



LOCAL PLAN for Buckinghamshire

New and Expanded Settlement
Study Methodology note



1.0 Introduction

- 1.1 This note provides a summary of the work the Council has done on the New and Expanded Settlement Study prior to AECOM's assessment of the sites set out here: [NESS assessment summary](#)
- 1.2 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (PPG) require local planning authorities to assess the amount of land that is available for housing and economic development in their areas. This includes proactively identifying the widest possible range of sites and broad locations for potential development.
- 1.3 Smaller sites in Buckinghamshire have been assessed through the Housing and Economic Land Availability Assessment (HELAA). The purpose of the NESS is to proactively identify strategic scale development opportunities across the county. This work has been separated from the Council's HELAA assessment of smaller sites, as it allows strategic scale development opportunities to be considered more holistically, rather than being constrained by a focus on individual sites and their immediate boundaries.
- 1.4 The NESS is a technical study that determines the suitability, availability and achievability of land for development. It is an important evidence source to inform plan-making but does not in itself represent policy nor does it determine whether a site should be allocated for future development or whether planning permission should be granted. Land allocations can only be made through Local Plans or Neighbourhood Plans.
- 1.5 A new Buckinghamshire-wide Local Plan is currently being prepared, which will cover the whole of the Buckinghamshire Council area, for the period up to 2045. This paper sets out a methodology for undertaking the Buckinghamshire NESS.

2.0 Policy Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework, December 2024 (NPPF) sets out that "*The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.*"¹
- 2.2 The NPPF requires "*Strategic policy-making authorities to have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.*"²

Planning Practice Guidance

- 2.3 In March 2014, the Government published its Planning Practice Guidance which expands upon and provides practical guidance to support the NPPF. The PPG is regularly updated, with the latest guidance relevant to the NESS being published in July 2019.
- 2.4 The NESS guidance states that the purpose of the assessment is to identify a future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period. The assessment also helps with the identification of a five-year supply of housing land and help to inform, as well as draw on, sites listed in brownfield registers.³

¹ National Planning Policy Framework (December 2024) Paragraph 32

² National Planning Policy Framework (December 2024) Paragraph 72

³ Planning Practice Guidance: Housing and Economic Land Availability Assessment Paragraph: 001 Reference ID: 3-001-20190722

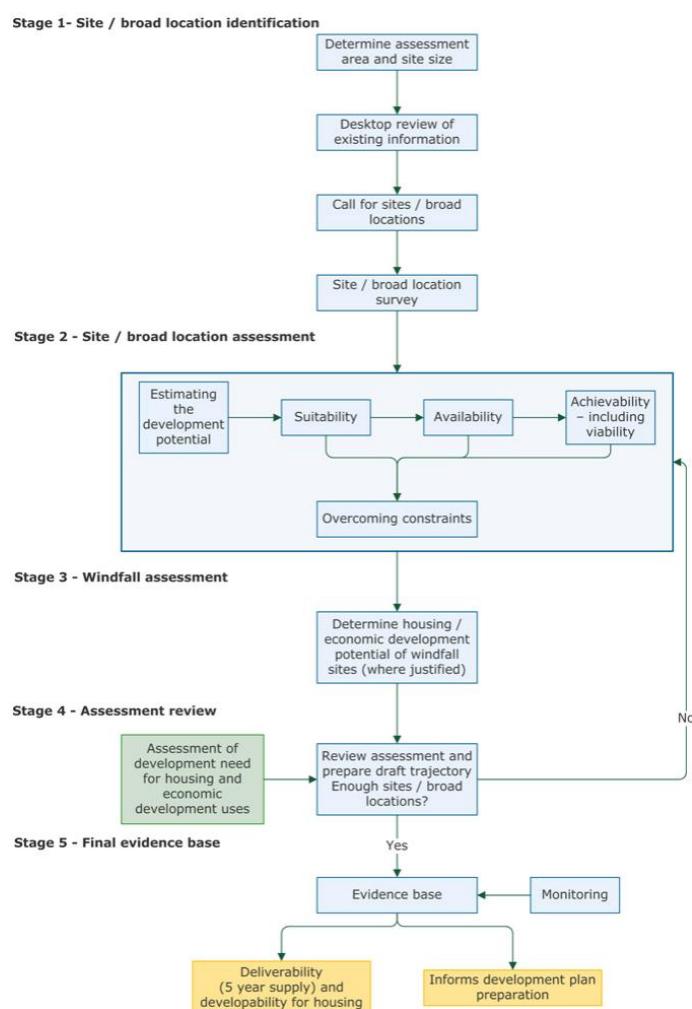
3.0 Methodology

3.1 The PPG published in March 2014, and updated in July 2019, contains detailed guidance on an appropriate methodology for the assessment. This reaffirms the advantages of carrying out land assessments for housing and economic development as part of the same exercise and that such an assessment should:

- Identify sites and broad locations with potential for development;
- Assess their development potential; and
- Assess their suitability for development and the likelihood of development coming forward (the availability and achievability).

