to come forward. The planned and newly opened link roads around Aylesbury, including the Stoke Mandeville Relief Road should provide better connectivity around the town and to the wider network towards Leighton Buzzard, Milton Keynes and Bicester. |

| 5. Movement               |                                    |  |
|---------------------------|------------------------------------|--|
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads most likely to the west onto the A4010 Risborough Road and east onto A413 Wendover Road. The London-Aylesbury rail line runs through the development area and will create two separate land parcels unless cross-site connectivity is created through provision of a new bridge connection over the railway which will be expensive. Some off-site highway mitigation may be required to nearby junctions.  |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | The A413 is a well-served corridor for buses. The following bus routes pass along the A413 - 300 (Aylesbury to H Wycombe); 50 (Aylesbury to RAF Halton, Wendover); 61A (Aylesbury to Dunstable). The 300 and 50 are the most frequent with a typical service of 2 per hour each way. the A4010 Risborough Road is not as well served by bus, with the infrequent 112 service running once a day in each direction.   |
|                           | <i>Implications and Mitigation</i> | There may be opportunity to divert existing buses into the development area, or providing high quality stops on the well-served A413 corridor and good active mode routes to connect to them. The western part of the development area would be more poorly served by bus, and therefore consideration would need to be given to new services or a significant increase in existing service frequencies on the A4010.  |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | Stoke Mandeville railway station is located to the north of the site, and the station car park adjoins the development area. The station is on the London - Aylesbury line and is served by Chiltern Railways trains. It is between Wendover and Aylesbury stations. Both station platforms have step-free access. At peak times there are up to 4 trains per hour to London in the morning, and from London (to Aylesbury) in the evening. Most of the development area would be within a 1km walk/cycle of the station, making it a highly accessible location.        |
|                           | <i>Implications and Mitigation</i> | It is unlikely the development would trigger the need for improvements to rail services, however better access would be required to link the development site to the station, potentially through active mode links through the station car park.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | Aylesbury and Wendover are accessible within a 5km cycling distance. The area is also well located for cycling into and beyond the Chilterns with routes available to Thame, Great Missenden, Amersham, Chesham and further afield. Off-road cycle provision is already available along sections of the A413 Wendover Road. There are some existing PRoW across the railway however these are unlikely to be suitable for more intensive use.  |
|                           | <i>Implications and Mitigation</i> | An opportunity should be explored to provide a walking and cycling route directly into the railway station site. Upgrades to existing PRoW are likely to be needed to provide improved traffic free walking and cycling routes between the A413 to A4010, into Stoke Mandeville. Consideration would need to be given to cross-site linkages. If a highway connection over the railway line is not viable, consideration should be given to providing extra or improved step-free crossings under/over the railway - this could replace an existing PRoW level crossing. |



## 6. People

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| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>Stoke Mandeville has the following services all located within walking distance (800m):<br/>4 food shops, 3 public houses, 1 post offices, 1 Hospital, 1 community halls , 1 recreation ground with play area, 1 combined school<br/>1 faith buildings, 1 train station</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Aylesbury (3.5km away).</p> |
| <p><i>Implications and Mitigation</i></p> | <p>Although this area is unlikely to support a new secondary school, college, GP, hospital, community and mental health services, or residential care home, extensions of existing facilities should be supported.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p>   |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>1 Early Years facility (50 places)<br/>2 primary school form entries<br/>2 secondary school form entries<br/>Provision for 10 SEND pupils<br/>60 college places<br/>10 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>240 sq.m of primary healthcare facility space<br/>1 community pharmacy<br/>80 sq.m of dental facility space<br/>8 hospital beds<br/>200 sq.m for community and mental health services<br/>54 residential care beds</p>   |

## 6. People

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|--|---|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>250 sq.m of flexible community space<br>120 sq.m of library space<br>190 sq.m of art and cultural space<br>1 post office<br>more than one local shop   |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>6.6 hectares of formal outdoor sports provision<br>3.3 hectares of parks and gardens<br>2.5 hectares of amenity green space<br>Natural and semi-natural greenspace included within 34.4 ha SANG provision<br>0.8 hectares of allotments<br>1.0 hectares of equipped/designated play areas<br>1.2 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Stoke Mandeville has minor levels of deprivation. However, Aylesbury, located to the north of the area has higher levels of deprivation. The location is located close to 0-20% of the most deprived of LSOAs. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding areas.     |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | There are no employment uses within the area. Triangle Business Park and Chiltern View Garden Centre are beyond the railway line due east, Stoke Mandeville railway station is directly adjacent on the north of the area, and The Woolpack PH and restaurant is in the Northwest beyond the assessment area. Stoke Mandeville Hospital, 1.5km to the north, a significant employer of wider than local significance linked to medtech. The area is relatively well located in terms of close proximity to the Arla/Woodlands Enterprise Zone (5.1km to northeast) for agri-food, human health and creative sectors, and the town of Aylesbury to the northwest. |
| <b>Potential Employment</b> | Stoke Mandeville Hospital, a cluster for the life sciences and medtech growth sector, and the Woodlands EZ, will likely be locations of future employment growth, as will Aylesbury's town centre and existing employment assets.  |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | Landownership data shows this area to have a very simple split. 3 private landowners own all of the site, with the northern boundary being owned by the Secretary of State for Transport for the development of HS2, which will be under construction until 2035 earliest. Half of the area has been put forward for the most recent call for sites and has been classed as suitable. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges.  |
| <b>Wider Deliverability Risks and Phasing Implications</b> | The northern part of the area is already subject to a planning application (25/00167/AOP) for up to 650 dwellings. This was refused in October 2025 with various technical reasons for refusal that are likely to be able to be overcome via a local plan allocation with sufficient mitigation and SANG provision. HS2 works along the south west boundary which may not significantly reduce land availability. Competition with significant development at Aylesbury Garden Town, part of which is immediately north of Stoke Mandeville. Bridge over the railway within the site required to link the site for active travel and if viable also vehicular travel. |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Local typology. Good accessibility to Aylesbury with access to infrastructure and employment. Three accesses likely and site in three main landownerships.<br>Typology based delivery trajectory assumptions adjusted to account for site specific planning activity. Assumption that approximately <b>1,650</b> homes would be deliverable within plan period, effectively delivering whole site in plan period.  |

## 9. Summary

|                           |   |
|---------------------------|---|
| <b>Constraint Summary</b> | <ul style="list-style-type: none"> <li>• Chilterns National Landscape close to the site. Within SAC Zone of Influence. Site visible from Coombe Hill.</li> <li>• Provision of SANG given location in the Zone of Influence for Ashridge SSSI of the Chiltern Beechwoods Mitigation Strategy.</li> <li>• Flood zone 1 but some surface water flooding. Flood risk from Stoke Brook surface water.</li> <li>• Adjacent to HS2 works</li> <li>• Halton Aerodrome Safeguarding Zone</li> <li>• Railway bisects area – need cross-site connectivity (bridge/underpass)</li> <li>• Minerals/waste context includes nearby key employment site.</li> <li>• Given the work on a neighbourhood plan for up to 10 years (since 2016) engagement with the parish council and local community will need to be handled carefully. The neighbourhood plan did not foresee development of this NESS area; the land would be open. It is possible however to reach an understanding on the need to look at this area for development. The neighbourhood plan was working in a context of the VALP growth (to 2033) and so its background was quite dated.</li> <li>• Refused application on site for 650 homes (October 2025) – insufficient density on site a large part in decision.</li> </ul> |
|---------------------------|---|

## 9. Summary

### Opportunities Summary

- Much of the assessment area is promoted for development through a Call For Sites submission. There is a pending planning application on part of the site too. Very simple landownership split (3 main landowners).
- A mixed-use allocation located close to the sites (3,000 homes and employment land).
- SANG requirements could be met through reserved credits at Kingsbrook, allowing more onsite development.
- Station immediately adjacent
- Opportunity to add bridge to connect to existing trainline.
- DfT Connectivity ~51.07 ( medium-high); Strong bus corridor (A413)
- Proximity to Stoke Mandeville Hospital and Woodlands EZ
- Relatively unconstrained policies.
- UKPN Wendover substation rated 'green' (~34% headroom)
- Strong connections to strategic social infrastructure.
- Low risk of land contamination.
- Potential to address local deprivation with new infrastructure and jobs in Aylesbury.
- Very simple landownership: 3 private landowners and half of the area HELAA suitable.

**Table 11.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Medium/High |                | Access to existing or committed sustainable Rail transport links and services                   | High        |
|                | Preserve the rural and urban character   | High        |                | Access to existing or committed strategic active mode routes                                    | High        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Low/Medium  |
| Environment    | Resilient to natural and manmade risks   | High        |                | Address deprivation of existing communities   | Medium/High |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium/High |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium/High |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | High        |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | High        |                | Wider Deliverability Risks and Phasing Implications   | Medium/High |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium/High |                |   |             |



### Figure 11.1 – Consolidated Constraints Plan

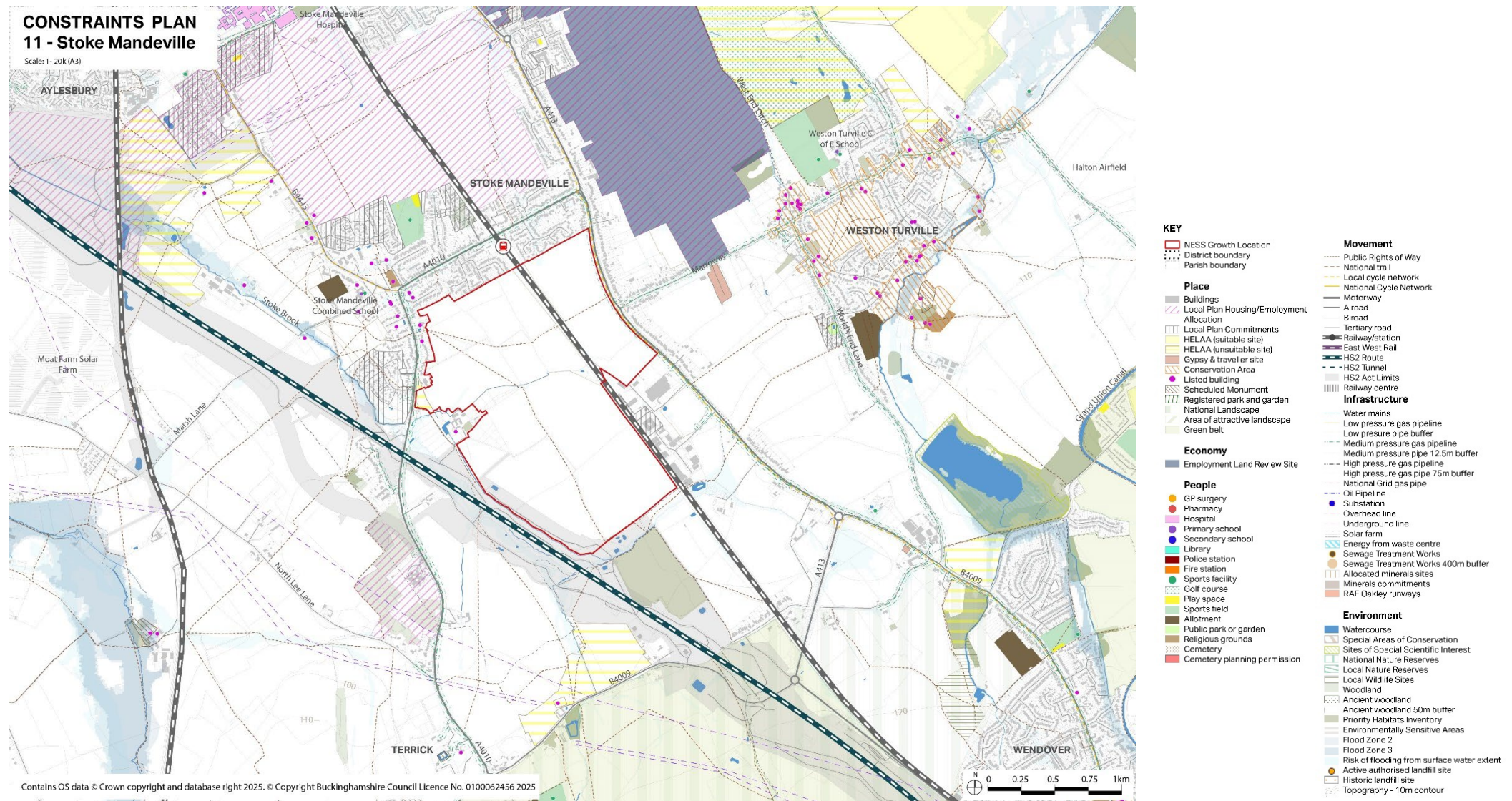
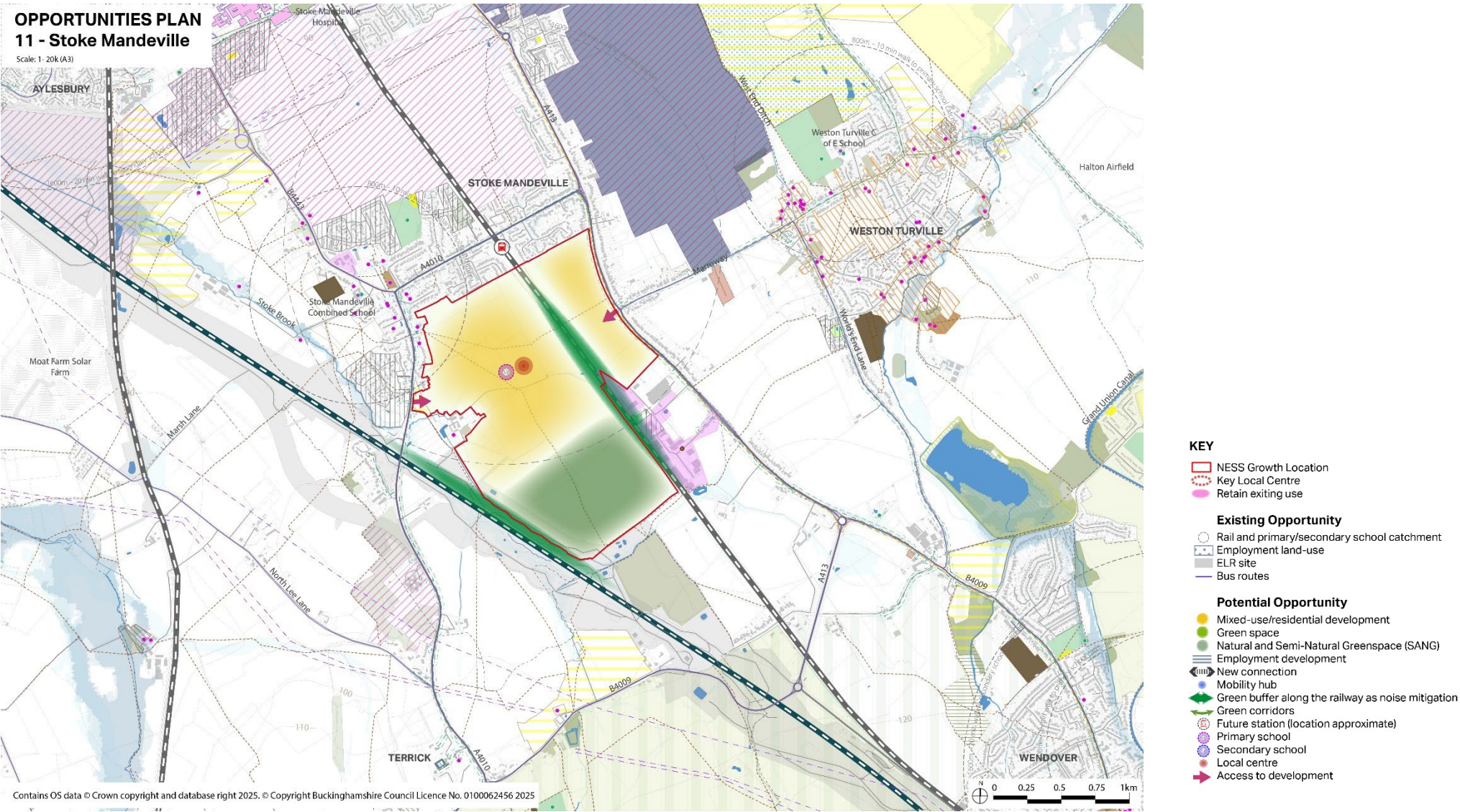




Figure 11.2 – Consolidated Opportunities Plan



## 12. Winslow

| 1. Location Summary                          |  |
|--|--|
| <b>Location and General Area Description</b> | The Winslow area surrounds Winslow settlement, in the north of Buckinghamshire, in between Aylesbury and Buckingham. The area is made up of two sites.   |
| <b>Site Area</b>                             | Size of developable area in Area A (Northeast Winslow) 231ha;<br>Gross to net ratio 115.5ha.<br>Size of developable area in Area B (Northwest Winslow) 191ha;<br>Gross to net ratio 95.5ha.<br>Total 211ha                   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - District Scale</b><br>Major urban extension with a range of services required - Dependent on associated settlement (higher order services and transport connections)                               |
| <b>Assumed Site Capacity</b>                 | Number of dwellings in Area A - 5,775-6,000<br>Number of dwellings in Area B - 4,775<br>Total approx. <b>10,550</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph |

| 2. Place                                 |   |
|--|---|
| <b>Strategic Planning Considerations</b> | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. There are no designations in the site boundary itself. Nearby Winslow station is nearing completion as part of the East-West Rail scheme. VALP allocation (WIN001) is allocated for at least 315 homes and green infrastructure. The Winslow Neighbourhood Plan 2022-2023 (WNP) came into force in March 2023 and allocates sites within the area. Policy 2 (Housing Developments and Allocations) allocates land for housing for some Winslow sites, Policy 6 (Sports hub) is allocated for the relocation of sports facilities, and Policy 5 (Employment) allocated three sites for employment use. The New Settlement Scoping Study Aylesbury Vale District Council (GL Hearn, 2016) states that land immediately north of Winslow is identified as an area of growth, and could form part of an integrated urban extension with any new development within the airfield. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). |

## 2. Place

|   |   |
|---|---|
| <b>Settlement Hierarchy</b>               | Winslow is classified as a Tier 3 settlement - a small market town or large settlement.   |
| <b>Historic Environment</b>               | <p>There are no listed buildings within the site itself. Winslow and Great Horwood Conservation Areas are located within the wider vicinity of the site, with clusters of listed buildings concentrated within their historic cores. While the site is not directly adjacent to these areas, development of the scale proposed would reduce the degree of separation between the historic settlements of Winslow, Great Horwood, and Addington to the west, and could affect their wider settings.</p> <p>There are no registered parks and gardens, scheduled monuments, or locally listed buildings within or adjacent to the site.</p> <p>The site contains evidence of prehistoric and Roman activity. Parts of the area have previously been subject to archaeological evaluation, which did not identify remains of such significance as to preclude development. However, any development proposals within previously unevaluated areas would need to be preceded by archaeological evaluation to ensure that any significant remains are preserved in situ or, where necessary, appropriately excavated and recorded.</p> |
| <b>Landscape and Settlement Character</b> | Two parcels close to each other. No national or regional landscape designations. Western parcel located within LCA Winslow Ridge (west) assessed as in very good condition and eastern parcel located within LCA Claydon Tributary assessed as of good condition and LCA Greenway Open Farmland assessed as of very poor condition. The area is relatively flat with gentle slopes throughout. Much of the area is in agricultural use, in the form of large arable fields and smaller paddocks, there are areas of woodland scattered throughout the area. The area represents a relatively rural setting to the settlement of Winslow. Landscape to the north of the town in relatively poor condition with a weak sense of place, due to a large part of the area being a disused airfield where the ground has been levelled and field pattern removed. This offers the greatest potential for major growth, and there is an opportunity to improve landscape structure through development and the creation of new green infrastructure.   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | The area is not subject to a large number of environmental designations. The airfield area includes a watercourse and associated woodland, while the western part of the site contains well-established woodland and hedgerows, including areas covered by Tree Preservation Orders. The predominantly open character of the site is of value for ground-nesting bird species, and the wider habitat mosaic supports species such as hairstreak butterflies. |
| <b>Relevant Waterbodies</b>       | A river crosses between the northeastern and southwestern sites of the area  |
| <b>Agricultural land</b>          | The area is mainly classified as grade 3 good to moderate quality agricultural land. There are also small areas of grade 4.  |

### 3. Environment

|                          |  |
|--------------------------|--|
| <b>Ground conditions</b> | There are no historic landfills on or adjacent to the area. There is likely to be a low risk of contamination in the area. |
|--------------------------|--|

### 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | <p>According to NGED's online Network Opportunity Map, the primary electrical substation which would serve this area is Winslow Substation, which has an 'Amber' Demand Connected RAG rating and an 'Amber' Demand Contracted RAG rating. The Demand Contracted Headroom is shown as 3.1MW. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Winslow area, National Grid Electricity Distribution (NGED) manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p>  |
|               | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Winslow area is National Grid Electricity Distribution (NGED). Mapping downloaded from the NGED website indicates that multiple distribution cables cross this area:</p> <ul style="list-style-type: none"> <li>- Four 132kV overhead lines cross the central and eastern areas of the western parcel in a north-south direction.</li> <li>- Three 11kV overhead lines cross the western parcel.</li> <li>- Two 132kV overhead lines cross the eastern parcel in a west-east direction.</li> <li>- Three 11kV overhead lines cross the eastern parcel.</li> </ul> <p>A planned ground mounted 25MW solar farm is located in this area.</p> |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |



| 4. Infrastructure    |   |   |
|----------------------|---|---|
|                      | <i>Implications and Mitigation (Gas)</i>        | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that a high pressure (HP) distribution main is located along the south-eastern corner of the western parcel. Development in this corner will need to accommodate the easement/buffer associated with this HP main, but it is not considered a significant constraint to development.</p> <p>The Council-supplied SGN mapping also indicates that a medium pressure (MP) main extends across the centre of the western parcel, along the A413. New site accesses may require this MP gas main to be lowered and/or protected, and development along the A413 will need to account for its easement/buffer. However, it is not considered a significant constraint to development.</p>  |
|                      | <i>Implications and Mitigation (Renewables)</i> | <p>The Renewable Energy Assessment (CSE, 2024) indicates that the area is suitable for the generation of energy through ground mounted solar panels and wind. The substation will likely require upgrading to meet additional electricity demand.</p>   |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would be served by Winslow Sewage Treatment Works (Anglian Water) and/or Great Horwood Sewage Treatment Works (Anglian Water). Winslow was assigned an <b>orange</b> 'limited capacity for growth' RAG rating and Great Horwood was assigned a <b>green</b> 'capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|                      | <i>Implications and Mitigation</i>              | <p>Great Horwood Sewage Treatment Works is located to the north of the eastern parcel (on the south side of Great Horwood village). An odour impact assessment may be required to understand impacts to development in this area and to confirm buffer requirements.</p> <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |

| 4. Infrastructure                            |                                    |   |
|--|------------------------------------|---|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>The majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. There are small areas of Flood Zone 2 and Flood Zone 3 along an Ordinary Watercourse which flows in a north-westerly direction within the site, along the southern boundary of the eastern parcel, and along the north-eastern boundary of the western parcel. The flood zones do not present a major constraint to development.</p> <p>The surface water flood map indicates that there are multiple Ordinary Watercourses (including field ditches). An area in the north-west corner is shown to be susceptible to surface water flooding.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p> |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Buckingham and Bletchley area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 98.5%</p> <p>Ultrafast (&gt;100 Mbps): 93.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 93.1%</p> <p>Full Fibre (FTTP or FTTH): 93.1%</p>  |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>   |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>A mineral safeguarding area for Alluvium partly falls within the area. There are no Waste Management Sites located in Winslow, the closest are located in Buckingham. There are two waste management sites located in Buckingham (Radclive Road and Buckingham Industrial Park). Both sites are classed by the BWLP (2019) as primary areas of focus for growth. There are no household waste recycling centres in Winslow, the closest centre is located in Buckingham.</p>   |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area.</p>   |

| 5. Movement                     |  |
|---------------------------------|--|
| <b>DfT Connectivity Metrics</b> | <p>DfT overall connectivity score is <b>21.10</b>. This represents a <b>low level of connectivity</b>. However the scoring reflects currently connectivity, it is expected the score will increase following the opening of the East West Rail line.</p> |

| 5. Movement               |                                    |  |
|---------------------------|------------------------------------|--|
| <b>Highway Network</b>    | <i>Existing Infrastructure</i>     | The area is divided by the A413, which travels toward Buckingham to the northwest and Aylesbury to the south. There are other more minor roads running from Winslow in all directions, however there is no major road running in an east-west direction.   |
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads including the A413 and B4033. Some offsite mitigation may also be required to address the impacts of additional traffic such as the A413 Buckingham Road-B4033 Great Horwood Road junction. Although some distance away, the A413 junction with the A421 at Buckingham experiences congestion and this could potentially be intensified by development traffic.   |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | Frequent bus services X6/X60 (Aylesbury – Winslow – Buckingham). Lower frequency services include the 50 (The Horwoods – Winslow – Newton Longville – Bletchley – Milton Keynes). The B4033 is lightly used by buses compared with the A413, meaning the eastern part of the development area will have poor access to bus services.   |
|                           | <i>Implications and Mitigation</i> | A step change in bus service provision would be required along the B4033. Given the A413 is already well served by buses, the focus could be on stop improvements and provision of safe and attractive active mode routes to stops. Winslow railway station will act as a nearby bus interchange particularly for the western part of the development area.  |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | The area is within an approx. 1-2km distance (10 to 25 min walk) to the new Winslow railway station which will be served by East West Rail services linking Oxford, Bicester and Milton Keynes.  |
|                           | <i>Implications and Mitigation</i> | Services have not yet commenced on the new East West Rail line through Winslow Railway Station. The station will have step free access, a modern ticket hall, bus interchange and car parking. It is unlikely there will be a need for further upgrades to the station or rail services resulting from additional development in the area.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The area is well served by existing cycle routes to Milton Keynes, Bicester, and Buckingham.<br>Recent Buckinghamshire Council's investment in active travel infrastructure, focusing on inter-settlement connections, has included a A413 Buckingham-Winslow Cycleway: 5mi/8km route alongside the main road corridor. The route enables residents of rural communities to access facilities in the two towns of Buckingham and Winslow, including secondary schools, and will provide a connection to Winslow's new rail station, serving East West Rail. The vast majority of the area is outside of a reasonable walking distance from the services and facilities within Winslow Town Centre. There is currently no footway or off-road cycle facility along the B4033 Great Horwood Road which would be the main route between Winslow station and the eastern part of the development area. |
|                           | <i>Implications and Mitigation</i> | Buckinghamshire's Local Cycling and Walking Infrastructure Plan (LCWIP) highlights further plans to provide a new route to Aylesbury. A new footway and cycle route would be required along the B4034 Great Horwood Road between the development area and Winslow station.   |