3.2 Figure 1 is the flow chart from the PPG which sets out a five-stage process for undertaking HELAAs.

Figure 1: National Planning Practice Guidance Housing and Economic Land Availability Assessment Methodology Flow Chart⁴

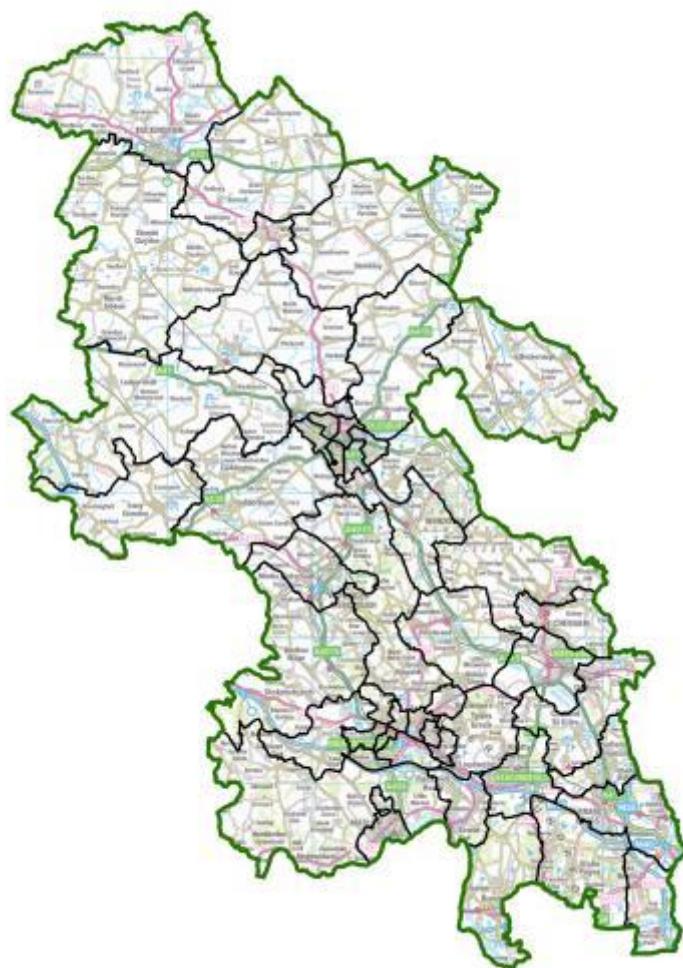


⁴ Planning Practice Guidance: Housing and Economic Land Availability Assessment Paragraph: 005 Reference ID: 3-005-20190722

Stage 1: Identification of sites and broad locations

3.3 The PPG states that the geographical extent of site selection and assessment should be the plan-making area.⁵ The geographical area for the HELAA now covers the whole of the Buckinghamshire Council area (i.e. plan-making area). Figure 2 shows the geographical area for the Buckinghamshire HELAA.

Figure 2: Buckinghamshire Council Administrative Boundary



Identification of potential expanded settlements – threshold

3.4 The NESS has defined strategic scale growth through expanded settlements as development of at least 1,000 homes. This threshold is considered sufficient to support key infrastructure such as a new primary school and small-scale local shopping⁶, and this threshold has been used to determine if an area is to be

⁵ Planning Practice Guidance: Housing and Economic Land Availability Assessment, Paragraph: 006 Reference ID: 3-006-20190722

⁶ See for example RAF Halton or Shenley Park each allocated in the Vale of Aylesbury Local Plan for just over 1,000 homes. See also the (now withdrawn) government's [Fact sheet 5: New homes and school places](#) which says the need for one average sized primary school is generated by 1,104 new homes.

considered in the NESS as potential settlement expansion. The threshold will not be applied in a rigid way and if the number of homes that can be accommodated is slightly below this threshold, this will not necessarily rule the area out.

Identification of potential expanded settlements – which settlements

3.5 The NESS looks around all settlements in Tier 1 and Tier 2 of the Council's emerging Settlement Review to see if there is potential to support urban expansions of at least 1,000 homes. The NESS has also looked around settlements in Tier 3 in a similar way, if those settlements have a population of at least 5,000 (as identified in the Settlement Review as of August 2024).

3.6 These settlements are larger towns within Buckinghamshire that offer a wider range of existing services and facilities. These settlements are better be placed to accommodate strategic scale growth, with expansion more readily able to integrate with and make effective use of established infrastructure, services and community facilities.

3.7 Therefore, the NESS looked around the following settlements:

- Aylesbury (Tier 1)
- High Wycombe (Tier 1)
- Amersham (Tier 2)
- Beaconsfield (Tier 2)
- Buckingham (Tier 2)
- Chalfont St Peter & Gerrards Cross (Tier 2)
- Chesham (Tier 2)
- Marlow (Tier 2)
- Princes Risborough (Tier 2)
- Wendover (Tier 2)
- Burnham (Tier 3)
- Farnham Common / Royal (Tier 3)
- Haddenham (Tier 3)
- Little Chalfont (Tier 3)
- Stoke Mandeville (Tier 3)
- Winslow (Tier 3)
- Wooburn & Bourne End (Tier 3)

Identification of potential new towns – threshold

3.8 The NESS has defined strategic scale growth through new towns as development of at least 5,000 homes. This scale is considered sufficient to support key infrastructure, including a new secondary school. A new town with a secondary school has

significant benefits in terms of providing a heart for the community and supporting the creation of a more self-contained settlement, helping to reduce the need for residents to travel by car to nearby towns. This threshold is used to determine if an area is to be considered in the NESS for a potential new location for a new town. The threshold will not be applied in a rigid way and if the number of homes that can be accommodated is slightly below this threshold, this will not necessarily rule the area out.

Identification of potential expanded settlements – which locations

3.9 The NESS looks at the following locations to see if there is potential to support new towns of at least 5,000 homes:

- Around existing and potential railway stations. Railway stations can offer significant sustainability benefits by providing travel choice for some journeys. This can reduce the impact of development on the highway network whilst also providing people access to new opportunities for work and travel. This approach is validated by the proposals in the December 2025 NPPF consultation by the government to promote development near well connected stations.
- Where the Council was aware of other large-scale submissions to the HELAA or the government's new towns taskforce. The NESS sought to assess all large sites in a consistent manner, and so it assessed large scale proposals.
- Other sites where the Council considered there was potential for new towns to be considered.

3.10 This means that the NESS looked around the following potential new settlement locations:

- Existing train stations:
 - Amersham
 - Aylesbury
 - Aylesbury Parkway
 - Beaconsfield
 - Bourne End
 - Cheddington
 - Chesham
 - Denham
 - Denham Golf Club
 - Gerrards Cross
 - Great Missenden
 - Haddenham
 - High Wycombe
 - Iver
 - Little Chalfont

- Little Kimble
- Princes Risborough (two options being considered here)
- Marlow
- Monks Risborough
- Saunderton
- Seer Green & Jordans
- Stoke Mandeville
- Taplow
- Wendover
- Potential railway stations:
 - Calvert (Calvert is located on HS2 and previous discussions have considered the potential for a new station at this location)
 - Quainton Road (Quainton Road is located on HS2 and there is an old station at this location that is currently a working steam museum and heritage railway)
- Winslow (Winslow is located on East-West Rail and a new station is being built at this location, opening in 2026) (two options being considered here)
 - Large-scale New Town submission to the Council / government:
 - Beachampton
 - Oakley
 - Cheddington (two options being considered here)
 - Other sites with potential:
 - Turweston (Turweston airstrip is brownfield land located in the northwest of Buckinghamshire near Brackley)

Density of development and minimum area identified

3.11 To assess whether the above areas can accommodate the minimum number of homes that are proposed (1,000 or 5,000 homes), a minimum site area needs to be defined. Establishing this requires an understanding of the proportion of land likely to be developed for residential use, alongside an assumed average development density across the site.

3.12 The appropriate density of development on sites will depend on the site-specific context of individual sites. The NPPF encourages making best use of land (i.e. higher densities) subject to the impacts on local character, as do the Council's emerging vision and objectives. There are a number of benefits of higher density development. These include:

- **Less land for development:** higher density development is capable of meeting development needs with less land take ensuring more countryside is protected.
- **Wider range of local shops and services:** denser development means more people live closer to their local shops and services and so are likely to use them.