## 6. People

|   |   |
|---|---|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>Winslow has the following services all located within walking distance (800m) and cycling distance (1.6km):<br/>7 food shops, 15 public houses, 1 post office, 1 GP surgery, 1 community hall, 3 recreation grounds, 1 primary school, 1 secondary school, 2 faith buildings, 2 pharmacies, 1 library, 2 dentists</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Buckingham (6km away).</p> |
| <p><i>Implications and Mitigation</i></p> | <p>The capacity of existing healthcare and education capacity in the wider surrounding area is unknown; however, it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>9 Early Years facilities (50 places each)<br/>15 primary school form entries<br/>18 secondary school form entries<br/>Provision for 90 SEND pupils<br/>530 college places<br/>130 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>1,490 sq.m of primary healthcare facility space<br/>5 community pharmacies<br/>500 sq.m of dental facility space<br/>47 hospital beds<br/>1,220 sq.m for community and mental health services<br/>334 residential care beds</p>   |

## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>3 children's family centres<br>1,550 sq.m of flexible community space<br>760 sq.m of library space<br>1,140 sq.m of art and cultural space  |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>1 swimming pool (4-lane)<br>1 four-court sports hall<br>40.5 hectares of formal outdoor sports provision<br>20.3 hectares of parks and gardens<br>15.2 hectares of amenity green space<br>45.6 hectares of natural and semi-natural greenspace<br>5.1 hectares of allotments<br>6.3 hectares of equipped/designated play areas<br>7.6 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Winslow has higher levels of deprivation. The location is located adjacent to 20-50% of the most deprived of LSOAs. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.  |



## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | The existing land uses in the area are predominantly agricultural, with some local amenities and services provided nearby. The city of Milton Keynes to the north east, as well as Aylesbury to the south and Buckingham to the north west, are commutable by car, but there are no notable employment opportunities close to the site.                                 |
| <b>Potential Employment</b> | Its relative distance from economic clusters and larger towns will limit access to new employment within Buckinghamshire's growth sectors. The new Winslow Station, which would provide access to Oxford, Milton Keynes and potentially places further afield such as Cambridge in the future, would increase economic opportunities for those living in this location. |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | The area has a complex landownership split with half of the area being owned by private ownership and the other half being owned by limited companies. The majority of the land in the area is owned by approximately 25 landowners. Buckinghamshire Council own a small parcel of land in the area. A few sites covering part of the areas of the NESS site have been put forward for the most recent call for sites and have been classed unsuitable. A small parcel to the south of the area has been classed suitable. A historic call for sites shows that the eastern parcel was put forward and was classed unsuitable. The southern part of the area is adjacent to the East West Rail route, which is currently under development until 2026 earliest. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | No competition from other strategic sites. East West Rail likely to be open by the time development of this site commences. Good accessibility to MK, Oxford and Bicester (and Cambridge in the future). High pressure (HP) distribution main is located along the south-eastern corner of the western parcel. Development in this corner will need to accommodate the easement/buffer associated with this HP main, but it is not considered a significant constraint to development. Site is effectively made up of two separate areas and phasing and delivery of two locations in such close proximity will need to be considered in light of market absorption issues.   |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - District typology. Two site areas and likely two accesses.<br>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,950</b> homes would be deliverable within plan period.  |

## 9. Summary

### Constraint Summary

- A413 divides area.
- Extensive 132kV/11kV overhead lines.
- Flood Zones 2/3 near watercourses
- The potential for growth to the south of Winslow is limited by the Conservations Area designation and the impact development may have on this and the setting of Listed Buildings. (New Settlement Scoping Study Aylesbury Vale District Council, GL Hearn, 2016).
- Odour buffer near Great Horwood STW; minerals safeguarding partly present.
- DfT connectivity score ~21.1 (low but will increase after EWR opening); significant upgrades to walking/cycling needed between eastern parcel and station. limited bus on B4033.
- NGED Winslow substation rated “Amber” (~3.1MW headroom)
- Further work to understand the implications the solar farm and the two waste water works will have on any development in the area.
- Complex landownership – HELAA sites classed unsuitable.

### Opportunities Summary

- New East West Rail station (step-free, bus interchange, parking) ~1–2 km
- Landscape to the north of the town in relatively poor condition with a weak sense of place, due to a large part of the area being a disused airfield where the ground has been levelled and field pattern removed. This offers the greatest potential for major growth, and there is an opportunity to improve landscape structure through development and the creation of new green infrastructure.
- Sites in Winslow allocated for growth: housing, employment and sports.
- Recent NDP allocations.
- Well-served cycle routes to MK/Bicester/Buckingham
- No national or regional landscape designations or environmental designations.
- Existing/planned solar generation nearby.
- Low risk of contamination – no historic landfills.
- Good social infrastructure provision within walking and cycling distance.
- Potential to address local deprivation with new infrastructure and jobs in Winslow.

**Table 12.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium/High | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | High        |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | Medium      |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium/High | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium/High |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Medium      |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium/High | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low         |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium  |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Low/Medium  |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Medium      |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium/High |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | High        |                |   |             |
|                | Consider waste and minerals  | Low/Medium  |                |   |             |

Figure 12.1 – Consolidated Constraints Plan

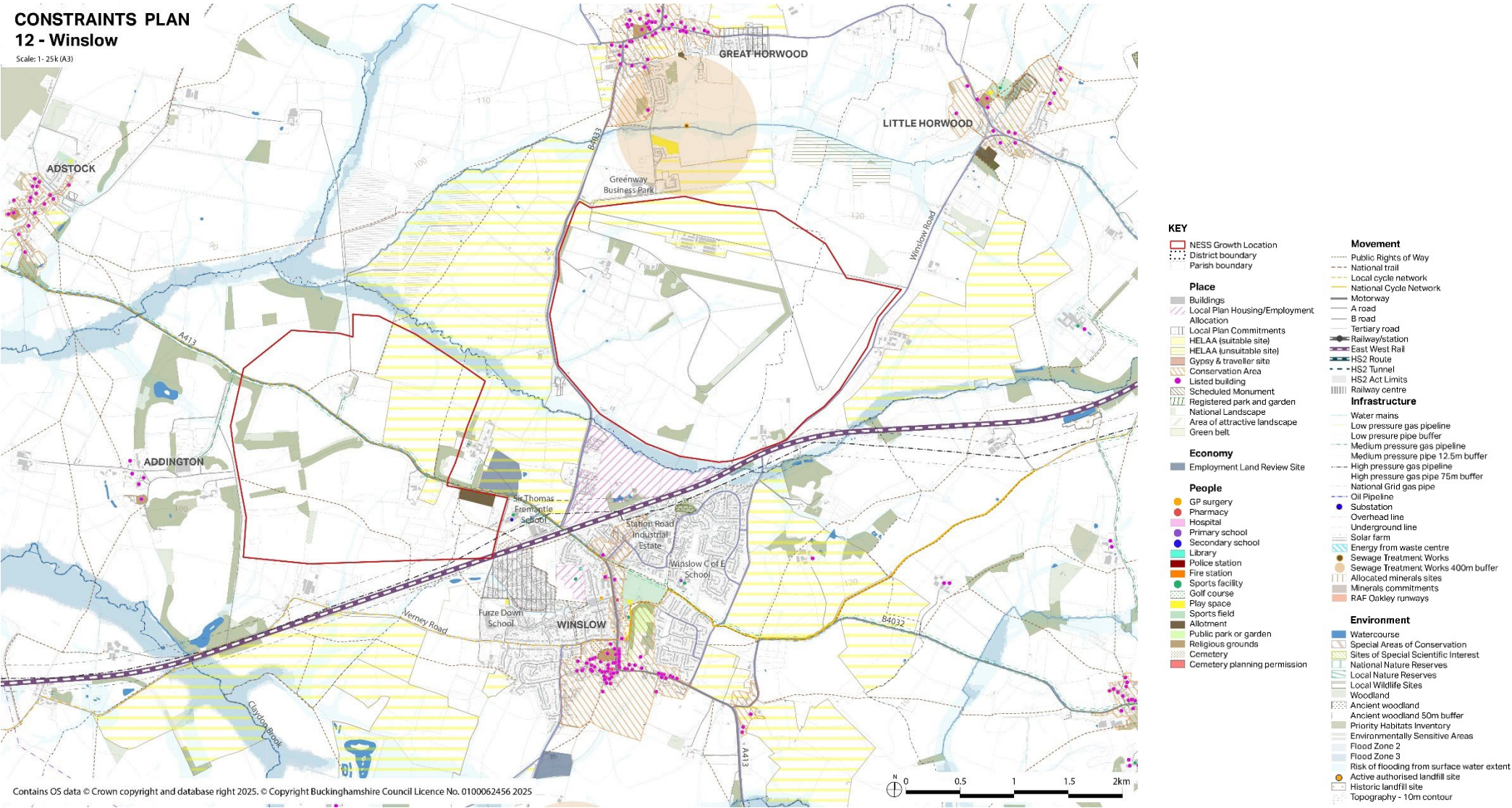
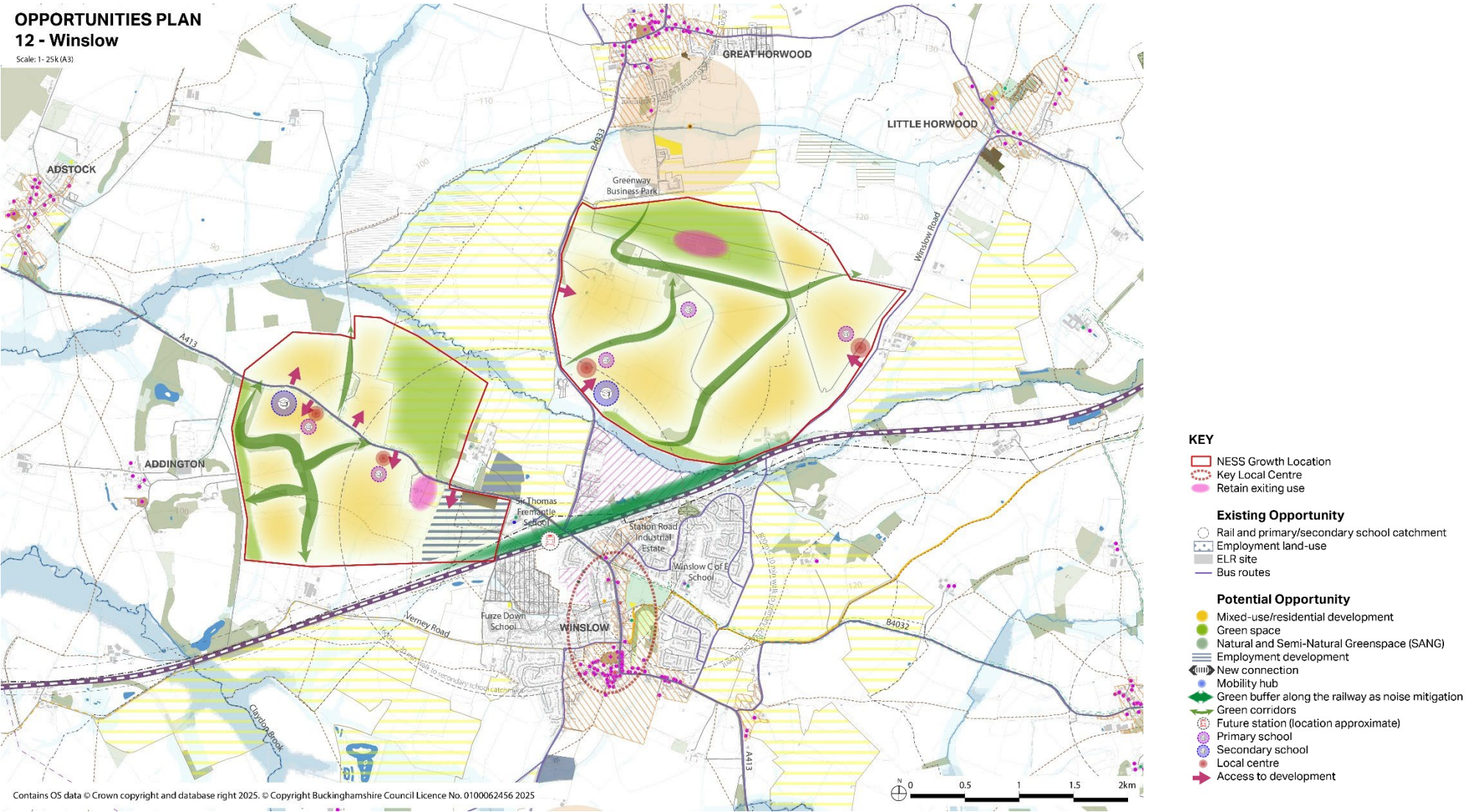




Figure 12.2 – Consolidated Opportunities Plan





## 13. Turweston

### 1. Location Summary

|  |   |
|--|---|
| <b>Location and General Area Description</b> | Turweston is located adjacent to the east of Brackley (Northamptonshire), near the north east boundary of Buckinghamshire, 7 km to the south west of Silverstone Circuit .                |
| <b>Site Area</b>                             | Developable area has been further Updated to 154ha;<br>Gross to net ratio 77ha  |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Neighbourhood Scale</b><br>Medium scale urban extension with a range of services required. Dependent on associated settlement functions (higher order services) |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>3,850</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |

### 2. Place

|  |  |
|--|--|
| <b>Strategic Planning Considerations</b> | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. There are no designations on the area itself. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). The site is adjacent to (and partially overlaps) a HS2 safeguarding area and is in close proximity to Brackley in West Northamptonshire district. |
| <b>Settlement Hierarchy</b>              | Turweston does not have a settlement classification. However, it is located 1.5miles from Brackley (outside Buckinghamshire), a larger settlement with a wide range of services and facilities.  |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are no listed buildings within the site itself. Turweston Conservation Area adjoins the northern boundary of the site and contains numerous listed buildings. Turweston retains a strongly linear historic core as a small village, and development to the south, in the form of a substantial expansion, has the potential to significantly alter this established settlement form. As such, any proposals would need to carefully assess the site's contribution to the setting and significance of the Conservation Area and its associated listed buildings. There are no registered parks and gardens, scheduled monuments or locally listed buildings within the site.</p> <p>The expansion area lies within a number of Archaeological Notification Areas, primarily relating to prehistoric activity. Archaeological works undertaken as part of the HS2 project have identified the county's only recorded Iron Age pit alignment in the locality, alongside evidence for Bronze Age and Roman activity. Any development proposals would need to be preceded by an appropriate programme of archaeological evaluation to ensure that any significant remains are preserved in situ or, where necessary, appropriately excavated and recorded.</p> |
| <b>Landscape and Settlement Character</b> | <p>1.5km to an Area of Attractive Landscape (AAL) to the east. Although AALs not to be included in New Local Plan. Located mostly within LCA Oatleys Plateau assessed as of poor condition. A small area to west is within LCA Westbury-Biddlesden Great Ouse Valley assessed as of very good condition. The area is relatively flat with a gentle slope upwards from the southeast and southern side to the centre. Much of the area is in agricultural use. The area represents a relatively rural setting to Brackley.</p>   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The area is predominantly arable and is not subject to a large number of environmental constraints. Small woodland parcels are present within the central part of the site, including an area of ancient woodland, with additional priority habitats located toward the western edge. The site benefits from existing ecological connectivity associated with both former and current rail corridors, which should be maintained and enhanced to ensure links between woodland blocks and adjacent watercourses are retained across and through the area.</p> |
| <b>Relevant Waterbodies</b>       | <p>The River Great Ouse runs outside the site bordering the western and southern parts of the area.</p>  |
| <b>Agricultural land</b>          | <p>The existing land uses in the area are predominantly agricultural. The area covered by Turweston is considered Grade 4 agricultural land, the rest of the area being considered Grade 3 agricultural land.</p>  |
| <b>Ground conditions</b>          | <p>There is considered to be a low to moderate risk of contamination to the south of the area. The moderate risk is related to the Waste Management use located adjacent to the southern side on the area run by Anglian STW Bucks, located with the 400 meter buffer.</p>   |

## 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | <p>According to NGED's online Network Opportunity Map, the primary electrical substation which would serve this area is Brackley Town Substation, which has a 'Green' Demand Connected RAG rating and a 'Red' Demand Contracted rating. The Demand Contracted Headroom is shown as 0MW. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Turweston area, National Grid Electricity Distribution (NGED) manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
|               | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Turweston area is National Grid Electricity Distribution (NGED). Mapping downloaded from the NGED website indicates that:</p> <ul style="list-style-type: none"> <li>- Two 132kV overhead lines cross the centre of this area in a north-south direction.</li> <li>- One 33kV overhead line crosses the southern corner.</li> <li>- Two overhead 11kV lines and one underground 11kV line cross this area.</li> </ul>   |
|               | <i>Implications and Mitigation (Oil)</i>         | <p>Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.</p>  |
|               | <i>Implications and Mitigation (Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure gas transmission pipelines on or near this area. The Council-supplied SGN mapping indicates that there are no gas distribution mains in this area, however the mapping data appears to be incomplete. It is recommended that up-to-date gas distribution map data is requested by the Council. (SGN have confirmed that they have an outdated Data Sharing Agreement (DSA) with Buckinghamshire Council, which does not permit sharing data with any third party.) There is a risk that unmapped gas distribution mains may require large easements or costly diversions, which could affect site viability.</p>  |
|               | <i>Implications and Mitigation (Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) indicates that this area is not suitable for the generation of energy through wind. The study indicates there is limited potential for roof mounted solar PV and roof mounted solar thermal. Furthermore, it indicates that the area is not suitable for ground mounted solar panels.</p>  |

#### 4. Infrastructure

|  |  |  |
|--|--|--|
| <b>Water and<br/>wastewater</b>                          | <i>Existing<br/>Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Brackley Sewage Treatment Works (New) (Anglian Water) and/or Westbury Sewage Treatment Works (Anglian Water), both of which were assigned a <b>green</b> 'capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|  | <i>Implications<br/>and Mitigation</i> | <p>Brackley Sewage Treatment Works (Anglian Water) is located beyond the south-western boundary of this area and part of the site is within 400m of this sewage treatment works. An odour impact assessment may be required to understand impacts to development in this area and to confirm buffer requirements.</p> <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk<br/>and Surface<br/>Water<br/>Drainage</b> | <i>Implications<br/>and Mitigation</i> | <p>The majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. There are small areas of Flood Zone 2 and Flood Zone 3 in the north-west corner, along the River Great Ouse which flows beyond the site in a southerly direction.</p> <p>The surface water flood map indicates that an Ordinary Watercourse (a field ditch) flows in a westerly direction across the northern end of the site (into the River Great Ouse). There are some small, localised areas shown to be susceptible to surface water flooding, but generally, the site has a low risk of surface water flooding.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p>  |

## 4. Infrastructure

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Buckingham and Bletchley area is as follows:<br>Superfast (>=30 Mbps): 98.5%<br>Ultrafast (>100 Mbps): 93.4%<br>Gigabit (DOCSIS 3.1 or FTTP): 93.1%<br>Full Fibre (FTTP or FTTH): 93.1%   |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.  |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | There is a safeguarded area for Alluvium and White limestone. There are no waste management sites located in Turweston, the closest are located in Buckingham. There are two waste management sites located in Buckingham (Radcliffe Road and Buckingham Industrial Park). Both sites are classed by the BMWLP (2019) as primary areas of focus for growth. There are no household waste recycling centres in or around Turweston. There is, however, one Waste Management use located adjacent to the southern boundary of the area, run by Anglian STW Bucks. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area.  |

## 5. Movement

|                                 |                                |  |
|---------------------------------|--------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                | DfT overall connectivity score is <b>37.84</b> . This represents a <b>low-medium level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i> | The A43 lies to the north and west of the area, which is a key dual carriageway providing a primary route between M1 junction 15a Northampton and M40 junction 10 near Ardley in Oxfordshire. This is a critical link between Oxford, Brackley and Northampton. The A43 currently accommodates high volumes of traffic movements particularly of heavy goods vehicles. The route experiences congestion including at the junction with the A422.<br>The A422 Brackley Road runs along the southern part of the area from west to east. The A422 connects Brackley to Buckingham, which then leads to Milton Keynes. The route has been recently realigned to run over the new HS2 alignment. |



## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads including primarily the A422 and potentially South Bank which links the A422 and runs through Turweston village. Additional development in the area will likely require upgrades to the A422, including the busy junction with the A43, as well as other local roads to accommodate additional traffic.  |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | There are several bus stops to the west of the area within Turweston village, but these are poorly served. Limited parts of the area on the A413 and A418 are under 20 mins by bus to Aylesbury station and town centre.  |
|                           | <i>Implications and Mitigation</i> | Improvements could include enhancements to the road network or increased bus connectivity, bus speed, frequency and / or reliability. As well as looking at new routes. Providing links into central Brackley and to the nearest railway stations would be essential.   |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | There are no railway stations serving the area or nearby Brackley. The nearest railway station is located at Kings Sutton which is approximately 11 km to the west in Oxfordshire. The station is served by Chiltern Railways and Great Western Railway services. The area is largely located between the HS2 rail line route to the east and the former Great Central Railway route (which closed in the 1960s) to the west. |
|                           | <i>Implications and Mitigation</i> | It would not be feasible or proportionate to secure investment in new railway station or lines to connect to this site. The focus would therefore need to be on the provision of high quality bus links to either Kings Sutton or Bicester stations.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | A few existing roads have walk/cycle paths on the side.   |
|                           | <i>Implications and Mitigation</i> | In order to achieve suitable pedestrian/cyclist access comprehensive footway/cycleway works would need to be undertaken to link the area with Brackley, Turweston, Westbury and Whitfield. Improvements could possibly include new cycling routes. However, due to physical constraints and land ownership constraints, works are likely to be highly unfeasible, and it is uncertain if this could be achieved.              |

## 6. People

|   |  |
|---|--|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>The following facilities are within walking distance (800m): a few sports facilities . The following facilities are within cycling distance (1.6km): 2 primary schools, 1 secondary school, 1 hospital, 1 GP, 1 library and various sports facilities.</p> <p>Turweston has the following services within walking distance (800m):<br/>1 public house, 1 community hall, 1 faith building</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Brackley (outside Buckinghamshire).</p> |
| <p><i>Implications and Mitigation</i></p> | <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>3 Early Years facilities (50 places each)<br/>5 primary school form entries<br/>6 secondary school form entries<br/>Provision for 30 SEND pupils<br/>190 college places<br/>50 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>540 sq.m of primary healthcare facility space<br/>2 community pharmacies<br/>180 sq.m of dental facility space<br/>17 hospital beds<br/>450 sq.m for community and mental health services<br/>122 residential care beds</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Community Facilities</b></p> <p>1 children's family centre<br/>560 sq.m of flexible community space<br/>280 sq.m of library space<br/>420 sq.m of art and cultural space</p>   |