- **More transport options:** denser development means shorter distances to travel to local services, making walking and cycling more attractive. It also means that more people live closer to public transport stops, supporting their viability.
- **Health benefits:** social isolation is reduced for those without a car and more people are likely to walk and cycle to destinations, increasing activity.
- **Increased vitality:** denser development supports more people to be 'out and about', while not necessarily using their cars, this can give areas more of a 'buzz'.

3.13 These benefits have to be balanced with the impact on local character as well as other impacts of a development. For example, while denser development does promote more journeys by means other than the car, this is still dependant on a supportive environment. Furthermore, people will still need to use their cars for journeys and the impact of these journeys needs to be considered alongside the wider connectivity potential of the site as people move beyond the site too.

3.14 Allocated sites in previous Local Plans are around 40 dwellings per hectare net and 14 dwellings per hectare gross.

3.15 The NESS assumes an average net density of 50 dwellings per hectare reflecting (1) the substantial advantages that denser developments can bring, and (2) the fact that this will rule out less sites than a lower density. Furthermore, the NESS assumes an average gross density of 14 dwellings per hectare.

3.16 These assumptions mean that in order to accommodate 1,000 homes a location will have to be at least 70 ha⁷. A site delivering net densities of 50 dwellings per hectare would require a developable area of 20 ha⁸, leaving over 50 ha for major distributor roads, schools, shops etc, wider open spaces and landscape buffers.

3.17 For a new town of 5,000 homes, a location will have to be at least 350 ha⁹. A site delivering net densities of 50 dwellings per hectare would require a developable area of 100 ha¹⁰, leaving 250 ha for major distributor roads, schools, shops etc, wider open spaces and landscape buffers.

Part 1 assessment – absolute & relative constraints

3.18 The first part of the work reviewed the above identified areas against a number 'absolute constraints'. This review sought to identify areas sufficiently large to accommodate development above the thresholds identified above. These absolute constraints were not applied rigidly and the presence of an absolute constraint would

⁷ $1,000 / 14 = 71.4 \approx 70$

⁸ $20 \times 50 = 1,000$

⁹ $5,000 / 14 = 357.1 \approx 350$

¹⁰ $100 \times 50 = 5,000$

not necessarily rule out an area. For example, an ancient woodland within an area would not rule it out if development could otherwise meet the above thresholds.

3.19 The below constraints were considered the 'absolute constraints' assessed as above:

- Ancient woodland – the NPPF identifies ancient woodland as an irreplaceable habitat and states that development resulting in its loss or deterioration should be refused, unless there are wholly exceptional circumstances, and a suitable compensation strategy exists.
- Flood Zone 3 – Flood Zones 3a and 3b are areas with high probability of flooding and the functional floodplain, these are the areas at highest risk of flooding and residential development should be avoided in zone 3b and avoided in 3a unless an exception test is passed.
- Special Areas of Conservation (SAC) and Special Protection Areas (SPA) – these are designated as habitats sites of international importance by law and are protected by the NPPF to preserve the biodiversity value. Any residential exclusion zones will also be included as absolute constraints.
- Site of Special Scientific Interest (SSSI) – these are protected by the NPPF and development that has an adverse impact on it should not normally be permitted.
- National and Local Nature Reserves (NNR & LNR) – NNRs are designated by Natural England to protect important habitats, species and geology. LNRs are designated by local authorities and are places with wildlife or geological features that are of special local interest.
- Scheduled Monuments – are heritage assets of the highest significance and are of national importance. Development that has any harm to, or loss of, the significance should require clear and convincing justification.
- Registered Parks and Gardens – are 'designed landscapes' that are protected, and development must consider the impact on the landscapes' special character.
- Active authorised Landfill Sites – these are landfill sites authorised by the Environment Agency. Their current use makes them inappropriate sites to consider for development.
- AONB / National Landscapes – these are areas with the highest protection in relation to their landscape and scenic beauty, and development should be limited in these areas.
- Local Green Spaces (outside of urban areas) – these are local in character and demonstrably special to a local community.
- Existing allocations including minerals and waste allocations – the purpose of the study is to allocate new sites, not duplicate or contradict other existing allocations.

- Urban areas – the purpose of the study is to look for potential sites for new settlements or extensions to existing settlements not the redevelopment of existing areas.