## 6. People

|   |   |
|---|---|
| <p><i>Implications and Mitigation</i></p>                 | <p><b>Sports &amp; Recreation</b></p> <ul style="list-style-type: none"> <li>14.8 hectares of formal outdoor sports provision</li> <li>7.4 hectares of parks and gardens</li> <li>5.5 hectares of amenity green space</li> <li>16.6 hectares of natural and semi-natural greenspace</li> <li>1.8 hectares of allotments</li> <li>2.3 hectares of equipped/designated play areas</li> <li>2.8 hectares of informal play space (MUGAs)</li> </ul> |
| <p><b>Address deprivation of existing communities</b></p> | <p>The northern area of Buckinghamshire has higher levels of deprivation. The location is located adjacent to 20-50% of the most deprived of LSOAs. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.</p>   |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The area has various uses within it, including Turweston Aerodrome, as well as farming uses and a solar farm. The Silverstone Park Enterprise Zone, as well as the medium-sized towns of Brackley and Buckingham, are reasonably close by. |
| <b>Potential Employment</b> | The nearby Silverstone EZ is the centre point of a growth cluster for high performance engineering / technology identified there; linkages to this asset are already exploited by the Turweston Aerodrome.                                 |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | The area is made up of 20 different landowners. Half of this area is privately owned, with the rest being owned by corporate bodies and limited companies. Church of England, The Secretary of State for Transport and FH Pullin & Sons Limited have the majority of the ownership for the later. Approximately 35ha is owned by the Secretary of State for the development of HS2, which is currently under development until 2035 earliest. The area hasn't been submitted through any of the call for sites undertaken.   |
| <b>Wider Deliverability Risks and Phasing Implications</b> | No active promotion. HS2 construction along the eastern boundary may affect the phasing of the development. The site is effectively an extension to Brackley in West Northamptonshire, a relatively lower demand location with poor links to the rest of Buckinghamshire. No competition from strategic sites however this may change as West Northants progress future plans. Investment in electricity supply required given supply constraints and 'red' rating for headroom in the area. Overhead lines cross the site which will constrain development. Junction improvements on A422 and A43 junction. |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Neighbourhood typology. Likely two accesses. Lower build-out rate given location adjacent to Northamptonshire and lack of connectivity to the rest of Buckinghamshire. Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,150</b> homes would be deliverable within plan period.  |

## 9. Summary

|                              |  |
|------------------------------|--|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• Low-medium DfT connectivity (~37.84); Remote from rail; poor bus provision; significant highway upgrades needed (A422/A43 junctions).</li> <li>• No existing social infrastructure provision.</li> <li>• NGED Brackley Town substation has 0MW contracted headroom (rated 'Red'); overhead 132kV/33kV lines cross site.</li> <li>• Flood Zones 2/3 limited but surface water risk present, river could be a constraint to development; safeguarded minerals (Alluvium/white limestone)</li> <li>• HS2 route cutting through the area from north west near Turweston to south east near Westbury</li> <li>• Impact on a rural local road network.</li> <li>• Moderate risk of contamination – Waste management site and previous use of land as aerodrome area.</li> <li>• The area is made up of 20 different landowners. Half of this area is privately owned, with the rest being owned by corporate bodies and limited companies. No Call for Sites submissions.</li> <li>• Existing aerodrome and solar farm</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• Proximity to A43 strategic corridor and Brackley; Silverstone EZ/high-performance tech cluster nearby.</li> <li>• Potential for new development of significant scale to provide more facilities and services to Turweston.</li> <li>• Not affected by environmental constraints</li> <li>• Mainly Grade 4 agricultural land.</li> <li>• There are parts of the area affected by various constraints however mitigation measures can be made.</li> <li>• Adjoining authority, including the creation of new and/or improved connections on the borders of Buckinghamshire and West Northamptonshire.</li> <li>• Potential to address local deprivation with new infrastructure and jobs in the northern area of Buckinghamshire.</li> </ul>  |



**Table 13.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score      |
|----------------|--|-------------|----------------|---|------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low        |
|                | Integrate in a way that respects landscape and settlement character  | High        |                | Access to existing or committed sustainable Rail transport links and services                   | Low        |
|                | Preserve the rural and urban character   | Medium      |                | Access to existing or committed strategic active mode routes                                    | Low        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | High        | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium     |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Medium     |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium      | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium     |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium     |
|                | Ensure agricultural productivity for food security   | Medium      |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium     |
|                | Consider ground condition risks from potential land remediation and groundworks  | Medium/High | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium     |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low         |                | Wider Deliverability Risks and Phasing Implications   | Low/Medium |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |            |
|                | Consider digital connectivity (capacity and requirements)  | High        |                |   |            |
|                | Consider waste and minerals  | Low/Medium  |                |   |            |

Figure 13.1 – Consolidated Constraints Plan

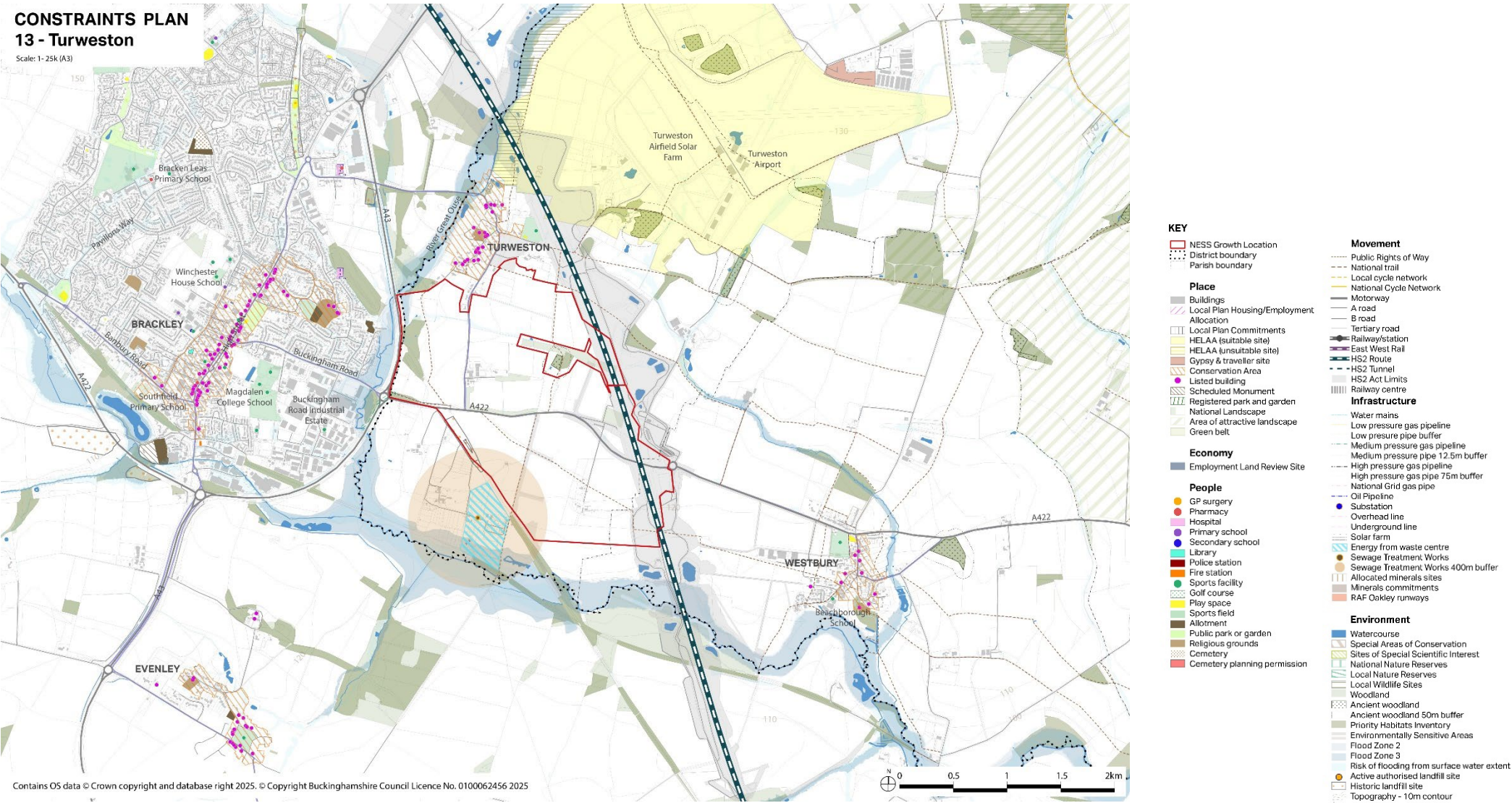
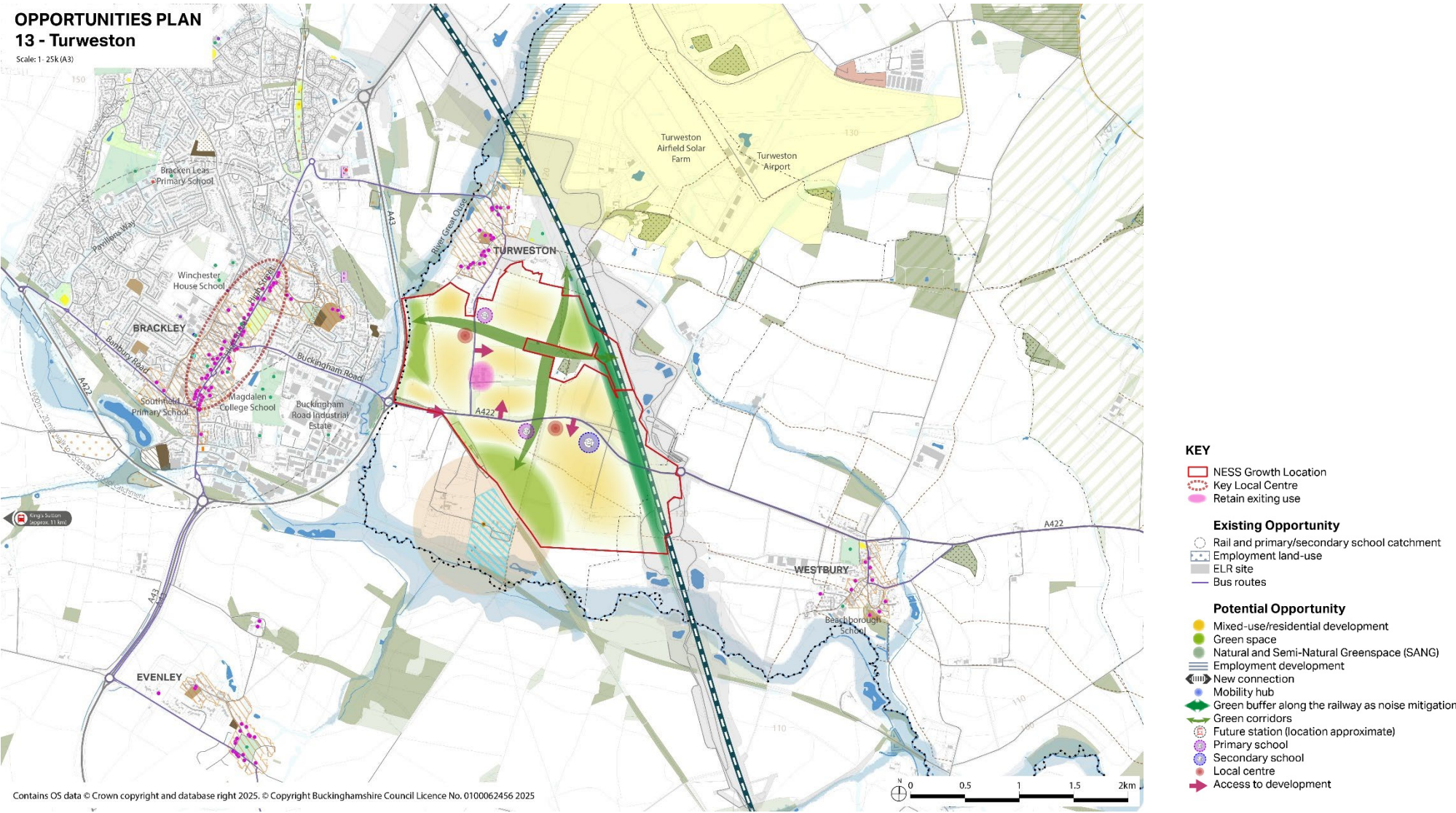




Figure 13.2 – Consolidated Opportunities Plan



## 14. Chalfont St Peter

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | The Chalfont St Peter Broad Area is in the south of Buckinghamshire. The area adjoins the north eastern edge of Chalfont St Peter and sits to the southeast of Chalfont St Giles.         |
| <b>Site Area</b>                             | Size of developable area 102.5ha;<br>Gross to net ratio 51.25ha   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Neighbourhood Scale</b><br>Medium scale urban extension with a range of services required. Dependent on associated settlement functions (higher order services) |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>2,562</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |

| 2. Place                                 |  |
|--|--|
| <b>Strategic Planning Considerations</b> | The area is covered by a number of designations in the adopted Local Plans (Chiltern District Local Plan). The whole area is restricted by the Green Belt; the 2017 Green Belt Review assessed the three sections as moderately and strongly meeting the purposes of the Green Belt. The draft Chiltern and South Bucks Local Plan 2036 was withdrawn in October 2020 before being examined in public. The draft Local Plan included a proposed allocation 'Policy SP BP7 - Chalfont St Peter - North East' at the Epilepsy Society site directly to the south west of the NESS site for approximately 360 homes. The area is located within the parish of Chalfont St Peter, and is covered by a made Neighbourhood Plan 2013 – 2028. The Plan includes some policies that impact the area, including Policy O1, Policy O2 and Policy LC1. The Chalfont St Giles Neighbourhood Plan does not include any policies that would impact the area. The site is bisected by the HS2 alignment which runs in a tunnel under the site. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). |
| <b>Settlement Hierarchy</b>              | Chalfont St Peter & Gerrards Cross is classified as a Tier 2 settlement, and Chalfont Saint Giles is classified as a Tier 3 settlement according to the settlement review.   |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are no listed buildings within the site. Newland Manor Estate lies to the north and includes a 17th-century manor house (Grade II). A number of predominantly Grade II listed buildings are located nearby, including buildings associated with the Epilepsy Society site, Ashwell's Barn to the north-west, and Mopes Farm to the south. Listed building clusters are also present within the centres of Chalfont St Peter and Chalfont St Giles, the latter of which is a designated Conservation Area. There are no registered parks and gardens, scheduled monuments or locally listed buildings within the site.</p> <p>To the west of the site lies Ashwells Farm, which includes a Grade II listed farmhouse and Grade II listed barn. An assessment will be required to determine whether the site contributes to the setting and significance of these heritage assets, including consideration of the potential effects of development proposals (subject to the outcome of the current Inquiry).</p> <p>The site contains evidence of multi-phase archaeological activity. Any development proposals would need to be preceded by archaeological evaluation to ensure that any significant remains are appropriately preserved or recorded.</p> |
| <b>Landscape and Settlement Character</b> | <p>Chilterns National Landscape adjacent. Located within LCA Chalfont St. Peter Mixed Use Terrace and assessed as of weak strength of character. Much of the area is in agricultural use, in the form of large arable fields and smaller paddocks, there are areas of woodland scattered throughout the area. The area is bound by Gorelands Lane to the north, Brawlings Lane to the east, Chalfont St Peter's settlement edge and Rickmansworth Lane to the south, and Chesham Lane and an area of open space to the west.</p>  |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The area is within the Colne Valley Regional Park. The area contains several ancient woodlands. The Chilterns AONB National Landscape adjoins the northern edge of the area. HS2 runs underground beneath this area, and no surface-level noise mitigation buffer is required. A continuous green corridor is necessary to incorporate the centrally located traditional orchard and to provide ecological connectivity between existing woodland blocks and tree groups. Part of the site lies within a red Great Crested Newt impact zone, within which specific mitigation measures are required, a general green corridor buffer is sufficient.</p> |
| <b>Relevant Waterbodies</b>       | <p>There are no rivers or streams in the area.</p>   |
| <b>Agricultural land</b>          | <p>The area is mainly classified as grade 3</p>  |
| <b>Ground conditions</b>          | <p>There are no historic landfills located on or adjacent to the area. There is likely to be a low risk of contamination in the area.</p>  |



## 4. Infrastructure

|  |  |
|--|--|
| <b>Energy</b><br><br><i>Existing<br/>Infrastructure</i>  | <p>According to SSE's online Generation Availability Map, the primary electrical substations near this area are Grassingham Road Substation in Chalfont St Peter to the south and Cokes Lane Substation in Little Chalfont to the north. Grassingham Road Substation has an 'Amber' site classification, i.e. is partially constrained. Cokes Lane Substation has a 'Green' site classification, i.e. is unconstrained. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Chalfont St Peter area, SSE manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, SSE will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p> |
| <i>Implications<br/>and Mitigation<br/>(Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.</p> <p>The electricity Distribution Network Operator (DNO) for the Chalfont St Peter area is SSE. SSE electricity mapping could not be obtained to inform this pro forma. There is a risk that unmapped electricity distribution cables may require large easements or costly diversions, which could affect site viability.</p> <p>Client-supplied mapping indicates that there are no substations located within this area.</p>   |
| <i>Implications<br/>and Mitigation<br/>(Oil)</i>         | <p>Mapping supplied by the Council indicates that a BPA oil pipeline is located across the south-east corner.</p>  |
| <i>Implications<br/>and Mitigation<br/>(Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.</p> <p>The Council-supplied Cadent Gas mapping indicates that there are no HP distribution mains on or near this area.</p> <p>Map data for Cadent Gas medium pressure (MP) mains has not been made available, however MP mains are unlikely to pose a significant constraint to development.</p>   |
| <i>Implications<br/>and Mitigation<br/>(Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) indicates that the area is not suitable for the generation of energy through ground mounted solar panels and wind.</p>  |

#### 4. Infrastructure

|  |                                    |  |
|--|------------------------------------|--|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would likely be served by Maple Lodge Sewage Treatment Works (Thames Water) which was assigned a <b>green</b> 'capacity for growth' RAG rating. It should be noted however that Maple Lodge STW serves a large area of SW Herts.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|  | <i>Implications and Mitigation</i> | <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Affinity Water map data has been obtained by AECOM, which indicates that there are no trunk water mains located in this area. Affinity Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> <p>Public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers may require large easements or costly diversions, which could affect site viability.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>This area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea.</p> <p>The surface water flood map indicates that an Ordinary Watercourse (a field ditch) flows in a southerly direction from the central area, and there are some areas which are susceptible to surface water ponding.</p> <p>The watercourse will require buffers to development, but could serve as a surface water outfall and enable a blue/green corridor.</p>  |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Chesham and Amersham area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 98%</p> <p>Ultrafast (&gt;100 Mbps): 86%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 85.2%</p> <p>Full Fibre (FTTP or FTTH): 71%</p>   |

#### 4. Infrastructure

|                           |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.  |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A mineral safeguarding area for Alluvium washes over the area. There are no waste management sites in Chalfont St Peter, the closest site is in Amersham (South of Raans Road). This site is classed in the Buckinghamshire Minerals and Waste Local Plan (BMWLP, 2019) as a secondary area of focus to accommodate growth. There are two household waste recycling centres close to the area, in Little Chalfont and Beaconsfield. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.  |

#### 5. Movement

|                                 |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>45.83</b> . This represents a <b>medium-high level of connectivity</b> .  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The A413 is the closest major road situated to the west of the area and this provides access to Amersham to the north and the M40 to the south via Chalfont St Peter.<br>The M25 runs in a north-south direction close to the east of the area.  |
|                                 | <i>Implications and Mitigation</i> | New highway access junctions will be required on surrounding roads including Rickmansworth Lane, Brawlings Lane, Gorelands Lane and Chesham Lane. Further off-site highway mitigation may be required to wider roads and junctions including within Chalfont St Peter as traffic may gravitate towards the A413 corridor and larger centres like Gerrards Cross. |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | There are two key bus routes in the area 104 (High Wycombe - Uxbridge) and the 106/107 (Amersham-Slough). The nearest bus stops are on the A413 and near Chalfont Common (corner of Chesham Lane and Rickmansworth Lane). These stops could be more than an ideal 400m walk from parts of the development area.  |
|                                 | <i>Implications and Mitigation</i> | There may be potential to extend existing bus routes to link to the development area. It will be especially important that buses link to larger centres such as Amersham or Gerrards Cross where it would also be possible to access rail services.  |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | The area is close to, but has limited accessibility, to three railway stations: Chalfont and Latimer to the north, Chorleywood to the north east, and Gerrards Cross to the south. None of the stations are within a reasonable walking distance, and cycling would be challenging due to a lack of separated cycle paths. Chalfont and Latimer, and Chorleywood stations are on the London Underground (Metropolitan Line) as well as the Chiltern Line running north to Aylesbury and south to London Marylebone. Gerrards Cross station provides access to London, High Wycombe, Bicester, and Oxford. |
|                           | <i>Implications and Mitigation</i> | It is unlikely the development would trigger the need for improvements to rail or London Underground services, however better access would be required to link the development site to the nearby stations, potentially through active mode links and bus services.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The area is poorly served by existing cycle routes. The area is reasonably close to three local centres, which provide a good range of shops, services and facilities: Chalfont St Peter, Chalfont St Giles, and Gerrards Cross. The Gerrards Cross railway station is located centrally in the local centre. The vast majority of the area is outside of a reasonable walking distance to these local centres.   |
|                           | <i>Implications and Mitigation</i> | Buckinghamshire's Local Cycling and Walking Infrastructure Plan (LCWIP) plans to provide a new 'inter-settlement corridor' cycle route that will run through the area in a north-south direction linking Chalfont St Peter to Little Chalfont   |

## 6. People

|   |                                    |  |
|---|------------------------------------|--|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>The following facilities are within walking distance (800m): 1 primary school, 1 pharmacy and a few sports facilities.</p> <p>The following facilities are within cycling distance (1.6km): 3 primary schools, 3 pharmacies and various sports facilities. A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Chalfont St Peter .</p> <p>Chalfont St Peter has the following services:<br/>8 food shops, 5 public houses, 1 post office, 2 GP surgery, 1 leisure centre, 9 recreation grounds, 4 primary school, 1 secondary school<br/>7 faith buildings, 3 pharmacies, 1 Hospital, 1 library , 6 dentists , 3 community halls</p> |
|   | <i>Implications and Mitigation</i> | The following infrastructure provisions would be required for a development of this scale:   |

## 6. People

|                                    |  |
|------------------------------------|--|
| <i>Implications and Mitigation</i> | <b>Education</b><br>2 Early Years facilities (50 places each)<br>4 primary school form entries<br>4 secondary school form entries<br>Provision for 20 SEND pupils<br>130 college places<br>30 adult learning places  |
| <i>Implications and Mitigation</i> | <b>Healthcare</b><br>370 sq.m of primary healthcare facility space<br>1 community pharmacy<br>120 sq.m of dental facility space<br>11 hospital beds<br>300 sq.m for community and mental health services<br>82 residential care beds   |
| <i>Implications and Mitigation</i> | <b>Community Facilities</b><br>1 children's family centre<br>380 sq.m of flexible community space<br>190 sq.m of library space<br>280 sq.m of art and cultural space   |
| <i>Implications and Mitigation</i> | <b>Sports &amp; Recreation</b><br>10.0 hectares of formal outdoor sports provision<br>5.0 hectares of parks and gardens<br>3.7 hectares of amenity green space<br>11.2 hectares of natural and semi-natural greenspace<br>1.2 hectares of allotments<br>1.6 hectares of equipped/designated play areas<br>1.9 hectares of informal play space (MUGA) |
| <b>Address deprivation</b>         | Chalfont St Peter has minor levels of deprivation.   |



## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The existing land uses in the area are predominantly agricultural. The Epilepsy Society is a major landowner in the area and c.400 employees are located at its headquarters close to the Site. The Society undertakes world-leading epilepsy research. Other important life sciences and MedTech companies are also located in south Buckinghamshire.   |
| <b>Potential Employment</b> | Life Sciences and MedTech is a key growth sector for Buckinghamshire. While the Epilepsy Society's current research operation and infrastructure are no longer sustainable, they intend to improve their facilities, and other life science companies in south Buckinghamshire provide potential for economic growth, linking to Stoke Mandeville Hospital at Aylesbury. Assets in the creative industry growth sector in south Buckinghamshire (e.g. NTFS and Pinewood) are also relatively nearby. |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | The area has a fairly simple landownership split, with less than 20 different landowners. The Epilepsy Society owns a lot of land and is currently used for agricultural purposes. A small part of the area is owned by limited companies and approximately 5ha (cutting the site in two) is owned by the Secretary of State for the development of HS2, which is currently under construction until 2035 earliest. A site covering the majority of the area (all owned by the Epilepsy Society) was put forward to recent call for sites but classed as unsuitable. In a historic call for sites, most sites were put forward, with a split of both suitable and unsuitable sites as a result. Buckinghamshire Council has no substantive ownership in the area with only limited ownership of roadside verges. Live appeal submitted March 2025 on most of the site reference PL/22/2898/OA for 975 dwellings, C2 provision, primary school, retail and employment. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | An underground tunnel section of HS2 (HS2 - Chiltern Tunnels) runs through the area in a northwest-southeast direction. This will likely impact what can be built on or nearby to this area and should be investigated. The site is in multiple ownership, but a significant proportion of the site is covered by the Epilepsy Society appeal and under the control of the applicant.   |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Neighbourhood typology. Four access points identified. Live appeal in progress for part of the site so development could come forward more quickly than via an allocation.<br>Typology based delivery trajectory assumptions adjusted to account for site specific planning activity. Assumption that approximately <b>2,600</b> homes would be deliverable within plan period.  |

## 9. Summary

### Constraint Summary

- Green Belt - The Green Belt review should identify parts of the area that can be released from the Green Belt or can be considered potential Grey Belt areas.
- Colne Valley Regional Park - The impact of development on the Colne Valley Regional Park; several ancient woodlands.
- Chilterns National Landscape adjoins north.
- Flood Zone 1, surface water flooding.
- HS2 tunnel under site. Further work to understand the implications the underground tunnel section of HS2 (HS2 - Chiltern Tunnels) and the M25 on-and-off-ramps to Shire/Chalfont Lane will have on any development in the area.
- Environmental designations (ancient woodlands).
- Gas distribution mapping incomplete; need buffers
- Active travel/cycle route provision currently poor; stations not within easy walking distance.
- 20 landowners. One site put forward for Call for Sites but deemed unsuitable.