3.20 Once areas were identified and assessed against the absolute constraints they were then assessed against a series of relative constraints. The below constraints were considered the ‘relative constraints’:

- a. *Environmental constraints:*
 - i. Potential impacts on environmental sites that are absolute constraints – zones of influence for internationally protected ecological sites; proximity to ancient woodlands; SSSIs; NNRs, LNRs. People living near sensitive sites can impact on them through disturbance relating to visiting the sites, or by worsening air quality through increased car use nearby.
 - ii. Surface water flooding – surface water flooding can often be mitigated but may require a larger land take for larger drainage management features.
 - iii. Flood Zone 2 – Flood Zone 2 are areas with a medium risk of flooding. More development (such as housing) can be developed here, but there can be increased costs associated with it.
 - iv. Agricultural land classification – all things being equal, areas of poorer quality agricultural land should be preferred to those of higher quality.
- b. *Transport and accessibility*¹¹;
 - v. Rail routes – development close to a station opens up opportunities for people to make journeys by rail. 2km buffers from stations is under a half hour walk or 6 minutes to cycle¹².
 - vi. High quality bus routes – development close to a high quality bus route opens up opportunities for people to make journeys by bus.
 - vii. TRACC mapping – the Council has mapped accessibility of different towns in relation to bus, cycling, walking, train and car. These maps can inform the relative sustainability of different areas.
 - viii. Strategic highway network – while it is ideal to plan for a high proportion of trips to be made by means other than the car, there will always be a residue of trips that need to be made by car. Access to larger, more strategic roads ensures that rural lanes are not inappropriately congested with too much traffic.
- c. *Geo-environmental considerations:*
 - ix. Historic Landfills; Source Protection Zone 1, 2 and 3; ground water vulnerability to pollution; mineral deposits; mineral safeguarding areas; principle and secondary aquifers; and drinking water safeguarding zones.
- d. *Infrastructure;*
 - x. The proximity of areas to schools and health facilities.

¹¹ Necessarily these maps existing and known new transport and accessibility data. New development will bring forward new infrastructure.

¹² At 3mph walking speed or 12.5mph cycling speed

- e. Safeguarded transport routes:
 - xi. High Speed 2 route & East West Rail – these routes are reserved for new railway infrastructure. There would be noise issues associated with development in proximity to these routes, which would require mitigation.
 - xii. New road alignments – where new roads are planned there may be noise and air quality issues associated with them. On the other hand, they may improve local or strategic accessibility.
- f. Landscape and topography;
 - xiii. Local Landscape Areas & Area of Attractive Landscape – these have particular landscape features and qualities considered appropriate for particular conservation and enhancement opportunities. AALs have greater significance than LLAs.
 - xiv. Topography can place burdens on development and make sites more or less prominent in the landscape.
- g. Heritage considerations;
 - xv. Potential impacts on conservation areas – are areas of special architectural or historic interest. Special attention should be paid to the desirability of any development should preserve or enhance the character and appearance of the area.
 - xvi. Potential impacts on listed buildings – are buildings of special architectural or historic interest. Harm to the structure and interest of listed buildings should be avoided.
 - xvii. Potential impacts on scheduled monuments.
- h. Economic development potential;
 - xviii. Existing and potential employment sites – homes should be well related to jobs and the proximity of a major source of employment facilitates this.
- i. Spatial constraints and opportunities.
 - xix. Settlement hierarchy – this identifies more and less sustainable settlements in Buckinghamshire. Larger, more sustainable settlements with more services and facilities will better be able to accommodate larger urban extensions. The proximity of sustainable settlements to new development is also a factor to consider as it may facilitate trips to nearby services and facilities.
 - xx. Green Belt – Green Belt is a spatial policy designed to direct development away from particular areas and towards other areas. Its fundamental aim is to prevent urban sprawl and keep land permanently open. A Local Plan review represents an opportunity to consider whether it is still appropriate to direct development in the way the current Green Belts do, if boundaries are to be changed the exceptional circumstances must be fully evidenced and justified.
 - xxi. Key employment sites and Enterprise Zones – existing locations with jobs, particularly those with potential to grow, can provide opportunities to co-

locate new homes and jobs. Depending on the employment use, awareness of the neighbourliness of nearby uses may also be an issue.

xxii. Gypsy and Traveller sites – existing and proposed sites for Gypsies and Travellers are a factor to be taken into account, new towns and urban extensions should avoid subsuming existing Gypsy and Traveller sites. New development could open up opportunities to expand existing Gypsy and Traveller sites or provide new Gypsy and Traveller sites.

3.21 The below table summarises the review of the areas against the absolute & relative constraints.

Table 1 Assessment of areas against absolute constraints

Area	Urban extension / New Town	Continue to assess?	Summary reason
Aylesbury	Urban extension	Continue to look to north and northwest.	Relatively unconstrained well located in relation to existing settlement. Can deliver “missing link road”.
		Do not continue to look to east.	Site is not well linked to existing settlement.
		Do not continue to look to south.	Site provides separation between settlements.
		Do not continue to look to southwest and west.	Site is separated from existing settlement by HS2 and faces landscape and heritage constraints.
High Wycombe	Urban extension	Constraints meant no large enough areas identified to continue.	
Amersham	Urban extension	Do not continue with areas to the east.	Areas provide separation between settlements.
		Constraints meant no large enough areas identified to the	

		north, west and south.	
Beaconsfield	Urban extension	Constraints meant no large enough areas identified to continue.	
Buckingham	Urban extension	<p>Continue with area wrapping around the south.</p> <p>Do not continue look to east.</p> <p>Do not continue to look to north.</p> <p>Do not continue to look to west.</p>	<p>Site is unconstrained and relatively well located in relation to south Buckingham and A421.</p> <p>Flood constraints reduce the developable area so that it does not support 1,000 homes.</p> <p>Areas provide separation between settlements.</p> <p>Flood and heritage constraints constrain development.</p>
Chalfont St Peter & Gerrards Cross	Urban extension	<p>Continue to look to the east.</p> <p>Constraints meant no large enough areas identified to the north, west and south.</p>	Site is in the Green Belt but otherwise relatively unconstrained and well located in relation to existing settlement.
Chesham	Urban extension	Continue to look to the east.	Site is only opportunity to expand settlement and relatively well located in relation to existing settlement.

		Constraints meant no large enough areas identified to the north, west and south.	
Marlow	Urban extension	Constraints meant no large enough areas identified to continue.	
Princes Risborough	Urban extension	Continue to look to the northwest and west. Constraints meant no large enough areas identified to the east and south.	Some flooding constraints, but relatively well located in relation to existing settlement and railway stations.
Wendover	Urban extension	Constraints meant no large enough areas identified to continue.	
Burnham	Urban extension	Continue to look to north. Do not continue to look to West. Existing development and constraints mean	Some landscape, heritage and Green Belt constraints, well located in relation to existing settlement and train stations. Landscape and heritage constraints reduce the developable area so that it does not support 1,000 homes.

		no areas identified to east of south.	
Farnham Common / Royal	Urban extension	Constraints meant no large enough areas identified to continue.	
Haddenham	Urban extension	Continue to look to the North and West. Continue to look to the east Do not continue to look to the south.	Relatively unconstrained and well located in relation to existing settlement and railway station. Relatively unconstrained and well located in relation to existing settlement. Flooding constraints.
Little Chalfont	Urban extension	Do not continue with areas to the west. Constraints meant no large enough areas identified to the north, east and south.	Areas provide separation between settlements.
Stoke Mandeville	Urban extension	Continue to look to the south. Constraints meant no large enough areas identified to the north, east and west.	Site is unconstrained and well located in relation to existing settlement and railway station.
Winslow	Urban extension	Continue looking to the north and west. Continue looking to the east and south.	Site is unconstrained and well located in relation to existing settlement and railway station. Some heritage and landscape constraints, but

			well located to existing settlement.
Wooburn & Bourne End	Urban extension	Continue to look at area between Bourne End & Wooburn. Constraints meant no large enough areas identified in other locations.	Site is prominent in the landscape but well located to existing settlements.
Amersham	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Aylesbury	New town (railway station)	Railway station is located within the existing settlement.	
Aylesbury Parkway	New town (railway station)	Railway station is located on the edge of the existing settlement and this area was looked at through the consideration of an urban extension in this location.	
Beaconsfield	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Bourne End	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Cheddington (East and West)	New town (railway station)	Continue to look at this location.	Site is remote from strategic road network, and with nearby heritage

			constraints, but these appear capable of being overcome.
Chesham	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Denham	New town (railway station)	Combined with Denham golf club station the available area is too small to deliver 5000 homes.	
Denham Golf Club	New town (railway station)	Combined with Denham station the available area is too small to deliver 5000 homes	
Gerrards Cross	New town (railway station)	Constraints meant no large enough areas identified to continue.	
Great Missenden	New town (railway station)	Constraints meant no large enough areas identified to continue.	
Haddenham	New town (railway station)	Settlement was looked at through the urban extension work.	
High Wycombe	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Iver	New town (railway station)	Constraints meant no large enough areas identified to continue.	
Little Chalfont	New town (railway station)	Railway station is located within the existing settlement. Settlement was	