### Opportunities Summary

- Draft Local Plan proposes allocation for 360 homes.
- Tier 2/3 settlements nearby (Chalfont St Peter, Chalfont St Giles, Gerrards Cross) with strong services.
- DfT connectivity ~45.8 (medium-high); close to M25.
- Maple Lodge STW capacity rated as 'green'.
- SSE substations rated as mix of 'amber' and 'green'.
- LCWIP proposes new inter-settlement cycle route through area.
- Main landowner the Epilepsy Society.
- Potential to expand transport network and walking and cycling routes.
- Low risk of contamination – no historic landfills.

**Table 14.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | Medium      |
|                | Preserve the rural and urban character   | Low/Medium  |                | Access to existing or committed strategic active mode routes                                    | Low         |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium/High | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium      |
| Environment    | Resilient to natural and manmade risks   | High        |                | Address deprivation of existing communities   | Low         |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium      | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Medium      |
|                | Protect the quality of waterbodies   | High        |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Medium/High |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium      |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Low/Medium  |                | Wider Deliverability Risks and Phasing Implications   | Medium/High |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Medium      |                |   |             |

Figure 14.1 – Consolidated Constraints Plan

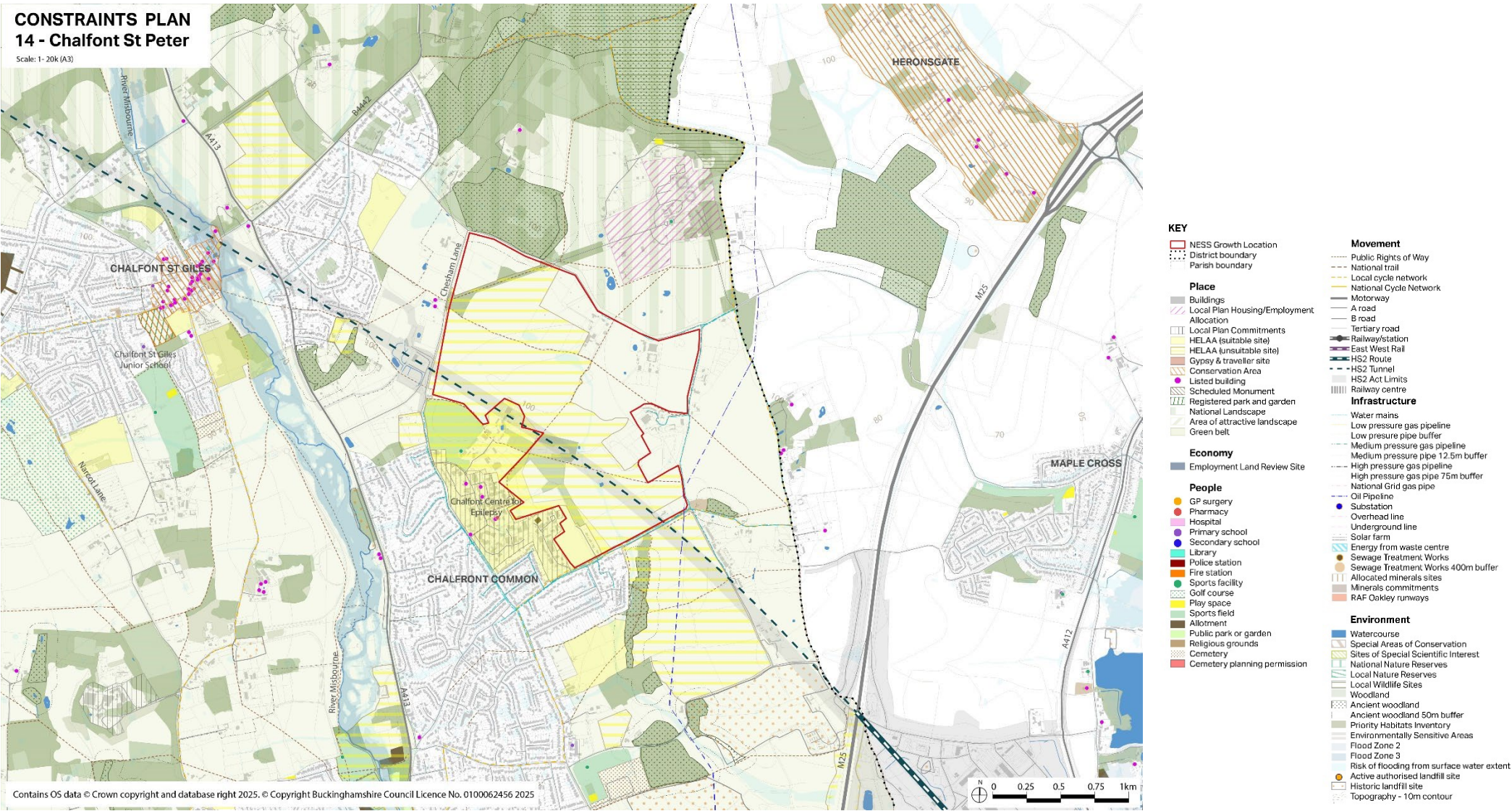
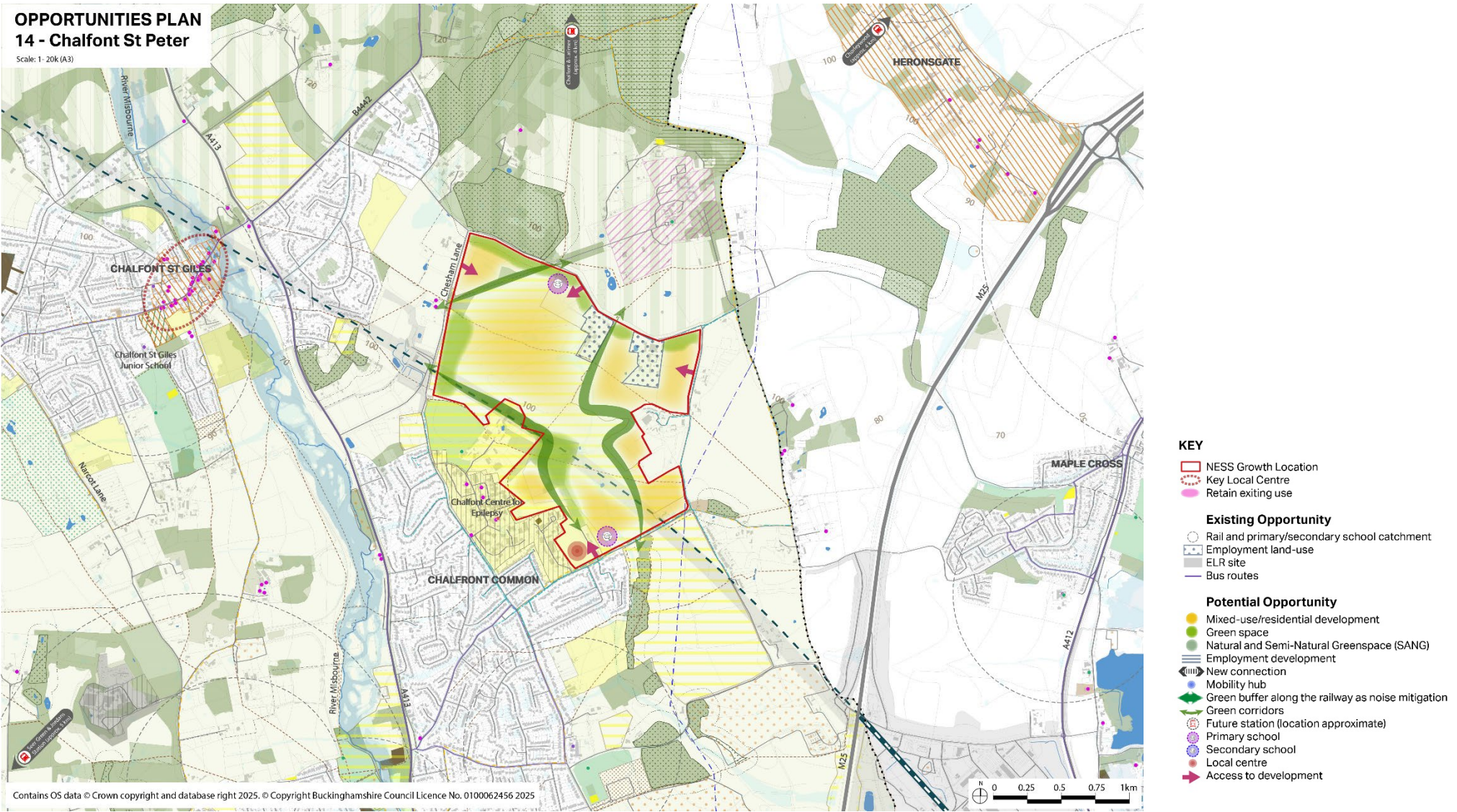




Figure 14.2 – Consolidated Opportunities Plan





# 15. Beachampton

| 1. Location Summary                   |   |
|---------------------------------------|---|
| Location and General Area Description | The Beachampton Broad Area (BBA) is in the north of Buckinghamshire, adjoining Milton Keynes's administrative boundary.   |
| Site Area                             | Size of developable area 240.3ha  |
| NESS Typology                         | <b>New Settlement - Town Scale</b><br>Autonomous settlement, at distance from existing settlements, of sufficient scale to support all level of services  |
| Assumed Site Capacity                 | Number of dwellings <b>10,590</b><br>(as per New Towns Taskforce submission)  |
| 2. Place                              |   |
| Strategic Planning Considerations     | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. A submission was made to the Government's New Towns Taskforce for a new town in the area - named 'Ashbrook Meadows'. VALP allocation (WHA001) Shenley Park is located to the south of the area. It is an approx. 99ha site allocated for at least 1,150 homes, a 110-bed care home/extra care facility, and social infrastructure (primary school, secondary school (subject to need), multi-functional green infrastructure, local centre, and a new link road). The area is located within 3 different Parish Councils: Beachampton, Nash and Whaddon. There is currently only a made Neighbourhood Plan for Nash, however the broad area is not subject to any policies. Milton Keynes Council, nearby to the north east, is currently working on a new Local Plan (MK City Plan 2050) which is at Regulation 19, and Policy GS19 Shenley Dens Strategic City Extension (immediately to the north east of the NESS site) is planned to be a mixed-use residential led strategic development. |
| Settlement Hierarchy                  | Beachampton and Nash do not have settlement classifications. However, Whaddon is classified as Tier 5 settlement. Beachampton is located approximately 5.5miles from Milton Keynes (outside Buckinghamshire), a larger settlement with a wide range of services and facilities.   |

## 2. Place

|   |  |
|---|--|
| <b>Historic Environment</b>               | There are no Listed Buildings within the area. There are listed buildings and Conservation Areas associated with the three settlements surrounding the area. The site lies between the Beachampton and Whaddon Conservation Areas and is located at a slightly greater distance from the Nash Conservation Area. Whilst it is not directly adjacent to the historic cores, the scale of development would reduce the degree of separation between these historic settlements. There is a National Heritage site 'Snelshall Priory' to the east of Whaddon. There is also a Scheduled Monument in Whaddon. This expansion area has been subject to archaeological investigation. Numerous multi-period metalwork finds indicate a concentration of Roman activity within the area, and archaeological works undertaken to the east, as part of the Whaddon development, have identified a previously unknown Roman settlement. Any development proposals within this area would be required to be preceded by an appropriate programme of archaeological evaluation, to ensure that any significant remains are preserved in situ or, where necessary, appropriately recorded through excavation. |
| <b>Landscape and Settlement Character</b> | Located partially within LCA Thornborough - Beachampton Great Ouse Tributaries to the southwest assessed as of very good condition, and LCA Grove Farm Shallow Valley to east assessed as of moderate condition. Much of the area is in agricultural use, in the form of large arable fields and smaller paddocks, there are areas of woodland scattered throughout the area. Most of the southern part of the area is designated 'Local Landscape Area'. A smaller part to the very north of the area adjoining the Buckinghamshire Council border is also designated 'Local Landscape Area'. There are also various Ancient Woodlands throughout the area.   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | The area is not affected by many environmental constraints. There is a small ancient woodland site located on the eastern side of the area. The site is predominantly arable, with some reasonably intact hedgerows and scattered trees throughout, and includes a potential orchard adjacent to the solar farm, as well as a Local Wildlife Site located centrally within the area. |
| <b>Relevant Waterbodies</b>       | There are a few rivers and streams in the area.  |
| <b>Agricultural land</b>          | The whole area is classified as Grade 3 agricultural land  |
| <b>Ground conditions</b>          | There are no historic landfills located on or adjacent to the area. There is likely to be a low risk of contamination in the area.   |

## 4. Infrastructure

|               |  |  |
|---------------|--|--|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to NGED's online Network Opportunity Map, the primary electrical substation which would serve this area is Buckingham Substation, which has a 'Green' Demand Connected RAG rating and an 'Amber' Demand Contracted RAG rating. The Demand Contracted Headroom is shown as 1.6MW. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity. In the Beachampton area, National Grid Electricity Distribution (NGED) manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED will cover costs for upgrades to the existing networks and developers fund any site-specific works.  |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Beachampton area is National Grid Electricity Distribution (NGED). Mapping downloaded from the NGED website indicates that the Stony Stratford 132kV/33kV Substation is located immediately to the west of the site and various HV cables associated with this substation cross the site:<br>- Three 33kV underground lines and one 11kV underground line cross the centre of the site in a west to east direction.<br>- A 33kV overhead line crosses the centre of the site in a west to east direction.<br>- Six 33kV overhead lines cross the western area.<br>- An 11kV overhead line crosses the western area. |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.  |
|               | <i>Implications and Mitigation (Gas)</i>         | National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.<br>The Council-supplied gas distribution mapping indicates that there are no gas distribution mains in this area, however the mapping data appears to be incomplete. It is recommended that up-to-date gas distribution map data is requested by the Council. (SGN have confirmed that they have an outdated Data Sharing Agreement (DSA) with Buckinghamshire Council, which does not permit sharing data with any third party.) There is a risk that unmapped gas distribution mains may require large easements or costly diversions, which could affect site viability.   |
|               | <i>Implications and Mitigation (Renewables)</i>  | The Renewable Energy Assessment (CSE, 2024) indicates that the area is suitable for the generation of energy through ground mounted solar panels and wind.   |

#### 4. Infrastructure

|  |                                    |  |
|--|------------------------------------|--|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Beachampton Sewage Treatment Works (Anglian Water) and/or Whaddon Sewage Treatment Works (Anglian Water), both of which were assigned a <b>green</b> 'available capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|  | <i>Implications and Mitigation</i> | <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Beachampton Sewage Treatment Works (Anglian Water) is located approximately 600m beyond the north-western boundary, and Whaddon Sewage Treatment Works (Anglian Water) is located approximately 640m beyond the south-eastern boundary. Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability. Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring. Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>There are areas of Flood Zones 2 and 3 associated with the risk of river flooding along two Ordinary Watercourses: one crosses the west and south-west areas, and the other flows along the north-eastern boundary. The surface water flood map indicates that there are multiple Ordinary Watercourses (including field ditches). The risk of surface water flooding outside of the watercourses is low. The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p>  |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Buckingham and Bletchley area is as follows:</p> <p>Superfast (<math>\geq 30</math> Mbps): 98.5%<br/>         Ultrafast (<math>&gt; 100</math> Mbps): 93.4%<br/>         Gigabit (DOCSIS 3.1 or FTTP):<br/>         Full Fibre (FTTP or FTTH): 93.1%</p>  |

#### 4. Infrastructure

|                           |                                    |  |
|---------------------------|------------------------------------|--|
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.   |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A mineral safeguarding area for Alluvium and White Limestone partly falls within the area. There are no waste management sites in Beachampton, the closest ones are located in Buckinghamshire. There are two waste management sites located in Buckingham (Radcliffe Road and Buckingham Industrial Park). Both sites are classed by the BMWLP (2019) as primary areas of focus for growth. There are no household waste recycling centres in or around Beachampton, the closest centre is located in Buckingham. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area.   |



| 5. Movement                     |                                    |  |
|---------------------------------|------------------------------------|--|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>29.01</b> . This represents a <b>low level of connectivity</b> .  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | There are no major roads close to the area. The nearest major roads are the A421 (an east-west road running between Buckingham and Bletchley), and the A422 (a northeast-southwest road running between Buckingham and near Stony Stratford).  |
|                                 | <i>Implications and Mitigation</i> | Development would be reliant upon upgrades to a network of surrounding rural roads to enable access to the A421 to the south and/or A422 to the north. 'Direct' linkages into Milton Keynes would be more desirable as development in this area would more likely function as a satellite suburb of the city, however a 'green gap' would exist between the development area's edge and the western edge of the city, which could potentially make it more difficult to achieve integration from a highway network perspective.  |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | There are essentially no bus services in the area. There is a community bus service that only runs at limited times on a Wednesday.  |
|                                 | <i>Implications and Mitigation</i> | A step change in bus service provision would be required. Ideally this should be achieved through extensions to services within MK city, that would help to integrate this development area. The development area is too far from the A421 corridor to benefit from inter-urban bus routes such as the X5.   |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | The nearest stations are Wolverton and Milton Keynes Central which are approximately 7km to the east and provide services to London and Northampton.   |
|                                 | <i>Implications and Mitigation</i> | Development in this area is unlikely to trigger changes to rail services. Providing direct, attractive active mode and bus service links to the stations would be essential, but could be difficult to achieve without a more holistic strategy for sustainable travel across the Bucks and MK boundary.   |
| <b>Active mode routes</b>       | <i>Existing Infrastructure</i>     | The area is poorly served by existing cycle routes.  |
|                                 | <i>Implications and Mitigation</i> | Buckinghamshire's Local Cycling and Walking Infrastructure Plan (LCWIP) plans to provide a new 'inter-settlement corridor' cycle route that will run through the area in northeast-southwest direction between Milton Keynes and Great Horwood however this is unlikely to benefit the development area. Depending on highway network connectivity, there could be opportunity to extend MK's redway cycle network out to the development, however the route would have to navigate countryside which will remain between the edge of the development area and edge of MK. |

## 6. People

|   |   |
|---|---|
| <b>Social<br/>Infrastructure<br/>Facilities</b> | <p><i>Existing Infrastructure</i></p> <p>Beachampton, Nash and Whaddon have the following facilities:<br/>3 community halls, 4 faith buildings, 2 recreation grounds, 1 primary school and 1 public house.<br/>These are all located within walking distance (800m) and cycling distance (1.6km).<br/>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Milton Keynes (outside Buckinghamshire, 2km away).</p> |
| <p><i>Implications and Mitigation</i></p>       | <p>The capacity of existing healthcare and education capacity in the wider surrounding area is unknown; however, it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area.</p> <p>The following infrastructure provisions would be required for a development of this scale:</p>  |
| <p><i>Implications and Mitigation</i></p>       | <p><b>Education</b></p> <p>9 Early Years facilities (50 places each)<br/>15 primary school form entries<br/>18 secondary school form entries<br/>Provision for 100 SEND pupils<br/>530 college places<br/>130 adult learning places</p>   |
| <p><i>Implications and Mitigation</i></p>       | <p><b>Healthcare</b></p> <p>1,500 sq.m of primary healthcare facility space<br/>5 community pharmacies<br/>510 sq.m of dental facility space<br/>47 hospital beds<br/>1,230 sq.m for community and mental health services<br/>336 residential care beds</p>   |

## 6. People

|  |   |
|--|---|
| <i>Implications and Mitigation</i>                 | <p><b>Community Facilities</b></p> <p>3 children's family centres</p> <p>1,560 sq.m of flexible community space</p> <p>760 sq.m of library space</p> <p>1,150 sq.m of art and cultural space</p>  |
| <i>Implications and Mitigation</i>                 | <p><b>Sports &amp; Recreation</b></p> <p>1 swimming pool (4-lane)</p> <p>1 four-court sports hall</p> <p>40.7 hectares of formal outdoor sports provision</p> <p>20.4 hectares of parks and gardens</p> <p>15.3 hectares of amenity green space</p> <p>45.8 hectares of natural and semi-natural greenspace</p> <p>5.1 hectares of allotments</p> <p>6.4 hectares of equipped/designated play areas</p> <p>7.6 hectares of informal play space (MUGA)</p> |
| <b>Address deprivation of existing communities</b> | <p>Beachampton has minor levels of deprivation. However, the location is located close to 0-50% of the most deprived of LSOAs surrounding Milton Keynes. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.</p>  |

## 7. Economy

|                             |   |
|-----------------------------|---|
| <b>Existing Employment</b>  | Existing land uses in the area are predominantly agricultural. There are three very small settlements in the area (Nash, Whaddon, and Beachampton) that contain a very limited range of services. Employment in Milton Keynes and Buckingham is relatively close by, but public transport and active travel options to access these are very limited. |
| <b>Potential Employment</b> | The area's proximity to Milton Keynes gives it potential economic advantages over other areas. There are no employment opportunities within Buckingham's growth sectors which are easily accessible by non-car modes from the site. A new EWR station at Winslow, could increase opportunities to access Oxford and Cambridge from this location.     |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | This area has a very simple landownership split, with only 7 different landowners. A significant part of the area (all located to the east of the area) is owned by Terra Estates. Approximately a third of the area is privately owned and the rest if owned by limited companies. A site, located to the western side of the area, was submitted to the most recent call for sites and was classed unsuitable. There are no historic HELAA site submissions. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Recent site promotion and New Towns Taskforce submission. Competition from Shenley Park (VALP) and Shenley Dens (MK emerging Reg 19) immediately adjacent. Solar farm pending determination on part of the site - not entirely being actively promoted for residential (though a New Towns Taskforce submission was made). Highway linkages to A422, A421 and MK would be required. Relatively uncomplicated landownership.                                    |
| <b>Refined trajectory of capacity in Plan Period</b>       | New Settlement - Village typology.<br>Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,500</b> homes would be deliverable within plan period.  |

## 9. Summary

### Constraint Summary

- Multiple HV/LV cables; 400kV transmission line traverses site
- NGED Buckingham substation rated ‘amber’ headroom (~1.6MW).
- No existing social infrastructure in adjoining villages.
- Further work to understand the implications the solar farm will have on any development in the area.
- A big part of the area is susceptible to surface water flooding. Some Flood Zone 2 and 3 limited in the area.
- Very limited bus services; remote from MRN/SRN; active travel network poor
- Minerals safeguarding partly present.
- Flood risk limited (FZ1) but extensive surface water susceptibility
- Deliverability depends on integration with MK.
- DfT connectivity ~29.01 (low); no major roads close-by; no transport links; poor active travel routes.
- Not submitted to any Call for Sites

### Opportunities Summary

- Proximity to Milton Keynes (Policy GS19 Shenley Dens extension) and Buckingham
- Shenley Dens Strategic City Extension (immediately to the north east of the NESS site) is planned to be a mixed-use residential led strategic development. potential for the “new settlement” to become an extension for Milton Keynes.
- Submission to Government New Towns Taskforce.
- Allocation for 1,150 homes to the south of the area.
- Low risk of contamination in the area.
- Not affected by environmental constraints.
- Wastewater capacity rated ‘green’ (Beachampton/Whaddon STWs).
- Potential to link bus routes and active travel routes to Milton Keynes.
- Potential to address local deprivation with new infrastructure and jobs in Milton Keynes.
- Simple landownership.