		looked at through the urban extension work.	
Little Kimble	New town (railway station)	Railway station is located on the edge of the National Landscape and scope for a new town is limited.	
Princes Risborough	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Marlow	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Monks Risborough	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Saunderton	New town (railway station)	Railway station is located within the National Landscape.	
Seer Green & Jordans	New town (railway station)	Constraints meant no large enough areas identified to continue.	
Stoke Mandeville	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Taplow	New town (railway station)	Constraints meant no large enough areas	

		identified to continue.	
Wendover	New town (railway station)	Railway station is located within the existing settlement. Settlement was looked at through the urban extension work.	
Calvert	New town (new railway station)	Continue to look at this location.	Site is remote from strategic road network, and with onsite mineral work, but these appear capable of being overcome. Site would not work without a new railway station.
Quainton Road	New town (new railway station)	Continue to look at this location.	Site is remote from strategic road network, and with some flooding issues, but these appear capable of being overcome. Site would not work without a new railway station.
Winslow	New town (new railway station)	New railway station is located on the edge of the existing settlement. Settlement was looked at through the urban extension work.	
Beachampton	New town (submission)	Continue to look at this location.	Site is remote from strategic road network, but relatively close to Milton Keynes.
Oakley	New town (submission)	Continue to look at this location.	Site is remote from strategic road network without connection onto motorway. Explore connection onto motorway.
Turweston	New town (other)	Continue to look at this location.	Site is relatively unconstrained and relatively well located in relation to Brackley.

Part 2 assessment – consider in more detail and refine area

3.22 The assessment then looked in more detail at the areas that were identified for further work and in some cases refined the developable area. For example, at Winslow areas to the South and East were considered more sensitive and less well related to the new station than those to the North and West, and further work concentrated on areas to the North and Northwest. This included reduced the forecast number of homes such that it did not stretch beyond the plan period and fix the strategy for future local plans. In general, this sought to keep the number of homes identified in NESS areas to 5,000-10,000.

Summary of way forward for areas from part 1 and part 2 work

Table 2 summary of way forward for areas from part 1 and part 2 work]

	Part 1	Part 2
Aylesbury North	Green	Green
Aylesbury Northwest	Green	Red
Aylesbury East	Red	N/a
Aylesbury South	Red	N/a
Aylesbury Southwest	Red	N/a
Aylesbury West	Red	N/a
High Wycombe	No areas ID'd	N/a
Amersham East	Red	N/a
Beaconsfield	No areas ID'd	N/a
Buckingham North	Red	N/a
Buckingham East	Red	N/a
Buckingham South	Green	Green
Buckingham West	Red	N/a
Chalfont St Peter & Gerrards Cross East	Green	Green
Chesham East	Green	Green
Marlow	No areas ID'd	N/a
Princes Risborough North	Green	Green
Princes Risborough Northwest	Green	Green
Wendover	No areas ID'd	N/a
Burnham North	Green	Green
Burnham West	Red	N/a
Farnham Common / Royal	No areas ID'd	N/a
Haddenham North	Green	Green
Haddenham East	Green	Green
Haddenham South	Red	N/a
Haddenham West	Green	Green

Little Chalfont West	Red	N/a
Stoke Mandeville	Green	Green
Winslow North	Green	Green
Winslow Northwest	Green	Green
Winslow East	Green	Red
Winslow South	Green	Red
Winslow West	Green	Red
Wooburn & Bourne End	Green	Green
Amersham station	No areas ID'd	N/a
Aylesbury station	No areas ID'd	N/a
Aylesbury Parkway station	No areas ID'd	N/a
Beaconsfield station	No areas ID'd	N/a
Bourne End station	No areas ID'd	N/a
Cheddington station (East and West)	Green	Green
Chesham station	No areas ID'd	N/a
Denham station	No areas ID'd	N/a
Denham Golf Club station	No areas ID'd	N/a
Gerrards Cross station	No areas ID'd	N/a
Great Missenden station	No areas ID'd	N/a
Haddenham station	No areas ID'd	N/a
High Wycombe station	No areas ID'd	N/a
Iver station	No areas ID'd	N/a
Little Chalfont station	No areas ID'd	N/a
Little Kimble station	No areas ID'd	N/a
Princes Risborough station	No areas ID'd	N/a
Marlow station	No areas ID'd	N/a
Monks Risborough station	No areas ID'd	N/a
Saunderton station	No areas ID'd	N/a
Seer Green & Jordans station	No areas ID'd	N/a
Stoke Mandeville station	No areas ID'd	N/a
Taplow station	No areas ID'd	N/a
Wendover station	No areas ID'd	N/a
Calvert potential station	Green	Green
Quainton Road potential station	Green	Green
Winslow new station	No areas ID'd	N/a
Beachampton	Green	Green
Oakley	Green	Green
Turweston	Green	Green