**Table 15.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low         |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | Medium      |
|                | Preserve the rural and urban character   | Low         |                | Access to existing or committed strategic active mode routes                                    | Low         |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium      | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Low/Medium  |
| Environment    | Resilient to natural and manmade risks   | Medium      |                | Address deprivation of existing communities   | Medium/High |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | Medium/High | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium  |
|                | Protect the quality of waterbodies   | Medium      |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium  |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low         |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium/High |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Medium      |                | Wider Deliverability Risks and Phasing Implications   | Medium      |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | High        |                |   |             |
|                | Consider waste and minerals  | Low/Medium  |                |   |             |

### Figure 15.1 – Consolidated Constraints Plan

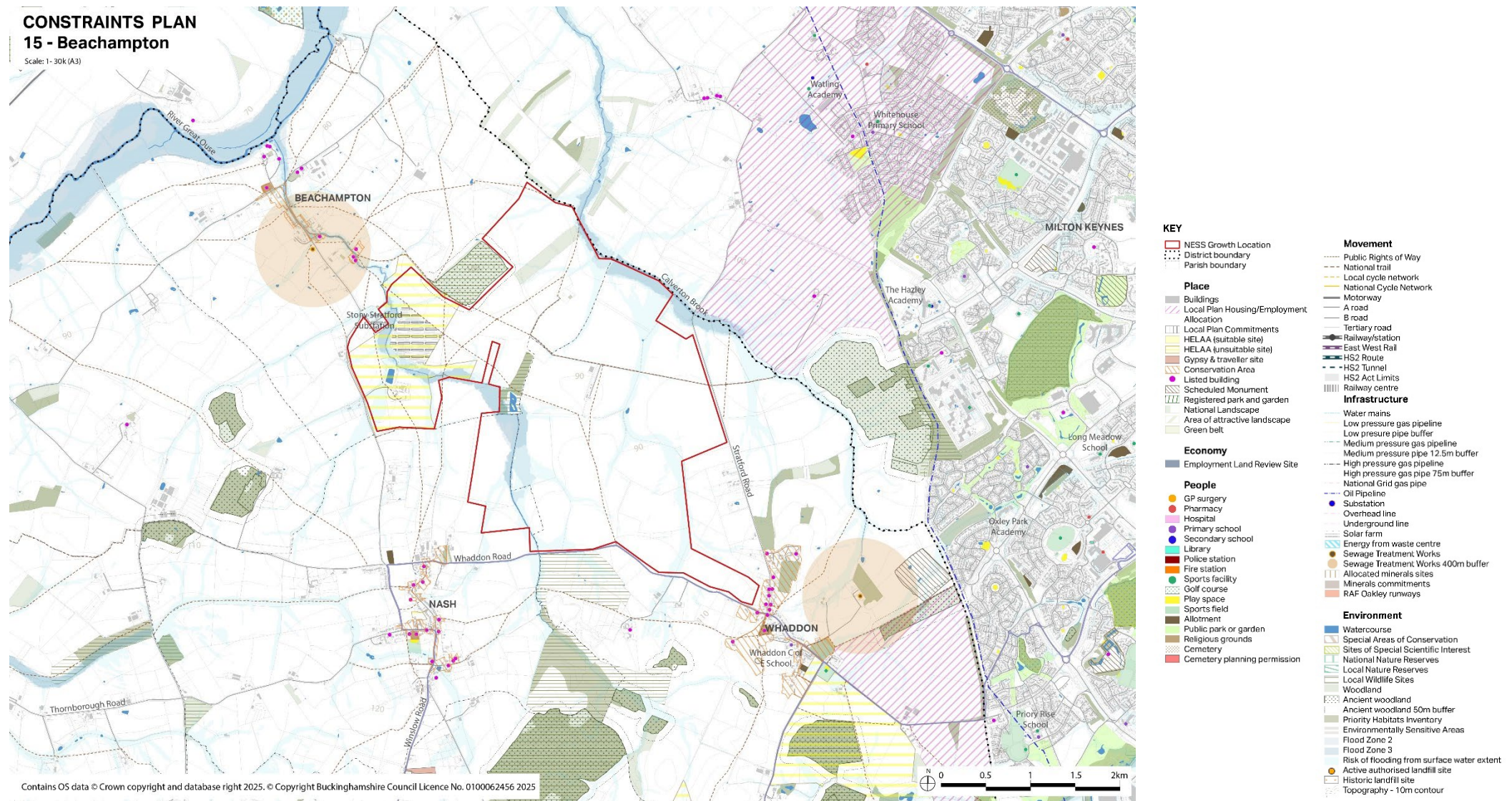
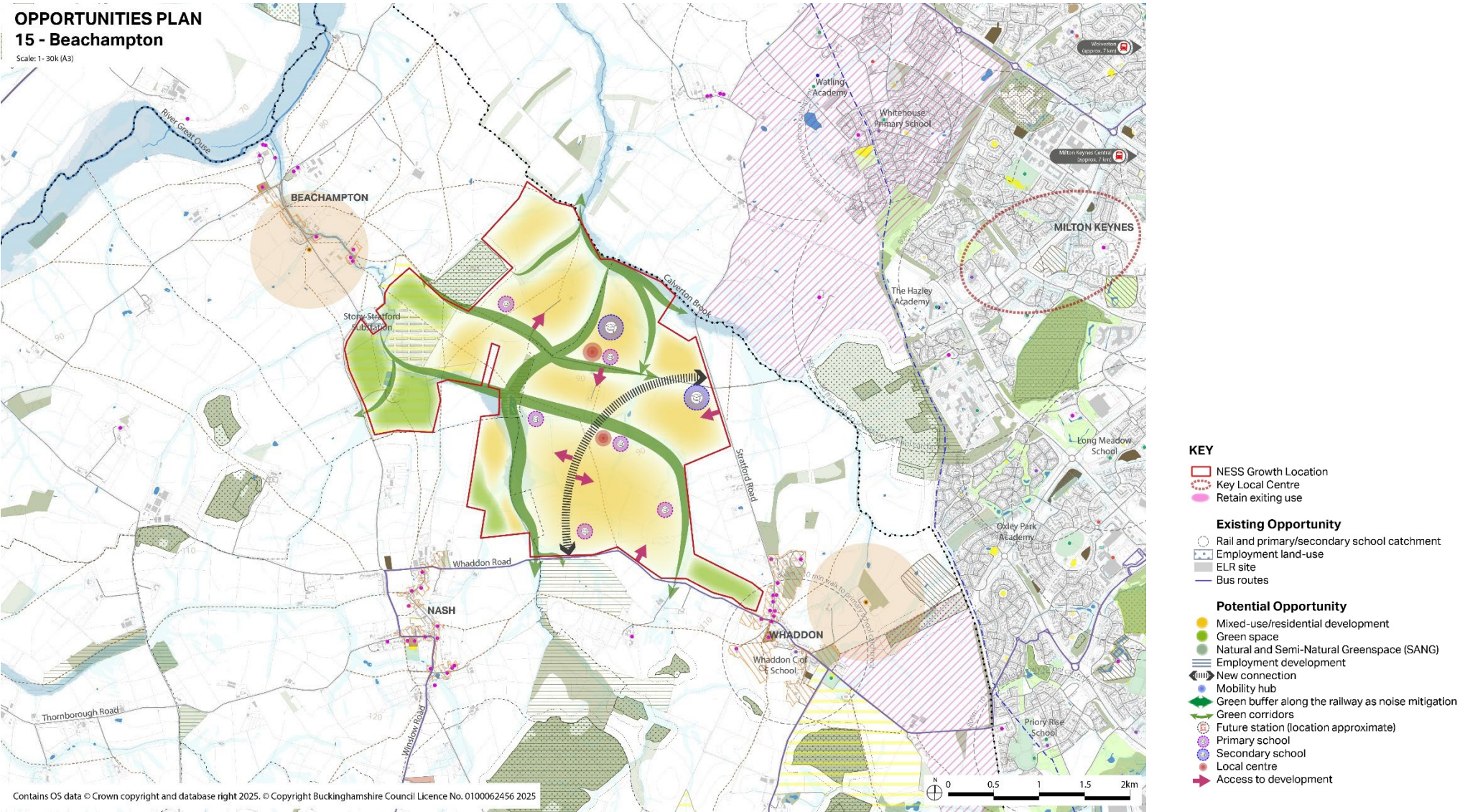




Figure 15.2 – Consolidated Opportunities Plan



# 16. Oakley

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Oakley and Worminghall are in northwest Buckinghamshire, close to the M40 at Junction 8a. The area is located 7.5km to the northwest of Thame, 13km south of Bicester and 17km west of Aylesbury/14km east of Oxford. |
| <b>Site Area</b>                             | Size of developable area 243.3ha;<br>Gross to net ratio 121.6ha   |
| <b>NESS Typology</b>                         | <b>New Settlement - Village Scale</b><br>Major New Settlements - Umbilical or Co-Dependent relationship with nearest large scale settlement   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>6,082</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |

| 2. Place                                 |   |
|--|---|
| <b>Strategic Planning Considerations</b> | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. There are no VALP policy designations covering the assessment area. The only nearby notation is a housing planning permission within Worminghall village and an Area of Attractive Landscape to the north and east. The Bernwood Biodiversity Opportunity Area (BOA) is adjacent to the site to the northwest of the assessment area. A second BOA runs adjacent to the assessment area on the east side (the Thame Valley BOA). Several areas of Ancient Woodland (Bernwood Forest) lie to the west of the assessment area. These are a mix of semi natural and replanted Ancient Woodland. They are covered by the Bernwood Forest Plan of the Forestry Commission. The site is adjacent to the boundary of South Oxfordshire District. |
| <b>Settlement Hierarchy</b>              | Oakley is classified as a Tier 5 settlement by the settlement review.   |

## 2. Place

|   |   |
|---|---|
| <b>Historic Environment</b>               | <p>There are no listed buildings or conservation areas within the site. However, Worminghall and Oakley Conservation Areas are located nearby, with the site lying in closer proximity to Worminghall. Whilst not directly adjacent to the historic cores, development of the scale proposed would diminish the degree of separation between these historic settlements and could affect their wider settings.</p> <p>There are no registered parks and gardens or locally listed buildings within or adjacent to the site. One scheduled monument, Thomley deserted medieval village, is located close to the site boundary and its setting will require consideration as part of any development proposals.</p> <p>The area has previously been impacted by airfield construction, which is likely to have reduced the survival of in situ archaeological remains. However, the recovery of numerous Roman and medieval artefacts during investigations immediately to the north indicates that buried remains may still be present, albeit potentially truncated. Any development proposals would need to be preceded by an appropriate programme of archaeological evaluation to ensure that any significant remains are preserved in situ or, where necessary, appropriately excavated and recorded.</p> |
| <b>Landscape and Settlement Character</b> | <p>An Area of Attractive Landscape (AAL) 1.1km to northeast. Although AALS no longer to be included in new Local Plan. Located within LCA Bernwood Forest assessed as of very good condition. The existing land uses in the area are predominantly agricultural, with arable fields and paddocks taking up the majority of the land. These fields are delineated by mature hedgerows, tree lines, narrow lanes and public rights of way. The former RAF Oakley site does still show the imprint of its previous use particularly with its hard surfaced runways. Nevertheless, the area represents a rural setting.</p>   |

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | <p>The area is not affected by any environmental constraints. The area is located in close proximity to the Shabbington Wood Complex SSSI, located beyond the area east of the M40. The site supports a high population of Great Crested Newts, with additional presence of reptile species. It is also of good ecological value for farmland bird species. The former runway area supports particularly notable sedum habitat of high botanical interest.</p> |
| <b>Relevant Waterbodies</b>       | <p>There are rivers or streams in the area on the west, east and south sides.</p>  |
| <b>Agricultural land</b>          | <p>The site has a mix of agricultural land quality Grades 3 and 4. Further investigations should confirm if there is any Grade 3a (better quality) agricultural land</p>   |
| <b>Ground conditions</b>          | <p>There are no historic landfills on or adjacent to the area. Potential risk of contamination due to past use of the site as an airfield. No current known risk of contamination.</p>   |



#### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | <p>According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substation which would serve this area is Thame Primary Substation, which has a 'Green (over 5% headroom)' RAG rating and approximately 34% unutilised capacity. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.</p> <p>In the Oakley area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works.</p>        |
|               | <i>Implications and Mitigation (Electricity)</i> | <p>Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that an overhead 400kV electricity transmission cable crosses the site in a general north-south direction.</p> <p>The electricity Distribution Network Operator (DNO) for the Oakley area is UKPN. Mapping downloaded from the UKPN website indicates that six 11kV overhead lines are located on the site:</p> <ul style="list-style-type: none"> <li>- Four 11kV overhead lines are located along/near the south-western boundary.</li> <li>- A short 11kV overhead line extends into the site at the north-eastern corner.</li> <li>- An 11kV overhead line extends across the northern corner.</li> </ul> |
|               | <i>Implications and Mitigation (Oil)</i>         | <p>Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.</p>  |
|               | <i>Implications and Mitigation (Gas)</i>         | <p>National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.</p> <p>The Council-supplied SGN mapping indicates that there are no gas distribution mains in this area.</p>  |
|               | <i>Implications and Mitigation (Renewables)</i>  | <p>The Renewable Energy Assessment (CSE, 2024) does not indicate that this area is suitable or has potential for the generation of energy through wind. The study indicates due to the absence of built form there is limited potential for roof mounted solar PV and roof mounted solar thermal. However, it indicates that areas of the assessment site may be suitable for ground mounted solar panels. There may also be potential for woody biomass energy generation in this area.</p>  |

#### 4. Infrastructure

|  |                                    |  |
|--|------------------------------------|--|
| <b>Water and wastewater</b>                  | <i>Existing Infrastructure</i>     | <p><b>Wastewater</b><br/>The Stage 1 Water Cycle Study indicates that this area would be served by Worminghall Sewage Treatment Works (Thames Water) which was assigned a <b>green</b> 'capacity for growth' RAG rating.</p> <p><b>Water supply</b><br/>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>   |
|  | <i>Implications and Mitigation</i> | <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Worminghall Sewage Treatment Works (Thames Water) is located approximately 300m beyond the south-eastern boundary. Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Thames Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>The majority of this area is located in Flood Zone 1, which is the zone with the lowest risk of flooding from rivers and/or the sea. A small part of the north-west corner is located in Flood Zone 2/3, associated with the risk of river flooding along the Thomley Brook (which is located immediately beyond the site).</p> <p>Some areas of the site are shown to be at risk of surface water flooding, mainly along watercourses.</p> <p>Two Ordinary Watercourses are located on the east side, generally flowing in a south-easterly direction. They will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Any existing culverts (e.g. beneath Worminghall Road) may require runoff to be restricted over and above standard discharge rates, which may require larger areas for attenuation.</p> <p>However, this should not pose a significant constraint to development.</p>   |

#### 4. Infrastructure

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Digital</b>            | <i>Existing Infrastructure</i>     | The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:<br>Superfast (>=30 Mbps): 97.2%<br>Ultrafast (>100 Mbps): 81.4%<br>Gigabit (DOCSIS 3.1 or FTTP): 80.5%<br>Full Fibre (FTTP or FTTH): 74.9%  |
|                           | <i>Implications and Mitigation</i> | Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.  |
| <b>Waste and minerals</b> | <i>Existing Infrastructure</i>     | A minerals safeguarding area for Alluvium washes over large areas of the assessment area. There is no previous waste management uses in or near the assessment area. There are no waste management sites located in Oakley, the closest site is located in Long Crendon (Long Crendon Industrial Estate). This site is classed in the Buckinghamshire Minerals and Waste Local Plan (BMWLP, 2019) as a secondary area of focus to accommodate growth. There are no household waste recycling centres located in or around Oakley. |
|                           | <i>Implications and Mitigation</i> | Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.  |

#### 5. Movement

|                                 |   |
|---------------------------------|---|
| <b>DfT Connectivity Metrics</b> | DfT overall connectivity score is <b>19.11</b> . This represents a <b>low level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i><br>In terms of the strategic road network, the nearest junction, Junction 8a of the M40, lies 7.4km to the southwest taking a route through Ickford and Tiddington. This junction is also a road connection to Oxford (12km west of the junction) via the A40. The A40 at Wheatley can be reached 6km southwest via Townsend. The town of Thame is 10km to the east via Shabbington and the A418. Otherwise, the development area is remote from major roads |

| 5. Movement               |                                    |   |
|---------------------------|------------------------------------|---|
|                           | <i>Implications and Mitigation</i> | Significant upgrades to surrounding rural routes would be required to facilitate additional traffic reaching more significant road routes. Development may trigger the need for off-site mitigation in nearby villages including Worminghall, Brill, Long Crendon and Oakley. Potential requirement for new M40 junction to serve the development, dependent on viability and funding.  |
| <b>Public Transport</b>   | <i>Existing Infrastructure</i>     | The area is poorly served by buses with generally less frequent rural services running through Worminghall village. There are only occasional bus services from Oakley and Worminghall villages as follows: 108 – Shabbington to Aylesbury schooldays only 1 each way; 110 Worminghall to Aylesbury Mon-Fri 4 per day; 111 Oakley to Aylesbury Mon-Fri 3 or 4 per day; 112 Waddesdon to Aylesbury via Oakley – Wed and Fri only 1 per day; and 113 Oakley to Thame and Princes Risborough 3 per day Tues and Thursday |
|                           | <i>Implications and Mitigation</i> | A discussion with operators would be required regarding diverting one or more of these services into the assessment area. A step change in bus service provision would be required in the area with links to places such as Thame, Haddenham or possibly as far as Oxford and Aylesbury. The challenge will be to provide inter-urban routes as the development area lies off the main inter-urban road routes.   |
| <b>Rail transport</b>     | <i>Existing Infrastructure</i>     | The nearest railway station to the area is Haddenham and Thame Parkway. This lies 11.5km to the east and is served only by Chiltern Railways. Trains are typically 1-2 per hour to either London Marylebone, Birmingham city centre or Oxford.  |
|                           | <i>Implications and Mitigation</i> | Development in this area is unlikely to trigger changes to rail services. Providing direct, attractive active mode and bus service links to the stations would be essential but could be challenging given the development area lies off the main road routes linking between larger settlements.   |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The very northern and southern edge of the area are within walking distance of the limited services and facilities within Worminghall and Oakley centres. Thame is accessible within an 8km cycling distance. The Oxford Services off the M40 J8a are within a 6km route via Waterstock. There is no existing off-road cycle infrastructure in the area.  |
|                           | <i>Implications and Mitigation</i> | Walking routes to these villages centres should be improved. On-street cycle infrastructure improvements should be required to connect the site however on a rural network this may not be attractive or safe for cyclists of all abilities. These improvements should focus on routes to Thame town centre, to Wheatley (for Oxford) and Haddenham and Thame Parkway railway stations.   |

## 6. People

|   |   |
|---|---|
| <b>Social Infrastructure Facilities</b> | <p><i>Existing Infrastructure</i></p> <p>The settlement review identifies Worminghall and Oakley as having the following services:<br/> Worminghall: 1 pub, 1 village hall, 1 faith building<br/> Oakley: 1 food shop, 1 pub, 1 combined school, 1 faith building.<br/> These are all located within walking distance (800m) and cycling distance (1.6km).<br/> A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Aylesbury (17km away) or alternatively in Oxford (outside Buckinghamshire, 8km away)</p> |
|   | <p><i>Implications and Mitigation</i></p> <p>The capacity of existing healthcare and education capacity in the wider surrounding area is unknown; however, it is likely that development of a significant scale here would put strain on existing services and require expansion of existing facilities or new facilities within the wider surrounding area.<br/> The following infrastructure provisions would be required for a development of this scale:</p>  |
|   | <p><i>Implications and Mitigation</i></p> <p><b>Education</b><br/> 5 Early Years facilities (50 places each)<br/> 8 primary school form entries<br/> 10 secondary school form entries<br/> Provision for 50 SEND pupils<br/> 310 college places<br/> 70 adult learning places</p>   |
|   | <p><i>Implications and Mitigation</i></p> <p><b>Healthcare</b><br/> 860 sq.m of primary healthcare facility space<br/> 3 community pharmacies<br/> 290 sq.m of dental facility space<br/> 27 hospital beds<br/> 710 sq.m for community and mental health services<br/> 193 residential care beds</p>  |



## 6. People

|  |   |
|--|---|
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>2 children's family centres<br>900 sq.m of flexible community space<br>440 sq.m of library space<br>660 sq.m of art and cultural space   |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>1 four-court sports hall<br>23.4 hectares of formal outdoor sports provision<br>11.7 hectares of parks and gardens<br>8.8 hectares of amenity green space<br>26.4 hectares of natural and semi-natural greenspace<br>2.9 hectares of allotments<br>3.7 hectares of equipped/designated play areas<br>4.4 hectares of informal play space (MUGA) |
| <b>Address deprivation of existing communities</b> | Oakley has minor levels of deprivation. However, the surrounding areas on the northern side of Oakley have higher levels of deprivation. The location is close to 20-50% of the most deprived of LSOA. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.                      |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | Existing uses within the area include farming, equine, waste transfer, kitchen renovations and car repairs. There are limited employment opportunities within easy reach by public transport or active modes, but good road connections provide links to Oxford and other urban centres. |
| <b>Potential Employment</b> | The M40 provides good access to growth sectors in the Oxford City-Region (e.g. sciences) and to the motorsports sectors in Oxfordshire, Buckinghamshire and Northamptonshire. However, options to access employment by non-car models are limited.                                       |

| 8. Implementation  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | There are approximately 10 landowner who privately own the sites in this area, with the majority of the site area in single ownership. The land is bounded by the M40 to the west, which is owned by National Highways. Historic HELAA site submissions show that the entirety of the area was put forward, and it was classed as unsuitable. However, the area was submitted again for the most recent call for sites and was classed as suitable. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Relatively isolated, inaccessible location at the Buckinghamshire scale, but close to Oxford by car. Significant highways upgrades required to rural roads and potentially the cost of providing a new junction on the M40. Significant on-site infrastructure required given lack of nearby provision. Potential contamination from former use as a military airfield. Actively promoted and in single ownership.                                  |
| <b>Refined trajectory of capacity in Plan Period</b>       | New Settlement - Village typology. Relatively rural and isolated and car dependent. Lower build-out rate. Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,500</b> homes would be deliverable within plan period.   |

## 9. Summary

### Constraint Summary

- Adjacent Bernwood/Thame Valley BOAs; proximity to Shabbington Wood SSSI; several ancient woodlands; ordinary watercourse east side. AAL close by.
- Potential risk of contamination due to past use of the site as an airfield.
- No social infrastructure. Far away from main settlements (Aylesbury, Oxford and Buckinghamshire for social infrastructure provision).
- DfT connectivity ~19.1 (low); remote from major roads; bus provision sparse; active travel limited.
- Agricultural land Grades 3/4 (need to confirm 3a presence)
- Overhead 11kV lines present;
- Sewage Treatment Works adjacent to site with buffer zone covering part of site.
- Flood risk generally FZ1 with minimal SW pockets. flood zone 2 and 3 outside the area.
- No waste management sites or household waste recycling centres located close to site.
- Discussions with South Oxfordshire District Council, Cherwell District Council and Oxfordshire County Council given areas location close to county boundary.

### Opportunities Summary

- Entire area put forward in Call for Sites classed as suitable.
- Proximity to M40 J8a (~7.4 km) for regional access - Potential requirement for new M40 junction to serve the development, dependent on viability and funding.
- UKPN Thame Primary substation rated 'green' (~34% headroom).
- Wastewater Worminghall STW rated 'green' capacity.
- Opportunity to improve links toward the A418/A40, Thame and Wheatley.
- Potential to address local deprivation with new infrastructure and jobs in the northern area of Oakley.
- Simple landownership

**Table 16.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score      |
|----------------|--|-------------|----------------|---|------------|
| Place          | Conserve and integrate with the historic environment   | Medium      | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low        |
|                | Integrate in a way that respects landscape and settlement character  | Medium      |                | Access to existing or committed sustainable Rail transport links and services                   | Low        |
|                | Preserve the rural and urban character   | Low/Medium  |                | Access to existing or committed strategic active mode routes                                    | Low        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium      | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Low        |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Low/Medium |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium |
|                | Ensure agricultural productivity for food security   | Low/Medium  |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low        |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | High       |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Medium      |                | Wider Deliverability Risks and Phasing Implications   | Low/Medium |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |            |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |            |
|                | Consider waste and minerals  | Low/Medium  |                |   |            |

**CONSTRAINTS PLAN  
16 - Oakley**

Scale: 1:25k (A3)

Oakley C of E Combined School

Wormal Park

Menmarsh Road

WORMINGHALL

Holton Brook

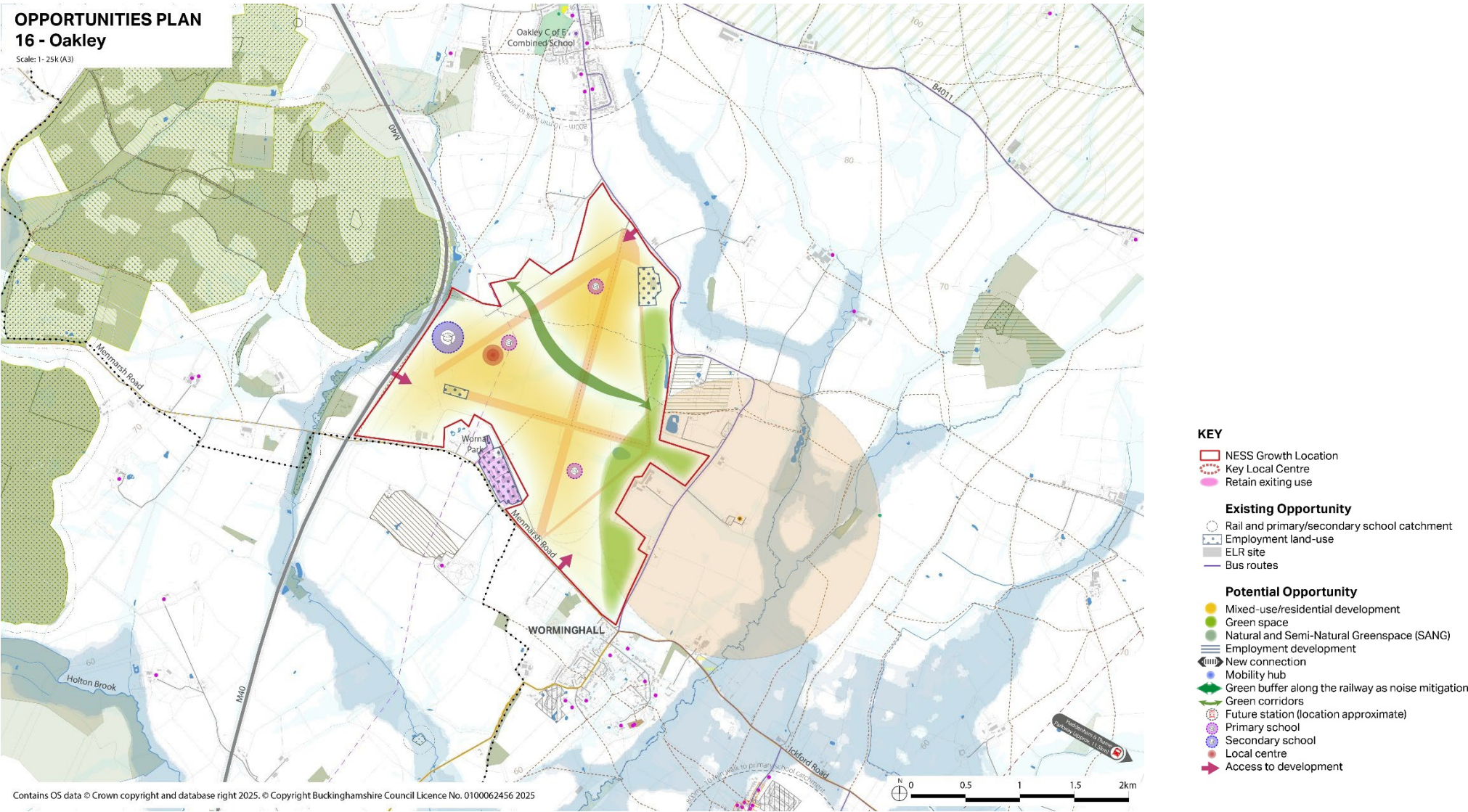
Lickford Road

0 0.5 1 1.5 2km

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Figure 16.2 – Consolidated Opportunities Plan



# 17. Steeple Claydon

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Steeple Claydon is located in northwestern Buckinghamshire. It is located halfway between Aylesbury and Buckingham.   |
| <b>Site Area</b>                             | Size of developable area 179ha;<br>Gross to net ratio 89.5ha  |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Neighbourhood Scale</b><br>Medium scale urban extension with a range of services required. Dependent on associated settlement functions (higher order services)   |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>4,475</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |
| 2. Place                                     |   |
| <b>Strategic Planning Considerations</b>     | The area is covered by the adopted Vale of Aylesbury Local Plan 2021. There are no designations on the area itself. Some parts of the area are within a minerals safeguarding area (BMWLP Policy 1). The site is adjacent to (and partially overlaps) an East-West railway safeguarding area. Part of the site is within the HS2 safeguarding area  |
| <b>Settlement Hierarchy</b>                  | Steeple Claydon is classified as a Tier 4 settlement - large village. Therefore, not many services and facilities are available.  |
| <b>Historic Environment</b>                  | There are no listed buildings or conservation areas within the assessment area. However, there are a few listed buildings beyond the boundary. The prominent GII* church of St Michaels sits between the two sections of the site at the south of Steeple Claydon. There are no Registered Parks & Gardens, locally listed buildings, or conservation areas in the area. There is a Conservation Area and Registered Park and Garden located close to the area: Middle Claydon.   |
| <b>Landscape and Settlement Character</b>    | A large area to the south and east of Steeple Claydon. Approximately 475m from Registered Park and Garden of Claydon to south. Located mostly within LCA Claydon Bowl assessed as of very good condition. Small area to west within LCA Twyford Vale assessed as of good condition. Land in agricultural use managed for arable with medium sized fields with hedged boundaries. Occasional hedgerow trees and lines of trees. Land rises from the railway towards Steeple Claydon. Several Public Rights of Ways pass through the area including the Bernwood Jubilee way. Area is close to railway line along southern boundary and route of HS2 to west. |

### 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | This area is not affected by many environmental constraints. There are a few small woodlands and priority habitats in the area, but these are located in the boundaries. |
| <b>Relevant Waterbodies</b>       | There are two streams crossing the site on the eastern and western sides.  |
| <b>Agricultural land</b>          | The site has a mix of agricultural land quality Grades 3 and 4. Further investigations should confirm if there is any Grade 3a (better quality) agricultural land        |
| <b>Ground conditions</b>          | There are no historic landfills on or adjacent to the area. There is likely to be a low risk of contamination in the area.   |

### 4. Infrastructure

|               |  |   |
|---------------|--|---|
| <b>Energy</b> | <i>Existing Infrastructure</i>                   | According to NGED's online Network Opportunity Map, the primary electrical substation which would serve this area is Steeple Claydon Substation, which is located beyond the south-western corner of the site and has a 'Green' Demand Connected RAG rating and a 'Green' Demand Contracted RAG rating. The Demand Contracted Headroom is shown as 8.1MW.<br>In the Steeple Claydon area, National Grid Electricity Distribution (NGED) manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, NGED will cover costs for upgrades to the existing networks and developers fund any site-specific works. |
|               | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Steeple Claydon area is National Grid Electricity Distribution (NGED). Mapping downloaded from the NGED website indicates that there is no electricity distribution infrastructure located within this area. The Railway Cottage Steeple Claydon Secondary Substation is located just beyond the central southern boundary.  |
|               | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that there are no BPA oil pipelines on or near this area.   |

| 4. Infrastructure    |   |  |
|----------------------|---|--|
|                      | <i>Implications and Mitigation (Gas)</i>        | <p>National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.</p> <p>The Council-supplied SGN mapping indicates that a high pressure (HP) distribution main extends across this area in a south-west to north-east alignment. Development will need to accommodate the easement/buffer associated with this HP main, or the HP main will need to be diverted.</p> <p>A medium pressure (MP) gas distribution main is located immediately beyond and along the western boundary, in a north-south direction along Addison Road.</p>   |
|                      | <i>Implications and Mitigation (Renewables)</i> | <p>The Renewable Energy Assessment (CSE, 2024) indicates that this area is not suitable for the generation of energy through ground mounted solar panels or wind.</p>  |
| Water and wastewater | <i>Existing Infrastructure</i>                  | <p><b>Wastewater</b></p> <p>The Stage 1 Water Cycle Study indicates that this area would be served by Steeple Claydon Sewage Treatment Works (Anglian Water) which was assigned an <b>orange</b> 'limited capacity for growth' RAG rating.</p> <p><b>Water supply</b></p> <p>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them.</p>  |
|                      | <i>Implications and Mitigation</i>              | <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Steeple Claydon Sewage Treatment Works (Anglian Water) is located approximately 600m beyond the northern corner.</p> <p>Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |



| 4. Infrastructure                            |                                    |  |
|--|------------------------------------|--|
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>There are areas of Flood Zones 2 and 3 associated with the risk of river flooding along two Ordinary Watercourses which cross this area: one in the south-west which flows in a north-westerly direction; and one along the eastern edge, which flows in a northerly/north-westerly direction.</p> <p>There are some areas which are shown as being susceptible to surface water flooding, along and around multiple field ditches.</p> <p>There are multiple Ordinary Watercourses located within this area (including field ditches), which will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors.</p> |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Mid Buckinghamshire area is as follows:</p> <p>Superfast (&gt;=30 Mbps): 97.2%</p> <p>Ultrafast (&gt;100 Mbps): 81.4%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 80.5%</p> <p>Full Fibre (FTTP or FTTH): 74.9%</p>  |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>  |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>A minerals safeguarding area for Alluvium washes over parts of the west and south of the site. There are no existing waste management sites located close to the area. The closest sites are located in Woodham (Woodham Industrial Estate) and Buckingham (Radcliffe Road and Buckingham Industrial Park). Woodham site is classed by the BMWLP (2019) as a secondary area of focus and both Buckingham sites are classed primary areas of focus for growth. There are no household waste recycling centres in or near Steeple Claydon.</p>  |
|  | <i>Implications and Mitigation</i> | <p>Consideration should be given to the potential for minerals in the area. Depending on scale, type and catchment of the proposed waste management facility it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus.</p>  |



## 5. Movement

|                                 |                                    |   |
|---------------------------------|------------------------------------|---|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>26.39</b> . This represents a <b>low level of connectivity</b> .   |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | The site area is remote from major routes, therefore placing reliance upon rural roads to connect across east to Winslow (EWR station) which is approximately 7km away; north to Buckingham and the A421 which are approximately 6km away; and south to the A41 near Kingswood which is approximately 8km away.   |
|                                 | <i>Implications and Mitigation</i> | Upgrades would be required to surrounding rural routes to facilitate traffic routeing to key destinations and more major road links. Steeple Claydon sits amongst a network of rural routes and therefore potentially traffic could disperse onto a variety of routes. Some of these roads are narrow, undulating with poor forward visibility. The roads immediately adjacent to the site area (Addison Road, Queen Catherine Road, Herd's Hill) leading into Steeple Claydon will require more significant work to accommodate access junctions, footways and revised speed limits. |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | The area is poorly served by bus. 18 service links to Buckingham and Bicester but only runs 5 times a day in each direction. No bus connection is provided to Aylesbury or Winslow.   |
|                                 | <i>Implications and Mitigation</i> | A step change in bus service provision would be required in terms of service frequency and hours of operation. The existing 18 route running through Steeple Claydon would be within reasonable walking distance of the site area, however new/improved stops would be required. The development may not be of a scale to support additional services to other destinations not served by the 18, meaning places like Winslow and Aylesbury will not be connected directly.   |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | The site area lies adjacent to the East West Rail route; however, a station is not proposed at this location. A station ('Claydon') used to serve the old railway line. Access to rail would therefore be achieved at Winslow for EWR services to Milton Keynes, at Bicester North (Chiltern Mainline), Bicester Village (EWR/Chiltern services) and Aylesbury Vale Parkway (for services to London) - the stations are between 7 and 15km away from the site area.   |
|                                 | <i>Implications and Mitigation</i> | Development in this area is unlikely to trigger changes to rail services or justify a new railway station without external funding. The location of the former Claydon station is however central within the site area but new station infrastructure would be required which would be very costly. Providing direct, attractive active mode and bus service links to the stations would be essential but could be challenging given the development area lies off the main road routes linking between larger settlements.   |

## 5. Movement

|                           |                                    |   |
|---------------------------|------------------------------------|---|
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | The site could be of a scale to support some on-site key services and local shops, otherwise those in the village (Coop, school) would be within reasonably cycling and potentially walking distance from large parts of the site area.   |
|                           | <i>Implications and Mitigation</i> | Walking routes to these villages centres should be improved. On-street cycle infrastructure improvements should be required to connect the site however on a rural network this may not be attractive or safe for cyclists of all abilities. If a Varsity Way cycle route is brought forward, this would pass along the edge of the site and would provide better connectivity to the nearest railway station at Winslow - this could be a 20-30 minute cycle ride. |

## 6. People

|   |   |
|---|---|
| <b>Social Infrastructure Facilities</b>   | <p><i>Existing Infrastructure</i></p> <p>The settlement review identifies Steeple Claydon as having the following services: 1 pub, 1 food shop, 1 primary school, 1 library, 2 sports facilities.</p> <p>These are all located within walking distance (800m) and cycling distance (1.6km).</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Buckingham (4.5km away)</p> |
| <p><i>Implications and Mitigation</i></p> | <p>The following infrastructure provisions would be required for a development of this scale:</p>   |
| <p><i>Implications and Mitigation</i></p> | <p><b>Education</b></p> <p>4 Early Years facilities (50 places each)</p> <p>6 primary school form entries</p> <p>7 secondary school form entries</p> <p>Provision for 40 SEND pupils</p> <p>230 college places</p> <p>50 adult learning places</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Healthcare</b></p> <p>630 sq.m of primary healthcare facility space</p> <p>2 community pharmacies</p> <p>210 sq.m of dental facility space</p> <p>20 hospital beds</p> <p>520 sq.m for community and mental health services</p> <p>142 residential care beds</p>  |
| <p><i>Implications and Mitigation</i></p> | <p><b>Community Facilities</b></p> <p>1 children's family centre</p> <p>660 sq.m of flexible community space</p> <p>320 sq.m of library space</p> <p>480 sq.m of art and cultural space</p>   |

## 6. People

|   |   |
|---|---|
| <p><i>Implications and Mitigation</i></p>                 | <p><b>Sports &amp; Recreation</b></p> <ul style="list-style-type: none"> <li>17.2 hectares of formal outdoor sports provision</li> <li>8.6 hectares of parks and gardens</li> <li>6.4 hectares of amenity green space</li> <li>19.3 hectares of natural and semi-natural greenspace</li> <li>2.1 hectares of allotments</li> <li>2.7 hectares of equipped/designated play areas</li> <li>3.2 hectares of informal play space (MUGAs)</li> </ul> |
| <p><b>Address deprivation of existing communities</b></p> | <p>Oakley has minor levels of deprivation. However, the surrounding areas on the northern side of Oakley have higher levels of deprivation. The location is close to 20-50% of the most deprived of LSOA. New social infrastructure provision and economic opportunities in the area might have potential to reduce deprivation levels in the surrounding area.</p>   |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The main existing land use within the area is arable farming, with some mineral-related activities to the west. It is not close to any existing economic assets or employment areas of any substantial size. The towns of Buckinghamshire to the north and Bicester to the west are sufficiently close to be commutable by car and are likely to offer employment opportunities. |
| <b>Potential Employment</b> | The area is not close to any growth assets and growth in this location would not support Buckinghamshire's key growth sectors in particular. However, the Westcott Space cluster to the south is likely to be commutable by car. Also, Winslow is relatively close by to the west and so this location could benefit if an EWR station comes forward there.                      |

## 8. Implementation

|  |  |
|--|--|
| <b>Land Assembly - Ownership Review</b>                    | The area is made up of over 40 landowners. However, the majority of the land is owned by Claydon Estate LLP. A small remainder of the land is owned by corporate bodies and limited companies. The southern part of the area is part of the East West Rail route, which is currently under development. Approximately 13ha of the land is owned by the Secretary of State for this development. Historic HELAA site submissions show that a small part of the area was put forward, and it was classed as unsuitable. However, the whole area was submitted again as part of New Towns Taskforce for the most recent call for sites and was classed as suitable. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Phasing delayed due to construction of HS2 and East West Rail. Two main ownerships in control of the site (Claydon Estate and SoS for Transport). Land subject to HS2 safeguarding. Land will need to be made available for development following completion of HS2 which will delay development. The land may be available sooner given the Steeple Claydon HS2 compound is smaller than initially proposed when the HS2 Act was passed. Relatively low-demand location in a village. Significant infrastructure improvements required  |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Neighbourhood typology. Two parts to site and likely two access points. Typology based delivery trajectory assumptions applied. Assumption that approximately <b>2,150</b> homes would be delivered within plan period  |



## 9. Summary

### Constraint Summary

- Overlaps HS2 and East–West Rail safeguarding areas; phasing will be constrained until land is released.
- Tier 4 large village with limited existing services and reliance on higher-order settlements for key functions.
- High-quality landscape context and proximity to Conservation Areas and Registered Park & Garden – sensitive landscape/heritage interface.
- Minerals safeguarding areas (alluvium) across parts of the west and south.
- Flood Zones 2/3 and surface-water susceptibility
- Limited wastewater capacity at Steeple Claydon STW;
- High-pressure gas main traverses the site (significant easement/diversion needed).
- Low DfT connectivity score (~26.39), Rural roads, narrow widths and visibility; major upgrades needed to support access. Poor bus service (infrequent, limited coverage) and no rail station nearby

### Opportunities Summary

- Full site submitted to most recent Call for Sites and classed suitable.
- Majority landownership under Claydon Estate enables coordinated planning and delivery.
- Low contamination risk and few environmental designations inside the site boundary.
- Good electrical capacity (Steeple Claydon substation, ~8.1MW headroom); no transmission constraints.
- Potential to enhance walking and cycling connections to the village.
- Ability to deliver on-site community facilities, education, healthcare and open space at scale.
- Within commuting reach of Buckingham, Bicester and Westcott Space Cluster, improving employment access despite rural context.
- HS2 construction footprint smaller than initial Act designation → potential for earlier land release.

**Table 17.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score      |
|----------------|--|-------------|----------------|---|------------|
| Place          | Conserve and integrate with the historic environment   | High        | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Low        |
|                | Integrate in a way that respects landscape and settlement character  | Low/Medium  |                | Access to existing or committed sustainable Rail transport links and services                   | Low        |
|                | Preserve the rural and urban character   | Medium/High |                | Access to existing or committed strategic active mode routes                                    | Low        |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium      | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium     |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Low        |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low        |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low        |
|                | Ensure agricultural productivity for food security   | Medium/High |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Low        |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | High       |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Medium      |                | Wider Deliverability Risks and Phasing Implications   | Low/Medium |
|                | Consider water supply and wastewater (capacity and requirements)   | Medium      |                |   |            |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |            |
|                | Consider waste and minerals  | Low/Medium  |                |   |            |

### Figure 17.1 – Consolidated Constraints Plan

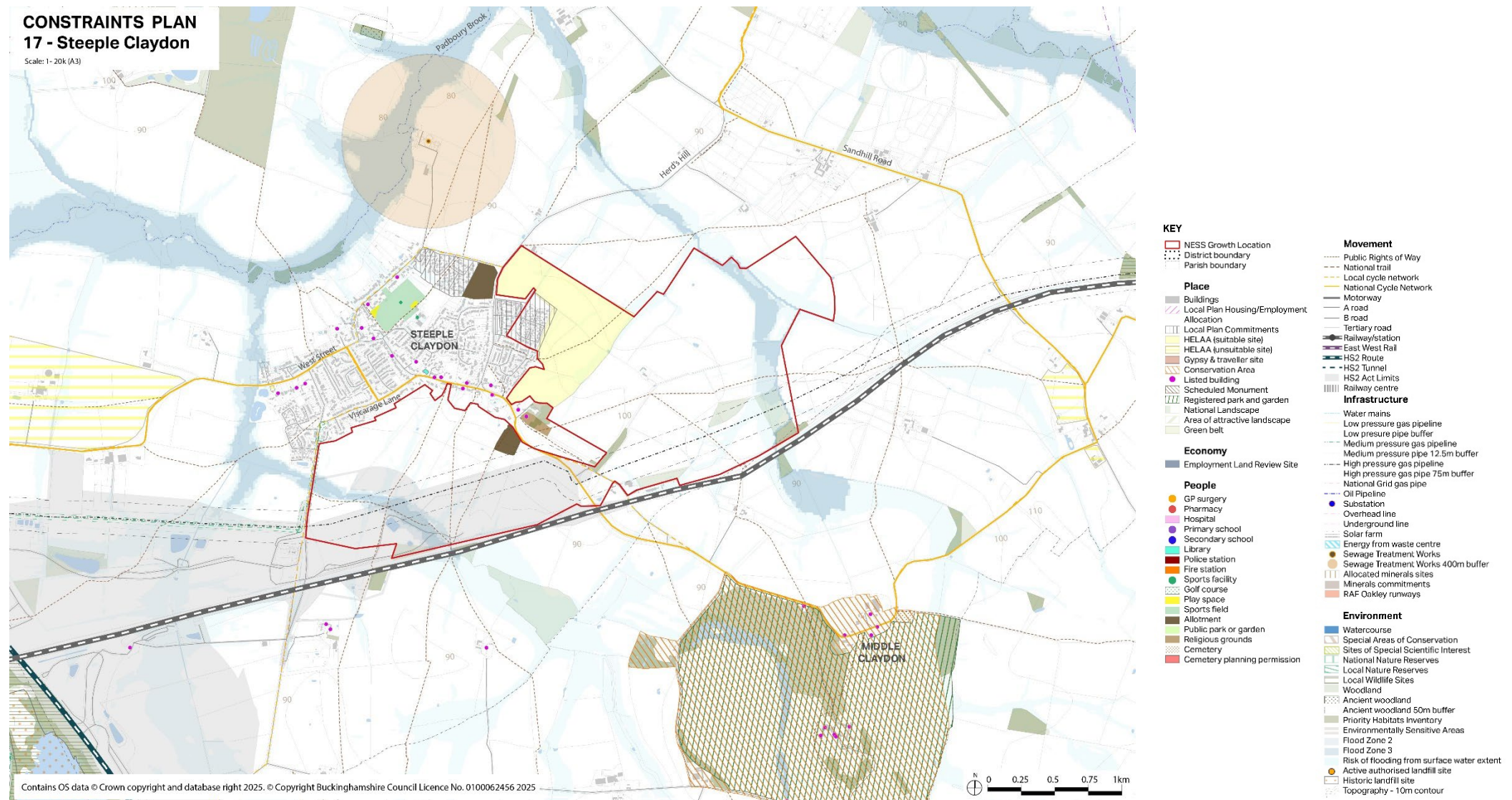




Figure 17.2 – Consolidated Opportunities Plan



# 18. Wing

| 1. Location Summary                          |   |
|--|---|
| <b>Location and General Area Description</b> | Wing is located to the northeast of Buckinghamshire, in close proximity to the planning boundaries with Leighton Buzzard.   |
| <b>Site Area</b>                             | Size of developable area: 96ha;<br>Size of SANG: 32ha;<br>Size of developable area (after SANG) 64ha<br>Gross to net ratio (50%): 32ha;   |
| <b>NESS Typology</b>                         | <b>Settlement Expansion - Local Scale</b><br>Small scale urban extension with a range of services required. Dependent on associated settlement functions (lower and higher order services)  |
| <b>Assumed Site Capacity</b>                 | Number of dwellings <b>1,600</b><br>Based on High level capacity calculation and application of average density to net site area of 50dph   |
| 2. Place                                     |   |
| <b>Strategic Planning Considerations</b>     | This area is covered by Vale of Aylesbury Local Plan (2021). The area is relatively free from policy constraints. Some parts of the area are located in a minerals safeguarding area (BMWLP Policy 1). The site is located close to the border with Hertfordshire and Bedfordshire with the nearest higher tier settlement being Leighton Buzzard (east).   |
| <b>Settlement Hierarchy</b>                  | Wing is classified as a Tier 3 settlement - a small market town or large settlement.  |
| <b>Historic Environment</b>                  | There are no listed buildings or conservation areas within the assessment area. However, there are listed buildings beyond the boundary. There are no Registered Parks & Gardens, locally listed buildings, or conservation areas in the area. There is a Conservation Area located adjacent to the area: Wing Conservation Area. There is also a scheduled monument located close to the area: Ascott House (remains of 16th and 17th century mansion, formal gardens and warren). Wing Castle Hill is within the bottom south east corner of site. This has been described as a probable timber castle, earthworks however now remain (The site is a scheduled monument). |



## 2. Place

|   |   |
|---|---|
| <b>Landscape and Settlement Character</b> | Large area to northwest of Wing which is partly within an area currently designated as an Area of Attractive Landscape (AAL). This designation will not be included in the New Local Plan. The site located within LCA Wingrave-Mentmore Ridge assessed as of very good condition. It is agricultural land managed for arable within small to medium-sized fields with strong hedgerows and frequent hedgerow trees. Landform rises towards the castle within Wing to the east. The settlement of Wing is located on a hill. Several Public Rights of Way pass through the area including the waymarked Outer Aylesbury Ring. |
|---|---|

## 3. Environment

|                                   |  |
|-----------------------------------|--|
| <b>Environmental Designations</b> | This area is not affected by many environmental constraints. There is a small ancient woodland located close to the area, the 50m buffer does not reach the area boundary. Most of the area is within the Zone of Influence for Ashridge Common and Woods Special Area of Conservation (SAC). On site SANG mitigation is required. The SAC itself is approximately 11km away to the east. There are no other environmental designations in the area. |
| <b>Relevant Waterbodies</b>       | There is a stream crossing the site from north to south on the eastern side.   |
| <b>Agricultural land</b>          | The site has a mix of agricultural land quality Grades 3 and 4. Further investigations should confirm if there is any Grade 3a (better quality) agricultural land  |
| <b>Ground conditions</b>          | There are no historic landfills on or adjacent to the area. There is likely to be a low risk of contamination in the area.   |

## 4. Infrastructure

|               |                                |   |
|---------------|--------------------------------|---|
| <b>Energy</b> | <i>Existing Infrastructure</i> | According to UKPN's online Network Infrastructure and Usage Map (NIUM), the primary electrical substations which would serve this area are the Cheddington Primary Substation and the Leighton Buzzard Primary Substation. Both have a 'Green (over 5% headroom)' RAG rating. Cheddington Primary has approximately 30% unutilised capacity and Leighton Buzzard Primary has approximately 59%. The Infrastructure Delivery Plan (IDP) will include further capacity assessments for gas and electricity.<br>In the Wing area, UKPN manage connections and the local infrastructure network to ensure continued supply as substations approach capacity. Where new development triggers the need for upgrades, UKPN will cover costs for upgrades to the existing networks and developers fund any site-specific works. |
|---------------|--------------------------------|---|