3.23 Consultants were brought onboard to look at the assessed areas and provide a independent assessment. In addition, two large submissions to the HELAA were

included in the consultant's NESS work. An area near Wing and an area near Steeple Claydon. This evidence has been published for the engagement on sites for the Buckinghamshire Local Plan.

4.0 Sites to be taken forward

4.1 Following receipt of the evidence the Council has decided to indicate which sites it intends to take forward to meet its development needs. The below tables set out which sites the Council intends to take forward, sites where there is further work needed before a conclusion can be reached and site which the Council does not intend to take forward.

Table 3: NESS sites proposed to be taken forward to be allocated in the Local Plan

NESS site to be taken forward	Reason
Aylesbury North	It is a high-scoring site on the edge of a Tier 1 settlement that has the potential to deliver a key piece of Infrastructure for Aylesbury. Furthermore, the constraints in the area appear capable of being overcome.
Buckingham South	It is a high-scoring site on the edge of a Tier 2 settlement. Furthermore, the constraints in the area appear capable of being overcome.
Chalfont St Peter & Gerrards Cross East	It is a mid-scoring site on the edge of a Tier 2 settlement. Furthermore, the constraints in the area appear capable of being overcome.
Chesham East	It is a mid-scoring site on the edge of a Tier 2 settlement. Furthermore, the constraints in the area appear capable of being overcome.
Haddenham North, East & West	It is a high-scoring site on the edge of a Tier 3 settlement that has the potential to make good use of a railway station. Furthermore, the constraints in the area appear capable of being overcome.
Turweston	It is a mid-scoring site near Brackley a large settlement outside of Buckinghamshire. Furthermore, the constraints in the area appear capable of being overcome.
Wing	It is a mid-scoring site on the edge of a Tier 3 settlement. Furthermore, the constraints in the area appear capable of being overcome.
Winslow Northeast & Northwest	It is a mid-scoring site on the edge of a Tier 3 settlement that has the potential to make good use of a new railway

	station. Furthermore, the constraints in the area appear capable of being overcome.
Wooburn & Bourne End	It is a high-scoring site on the edge of a Tier 3 settlement. Furthermore, the constraints in the area appear capable of being overcome.

Table 4: NESS sites where further assessment is needed before concluding on suitability

NESS site not to be taken forward	Reason
Beachampton	<p>It is a low-scoring site with poor connections to the strategic road network.</p> <p>Further work is needed on transport modelling and infrastructure.</p>
Calvert	<p>It is a low-scoring site with poor connections to the strategic road network.</p> <p>Further work is needed on transport modelling and infrastructure.</p>
Cheddington	<p>It is a low-scoring site with poor connections to the strategic road network.</p> <p>Further work is needed on transport modelling and infrastructure.</p>
Oakley	<p>It is a low-scoring site with poor connections to the strategic road network.</p> <p>Further work is needed on transport modelling and infrastructure.</p>
Princes Risborough North & Northwest	<p>It is a mid-scoring site on the edge of a Tier 2 settlement. However, the existing allocation here has been facing deliverability issues.</p> <p>Further work is needed on deliverability.</p>
Steeple Claydon	<p>It is a low-scoring site with poor connections to the strategic road network.</p>

	Further work is needed on transport modelling and infrastructure.
Stoke Mandeville	<p>This site performs well in the assessment and is located on the edge of a Tier 3 settlement. However, there is already a significant amount of committed development coming forward in and around Stoke Mandeville and on the southeast side of Aylesbury. The Council considers it necessary to first understand the cumulative impacts of this nearby growth—particularly on infrastructure and local services—before considering any additional allocations in this location.</p> <p>For this reason, the site is not being taken forward until further assessment has been completed.</p>

Table 5: NESS sites proposed **not** to be taken forward to be allocated in the Local Plan

NESS site not to be taken forward	Reason
Burnham North	It is a low-scoring site which is in the Green Belt which has not been assessed as being Grey Belt.
Quainton	It is a low-scoring site which is not large enough to support a new Secondary School.