#### 4. Infrastructure

|                             |  |   |
|-----------------------------|--|---|
|                             | <i>Implications and Mitigation (Electricity)</i> | Mapping obtained via National Grid Electricity Transmission's (NGET) data portal indicates that there is no electricity transmission infrastructure within or near this area.<br>The electricity Distribution Network Operator (DNO) for the Oakley area is UKPN. Mapping downloaded from the UKPN website indicates that three 11kV overhead lines are located on the site:<br>- Two 11kV overhead lines are located on the south-western area.<br>- One 11kV overhead line is located on the south-east side.   |
|                             | <i>Implications and Mitigation (Oil)</i>         | Mapping supplied by the Council indicates that two oil pipelines extend across the western area of the site, in a north-south alignment.  |
|                             | <i>Implications and Mitigation (Gas)</i>         | National Gas mapping supplied by the Council indicates that there are no high pressure (HP) gas transmission pipelines on or near this area.<br>The Council-supplied SGN mapping indicates that whilst there are gas distribution mains in Wing, there are none within this site.   |
|                             | <i>Implications and Mitigation (Renewables)</i>  | The Renewable Energy Assessment (CSE, 2024) indicates that this area is suitable for the generation of energy through ground mounted solar panels, but not suitable for the generation of energy through wind.  |
| <b>Water and wastewater</b> | <i>Existing Infrastructure</i>                   | <b>Wastewater</b><br>The Stage 1 Water Cycle Study indicates that this area would be served by Wing-Cublington Road Sewage Treatment Works (Anglian Water) which was assigned a <b>green</b> 'capacity for growth' RAG rating.<br><b>Water supply</b><br>Potential site allocations will be shared with the water companies who will then assess the impact of each site on the water supply network. A red / amber / green score will be assigned to each site based on the presence of any significant constraints and the nature of any upgrades or new infrastructure required to accommodate them. |

| 4. Infrastructure                            |                                    |  |
|--|------------------------------------|--|
|  | <i>Implications and Mitigation</i> | <p>The online Open Infrastructure Map indicates that there are no Sewage Treatment Works or Water Treatment Plants within this area. Water and public sewer records had not been received in an appropriate format at the time of writing this report, therefore are not shown on the pro forma mapping. There is a risk that unmapped public trunk sewers and/or trunk water mains may require large easements or costly diversions, which could affect site viability.</p> <p>Anglian Water should advise Buckinghamshire Council of any strategic water resource infrastructure developments, where these may require safeguarding of land to prevent other types of development occurring.</p> <p>Large residential developments and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at the masterplanning stage in order to reduce water demand.</p> |
| <b>Flood Risk and Surface Water Drainage</b> | <i>Implications and Mitigation</i> | <p>There are areas of Flood Zones 2 and 3 associated with the risk of river flooding along an Ordinary Watercourse which generally flows in a northerly direction across the eastern end of the site. The flood zones do not present a significant constraint to development.</p> <p>The surface water flood map indicates that there are other Ordinary Watercourses within the site, across the eastern areas, and around the edges of the western area. The areas outside of the watercourses are shown to be at low risk of surface water flooding.</p> <p>The watercourses will require buffers to development, but could serve as surface water outfalls and enable blue/green corridors. Multiple new open channels will likely be required on the western side of the site, where mapping indicates that there are no existing watercourses.</p>   |
| <b>Digital</b>                               | <i>Existing Infrastructure</i>     | <p>The Government's ambition is to make lightning-fast gigabit-capable broadband available to 99% of UK premises by 2032. According to thinkbroadband, the broadband coverage across the Aylesbury area is as follows:</p> <p>Superfast (<math>\geq 30</math> Mbps): 99.3%</p> <p>Ultrafast (<math>&gt; 100</math> Mbps): 92%</p> <p>Gigabit (DOCSIS 3.1 or FTTP): 89.7%</p> <p>Full Fibre (FTTP or FTTH): 82%</p>   |
|  | <i>Implications and Mitigation</i> | <p>Openreach will deploy Fibre to the Premises (FTTP) free of charge, into all new housing developments of 20 or more homes, and for new commercial developments of 20 or more units.</p>  |
| <b>Waste and minerals</b>                    | <i>Existing Infrastructure</i>     | <p>There are no minerals safeguarding area constraints on this site. There are no waste management facilities close to the area. The closest waste management site is near Aylesbury (South East Aylesbury North of A41), which is classed by the BMWLP (2019) as a primary area of focus for growth. There are no household waste recycling centres in Wing, the closest is located in Aylesbury.</p>   |

#### 4. Infrastructure

|                                    |  |
|------------------------------------|--|
| <i>Implications and Mitigation</i> | Depending on scale, type and catchment of the proposed waste management facility it may be that a new waste management facility should be proposed for a wider catchment area. |
|------------------------------------|--|

#### 5. Movement

|                                 |                                    |   |
|---------------------------------|------------------------------------|---|
| <b>DfT Connectivity Metrics</b> |                                    | DfT overall connectivity score is <b>38.64</b> . This represents a <b>low-medium level of connectivity</b> .  |
| <b>Highway Network</b>          | <i>Existing Infrastructure</i>     | Wing is dissected by the A418 which is a heavily trafficked route also used by large HGVs running between Leighton Buzzard and Aylesbury. Development will inevitably result in an impact with additional traffic loading onto the A418 and potentially surrounding lower-order routes such as Stewkley Road and Soulbury Road. The A418 alignment within Wing is quite constrained, therefore additional traffic could lead to greater congestion. |
|                                 | <i>Implications and Mitigation</i> | A potential benefit of development in this area is the delivery of a relief road to the north-west of Wing, however additional land to the north of the village would be required to deliver a full relief road between the A418 either side of the village. Alternatively, mitigation would be required on the A418 itself, although the constrained alignment through the village limits options in terms of providing additional capacity.       |
| <b>Public Transport</b>         | <i>Existing Infrastructure</i>     | Wing is well served by a range of bus services, including links to Aylesbury, Leighton Buzzard and Milton Keynes. Most services run along the A418, and not immediately past the development site, therefore requiring a walk of between 0.4km and 1.3km.   |
|                                 | <i>Implications and Mitigation</i> | There may opportunities to divert some existing bus routes so that they run closer to the site area, along High Street and Stewkley Road. This would also bring more of the existing village within a shorter distance walk of bus services, although it may be detriment to journey times.   |
| <b>Rail transport</b>           | <i>Existing Infrastructure</i>     | The site area lies around 4km from Leighton Buzzard station and 6km from Cheddington station. The former is better served by a mix of slower and faster LNWR train services linking London, Milton Keynes and Northampton, is connected from Wing by bus and has a larger car park.   |

## 5. Movement

|                           |                                    |  |
|---------------------------|------------------------------------|--|
|                           | <i>Implications and Mitigation</i> | Development in Wing is unlikely to result in a change in rail services or improvements to Leighton Buzzard station.  |
| <b>Active mode routes</b> | <i>Existing Infrastructure</i>     | Stewkley Road and Cublington Road currently run through the site area and are both rural routes outside of Wing with little or no provision made for people walking and cycling. The site area is within easy reach on foot and by bike to the centre of Wing including GP surgery, schools and local shops. |
|                           | <i>Implications and Mitigation</i> | Stewkley Road and Cublington Road would require substantial upgrades and reduced speed limits to ensure they are safe and useable for people travelling on foot and by bike. Improvements to footways including additional crossings may also be required in Wing, including routes towards bus stops.       |

## 6. People

|   |                                    |   |
|---|------------------------------------|---|
| <b>Social Infrastructure Facilities</b> | <i>Existing Infrastructure</i>     | <p>The settlement review identifies Wing as having the following services: 1 GP surgery, 1 pharmacy, 1 food shop, 1 pub, 1 primary school, 1 combined school, 3 sports facilities.</p> <p>These are all located within walking distance (800m) and cycling distance (1.6km).</p> <p>A wider range of strategic social infrastructure (health, education, cultural and recreational) are located in Leighton Buzzard (outside Buckinghamshire, 3.5km away)</p> |
|   | <i>Implications and Mitigation</i> | The following infrastructure provisions would be required for a development of this scale:  |
|   | <i>Implications and Mitigation</i> | <p><b>Education</b></p> <ul style="list-style-type: none"> <li>1 Early Years facilities (50 places each)</li> <li>2 primary school form entries</li> <li>3 secondary school form entries</li> <li>Provision for 10 SEND pupils</li> <li>80 college places</li> <li>20 adult learning places</li> </ul>  |



## 6. People

|  |  |
|--|--|
| <i>Implications and Mitigation</i>                 | <b>Healthcare</b><br>230 sq.m of primary healthcare facility space<br>1 community pharmacy<br>80 sq.m of dental facility space<br>7 hospital beds<br>190 sq.m for community and mental health services<br>51 residential care beds   |
| <i>Implications and Mitigation</i>                 | <b>Community Facilities</b><br>230 sq.m of flexible community space<br>120 sq.m of library space<br>170 sq.m of art and cultural space   |
| <i>Implications and Mitigation</i>                 | <b>Sports &amp; Recreation</b><br>6.1 hectares of formal outdoor sports provision<br>3.1 hectares of parks and gardens<br>2.3 hectares of amenity green space<br>Natural and semi-natural greenspace included within 32 ha SANG provision<br>0.8 hectares of allotments<br>1.0 hectares of equipped/designated play areas<br>1.2 hectares of informal play space (MUGAs) |
| <b>Address deprivation of existing communities</b> | Wing has minor levels of deprivation.  |

## 7. Economy

|                             |  |
|-----------------------------|--|
| <b>Existing Employment</b>  | The area is not close to any substantial employment sites. However, Leighton Buzzard to the north west is likely to offer reasonably employment opportunities. Aylesbury is also within commuting distance to the south west, and is the location of a number of existing economic assets and a thriving town centre.  |
| <b>Potential Employment</b> | Growth in this location would not be particularly well-placed to support, or to benefit from, Buckinghamshire's growth sectors. However, it is relatively close to Aylesbury where there is a medtech / life sciences cluster relating to the Stoke Mandeville Hospital, and good prospects for economic development relating for example to the Arla/Woodlands Enterprise Zone and to town centre regeneration. |

## 8. Implementation

|  |   |
|--|---|
| <b>Land Assembly - Ownership Review</b>                    | This area has a relatively simple landownership split, with only approximately 5 landowners. Almost the entirety of the land is owned by The Oxford Diocesan Board of Finance. The entirety of the land is freehold. A small site, located to the eastern side of the area, was submitted to a Historic HELAA submission and also the most recent call for sites and was classed unsuitable both times. |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Majority in single ownership and actively promoted. Relatively low-demand location in a village on the edge of Buckinghamshire, better related to Leighton Buzzard than main Buckinghamshire settlements. Significant infrastructure improvements required  |
| <b>Refined trajectory of capacity in Plan Period</b>       | Settlement Expansion - Local typology. Likely two access points. 2-3 peak outlets. Typology based delivery trajectory assumptions applied. Assumption that <b>1,350</b> homes would be delivered within plan period.  |

## 9. Summary

|                              |   |
|------------------------------|---|
| <b>Constraint Summary</b>    | <ul style="list-style-type: none"> <li>• Adjacent to Conservation Area and close to Scheduled Monument; sensitive landscape interface within LCA Wingrave–Mentmore Ridge (very good condition).</li> <li>• Within Zone of Influence for Ashridge Common &amp; Woods SAC (~11 km away). On site SANG required to mitigate.</li> <li>• Partly within AAL; strong hedgerows/trees and PRoWs constraining layout.</li> <li>• Stream on eastern side with small areas of Flood Zones 2–3; surface-water susceptibility and requirement for buffers / new channels.</li> <li>• Overhead 11kV electricity lines crossing the site and two oil pipelines in western area.</li> <li>• Risk of costly easements/diversions for unmapped trunk water/sewer assets</li> <li>• A418 heavily trafficked and constrained through Wing; additional traffic could worsen congestion.</li> <li>• Active travel routes poor on Stewkley Road / Cublington Road; require major upgrades.</li> <li>• Although bus services are good, they do not pass directly past the site.</li> <li>• Small part of site previously submitted to HELAA and found unsuitable.</li> </ul> |
| <b>Opportunities Summary</b> | <ul style="list-style-type: none"> <li>• Tier 3 settlement with a good mix of local services within walking/cycling range.</li> <li>• Proximity to Leighton Buzzard and Cheddington railway stations (4–6 km) and strong bus links along A418.</li> <li>• Cheddington and Leighton Buzzard primary substations both green-rated with strong spare capacity (30–59%).</li> <li>• STW capacity supporting planned growth.</li> <li>• Simple landownership structure (~5 owners) supports coordinated delivery.</li> <li>• Potential to deliver a NW Wing relief road if additional land secured, reducing pressure on A418.</li> <li>• Close to employment in Leighton Buzzard and Aylesbury, including med-tech and Enterprise Zone opportunities.</li> </ul>  |

**Table 18.1 – Assessment Framework**

| Theme          | Criteria   | Score       | Theme          | Criteria  | Score       |
|----------------|--|-------------|----------------|---|-------------|
| Place          | Conserve and integrate with the historic environment   | Medium/High | Movement       | Access to existing or committed sustainable Public Transport links and services                 | Medium      |
|                | Integrate in a way that respects landscape and settlement character  | Low         |                | Access to existing or committed sustainable Rail transport links and services                   | Low         |
|                | Preserve the rural and urban character   | High        |                | Access to existing or committed strategic active mode routes                                    | Low         |
|                | Enhance existing settlement hierarchy by regenerating or connecting with existing centres, or providing centres that complement existing network | Medium      | People         | Consider social infrastructure (integration with existing capacity and requirements)            | Medium      |
| Environment    | Resilient to natural and manmade risks   | Medium/High |                | Address deprivation of existing communities   | Low         |
|                | Avoid and/or mitigate impacts to biodiversity designations and habitats  | High        | Economy        | Proximity and sustainable connectivity to Key Employment areas                                  | Low/Medium  |
|                | Protect the quality of waterbodies   | Medium/High |                | Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire           | Low/Medium  |
|                | Ensure agricultural productivity for food security   | Medium/High |                | Proximity to strategic road network, rail freight and airports to support the movement of goods | Medium      |
|                | Consider ground condition risks from potential land remediation and groundworks  | High        | Implementation | Consider complexity of Land Assembly/Consolidation.   | Medium/High |
| Infrastructure | Consider energy infrastructure (capacity and requirements)   | Medium/High |                | Wider Deliverability Risks and Phasing Implications   | Medium/High |
|                | Consider water supply and wastewater (capacity and requirements)   | High        |                |   |             |
|                | Consider digital connectivity (capacity and requirements)  | Medium      |                |   |             |
|                | Consider waste and minerals  | Low/Medium  |                |   |             |

Figure 18.1 – Consolidated Constraints Plan

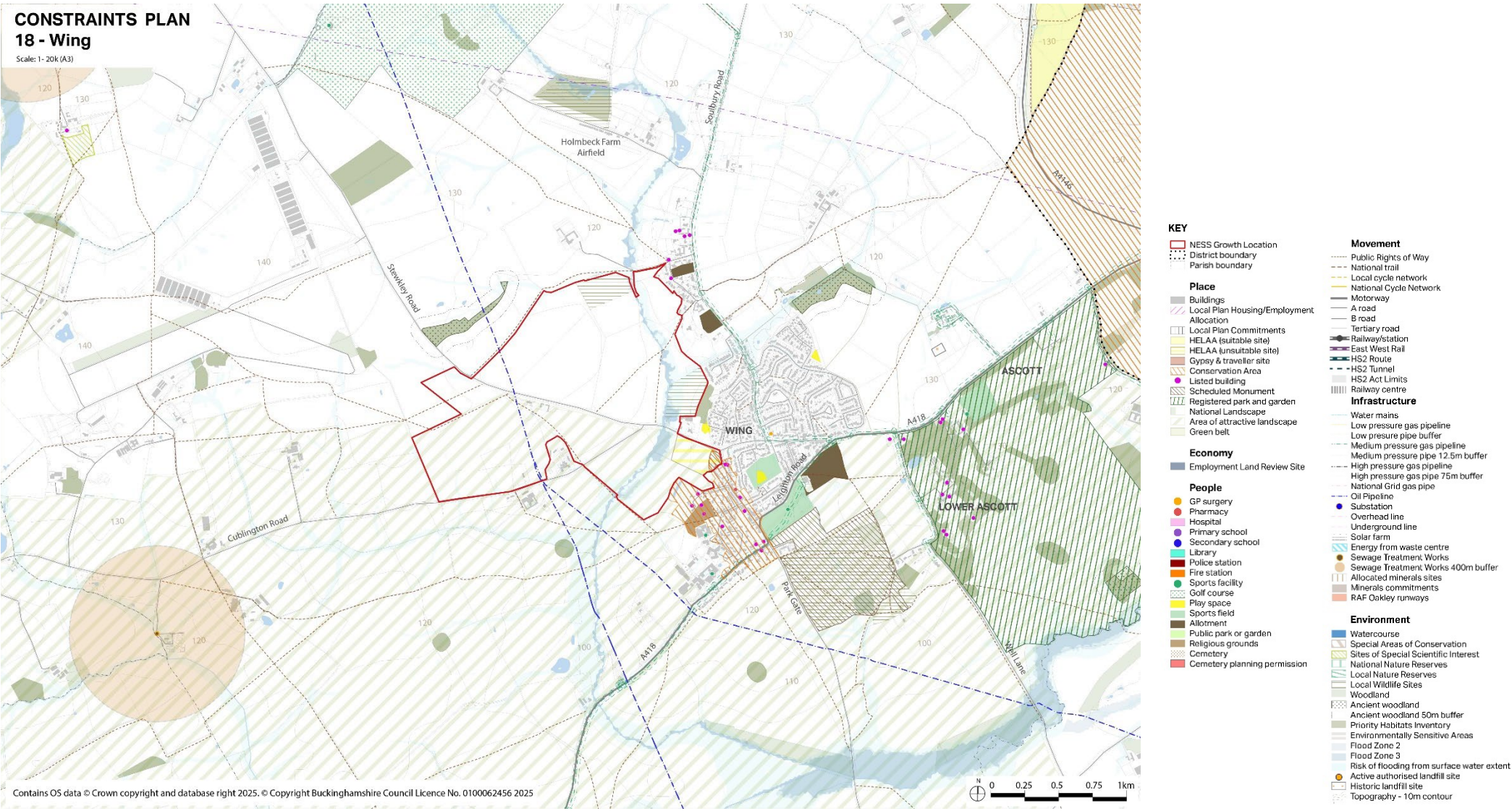
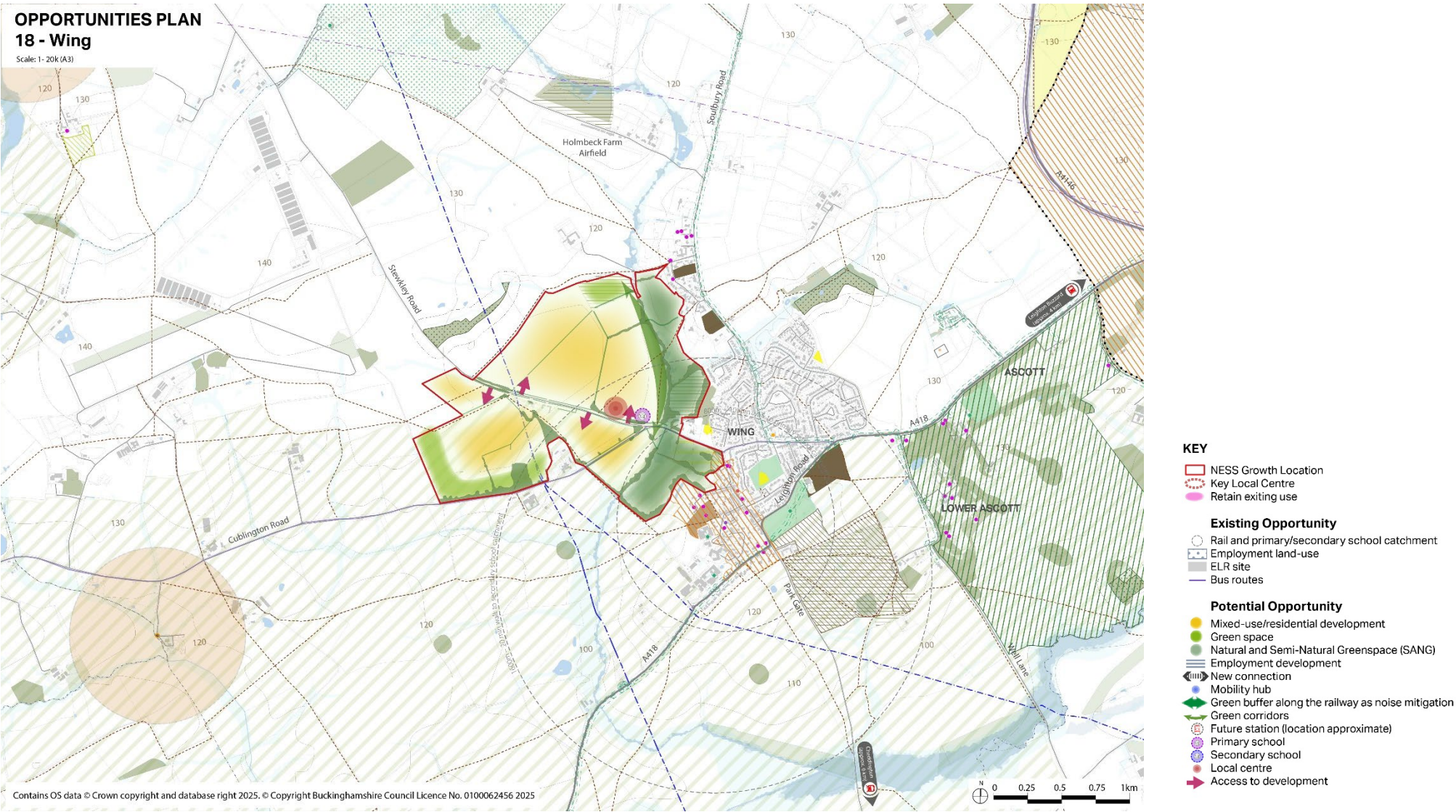




Figure 18.2 – Consolidated Opportunities Plan



# Assessment Summary

Each pro forma has concluded with a summary assessment against the Assessment Framework themes and criteria. These assessments range from low to high with five grades available. To compare the relative merits of each of the eighteen potential locations against each other, a numerical score has been assigned to these five grades of assessment, ranging from 1 to 5. The table below presents the summary results of the assessment. As can be seen, a wide range in thematic and criteria based scores are recorded across the eighteen locations with total assessment scores ranging from the lowest at 60 points to the highest at 92 points. The total available score is 115 points.

| Theme          | Criteria                           | 1       | 2       | 3         | 4           | 5         | 6        | 7                      | 8          | 9       | 10                 | 11               | 12      | 13        | 14                | 15          | 16     | 17              | 18   |
|----------------|------------------------------------|---------|---------|-----------|-------------|-----------|----------|------------------------|------------|---------|--------------------|------------------|---------|-----------|-------------------|-------------|--------|-----------------|------|
|                |                                    | Chesham | Burnham | Aylesbury | Cheddington | Haddenham | Quainton | Wooburn and Bourne End | Buckingham | Calvert | Princes Risborough | Stoke Mandeville | Winslow | Turweston | Chalfont St Peter | Beachampton | Oakley | Steeple Claydon | Wing |
| Place          | Conserve historic environment      | 3       | 3       | 3         | 2           | 5         | 3        | 1                      | 3          | 4       | 2                  | 3                | 4       | 3         | 3                 | 3           | 3      | 5               | 4    |
|                | Landscape and settlement character | 1       | 1       | 2         | 2           | 1         | 3        | 3                      | 5          | 3       | 1                  | 4                | 3       | 5         | 1                 | 3           | 3      | 2               | 1    |
|                | Preserve rural and urban character | 4       | 4       | 5         | 3           | 2         | 4        | 5                      | 3          | 5       | 4                  | 5                | 4       | 3         | 2                 | 1           | 2      | 4               | 5    |
|                | Enhance settlement hierarchy       | 5       | 5       | 5         | 4           | 5         | 1        | 5                      | 5          | 3       | 4                  | 5                | 4       | 5         | 4                 | 3           | 3      | 3               | 3    |
| Environment    | Resilient to risks                 | 5       | 5       | 3         | 4           | 5         | 2        | 5                      | 4          | 3       | 4                  | 5                | 4       | 4         | 5                 | 3           | 4      | 4               | 4    |
|                | Impacts to biodiversity & habitats | 4       | 3       | 5         | 3           | 4         | 4        | 5                      | 5          | 3       | 5                  | 5                | 4       | 3         | 3                 | 4           | 5      | 5               | 5    |
|                | Protect waterbodies                | 5       | 5       | 3         | 3           | 5         | 3        | 4                      | 4          | 3       | 4                  | 4                | 4       | 4         | 5                 | 3           | 4      | 4               | 4    |
|                | Agricultural productivity          | 2       | 3       | 2         | 4           | 1         | 3        | 3                      | 2          | 5       | 2                  | 2                | 2       | 3         | 2                 | 2           | 2      | 4               | 4    |
|                | Ground condition risks             | 3       | 3       | 4         | 5           | 3         | 5        | 3                      | 4          | 1       | 5                  | 5                | 5       | 4         | 5                 | 5           | 5      | 5               | 5    |
| Infrastructure | Energy infrastructure              | 1       | 1       | 5         | 1           | 5         | 1        | 2                      | 3          | 5       | 1                  | 5                | 1       | 1         | 2                 | 3           | 3      | 3               | 4    |
|                | Water and wastewater               | 5       | 3       | 3         | 4           | 5         | 3        | 5                      | 3          | 3       | 3                  | 3                | 4       | 5         | 5                 | 5           | 5      | 3               | 5    |
|                | Digital connectivity               | 3       | 3       | 4         | 4           | 3         | 5        | 3                      | 5          | 3       | 3                  | 3                | 5       | 5         | 3                 | 5           | 3      | 3               | 3    |
|                | Waste and minerals                 | 3       | 4       | 5         | 3           | 3         | 3        | 4                      | 4          | 3       | 2                  | 4                | 2       | 2         | 3                 | 2           | 2      | 2               | 2    |
| Movement       | Sustainable Public Transport       | 4       | 3       | 5         | 1           | 3         | 1        | 3                      | 3          | 1       | 5                  | 3                | 3       | 1         | 3                 | 1           | 1      | 1               | 3    |
|                | Sustainable Rail transport         | 4       | 3       | 3         | 5           | 5         | 1        | 3                      | 1          | 1       | 5                  | 5                | 5       | 1         | 3                 | 3           | 1      | 1               | 1    |
|                | Strategic active mode routes       | 3       | 3       | 5         | 1           | 3         | 1        | 3                      | 5          | 1       | 5                  | 5                | 3       | 1         | 1                 | 1           | 1      | 1               | 1    |
| People         | Social infrastructure              | 4       | 4       | 5         | 3           | 3         | 2        | 4                      | 5          | 1       | 4                  | 2                | 4       | 3         | 3                 | 2           | 1      | 3               | 3    |
|                | Address deprivation                | 3       | 2       | 5         | 1           | 1         | 1        | 3                      | 2          | 1       | 1                  | 4                | 3       | 3         | 1                 | 4           | 2      | 1               | 1    |
| Economy        | Connectivity to Employment         | 2       | 2       | 4         | 2           | 3         | 3        | 3                      | 3          | 3       | 3                  | 4                | 1       | 3         | 3                 | 2           | 2      | 1               | 2    |
|                | Support Growth Sectors             | 2       | 2       | 4         | 2           | 3         | 4        | 4                      | 3          | 3       | 3                  | 4                | 2       | 3         | 4                 | 2           | 2      | 1               | 2    |
|                | Strategic connectivity for goods   | 1       | 1       | 3         | 1           | 3         | 3        | 3                      | 3          | 1       | 3                  | 3                | 3       | 3         | 3                 | 1           | 1      | 1               | 3    |
| Implementation | Land ownership / Assembly          | 3       | 1       | 1         | 2           | 4         | 3        | 3                      | 4          | 3       | 1                  | 5                | 2       | 3         | 3                 | 4           | 5      | 5               | 4    |
|                | Wider Deliverability Risks and     | 4       | 1       | 2         | 1           | 5         | 2        | 4                      | 3          | 1       | 1                  | 4                | 3       | 2         | 4                 | 3           | 2      | 2               | 4    |
|                | Assessment Summary                 | 74      | 65      | 86        | 61          | 80        | 61       | 81                     | 82         | 60      | 71                 | 92               | 75      | 70        | 71                | 65          | 62     | 64              | 73   |

The assessment has been summarised below as % scores for each for the Assessment Framework criteria alongside a combined assessment score %.

|    |                        | Typology             | Scale         | Homes  | Place | Environment | Infrastructure | Movement | People | Economy | Implementation | Assessment Summary |
|----|------------------------|----------------------|---------------|--------|-------|-------------|----------------|----------|--------|---------|----------------|--------------------|
| 1  | Chesham                | Settlement Expansion | Local         | 1,350  | 65%   | 76%         | 60%            | 73%      | 70%    | 33%     | 70%            | 64%                |
| 2  | Burnham                | Settlement Expansion | Local         | 1,200  | 65%   | 76%         | 55%            | 60%      | 60%    | 33%     | 20%            | 57%                |
| 3  | Aylesbury              | Settlement Expansion | District      | 8,900  | 75%   | 68%         | 85%            | 87%      | 100%   | 73%     | 30%            | 75%                |
| 4  | Cheddington            | Settlement Expansion | Neighbourhood | 10,200 | 55%   | 76%         | 60%            | 47%      | 40%    | 33%     | 30%            | 53%                |
| 5  | Haddenham              | Settlement Expansion | Neighbourhood | 7,350  | 65%   | 72%         | 80%            | 73%      | 40%    | 60%     | 90%            | 70%                |
| 6  | Quainton               | New Settlement       | below scale   | 2,650  | 55%   | 68%         | 60%            | 20%      | 30%    | 67%     | 50%            | 53%                |
| 7  | Wooburn and Bourne End | Settlement Expansion | Local         | 1,750  | 70%   | 80%         | 70%            | 60%      | 70%    | 67%     | 70%            | 70%                |
| 8  | Buckingham             | Settlement Expansion | Neighbourhood | 4,900  | 80%   | 76%         | 75%            | 60%      | 70%    | 60%     | 70%            | 71%                |
| 9  | Calvert                | New Settlement       | Village/Town  | 9,150  | 75%   | 60%         | 70%            | 20%      | 20%    | 47%     | 40%            | 52%                |
| 10 | Princes Risborough     | Settlement Expansion | District      | 8,750  | 55%   | 80%         | 45%            | 100%     | 50%    | 60%     | 20%            | 62%                |
| 11 | Stoke Mandeville       | Settlement Expansion | Local         | 1,700  | 85%   | 84%         | 75%            | 87%      | 60%    | 73%     | 90%            | 80%                |
| 12 | Winslow                | Settlement Expansion | District      | 10,550 | 75%   | 76%         | 60%            | 73%      | 70%    | 40%     | 50%            | 65%                |
| 13 | Turweston              | Settlement Expansion | Neighbourhood | 3,850  | 80%   | 72%         | 65%            | 20%      | 60%    | 60%     | 50%            | 61%                |
| 14 | Chalfont St Peter      | Settlement Expansion | Neighbourhood | 2,600  | 50%   | 80%         | 65%            | 47%      | 40%    | 67%     | 70%            | 62%                |
| 15 | Beachampton            | New Settlement       | Town          | 10,600 | 50%   | 68%         | 75%            | 33%      | 60%    | 33%     | 70%            | 57%                |
| 16 | Oakley                 | New Settlement       | Village       | 6,100  | 55%   | 80%         | 65%            | 20%      | 30%    | 33%     | 70%            | 54%                |
| 16 | Steeple Claydon        | Settlement Expansion | Neighbourhood | 4,500  | 70%   | 88%         | 55%            | 20%      | 40%    | 20%     | 70%            | 56%                |
| 16 | Wing                   | Settlement Expansion | Neighbourhood | 1,600  | 65%   | 88%         | 70%            | 33%      | 40%    | 47%     | 80%            | 63%                |

The assessment has been reorded in the final summary table to provide a clear illustration of the relative merits of each location against each other. This is presented alongside the key settlement typology and potential scale.

|    |                        | Typology             | Scale         | Homes  | Place | Environment | Infrastructure | Movement | People | Economy | Implementation | Assessment Summary |
|----|------------------------|----------------------|---------------|--------|-------|-------------|----------------|----------|--------|---------|----------------|--------------------|
| 11 | Stoke Mandeville       | Settlement Expansion | Local         | 1,700  | 85%   | 84%         | 75%            | 87%      | 60%    | 73%     | 90%            | 80%                |
| 3  | Aylesbury              | Settlement Expansion | District      | 8,900  | 75%   | 68%         | 85%            | 87%      | 100%   | 73%     | 30%            | 75%                |
| 8  | Buckingham             | Settlement Expansion | Neighbourhood | 4,900  | 80%   | 76%         | 75%            | 60%      | 70%    | 60%     | 70%            | 71%                |
| 7  | Wooburn and Bourne End | Settlement Expansion | Local         | 1,750  | 70%   | 80%         | 70%            | 60%      | 70%    | 67%     | 70%            | 70%                |
| 5  | Haddenham              | Settlement Expansion | Neighbourhood | 7,350  | 65%   | 72%         | 80%            | 73%      | 40%    | 60%     | 90%            | 70%                |
| 12 | Winslow                | Settlement Expansion | District      | 10,550 | 75%   | 76%         | 60%            | 73%      | 70%    | 40%     | 50%            | 65%                |
| 1  | Chesham                | Settlement Expansion | Local         | 1,350  | 65%   | 76%         | 60%            | 73%      | 70%    | 33%     | 70%            | 64%                |
| 16 | Wing                   | Settlement Expansion | Neighbourhood | 1,600  | 65%   | 88%         | 70%            | 33%      | 40%    | 47%     | 80%            | 63%                |
| 10 | Princes Risborough     | Settlement Expansion | District      | 8,750  | 55%   | 80%         | 45%            | 100%     | 50%    | 60%     | 20%            | 62%                |
| 14 | Chalfont St Peter      | Settlement Expansion | Neighbourhood | 2,600  | 50%   | 80%         | 65%            | 47%      | 40%    | 67%     | 70%            | 62%                |
| 13 | Turweston              | Settlement Expansion | Neighbourhood | 3,850  | 80%   | 72%         | 65%            | 20%      | 60%    | 60%     | 50%            | 61%                |
| 2  | Burnham                | Settlement Expansion | Local         | 1,200  | 65%   | 76%         | 55%            | 60%      | 60%    | 33%     | 20%            | 57%                |
| 15 | Beachampton            | New Settlement       | Town          | 10,600 | 50%   | 68%         | 75%            | 33%      | 60%    | 33%     | 70%            | 57%                |
| 16 | Steeple Claydon        | Settlement Expansion | Neighbourhood | 4,500  | 70%   | 88%         | 55%            | 20%      | 40%    | 20%     | 70%            | 56%                |
| 16 | Oakley                 | New Settlement       | Village       | 6,100  | 55%   | 80%         | 65%            | 20%      | 30%    | 33%     | 70%            | 54%                |
| 4  | Cheddington            | Settlement Expansion | Neighbourhood | 10,200 | 55%   | 76%         | 60%            | 47%      | 40%    | 33%     | 30%            | 53%                |
| 6  | Quainton               | New Settlement       | below scale   | 2,650  | 55%   | 68%         | 60%            | 20%      | 30%    | 67%     | 50%            | 53%                |
| 9  | Calvert                | New Settlement       | Village/Town  | 9,150  | 75%   | 60%         | 70%            | 20%      | 20%    | 47%     | 40%            | 52%                |



# Appendix - Assessment Framework Criteria

**Table A.1 – Place Assessment Criteria Guidelines**

| Place Criteria  | High  | Medium  | Low   |
|---|---|---|---|
| <b>Conserve and integrate with the historic environment</b>   | Unconstrained / low location to result in harmful impacts on the historic environment and archaeology. High potential for integration of assets. Opportunity to conserve / reuse Listed Buildings at risk.  | Medium potential location to result in harmful impacts on the historic environment and archaeology. Medium potential for integration of assets.   | High potential for location to result in harmful impacts on the historic environment and archaeology. Low potential for integration of assets.  |
| <b>Integrate in a way that respects landscape and settlement character</b>  | Unconstrained / low potential location to result in harmful impact on existing valued character of settlement(s) and landscapes. Location over 2km to National Landscape and/or over 1km to AAL. LCA is moderate or poor.   | Medium potential for location to result in harmful impacts on the existing character of valued settlement(s) and landscapes. Location within 0.5km of National Landscape and/or within 0.75km of AAL. LCA is strong to very good condition.   | High potential for location to result in a harmful impact on valued character of settlement(s) and landscapes. Inability to tie-in with existing character. Location is within or adjacent to National Landscape and/or AAL. LCA is strong to moderate condition              |
| <b>Preserve the rural and urban character</b>   | Location avoids ribbon development, the coalescence of settlements and other unsustainable patterns of development. Low potential for merging of existing settlements.  | Location avoids or can mitigate ribbon development, the coalescence of settlements and other unsustainable patterns of development . Medium potential for merging of existing settlements.  | Location in this location could result in ribbon development, the coalescence of settlements and other unsustainable patterns of development. High potential for merging of existing settlements.   |
| <b>Enhance the existing settlement hierarchy by regenerating or connecting with existing centres, or providing new centres that contribute or complement existing network</b> | Location potential to be within cycling and walking distance to an existing town centre (cycling 3.5km, walking 1.6km) and/or neighbourhood centre (cycling 1.5km, walking 800m), or where potential for typology with a critical mass, there is low potential to undermine the function of a nearby existing centre(s) within proximity. | Location potential to be within cycling and walking distance to an existing neighbourhood centre only (cycling 1.5km, walking 800m), or where potential for typology with a critical mass, there is medium potential to undermine the function of a nearby existing centre(s) within proximity. | Location not within cycling and walking distance to an existing neighbourhood centre (cycling 1.5km, walking 800m), or where potential for typology with a critical mass there is a high potential to undermine the function of a nearby existing centre(s) within proximity. |



**Table A.2 – Environment Assessment Criteria Guidelines**

| Environment Criteria   | High   | Medium  | Low   |
|--|--|---|---|
| <b>Resilient to natural and man made risks</b>   | Location at low risk from natural and man made hazards. High potential for adaption / mitigation with layout and design of the typologies under consideration.   | Location at medium risk from natural and man made hazards. Medium potential for adaption / mitigation with layout and design of typologies under consideration.   | Location at high risk from natural and man made hazards. Low for adaption / mitigation with layout and design of typologies under consideration.                                      |
| <b>Avoid and/or mitigate impacts to biodiversity designations and habitats</b>         | Few or no internationally, national and local biodiversity designations. High potential for avoidance with layout and design of typologies under consideration, such as the ability to provide strategic green infrastructure that ensures potential demand on biodiversity area is reduced. | Few or no international, national and local biodiversity designations. Potential for avoidance and/or mitigation with layout and design of typologies under consideration.  | High incidence of international, national and local biodiversity designations. No potential for avoidance and/or mitigation with layout and design of typologies under consideration. |
| <b>Protect the quality of waterbodies</b>  | Location likely to have no measurable impact or unlikely to lead to impact on valued waterbodies.  | Location could result in medium impact to valued waterbodies.   | Location likely to lead to damage to severe impact to valued waterbodies.   |
| <b>Ensure agricultural productivity for food security</b>                              | Location at low risk of minimising food productivity i.e. the area is located on Agricultural Land Grade 3b-5 and/or Agricultural Land Grade 1 to 3a can be avoided.   | Location at medium risk of minimising food productivity i.e. the area is located on Agricultural Land Grade 3b-5 and Agricultural Land Grade 1 to 3a, and higher grade areas (Grade 1 to 3a) can only be partially avoided. | Location is located on Agricultural Land Grade 1 to 3a.   |
| <b>Consider ground condition risks from potential land remediation and groundworks</b> | Location appears undeveloped land and/or unlikely to require remediation / ground works. Topography unchallenging  | Location is likely previously developed with uses that may require remediation / ground works. Sections of site have challenging topography.  | Location is previously developed with uses likely to require remediation / ground works. Location has challenging topography.   |

**Table A.3 – Infrastructure Assessment Criteria Guidelines**

| Infrastructure Criteria   | High   | Medium  | Low  |
|---|--|---|--|
| <b>Consider energy infrastructure (capacity and requirements)</b> | Location likely to have access to and sufficient existing strategic energy infrastructure. Location has strong potential to support renewables. Location may have significant utilities crossing it but they are not considered to pose a constraint to development (e.g. oil pipelines, HP gas mains, HV electricity cables). | Location has access to strategic energy infrastructure, however, in time will likely place a significant strain on this infrastructure. Location has medium potential to support renewables. Location has some significant utilities crossing it which pose a constraint to development (e.g. oil pipelines, HP gas mains, HV electricity cable). | Location requires new strategic energy infrastructure. Location has no potential to support renewables. Location has multiple significant utilities crossing it which pose a constraint to development (e.g. oil pipelines, HP gas mains, HV electricity cable). |
| <b>Consider water and wastewater (capacity and requirements)</b>  | Location likely to have access to and sufficient existing strategic water infrastructure.  | Location has access to strategic water infrastructure, however, in time will likely place a significant strain on this infrastructure.  | Location requires new strategic water infrastructure.  |
| <b>Consider digital connectivity (capacity and requirements)</b>  | Location likely to have access to and sufficient existing gigabit capable and/or full fibre broadband connectivity, or potential typology provides the critical mass to finance new strategic infrastructure.  | Location likely to have access to and sufficient existing superfast broadband connectivity. Potential typology unlikely to provide the critical mass to finance new strategic infrastructure.   | Location requires new strategic broadband infrastructure, or critical mass of potential typology is insufficient to finance new strategic infrastructure. Will require significant upfront investment not commensurate with size of settlement.                  |
| <b>Consider waste and minerals</b>                                | Location likely to support or not adversely impact existing waste and mineral sites, and/or have a low adverse impact on the potential future extraction of minerals. Location is adjacent/very close to existing waste site(s).   | Location may have some minor adverse impacts on existing waste and mineral sites, and/or have a medium adverse impact on the potential future extraction of minerals. Location is close to existing waste site(s).  | Location likely to adversely impact existing waste and mineral sites, and/or have a high adverse impact on the potential future extraction of minerals. Location is not in close proximity of existing waste site(s).  |

**Table A.4 – Movement Assessment Criteria Guidelines**

| <b>Movement Criteria</b>   | <b>High</b>   | <b>Medium</b>  | <b>Low</b>  |
|--|---|--|---|
| <b>Access to existing or committed sustainable Public Transport links and services</b> | Very good bus access. There are existing bus stops in walking (800m) distance location with a high level of service (e.g. at least 20 to 30-minute frequencies and a mixture of destinations).  | Good bus access. There are existing bus stops in walking (800m) distance location with a medium level of service (e.g. between every 45 minutes and 1-hour frequencies and more limited destinations).   | Poor bus access. There are either no existing bus stops in walking (800m) distance to location; or bus stops which are served very infrequently (e.g. at best every 1-2 hours). |
| <b>Access to existing or committed sustainable Rail transport links and services</b>   | Very good rail or bus rapid transit access. There are existing or proposed rail or bus rapid transit stations in walking (1600m) and cycling (2.5km) distance to location with a high level of service (e.g. at least 20-minute frequencies during peak periods and mixture of destinations). | Good rail or bus rapid transit access. There are existing or proposed rail or bus rapid transit stations in walking (1600m) and cycling (2.5km) distance to the location with a low level of service (e.g. less than 20-minute frequencies and a limited set of destinations). | Poor rail or bus rapid transit access. There are no existing or proposed rail or bus rapid transit stations in walking (1600m) and cycling (2.5km) distance to the location.    |
| <b>Access to existing or committed strategic active mode routes</b>                    | The location is within walking (500m) and cycling (1km) distance to relevant strategic active transport networks, e.g. part of the National Cycle Route Network.  | The location is within walking (800m) or cycling (1.5km) distance to relevant strategic active transport networks, e.g. part of the National Cycle Route Network.  | The location is not within walking (800m) or cycling (1.5km) distance to relevant strategic active transport networks e.g. part of the National Cycle Route Network.            |

**Table A.5 – People Assessment Criteria Guidelines**

| <b>People Criteria</b>  | <b>High</b>   | <b>Medium</b>   | <b>Low</b>   |
|---|---|---|--|
| <b>Consider social infrastructure (integration with existing capacity and requirements)</b> | Location within cycling (1.5 km) and walking (800m) distance or well-connected by public transport (20 mins) to wide range strategic social infrastructure (health, education, cultural and recreational) | Location within cycling (1.5 km) and walking (800m) distance or well-connected by public transport (20 mins) to some strategic social infrastructure (health, education, cultural and recreational) | Location is not located within proximity to existing strategic social infrastructure (health, education, cultural and recreational)  |
| <b>Address deprivation of existing communities</b>  | Location is located adjacent to 0-20% of the most deprived of LSOA and is of critical mass to improve domains of deprivation.   | Location is located adjacent to 20-50% of the most deprived of LSOA and is of critical mass to improve domains of deprivation.  | Location is located adjacent to 0-50% of the most deprived of LSOA and not of a critical mass to improve domains of deprivation. May likely place a strain on the limited resources. |

**Table A.6 – Economy Assessment Criteria Guidelines**

| <b>Economy Criteria</b>  | <b>High</b>   | <b>Medium</b>   | <b>Low</b>  |
|--|---|---|---|
| <b>Proximity and sustainable connectivity to Key Employment areas</b>                                  | Location is in close proximity to existing employment sites. Location is within cycling (2.5km) and walking (1600m) distance to employment areas.   | Location is accessible via public transport to employment areas (within 20 min).  | Strategic housing and employment development not connected to employment areas  |
| <b>Proximity to and potential to support Key Economic Growth Sectors for Buckinghamshire</b>           | Location is in close proximity to identified spatial locations of Key Economic Growth Sectors. Location is within cycling (2.5km) and walking (1600m) distance to employment areas.           | Location is accessible via public transport to Key Economic Growth Sectors locations (within 20 min).   | Strategic housing and employment development not connected to Key Economic Growth Sectors locations   |
| <b>Proximity to strategic road network, rail freight and airports to support the movement of goods</b> | Very good road connection. For the purpose of moving goods, the location is close (<2km) to key access junctions on the SRN and there would be limited reliance on using less suitable roads. | Good road connection. For the purpose of moving goods, the location is close (<2km) to the PRN (A Roads only). Projected levels of congestion may result in the need for major upgrades to the PRN / SRN. | Poor road connection. For the purpose of moving goods, the location is relatively remote (>2km) from the PRN (A Roads only) therefore placing pressure on less suitable local roads. Lack of infrastructure and projected levels of congestion will likely require major upgrades to the PRN / SRN and/or the delivery of new infrastructure. |

**Table A.7 – Implementation Assessment Criteria Guidelines**

| <b>Implementation Criteria</b>                             | <b>High</b>  | <b>Medium</b>  | <b>Low</b>   |
|--|--|--|--|
| <b>Consider complexity of Land Assembly/Consolidation.</b> | Location has limited landownership fragmentation.<br>Key landowners in public sector ownership<br>Site included notable HELAA sites deemed as suitable | Location has some landownership fragmentation.<br>Mix of landowners with some complexities envisaged<br>Site does not include HELAA sites deemed as suitable | Location has landownership fragmentation.<br>Mix of landowners with high complexities envisaged<br>Potential Ransom Strips<br>Site does not include HELAA sites deemed as suitable |
| <b>Wider Deliverability Risks and Phasing Implications</b> | Location has active promotion<br>Location does not compete or have interdependencies with other Strategic sites or investment projects                 | Location is close to and has potential to compete with other Strategic sites. Some reliance on significant infrastructure investment to unlock site          | Location will compete with other Strategic sites.<br>Heavy reliance on significant infrastructure investment to unlock site  |



## Appendix – Acronyms Defined

| Acronym | Definition  |
|---------|---|
| AAL     | Area of Attractive Landscape                      |
| AONB    | Area of Outstanding Natural Beauty                |
| BC      | Buckinghamshire Council                           |
| BMV     | Best and Most Versatile (agricultural land)       |
| BMWLP   | Buckinghamshire Minerals and Waste Local Plan     |
| BPA     | British Pipeline Agency Limited                   |
| CA      | Conservation Area                                 |
| DfT     | Department for Transport                          |
| DM      | Development Management                            |
| DNO     | Distribution Network Operator                     |
| dpa     | Dwellings per annum                               |
| dph     | Dwellings per hectare                             |
| EFW     | Energy from waste                                 |
| EZ      | Enterprise Zone                                   |
| FTTP    | Fibre to the Premises                             |
| FZ      | Flood Zone  |
| G&T     | Gypsy & Traveller (site/parcel)                   |
| GCN     | Great Crested Newt                                |
| GI      | Green Infrastructure                              |
| GII     | Grade II (listed building)                        |
| GII*    | Grade II* (listed building)                       |
| GIS     | Geographic Information System                     |
| ha      | Hectare   |
| HELAA   | Housing and Economic Land Availability Assessment |
| HP      | High Pressure                                     |
| HS2     | High Speed 2 (railway)                            |
| IDP     | Infrastructure Delivery Plan                      |
| LNR     | Local Nature Reserve                              |
| LPA     | Local Planning Authority                          |
| LSOAs   | Lower Layer Super Output Areas                    |
| LWS     | Local Wildlife Site                               |
| Mbps    | Megabits per second                               |
| MK      | Milton Keynes                                     |
| MP      | Medium pressure                                   |

| Acronym | Definition                                 |
|---------|--|
| MRN     | Major Road Network                         |
| MUGA    | Multi-Use Games Area                       |
| NE      | Natural England                            |
| NESS    | New and Expanded Settlements               |
| NGET    | National Grid Electricity Transmission's   |
| NIUM    | Network Infrastructure and Usage Map       |
| NP      | Neighbourhood Plan                         |
| NPPF    | National Planning Policy Framework         |
| NPPG    | National Planning Practice Guidance        |
| PR      | Princes Risborough                         |
| PRoWs   | Public Rights of Way                       |
| PV      | Photovoltaic (solar panels)                |
| R&D     | Research and Development                   |
| RAG     | Red, Amber, Green                          |
| RPG     | Registered Park and Garden                 |
| SAC     | Special Area of Conservation               |
| SAM     | Scheduled Ancient Monument                 |
| SANG    | Suitable Alternative Natural Greenspace    |
| SEND    | Special educational needs and disabilities |
| SM      | Scheduled Monument                         |
| SPD     | Supplementary Planning Document            |
| SRN     | Strategic Road Network                     |
| SSE     | Scottish and Southern Energy               |
| SSSI    | Site of Special Scientific Interest        |
| STW     | Sewage Treatment Works                     |
| SUDs    | Sustainable Urban Drainage                 |
| TPO     | Tree Preservation Order                    |
| UKPN    | UK Power Networks                          |
| ZOI     | Zone of Influence                          |

